



Our meeting will begin shortly.

COMMUNITY ADVISORY COMMITTEE

Meeting #2

Land Acknowledgement

Every community owes its existence and vitality to generations from around the world who contributed their hopes, dreams, and energy to making the history that led to this moment. Some were brought here against their will, some were drawn to leave their distant homes in hope of a better life, and some have lived on this land since time immemorial. Truth and acknowledgment are critical to building mutual respect and connection across all barriers of heritage and difference.

We are standing on the ancestral lands of the Dakota People. We want to acknowledge the Ojibwe, the Ho Chunk and the other nations of people who also called this place home. We pay respects to their elders past and present. Please take a moment to consider the treaties made by the tribal nations that entitle non-Native people to live and work on traditional Native lands. Consider the many legacies of violence, displacement, migration, and settlement that bring us together here today. And please join us in uncovering such truths at any and all public events.

The acknowledgment given in the USDAC Honor Native Land Guide - edited to reflect Minnesota tribes. In review with SIA and endorsed by Shannon Geshick, Executive Director Minnesota Indian Affairs Council.

Agenda

- Welcome and Introductions.
- Housekeeping Items.
- Selection of Co-Chairs.
- Engineering and Pre-Environmental Update.
- Station Area Planning Update.
- Cultural Resources Update.
- Communications and Community Engagement Update.

Introductions

Introduce yourself!

- What are your name and preferred pronouns?
- What is your favorite Halloween candy?

Housekeeping

Role of Community Advisory Committee

- Representing community views, perspectives, and diversity.
- Provide advisory comments and guidance to the Policy Advisory Committee on:
 - Project development; understand and prioritize benefits and impacts of concept design alternatives.
 - Public engagement process; advise on engagement techniques and community engagement opportunities.
- Provide input through consensus rather than vote.
- Not final decision-maker on the project.

Group Agreements

- Be open-minded.
- Listen actively/respectfully when others are speaking.
- Speak from your own experience instead of generalizing (Use "I" instead of "they," "we," and "you").
- Respectfully ask challenging questions and refrain from personal attacks.
- Be engaged and provide feedback.
- The goal is not to always agree — it is to gain a deeper understanding.
- Be aware of your facial expressions — they can be perceived as disrespectful as words.
- Do not dominate the discussion, allow others to be heard.
- "Step Up and Step Back!"

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.

File Storage/Sharing

- Community Advisory Committee members may access relevant materials on a dedicated file sharing site.
- A secured link was sent to members via email.
- Example items to be shared include:
 - Meeting agendas.
 - Meeting presentations.
 - Meeting notes.
 - Other relevant project documents (e.g., charter, draft plans, etc.)

Selection of Committee Co-Chairs

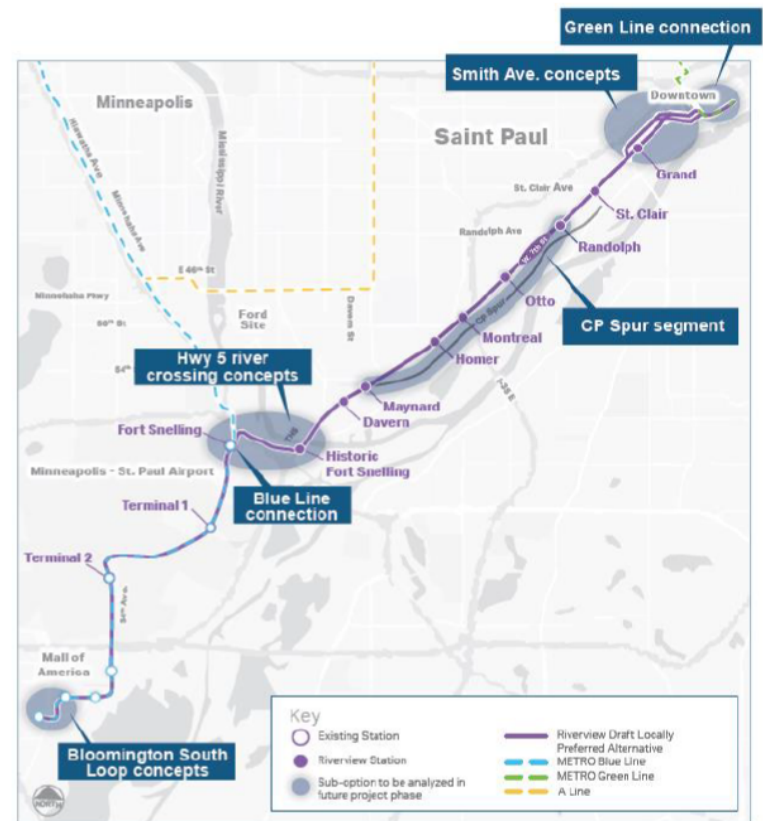
Co-Chair Roles and Selection Process

- Assist in facilitating meeting agenda and group discussion.
- Represent the Community Advisory Committee at Policy Advisory Committee meetings.
- Serve as ex-officio member of the Station Area Planning Task Force.
- Selection: Two members have volunteered.
 - Kevin Gallatin
 - Amanda Willis

Engineering and Pre-Environmental 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

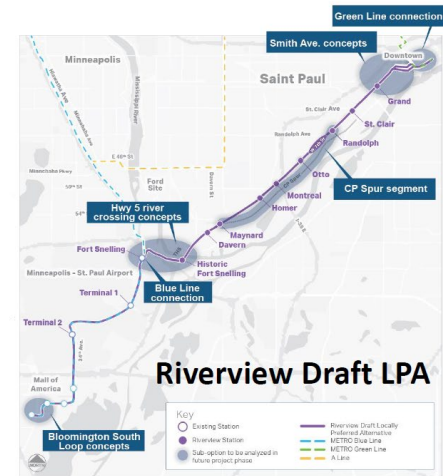


Engineering and Pre-Environmental Update

- 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

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.

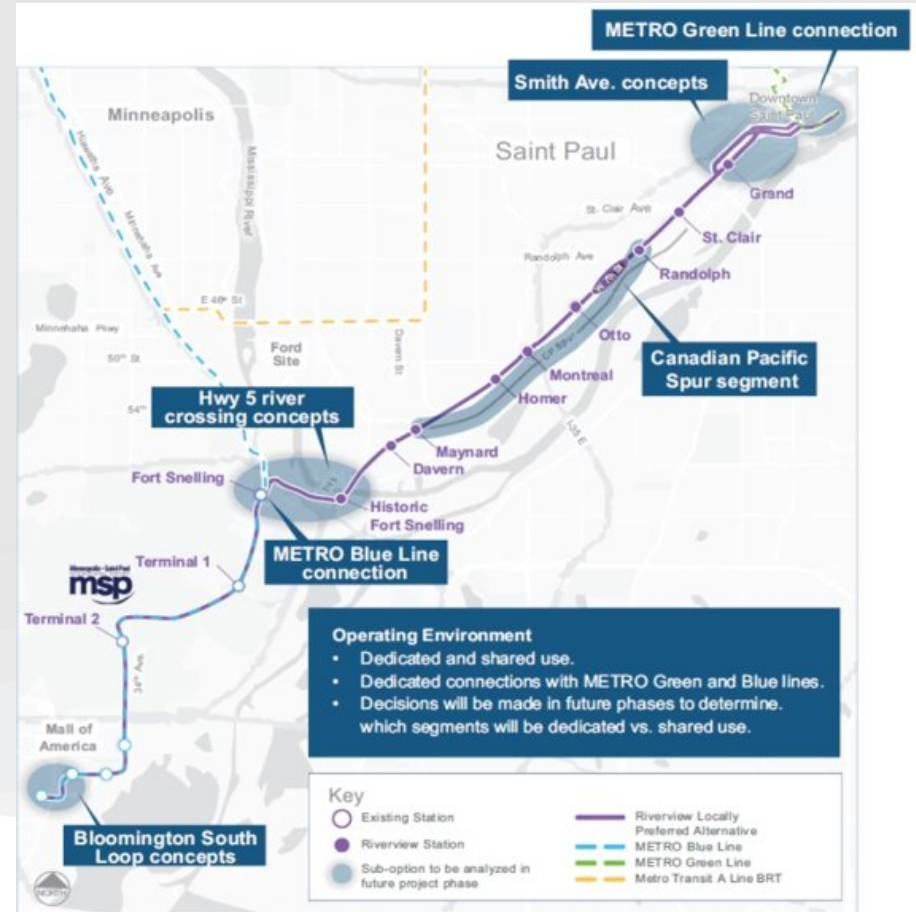
Key Differences between Regional Travel Demand Model and STOPS Forecasts

- Population and Employment Growth Assumptions.
 - Base year 2014 (PPD) vs. 2018 (STOPS).
 - Preliminary 2040 (PPD) vs. adopted 2040 (STOPS).
- Transit Travel Patterns and Demand Estimation.
 - Model estimated (PPD) vs. 2016 onboard survey data (STOPS).
- Travel Time Calculations.
 - Model estimate (PPD) vs. actual schedule (STOPS).
- Perceived Benefit of Rail Transit on Riverview.
 - Light rail (PPD) vs. streetcar (STOPS).

Preliminary Results Review

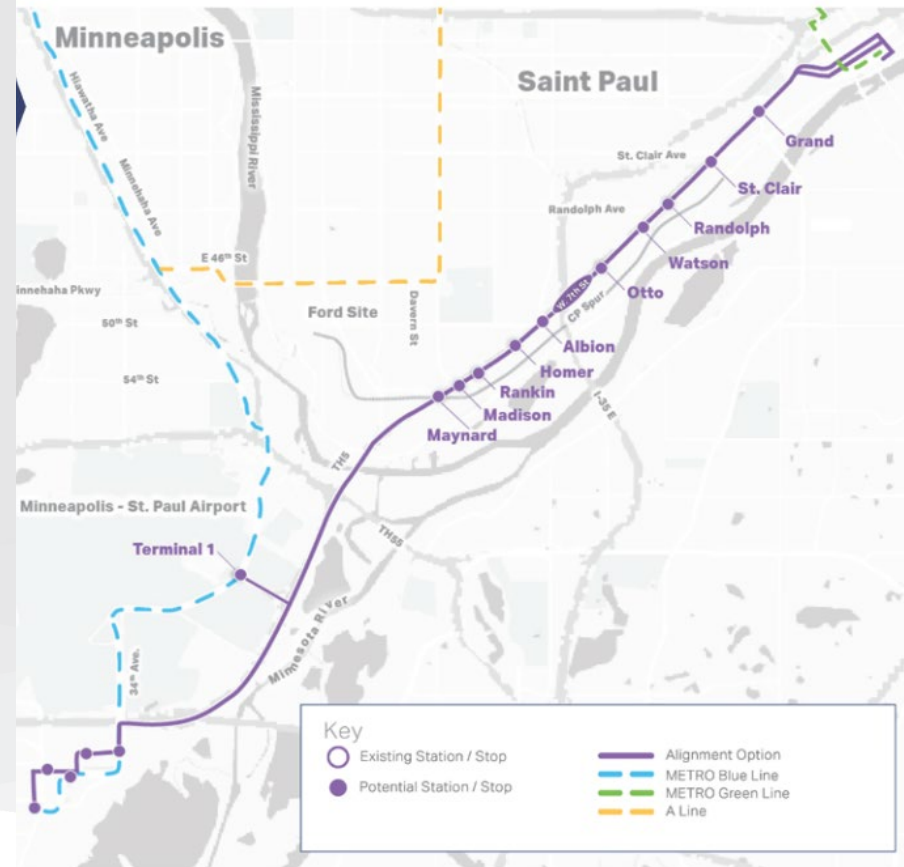
Locally Preferred Alternative (LPA) - Modern Streetcar

- Travel time:
 - EB 43:16
 - WB 44:09
- Supporting service assumptions consistent with LPA (the same as Streetcar alternative, maintains route 54)



