



POLICY ADVISORY COMMITTEE

Meeting #6

Welcome and Introductions

Virtual Meeting

Due to the ongoing health pandemic, 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 questions and comments 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.
 - Up to three minutes for comments.

Agenda

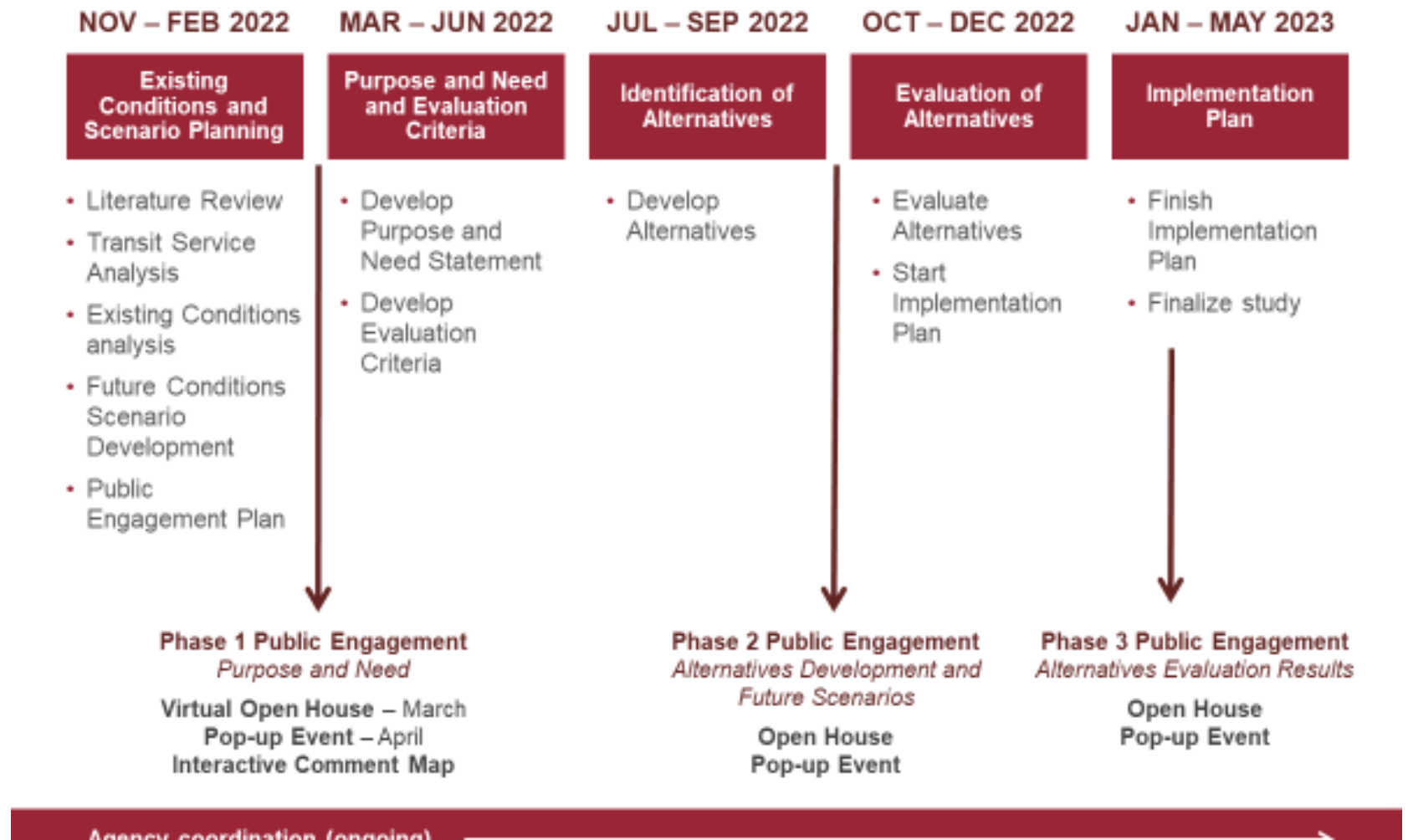
- Welcome and Introductions.
- Virtual Meeting Procedures.
- Blue Line Riverview Connection Study Overview.
- Station Area Planning Update.
- Engineering and Pre-Environmental Update.
- Communications and Community Engagement Update.
- Cultural Resource Update.
- Public Comment.
- Next Meeting - TBD