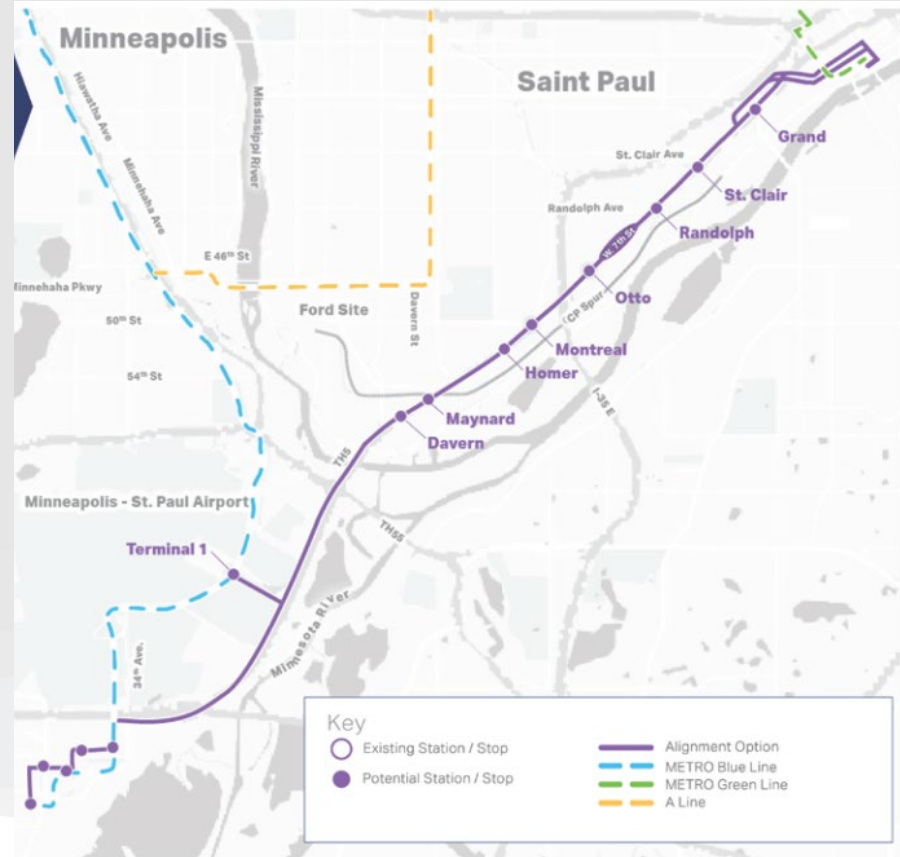
Arterial BRT

- Travel time:
 - EB 42:43
 - WB 44:21
- Supporting service assumptions consistent with LPA (the same as Streetcar alternative, maintains route 54)



Dedicated BRT Route

- Travel time:
 - EB 40:00
 - WB 41:15
- Supporting service assumptions consistent with LPA (the same as Streetcar alternative, 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%

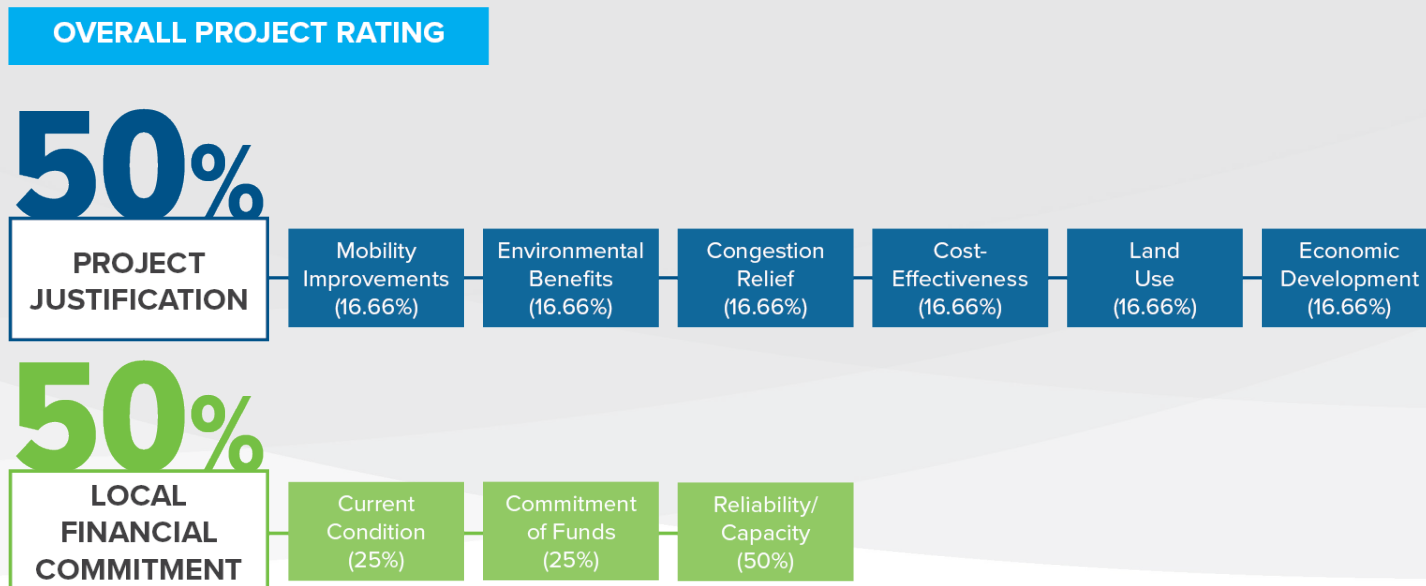
Why is Ridership Lower than the PPD Study?

- 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

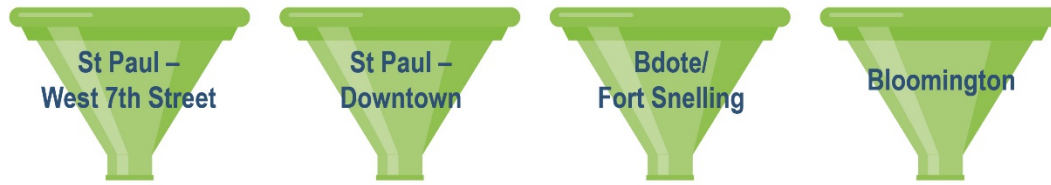
- Projects must receive at least a **medium** rating for both Project Justification and Local Financial Commitment to be eligible for New Starts funding.



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

Engineering Updates



Build Alternative #1

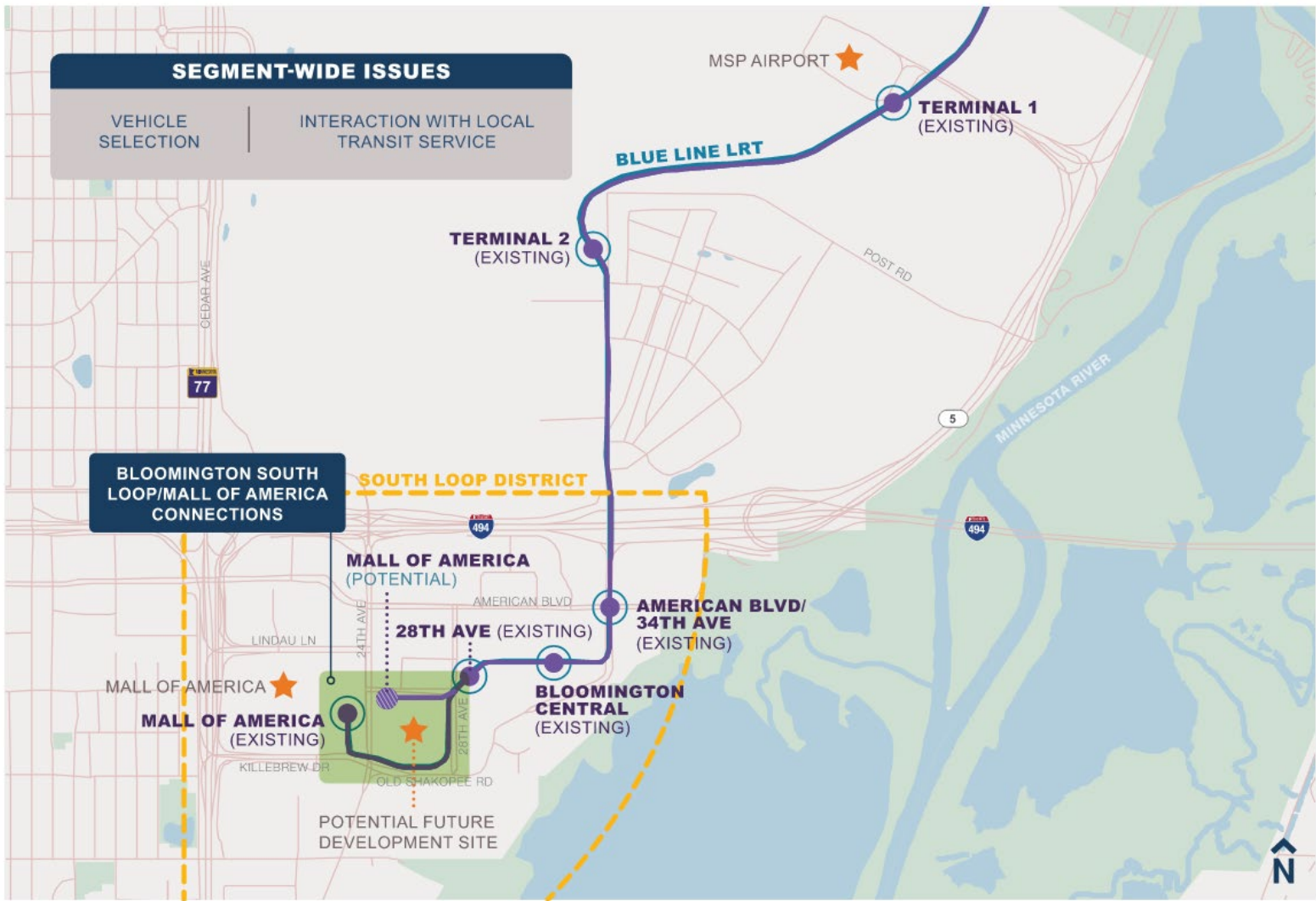
Build Alternative #2

Airport/Bloomington

SEGMENT-WIDE ISSUES

VEHICLE SELECTION

INTERACTION WITH LOCAL TRANSIT SERVICE



AIRPORT/BLOOMINGTON IRT





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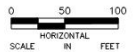
Killebrew Drive and 24th Avenue Intersection - 2040 Build

DRAFT - Work in Progress
3/17/2021



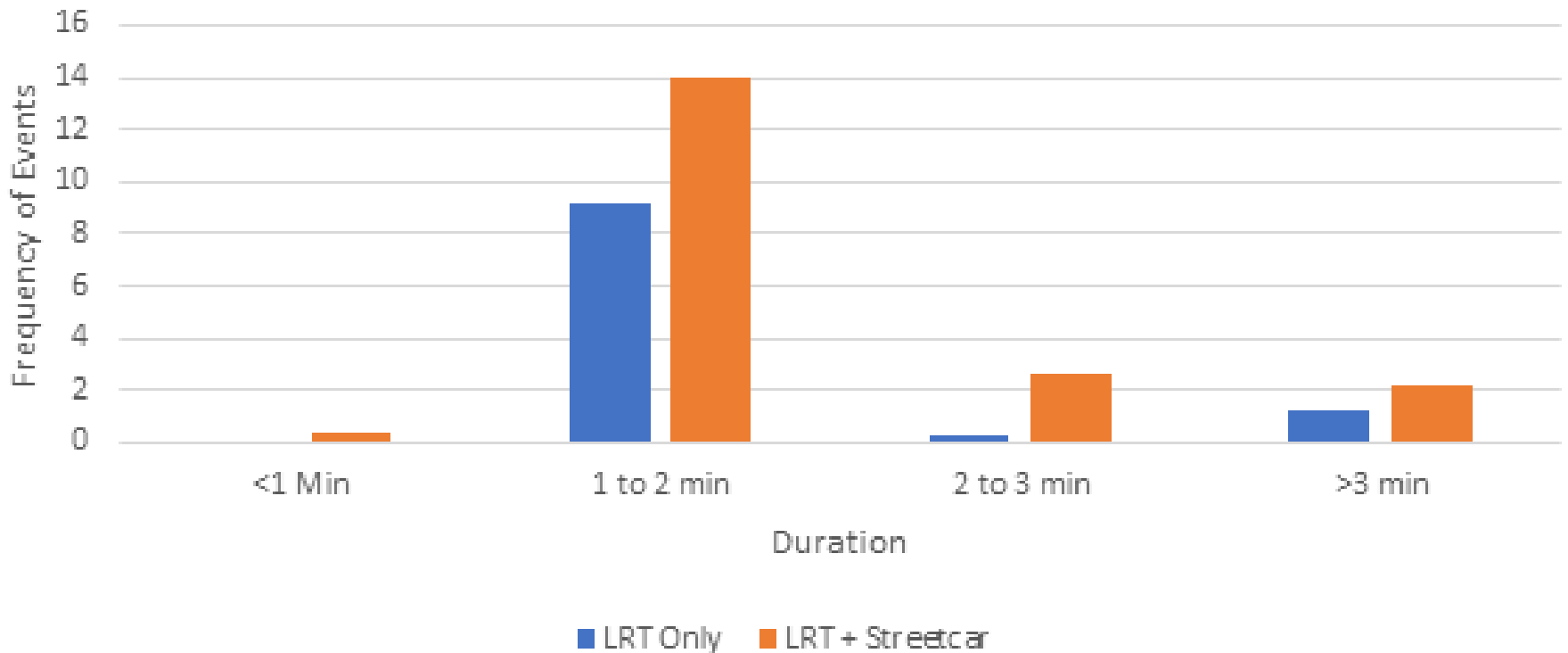
RIVERVIEW EPE
KILLEBREW DRIVE AND 24TH AVENUE INTERSECTION

03/16/2021 REV0



Gate Down Time Comparison

Gates Down Events During Peak Hour (2040)



End of Line Operations Criteria

FTA PAYBACK REQUIREMENTS

TRAFFIC IMPACTS

PEDESTRIAN TRAVEL TIME FROM STATION

IMPACTS TO DEVELOPABLE PROPERTIES

COST

UTILITY IMPACTS

ACCESS CHANGES TO DEVELOPMENTS

IMPACTS TO 24TH AVE

RIDERSHIP
GATE DOWN TIME

TRANSIT LINES SERVED

TRAVEL TIME FOR TRANSIT USERS

MOA PREFERENCE

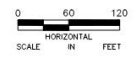
Option 1



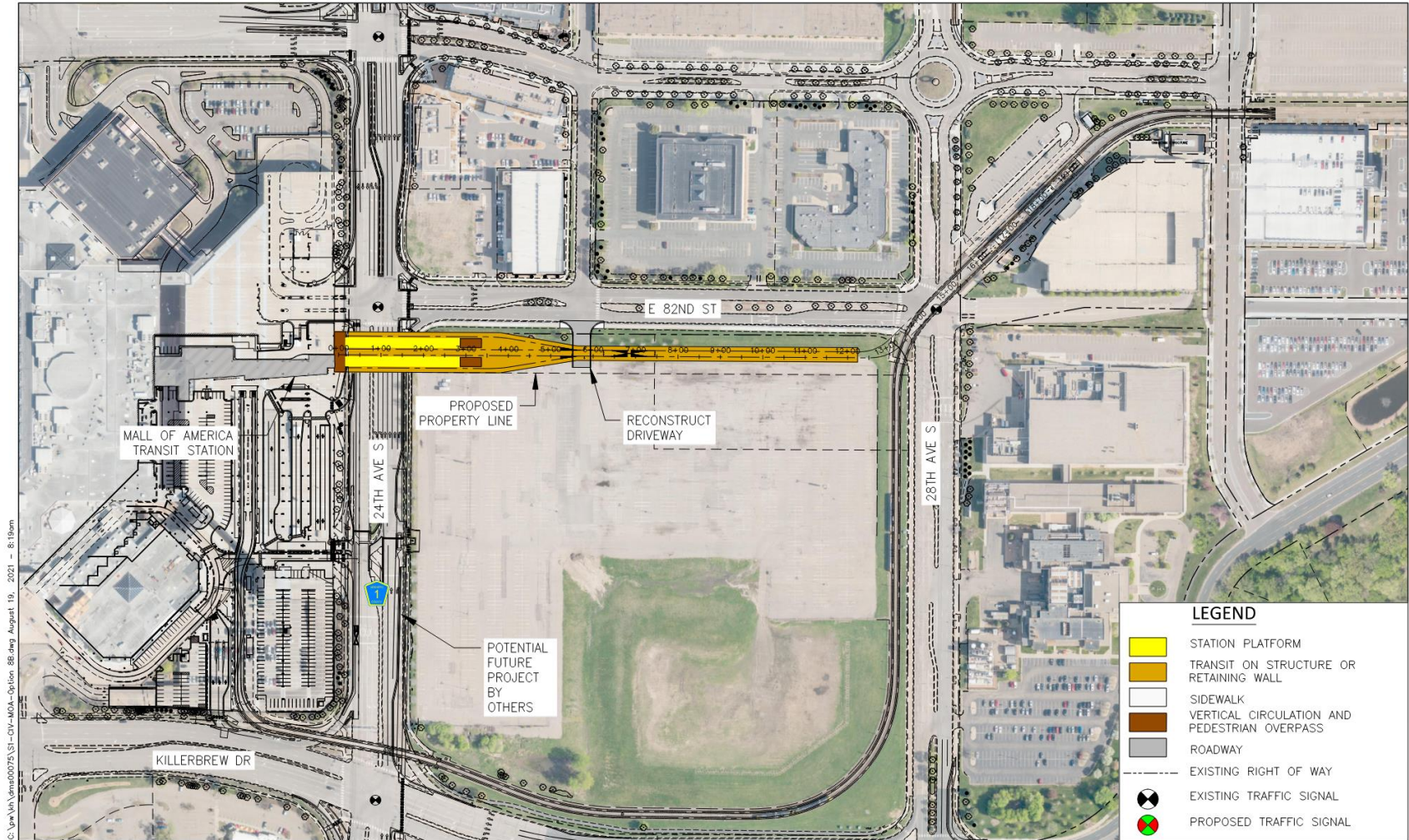
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RIVERVIEW EPE
 OPTION 1 - SOUTH 82ND STREET BOTH LINES (CENTER PLATFORM)
 6/7/2021 REV 0



Option 8



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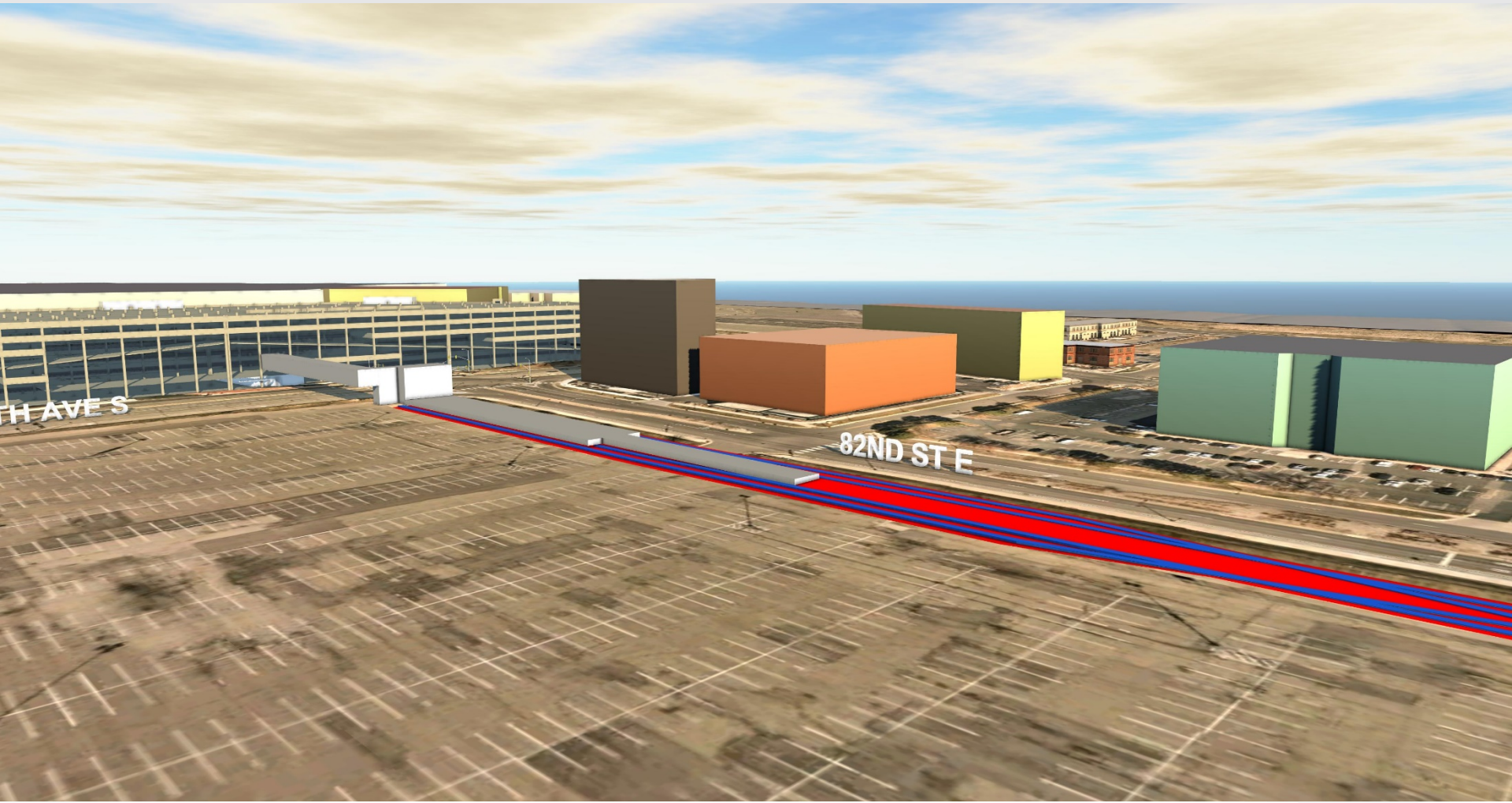
RIVERVIEW EPE
 OPTION 8 - SOUTH 82ND STREET ELEVATED
 PLATFORM BOTH LINES (CENTER PLATFORM)
 8/18/2021 REV0