Blue Line/Riverview Study Overview

Study Area



18-month project duration



Decision-Making Process



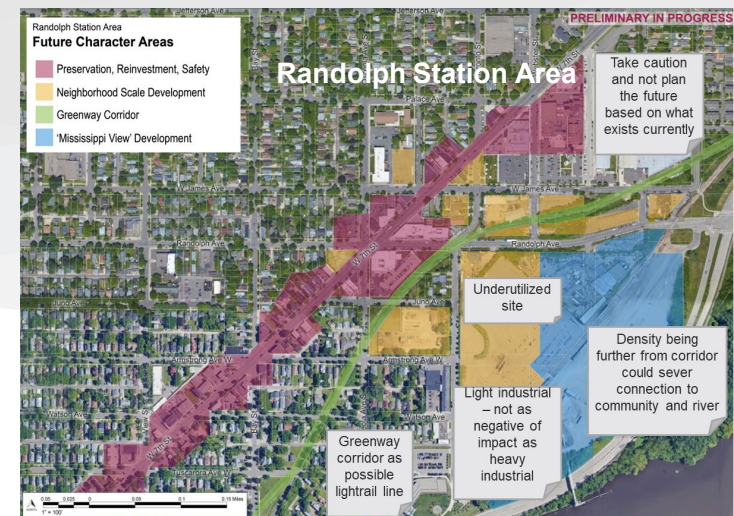
Project Stakeholders



Station Area Planning Update

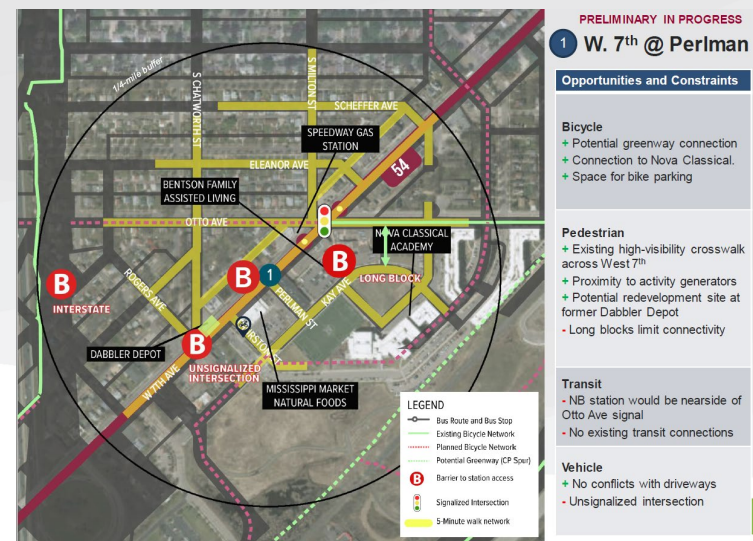
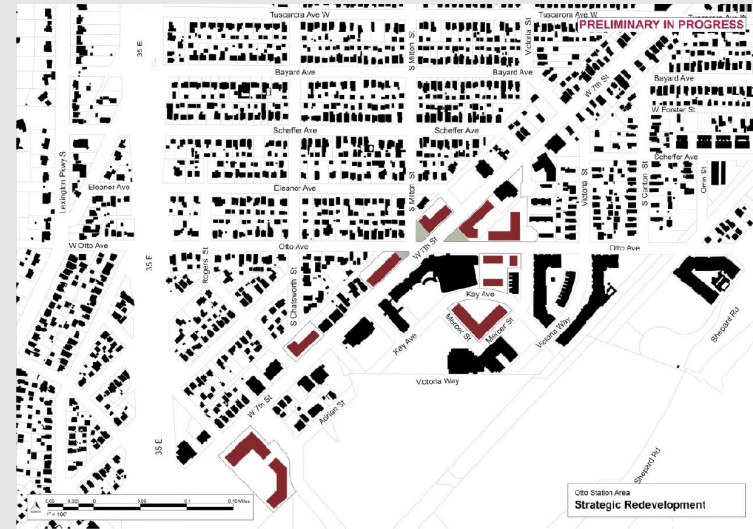
Overview of Recent Station Planning Task Force Meetings (October 2021-January 2021)