0 100 200
 HORIZONTAL
 SCALE IN FEET



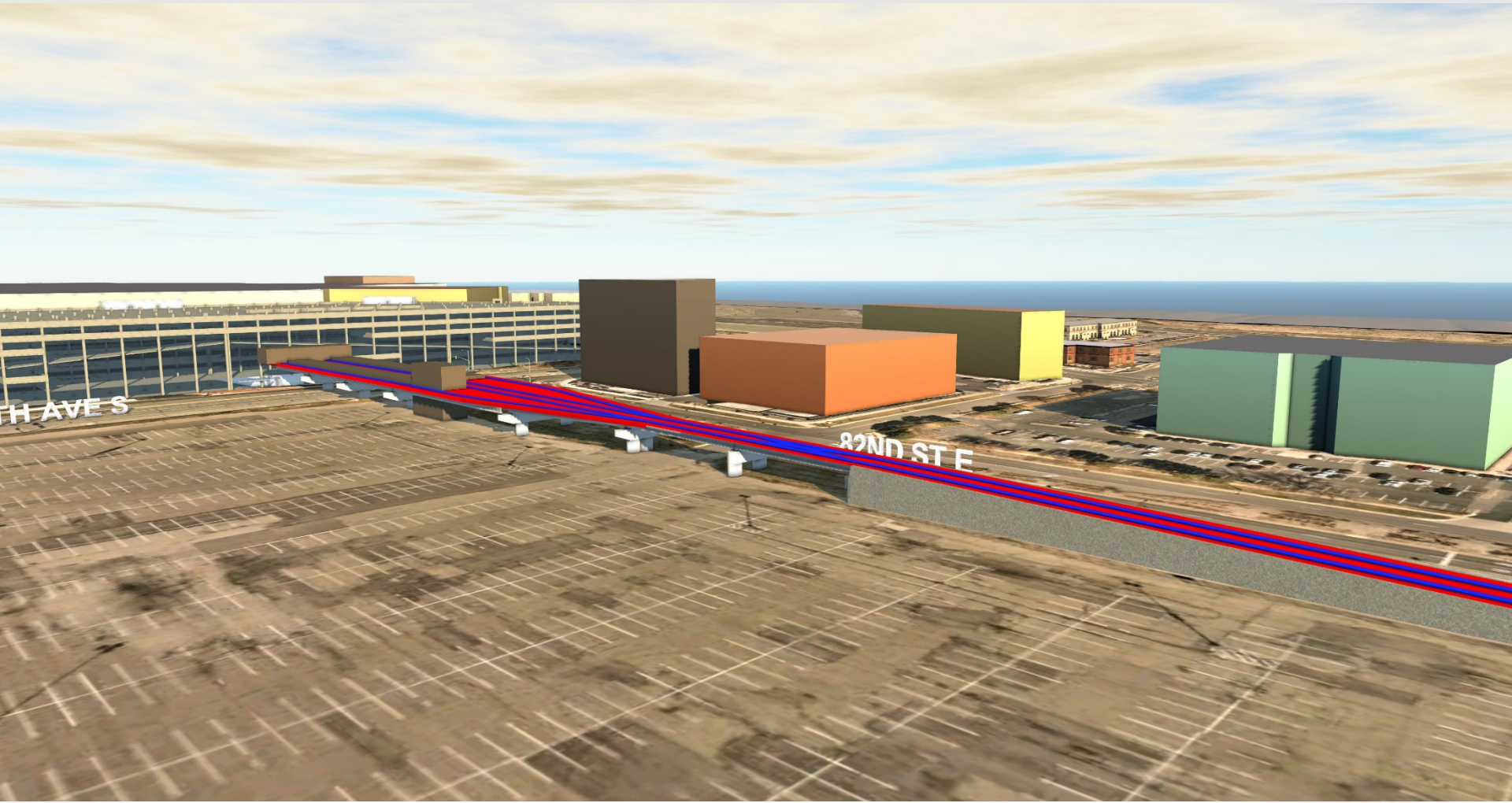
Option 1



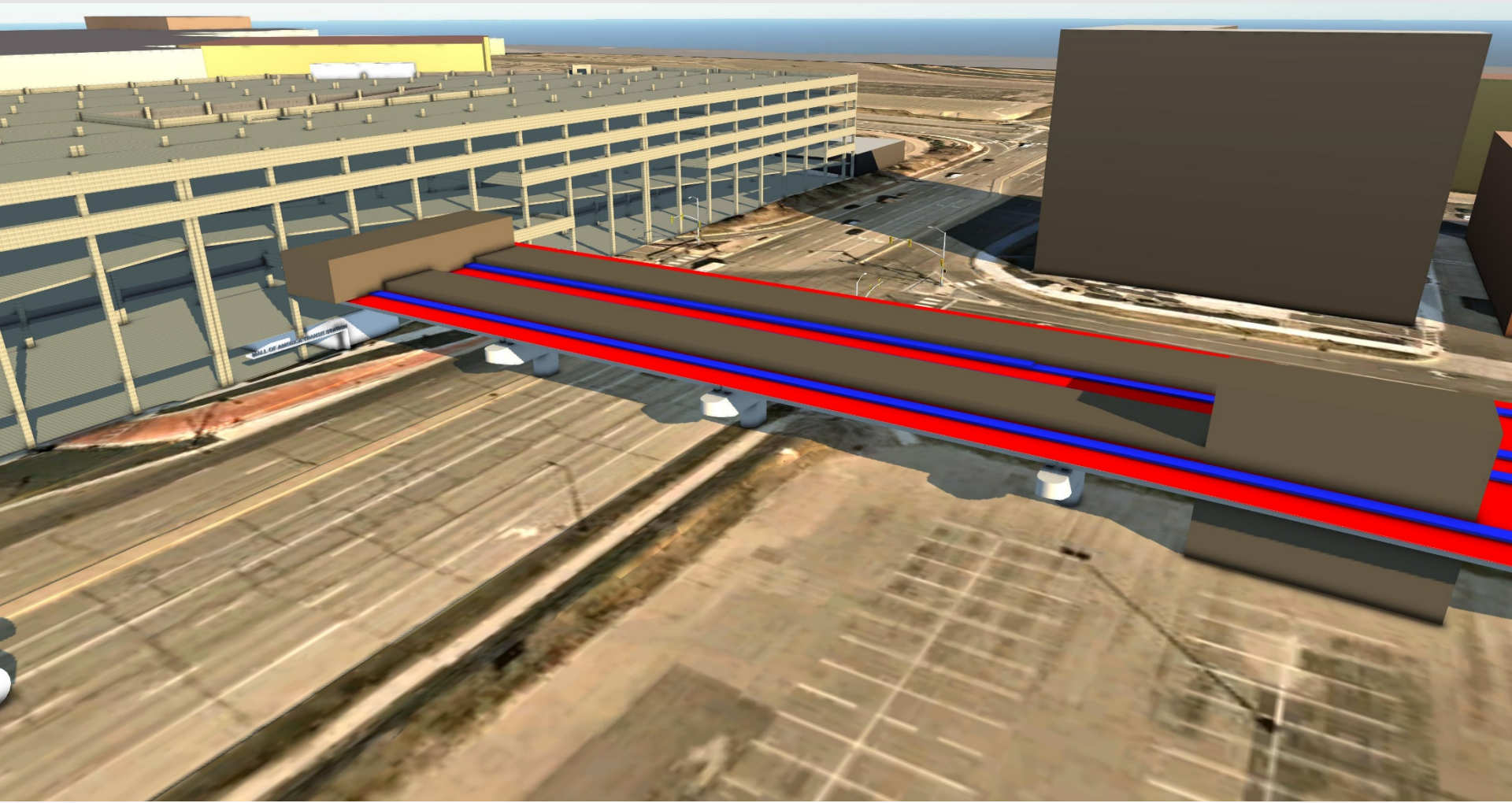
Option 1



Option 8



Option 8



MALL OF AMERICA TRAVEL TIME COMPARISON

Line	Location	Mode	MOA Existing	82nd Option 1 (At Grade)	82nd Option 8 (Elevated)
Blue Line	28th Platform to MOA Platform	Train	0:03:30	0:02:04	0:02:04
	MOA Platform to MOA Transit Center	Walking/Stairs	0:00:48	0:03:18	0:02:00
	28th Platform to Transit Center Total Time	Train + Walking/Stairs	0:04:18	0:05:22	0:04:04
Riverview	28th Platform to MOA Platform	Train	N/A	0:02:04	0:02:04
	MOA Platform to MOA Transit Center	Walking/Stairs	N/A	0:04:06	0:02:00
	28th Platform to Transit Center Total Time	Train + Walking/Stairs	N/A	0:06:10	0:04:04

BASED ON METRO TRANSIT MEDIAN TRAVEL TIME 8/21/2021-9/28/2021

DRAFT 10/12/2021

Next Steps/Other Issues

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

Bdote/Fort Snelling

SEGMENT-WIDE ISSUES

VEHICLE
SELECTION

STATION
SITING

ROADWAY CROSS
SECTIONS

INTERACTION WITH LOCAL
TRANSIT SERVICE



BDOTE/FORT SNELLING: CROSSINGS AND CONNECTIONS

RAMSEY COUNTY

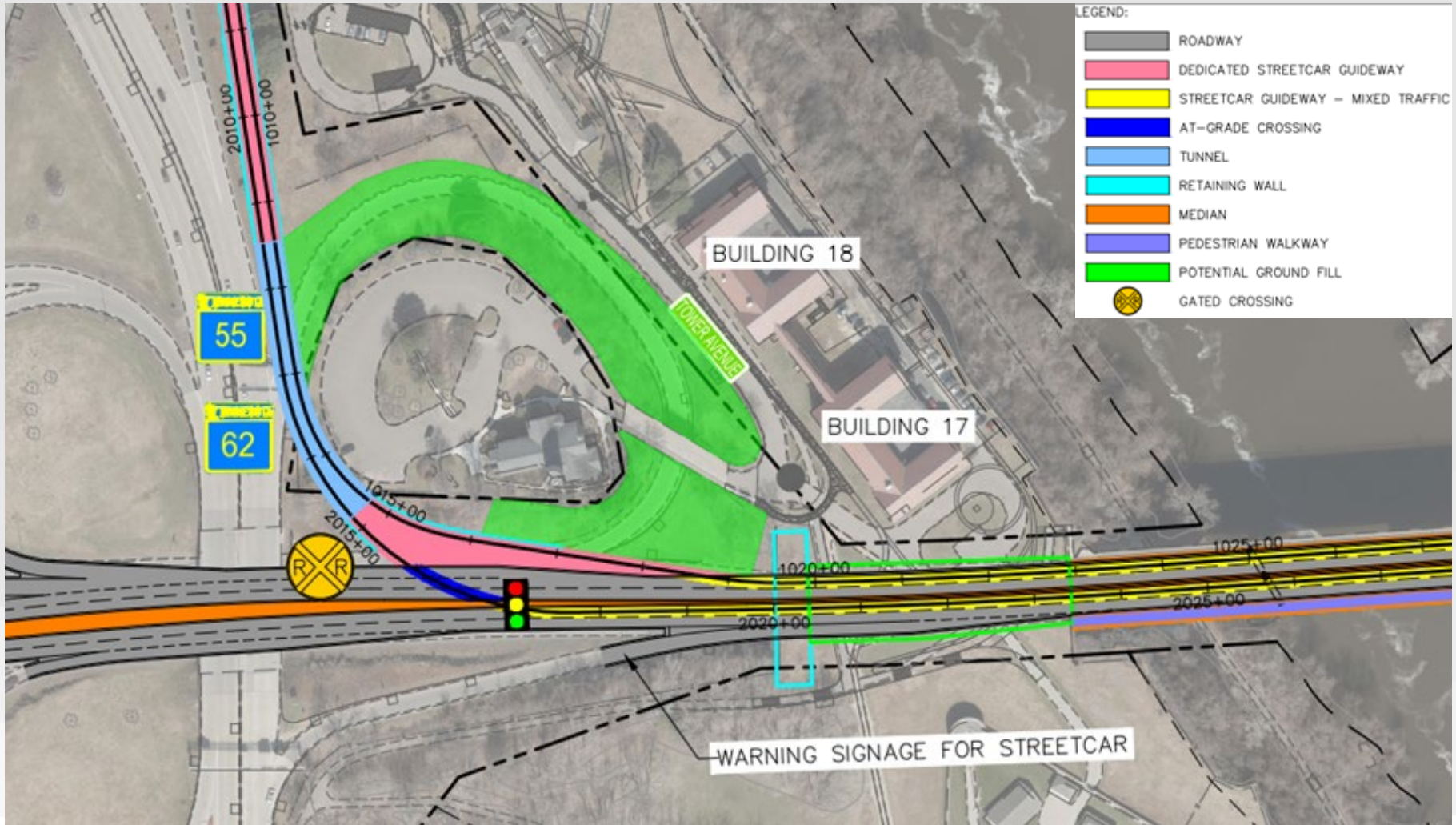
RIVERVIEW
CORRIDOR

Bdote

- Significant area for Dakota people.
- Mississippi/Minnesota river confluence is a sacred place of creation.
- Extends to rock and landscape of the area.
- Tribal partners do not want additional disturbance of original rock (use existing tunnel).