- Focus on Saint Clair, Randolph, and Otto station areas.
- Gathered input on station area opportunities and challenges.
- Reviewed and discussed preliminary concepts that address:
 - Public realm.
 - Land use/future character.
 - Movement.



Station Area Planning Focus: St. Clair, Randolph, and Otto Avenues

- Engaged many of the prominent stakeholders in the area.
- Developed preliminary concepts that addressed:
 - Potential areas of change.
 - Opportunities for public realm improvements.
 - Opportunities for safer/enhanced connections.
 - Pros/Cons of possible station locations.



Station Area Planning Survey (Online)

FOCUS ON ST. CLAIR,
RANDOLPH, OTTO
STATION AREAS



SURVEY
CONDUCTED
NOV–DEC 2021



341
RESPONDENTS

PROMOTED VIA
SOCIAL MEDIA,
NEWSLETTERS, ETC.



55% LIVE OR WORK
IN THE AREA



WHAT DO YOU LIKE ABOUT THE AREA



61% Proximity to
Goods and
Services



18% General
Accessibility



11% Neighborhood
History/
Architecture



6% Access to
Parks, Trails,
and the River

MOST IMPORTANT TO THE FUTURE OF THE AREA



69% Safe Areas to
Walk



42% Revitalization
of Underutilized
Property



31% Streetscape
Improvements
in Business
Areas



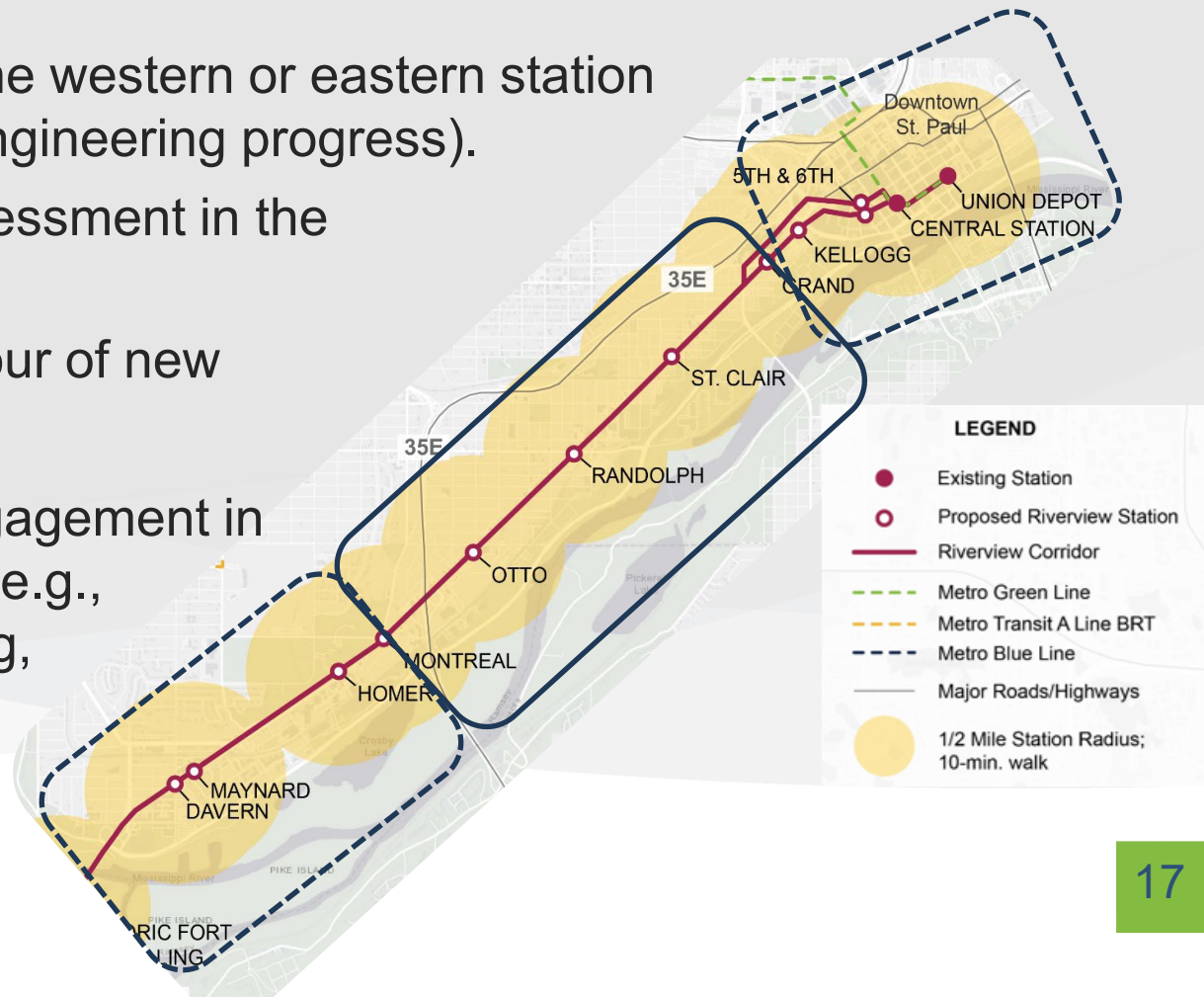
27% Community
Parks and Other
Green Areas



24% Safe Areas to
Bike

Station Area Planning Next Steps (March-May 2022)

- Refine plans for the Saint Clair, Randolph, and Otto station areas.
- Shift focus to either the western or eastern station areas (depends on engineering progress).
- Platform location assessment in the new focus area.
- Task Force walking tour of new focus areas.
- Begin community engagement in the new focus areas (e.g., survey, public meeting, pop-up events).



Engineering and Pre-Environmental Update

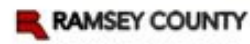
Airport/Bloomington Issue Resolution Status



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LEGEND

- EXISTING BLUE LINE
- POTENTIAL RIVERVIEW ALIGNMENT
~ 1450 LF (PER TRACK)
- POTENTIAL ABANDONED BLUE LINE
~ 3410 LF (PER TRACK)
- POTENTIAL RIGHT OF WAY REQUIRED
2.4 ACRES
- POTENTIAL RIGHT OF WAY VACATED
3.0 ACRES



RIVERVIEW EPE
RIGHT OF WAY COMPARISON - OPTION 8
12/03/2021 REV 0

Next Steps

- Continued coordination with Metro Transit.
 - Connecting to MOA Transit Center.
 - Operating through airport tunnel.
 - Event operations.
- Resume IRT in spring/summer timeframe.

Bdote Fort Snelling Issue Resolution Status

Current Conditions



Tribal Partner Update

- Tunnel - Native bedrock around the existing tunnel should not be disturbed in any way.
- Avoid any other areas of rock disturbance in vicinity of Bdote/Fort Snelling.
- If there are minimal impacts to rock that may be suggested for safety or other reasons or provide other benefits important to tribal activities or culture, tribal partners are willing to discuss these items on a case-by-case basis.
- If minimal impacts are necessary and agreed upon by the project and tribal partners; tribal partners have a preference to reuse any removed materials and place back on the site in some way.