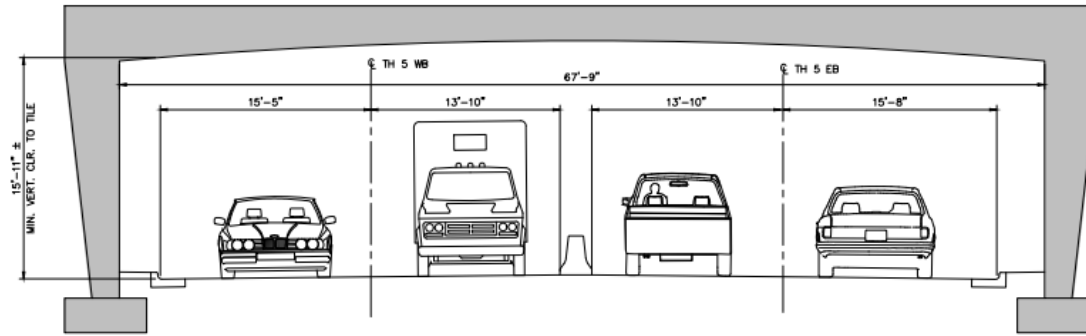
Tunnel Alignments

Alternative 1



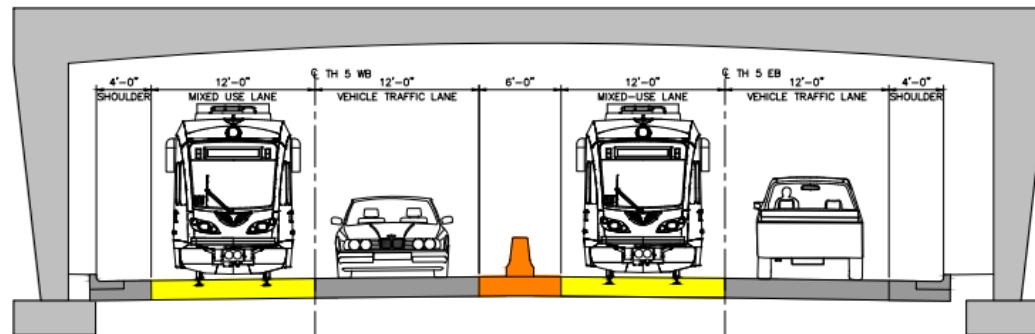
Alternative 1 Tunnel Section (looking towards Saint Paul)

EXISTING ROW



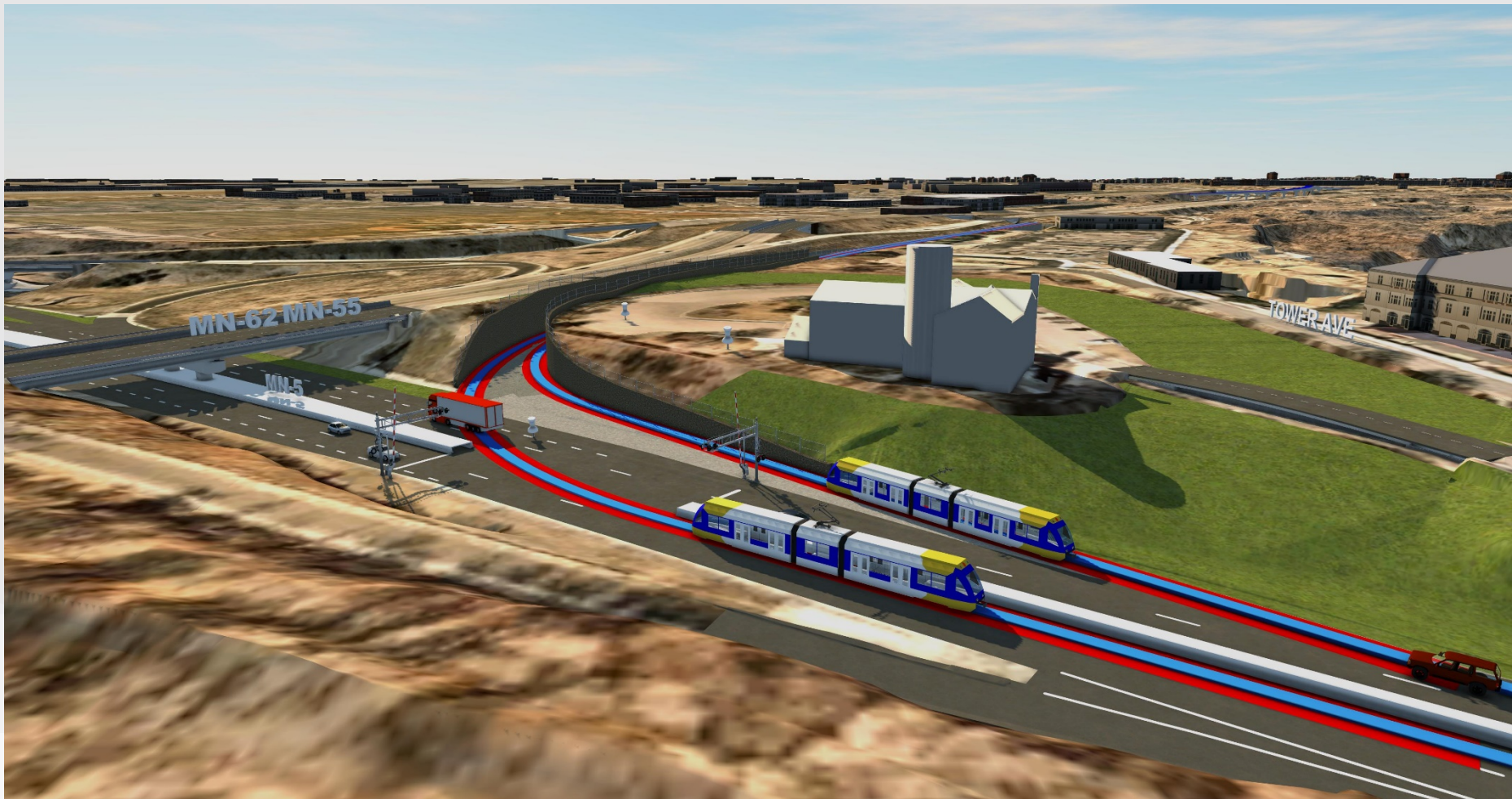
INPLACE TRANSVERSE SECTION - LOOKING TOWARDS ST. PAUL
(EAST PORTAL SHOWN)

EXISTING ROW

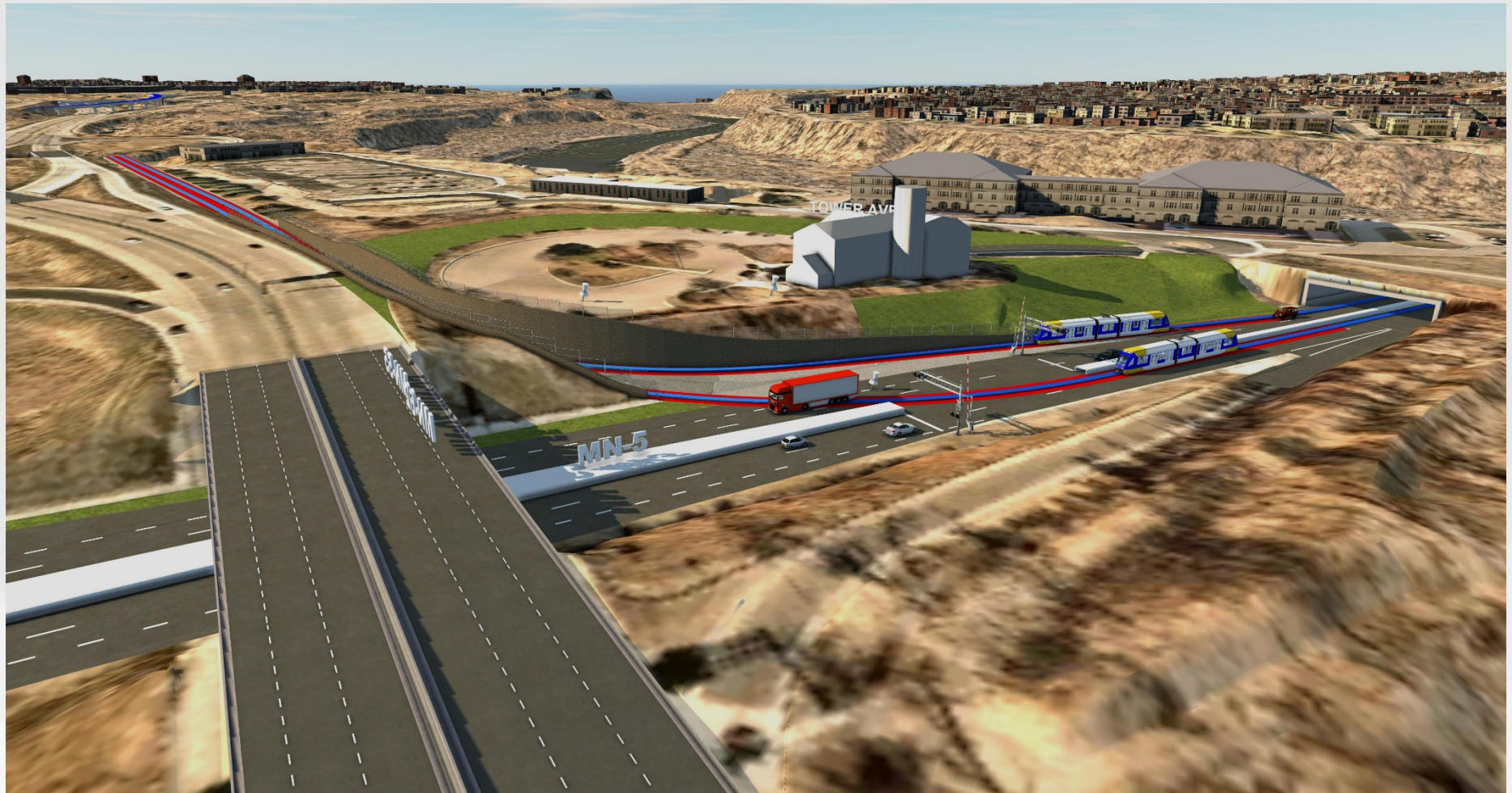


TRANSVERSE SECTION - LOOKING TOWARDS ST. PAUL
(EAST PORTAL SHOWN)