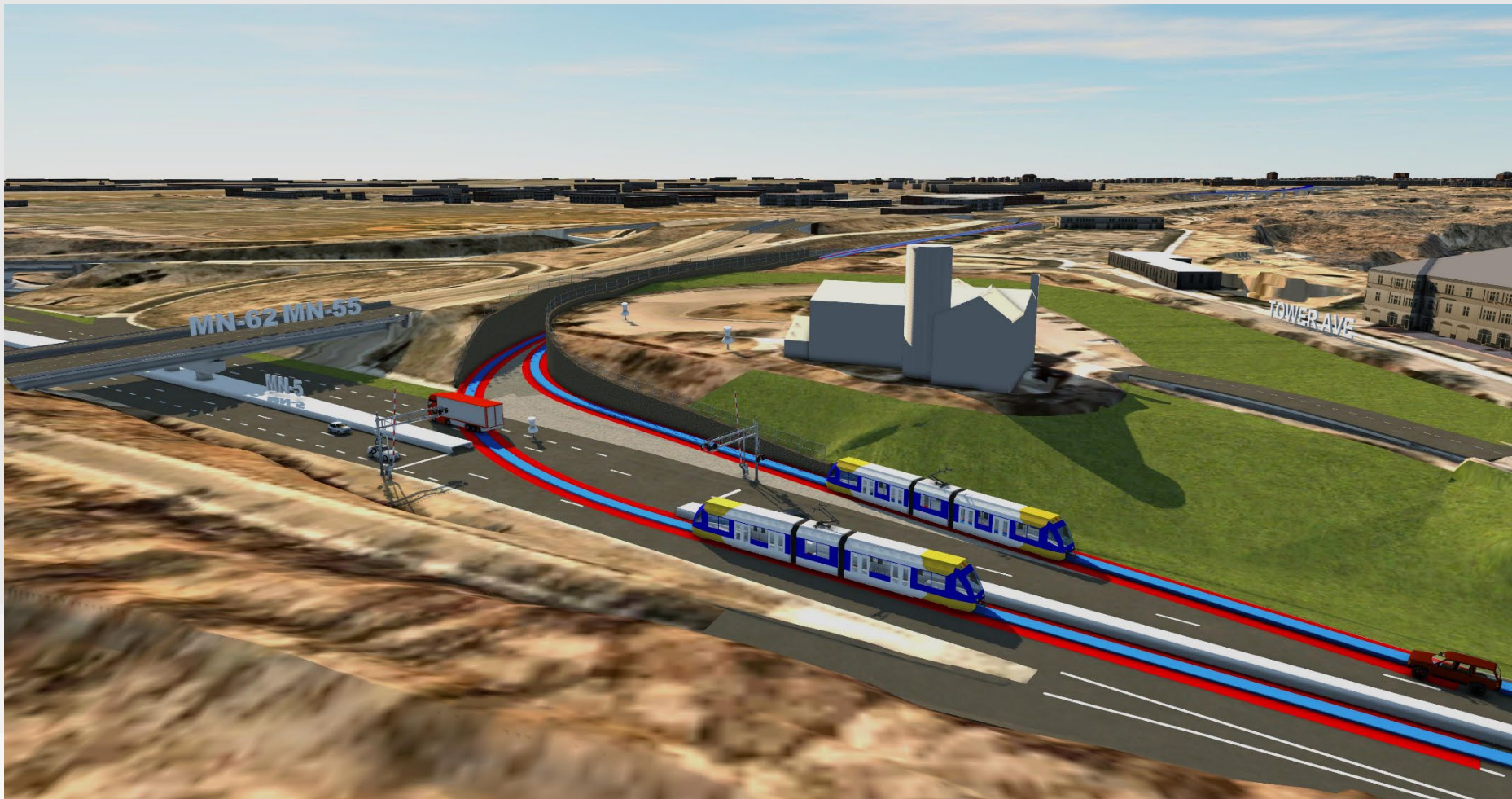
Elimination of "Transit Flyover" Option

- Rock disturbance key issue = use existing tunnel.
- Peds/bikes only mode at bluff top.
- Transit incompatible at top of bluff due to:
 - Structural load on tunnel.
 - Impacts to historic buildings.
 - Area of remembrance impacts.
 - Fort Snelling operational impacts.
 - Bike/ped conflicts.
 - Visual impacts.
 - Noise/vibration.
 - Additional structure south of tunnel.
 - Difficult connections on Saint Paul side.