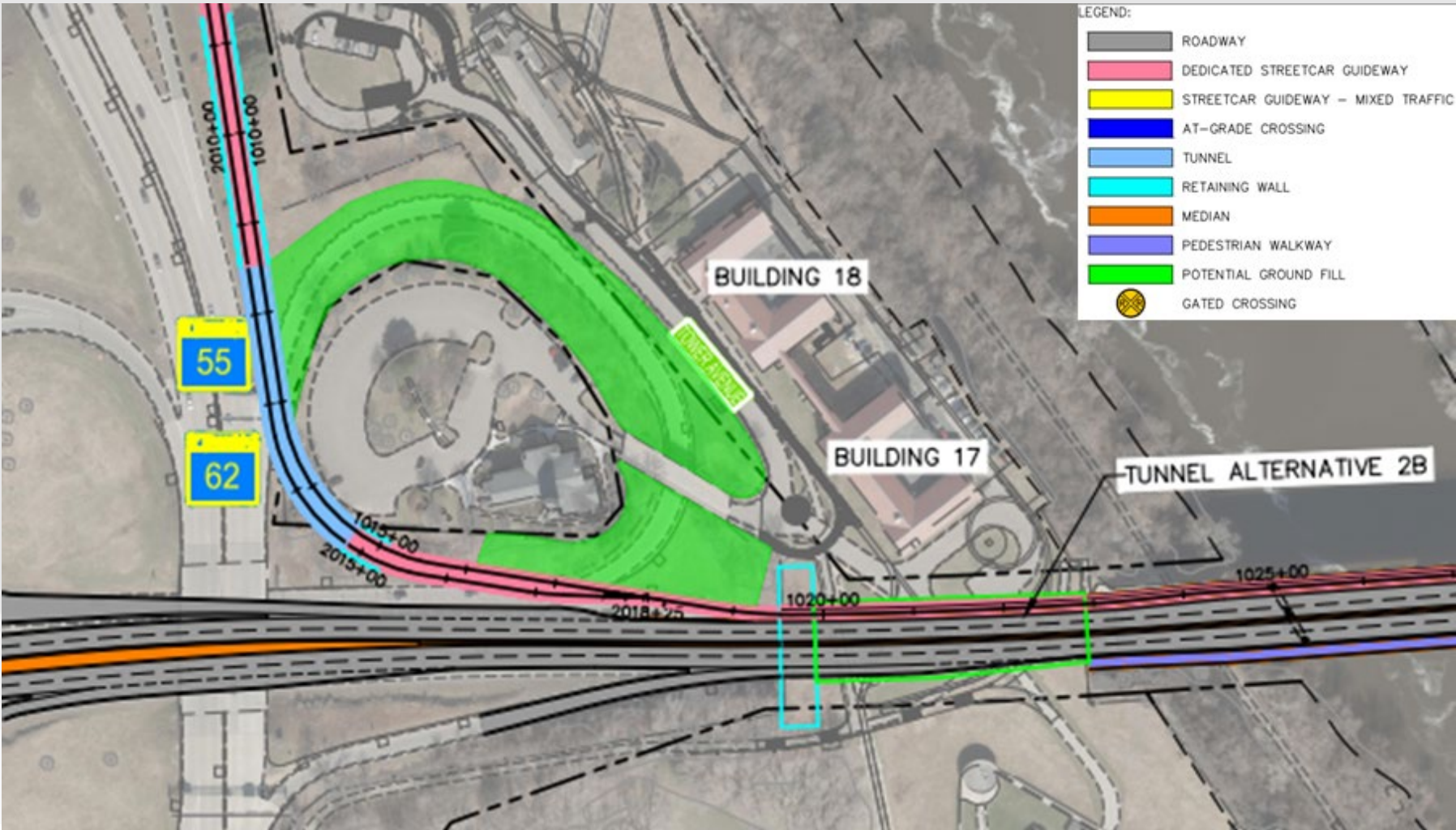
Mixed-Traffic Alternative



Mixed-Traffic Alternative

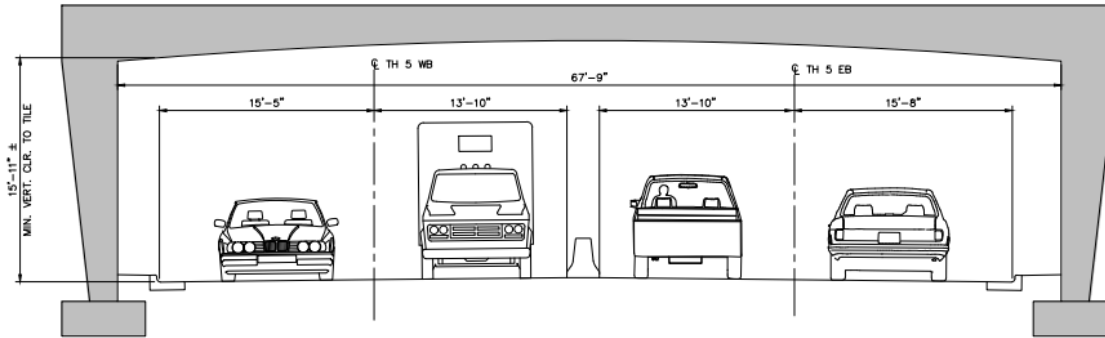


Alternative 2B



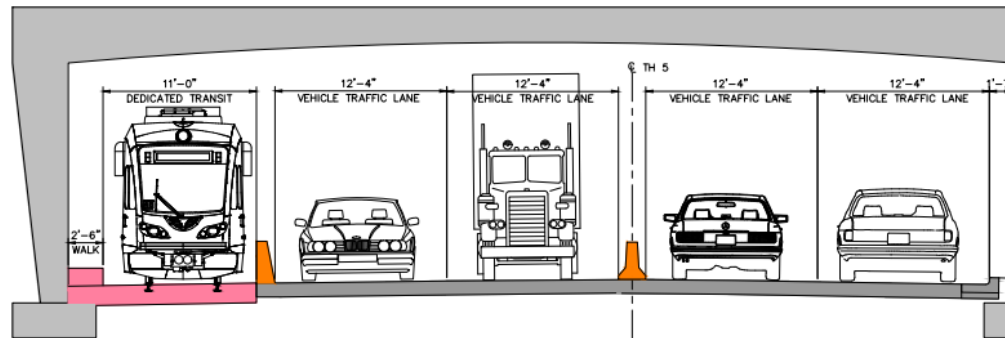
Alternative 2B Tunnel Section

EXISTING ROW



INPLACE TRANSVERSE SECTION - LOOKING TOWARDS ST. PAUL
(EAST PORTAL SHOWN)

EXISTING ROW



TRANSVERSE SECTION - LOOKING TOWARDS ST. PAUL
(EAST PORTAL SHOWN)

Single-Track Alternative



Single-Track Alternative



Mixed Traffic Alternative Summary

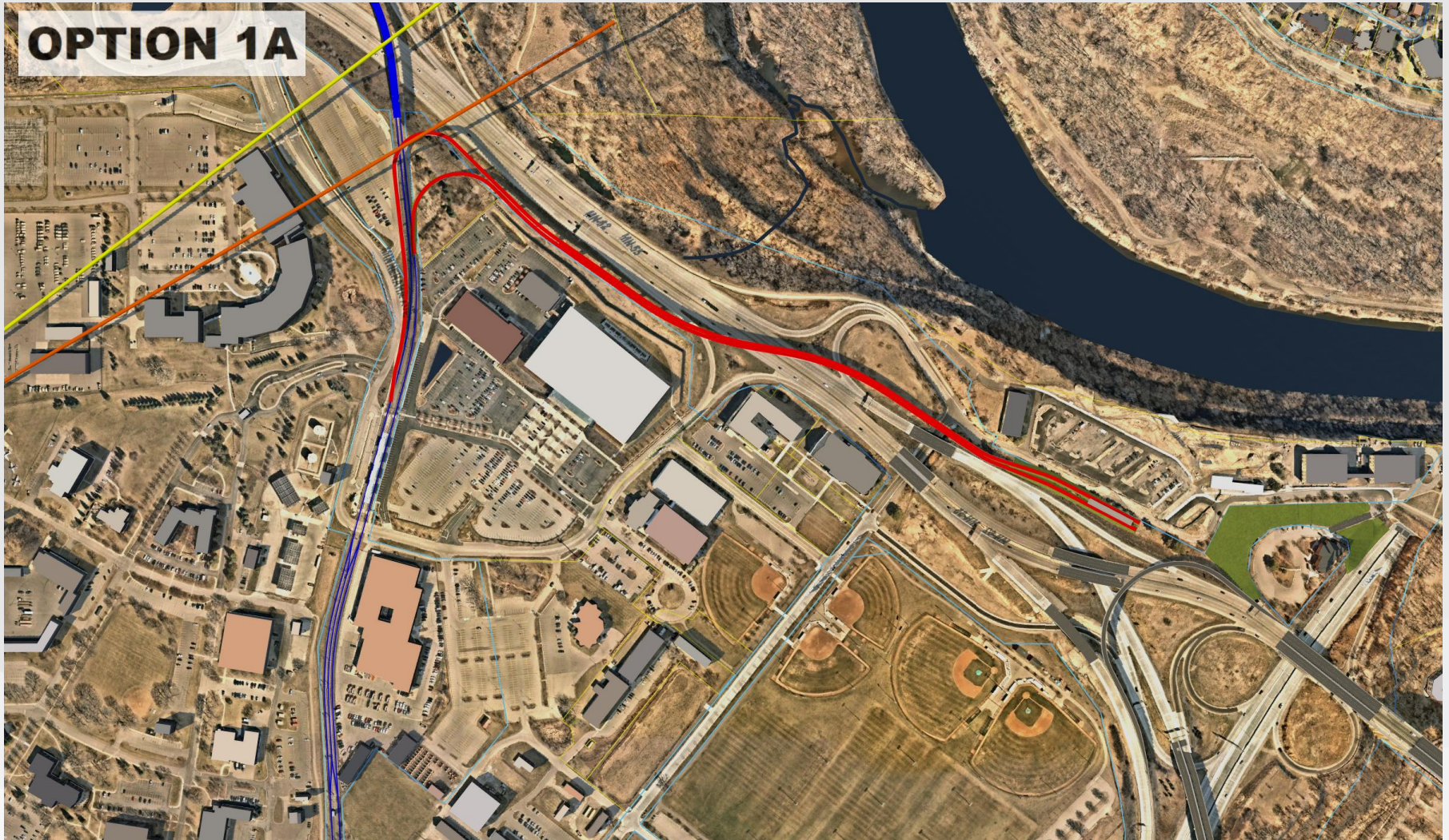
- Uses existing tunnel.
- Vehicles and streetcar share lanes.
- Requires roadway modifications and change in posted speed from 50mph to 35mph.
- Requires traffic signal west of tunnel to allow Saint Paul bound train to enter and gates to stop traffic in both directions on Highway 5.

Single Track Alternative Summary

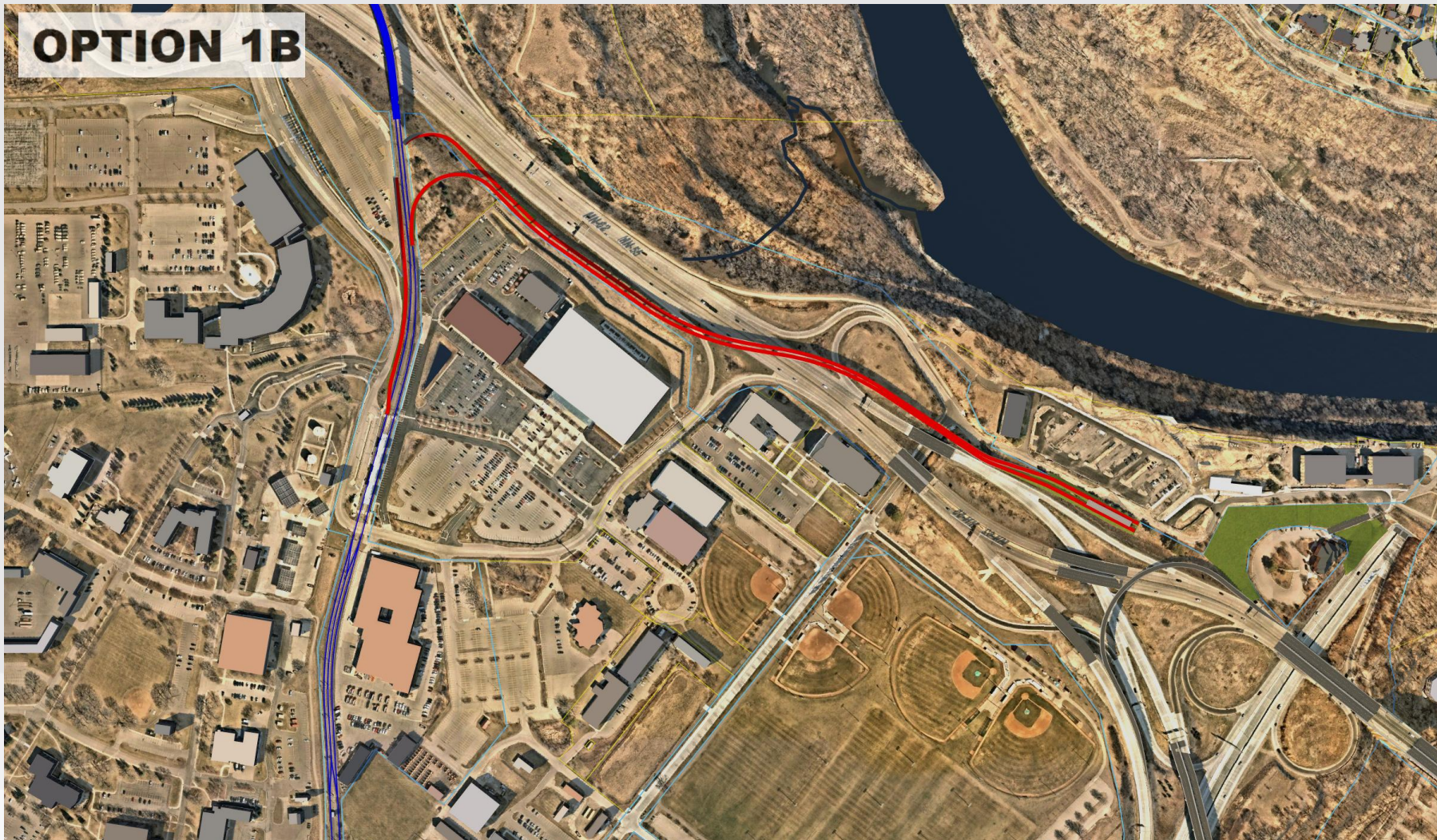
- Uses existing tunnel.
- Dedicated single-track transit lane.
- Requires roadway modifications and change in posted speed from 50mph to 45mph.
- Lanes will need to be narrowed through the tunnel to less than 11 feet.

Alignments Through Fort Snelling

OPTION 1A



OPTION 1B



Bicycle/Pedestrian Access

Existing Pedestrian Access: Highway 5 to Mississippi River Boulevard



Existing Pedestrian Access: View from Mississippi River Boulevard



Existing Pedestrian Access: Highway 5 to Fort Snelling Trails



Existing Pedestrian Access: View from Fort Snelling Looking Toward Saint Paul



Next Steps/Other Issues

- Coordination with Metro Transit
 - Interlining with Blue Line.
- Coordination with tribes, historical society, DNR and others on area resources.
- Bridge options.
- Bike and pedestrian options.

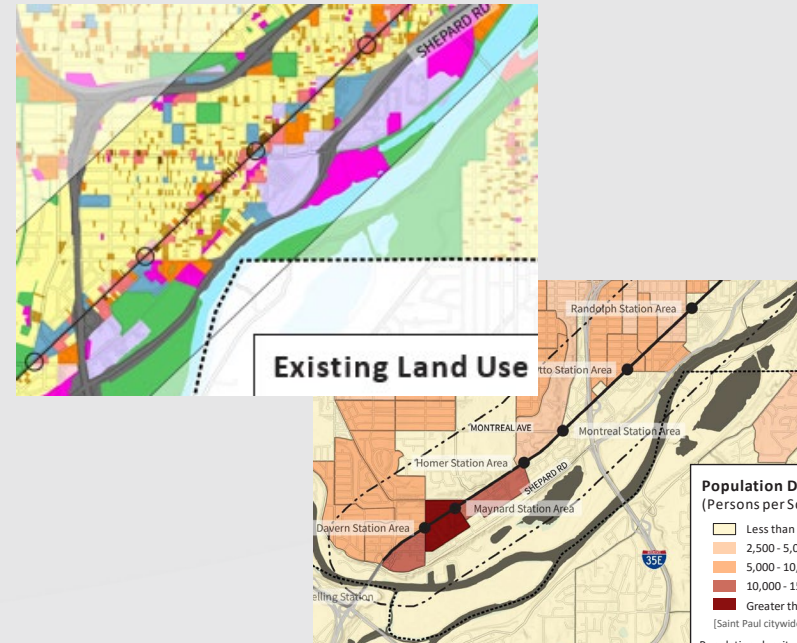
Station Area Planning Update

Overview of Previous Station Area Planning Task Force Meetings

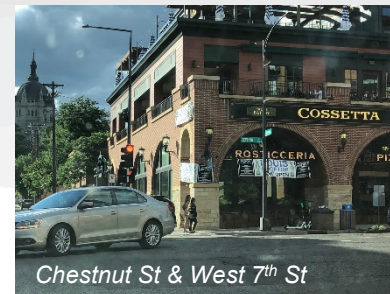
Station Area Planning Task Force Meetings

(May-June-July 2021)

- Project introduction: background, planning process, and schedule.
- Corridor-wide focus.
- Physical, socio-economic, and market conditions along the Corridor.
- Activities: most/least favorite places; issue identification; visioning; define station types.



Favorites



Least Favorites



Station Area Planning Task Force Meeting (August 2021)

- Walking Tour of Saint Clair, Randolph, and Otto Station Areas.
- Discussion topics.
 - Building types and conditions.
 - Pedestrian issues/concerns.
 - Key assets.
 - Redevelopment opportunities.



Station Area Planning Task Force Meeting (September 2021)

- Saint Paul policy review.
 - Comprehensive plan.
 - Design manual.
 - Ped and bike plans.
 - Neighborhood plans.
 - Green Line station plans.
- Guiding principles exercise.
- Randolph Station Area discussion.
 - Biggest opportunity.
 - Biggest challenge.

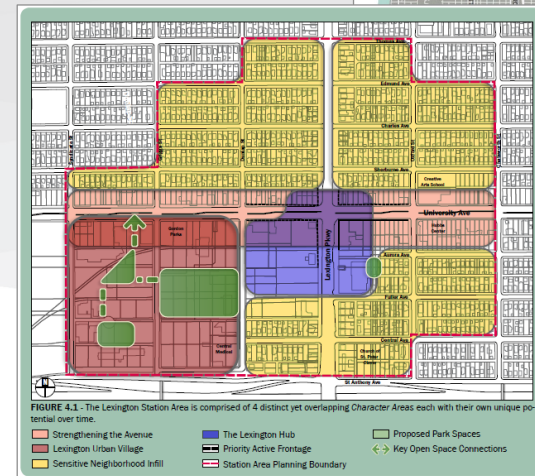
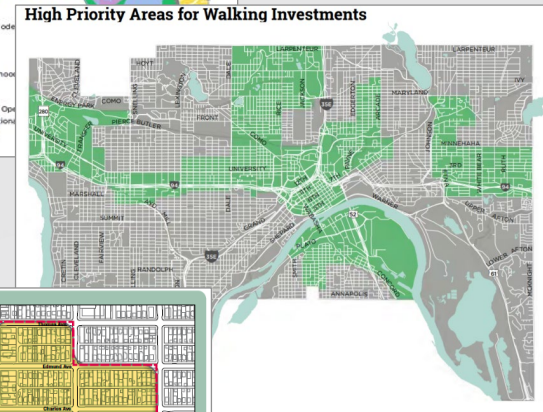
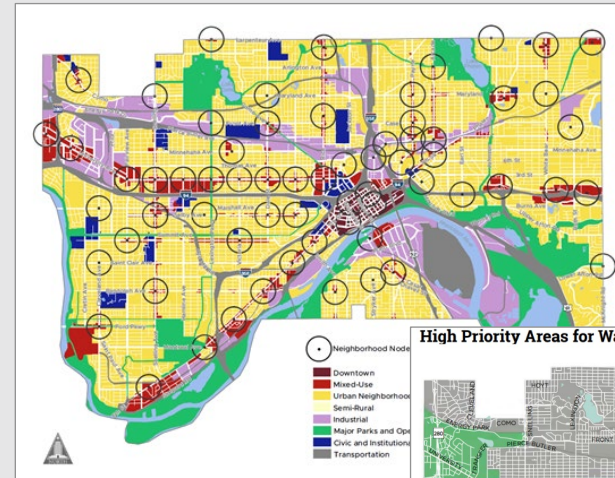
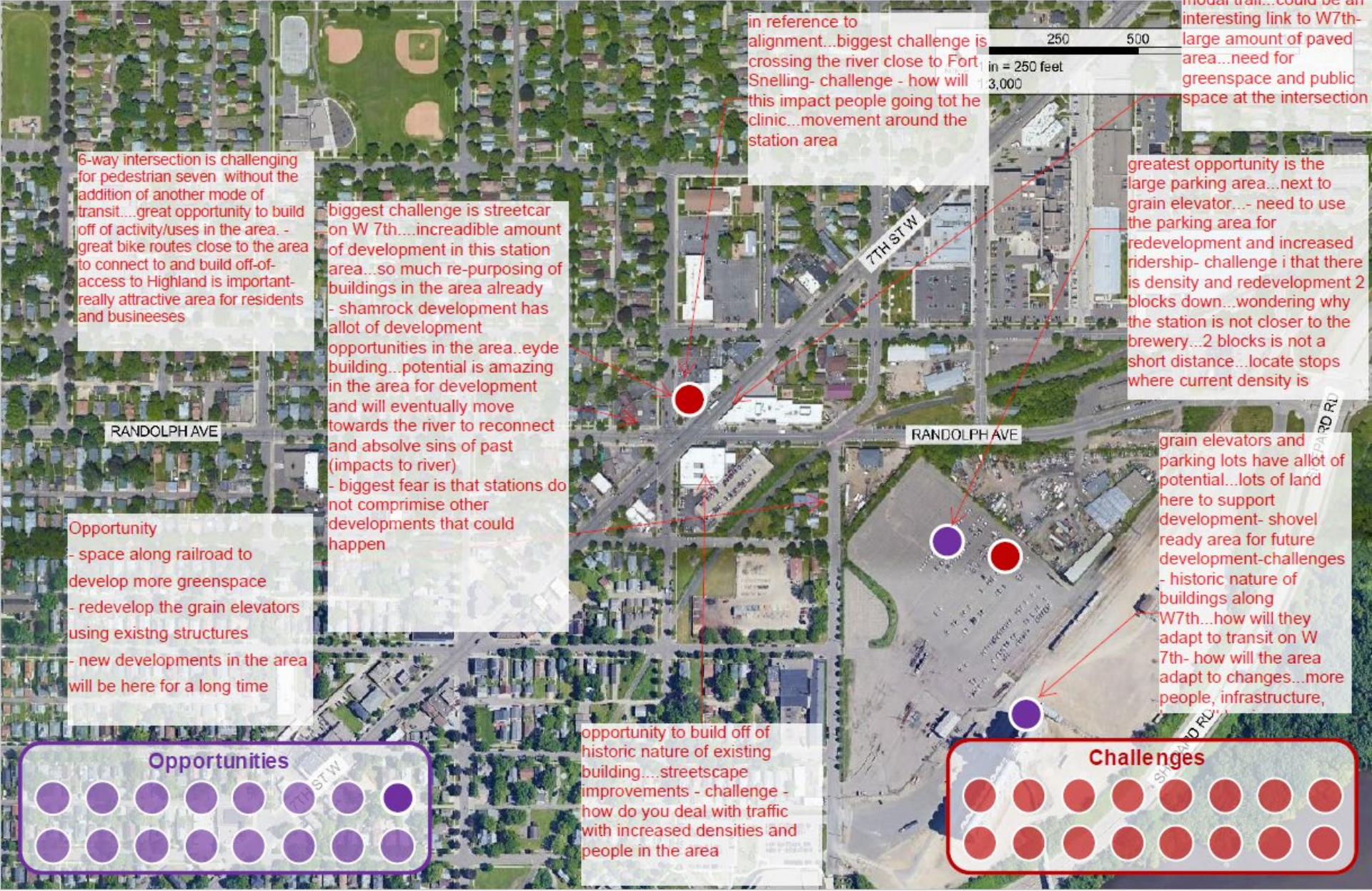


FIGURE 4.1 - The Lexington Station Area is comprised of 4 distinct yet overlapping Character Areas: each with their own unique potential over time.

Exercise: Name the Biggest Opportunity and the Biggest Challenge



6-way intersection is challenging for pedestrian seven without the addition of another mode of transit...great opportunity to build off of activity/uses in the area. - great bike routes close to the area to connect to and build off-of-access to Highland is important-really attractive area for residents and businesses

biggest challenge is streetcar on W 7th...incredible amount of development in this station area...so much re-purposing of buildings in the area already - shamrock development has a lot of development opportunities in the area...eye building...potential is amazing in the area for development and will eventually move towards the river to reconnect and absolve sins of past (impacts to river) - biggest fear is that stations do not compromise other developments that could happen

Opportunity
- space along railroad to develop more greenspace
- redevelop the grain elevators using existing structures
- new developments in the area will be here for a long time

in reference to alignment...biggest challenge is crossing the river close to Fort Snelling- challenge - how will this impact people going to the clinic...movement around the station area

large intersections with multiple conflicts- rail spur having a multi-modal trail...could be an interesting link to W7th-large amount of paved area...need for greenspace and public space at the intersection

greatest opportunity is the large parking area...next to grain elevator...- need to use the parking area for redevelopment and increased ridership- challenge i that there is density and redevelopment 2 blocks down...wondering why the station is not closer to the brewery...2 blocks is not a short distance...locate stops where current density is

grain elevators and parking lots have a lot of potential...lots of land here to support development- shovel ready area for future development-challenges - historic nature of buildings along W7th...how will they adapt to transit on W 7th- how will the area adapt to changes...more people, infrastructure,

opportunity to build off of historic nature of existing building...streetscape improvements - challenge - how do you deal with traffic with increased densities and people in the area

Opportunities

Challenges

Station Area Planning Focus

Station Area Planning Task Force Meeting

(October-November-December 2021)

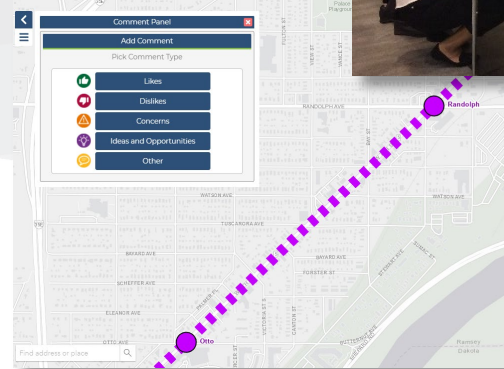
- Focus on Saint Clair, Randolph, and Otto station areas.
- Create and refine concepts that address:
 - Public realm.
 - Movement.
 - Land use/future character.
- Create strategy for implementing planned improvements.