Single-Track Alternative



Mixed-Traffic Alternative



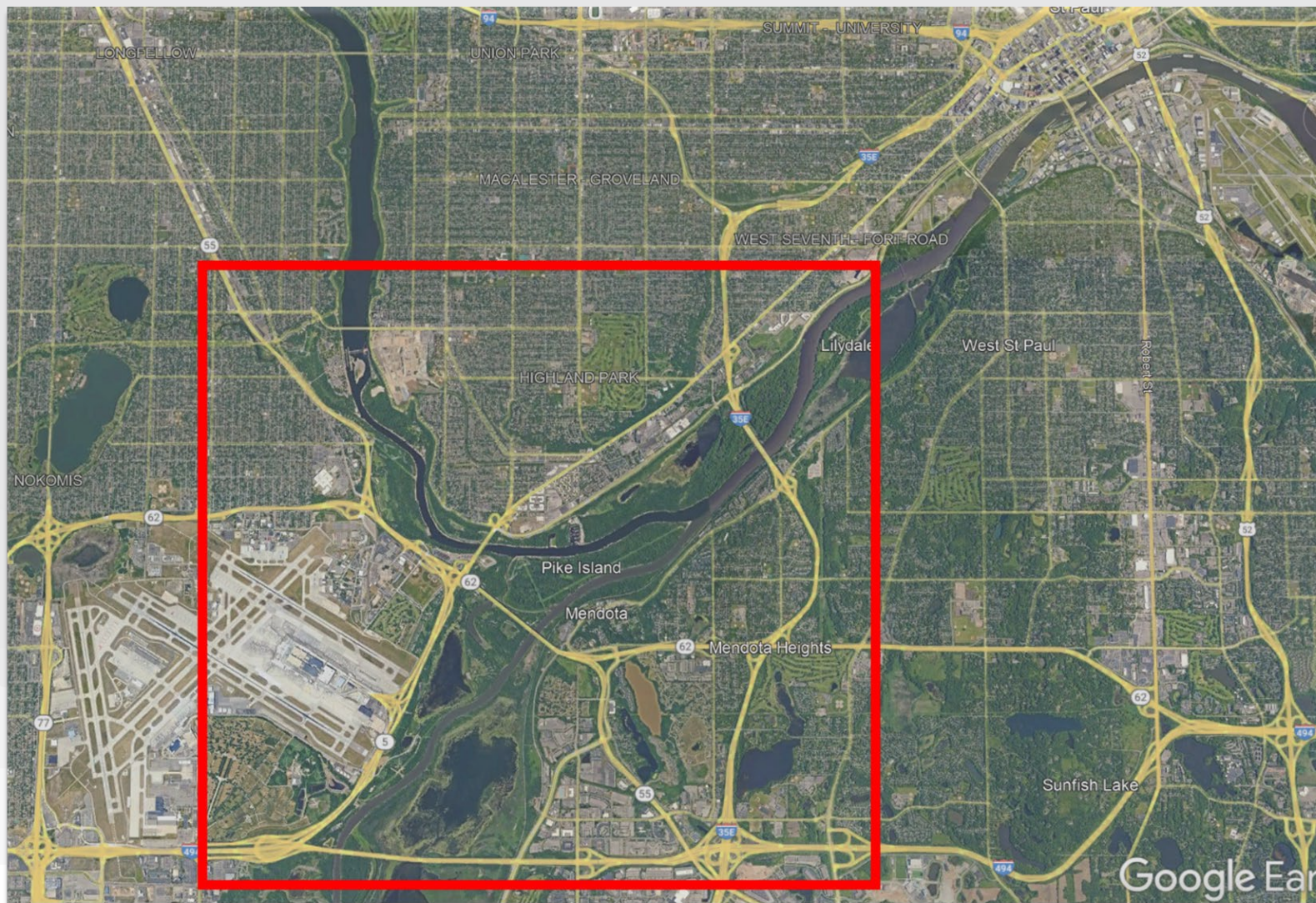
Operational Comparison

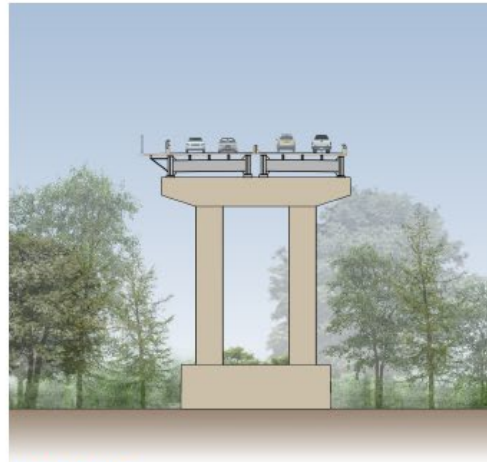
- Proposed transit operational conditions for comparison with existing options:
 - Dedicated train double track through the tunnel at the expense of automobile lanes.
- Existing Options
 - Dedicated train single track + 4 travel lanes.
 - Mixed traffic/train double track + 2 travel lanes.

Operational Comparison

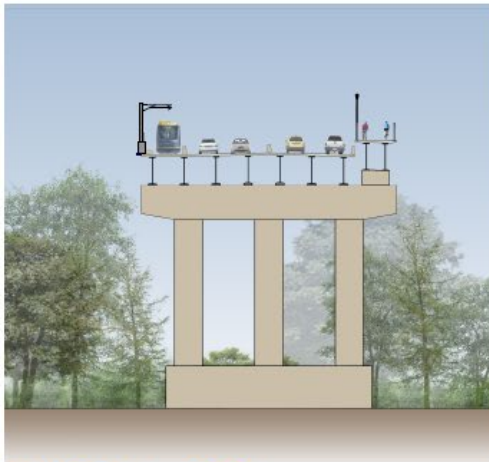
- Updated scenarios:
 - No-Build.
 - 2 transit + 2 vehicle lanes.
 - 1 transit + 1 shared + 2 vehicle lanes.
- Steps:
 - Validate data and network assumptions.
 - Run STOPS model to estimate mode shifts.
 - Trip assignments.
 - Traffic forecasts, diversions, impact analysis.