Upcoming Engagement Opportunities

Station Area Planning (Fall 2021 Community Engagement)

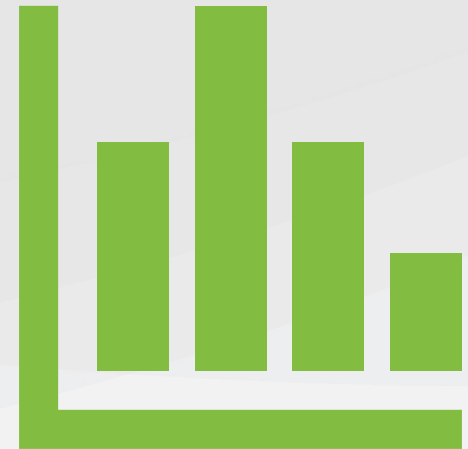
- Focus on the St. Clair, Randolph, and Otto station areas.
- In-person opportunities.
 - October 15, 2021 – Tabling event at West 7th Community Center 10am-12pm.
- Online survey with interactive mapping tool.



Instant Poll

What would you consider to be the **most important neighborhood strength** of the Riverview/West 7th Street Corridor?

- A. Parks and open spaces.
- B. Businesses.
- C. Pedestrian-friendly character.
- D. Availability of transit.
- E. Historic character.
- F. Housing options.
- G. Other.



Cultural Resources Update

Cultural Landscape Study



Documents the interconnected nature of the landscape, landmarks, sites, and natural features of Bdote and its significance to Dakota people.

Section 106/Historic Properties Meeting

- Introduce Section 106 and participation in the process
- Input on historic properties
 - *Web-based interactive mapping tool*
- November/December 2021



Next steps and schedule

- Area of Potential Effect – first half 2022
- Identification (Phase I) Surveys - 2022
- Cultural Landscape Study – 2022-2023



Communication and Community Engagement Update

Upcoming In-Person Engagement

What: Fare For All

When: Friday, October 15th

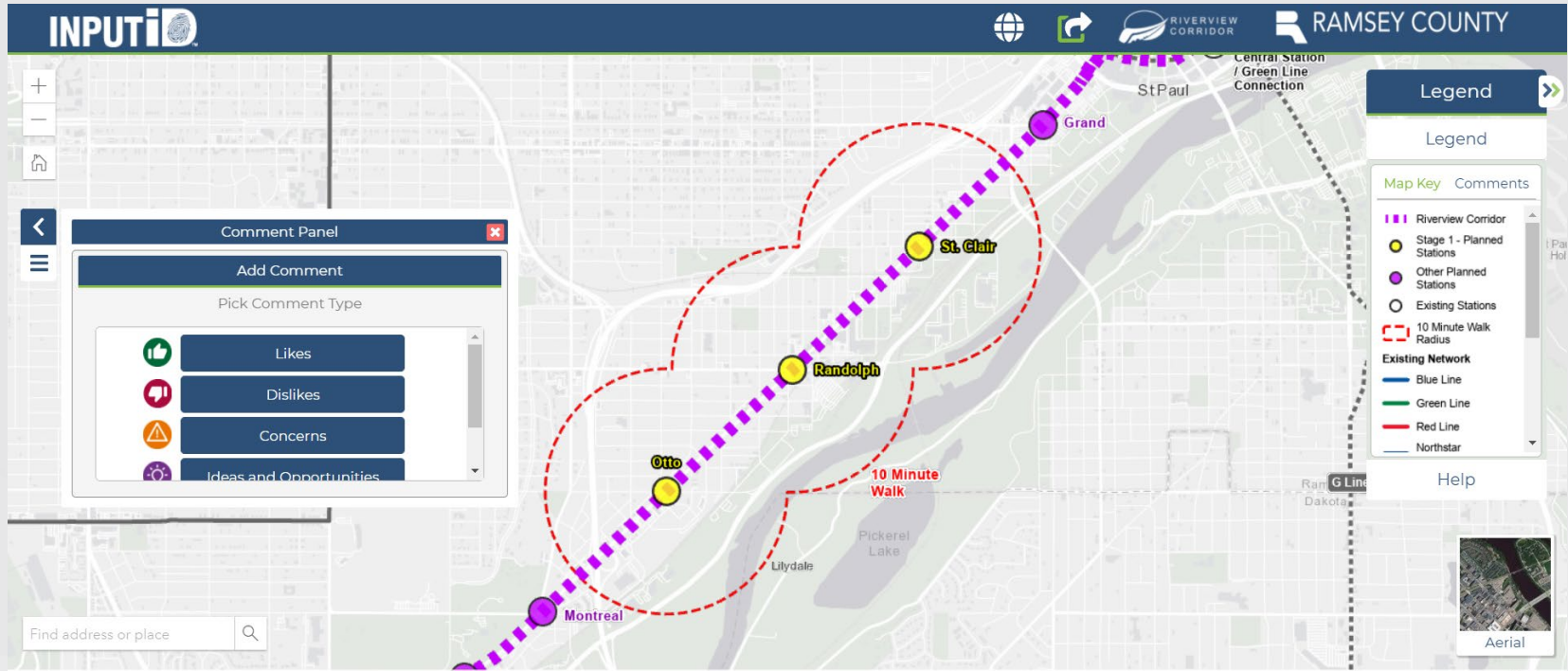
Where: West 7th Community Center
265 Oneida St, St. Paul, MN



Who: Members of the Station Area Planning Team, Cultural Resources and the Artist Liaison team will engage in creative and informational dialogue about the Riverview Corridor and how the community can learn more and stay involved.

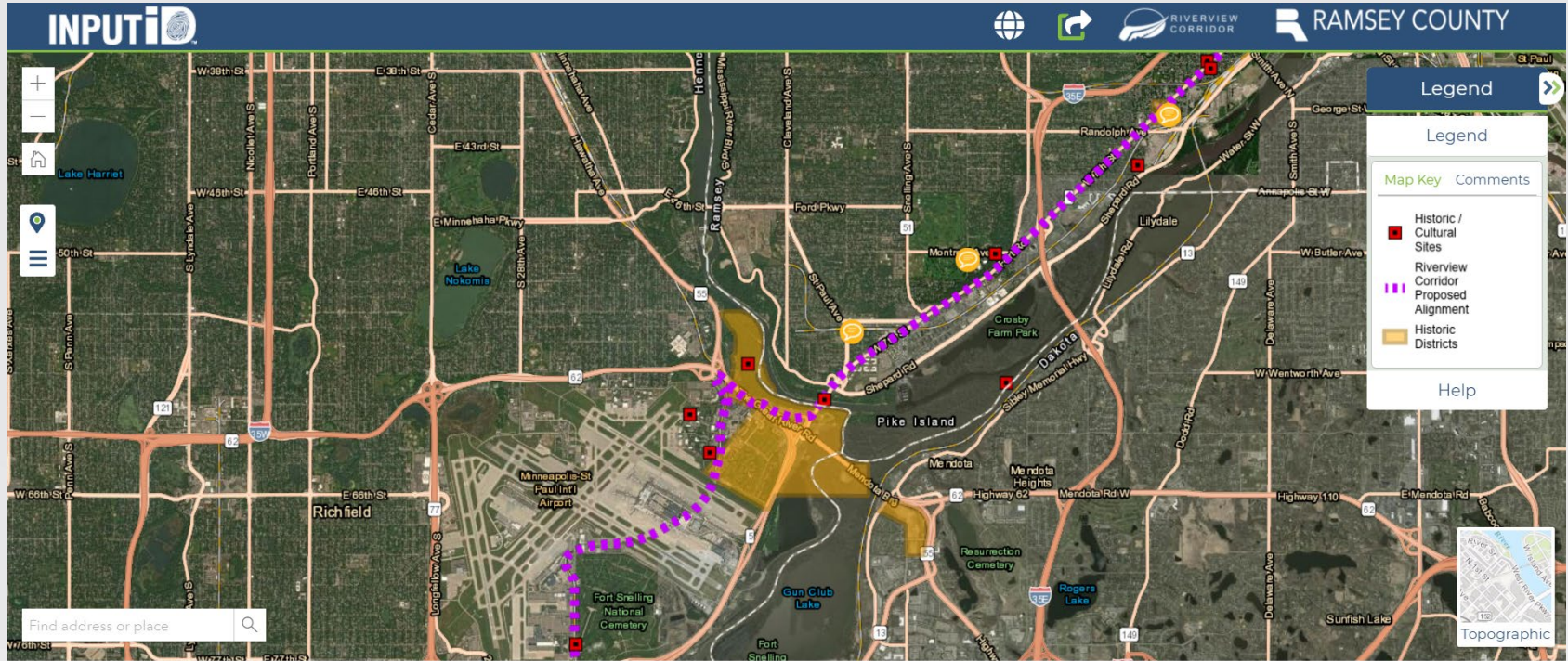
Introduction to the InputID Interactive Mapping Tool

Station Area Planning Interactive Map



- Map shows up both topographically and in aerial formats.

Historic Resources Interactive Map

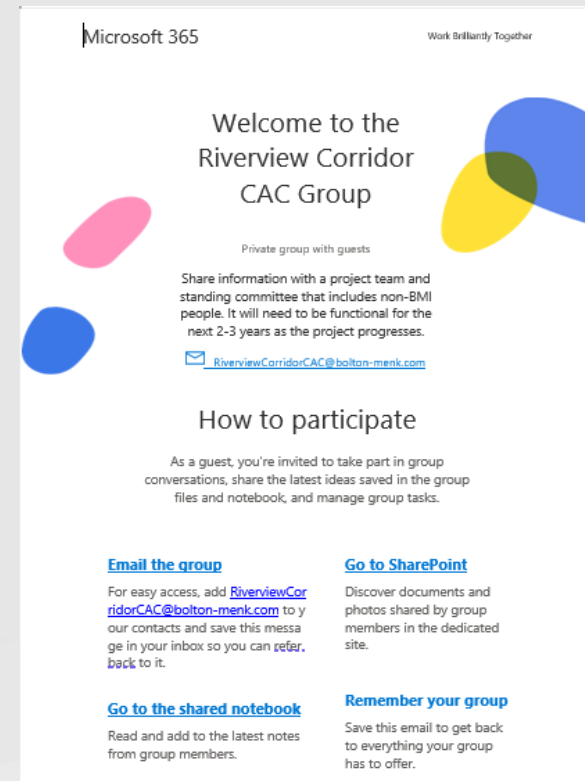


- Map shows up both topographically and in aerial formats.

File Sharing System

- Invitation to ShareFile™, a file sharing system.
- Files currently include:
 - CAC Charter.
 - CAC membership.
 - Purpose and Need graphic summary (full report on the Riverview website).
 - Map of the Locally Preferred Alternative.
 - CAC meeting packets by date, includes the agenda, meeting summary, PowerPoint and anything else we distributed.
 - Larger versions of maps, graphics, visualizations, etc. that was presented in CAC meetings.

Please let Kevin Roggenbuck know if you have not received an invitation.



Upcoming Meetings

- 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 Potential Engagement Opportunities

- Indigo - Bloomington.
- Schmidt Brewery's Keg and Case.
- Mall of America Transit Center.
- Minneapolis-St. Paul Airport Transit Center.

Team: Other places in your community the team should consider?

Questions?

LEARN MORE: RIVERVIEWCORRIDOR.COM