Primary Focus Area

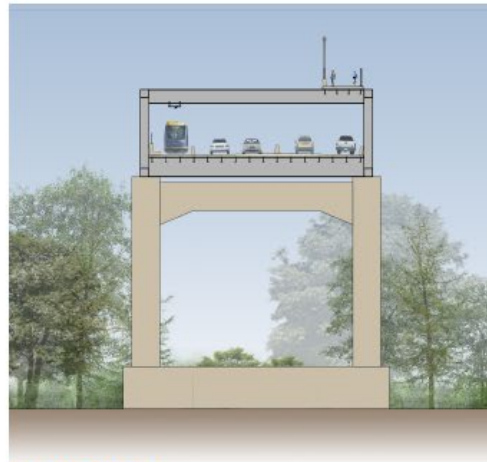




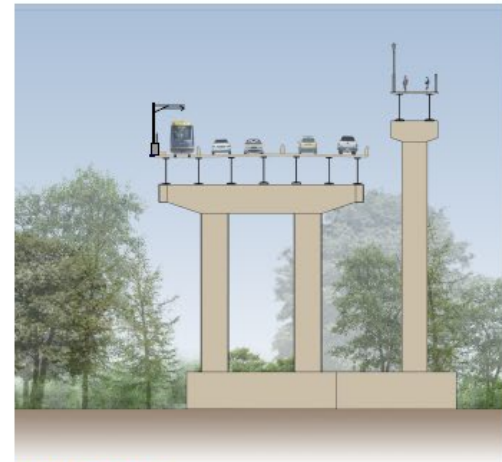
EXISTING



CONCEPT 1 - PIER 6



CONCEPT 2



CONCEPT 3

DRAFT - WORK IN PROCESS

MISSISSIPPI RIVER BRIDGE CROSSING

CONCEPT ELEVATIONS



CORRIDOR



JANUARY 10, 2022

CONCEPT 1



CONCEPT 2



CONCEPT 3



DRAFT - WORK IN PROCESS

MISSISSIPPI RIVER BRIDGE CROSSING

CONCEPT ELEVATIONS

JANUARY 10, 2022

Option 1 - Bike/Ped Connection from Bridge



Option 2 – Elevated Bike/Ped Connection from Truss Bridge Design



Option 3 – Elevated Bike/Ped Connection from Bridge



Alignment – Connection to Blue Line



Next Steps

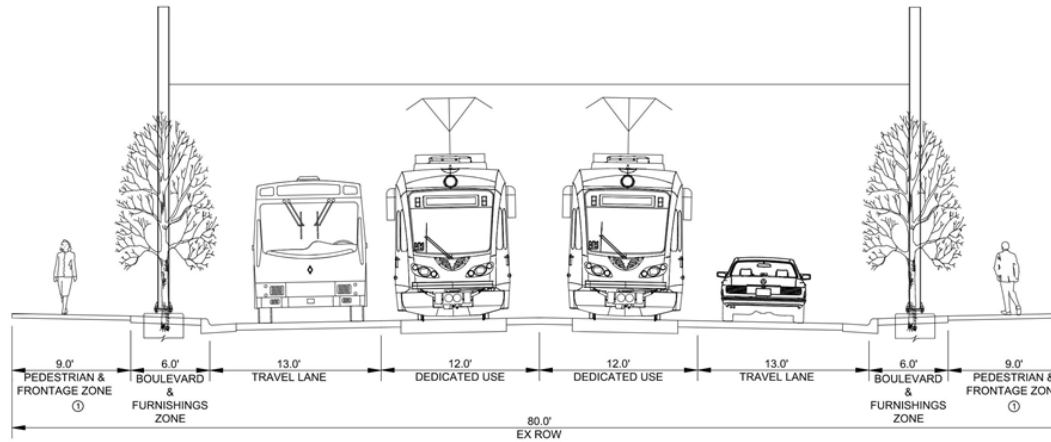
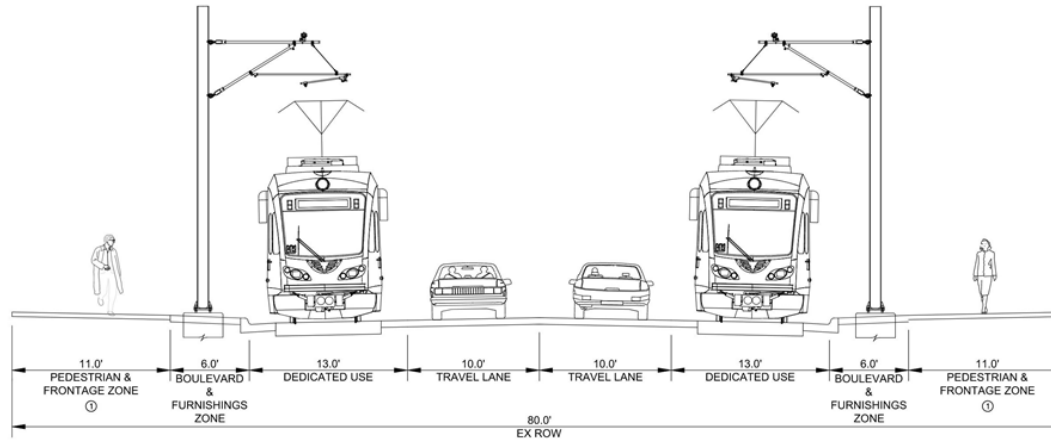
- Continued coordination with partner agencies and tribes.
- Operational comparison of scenarios for transit and traffic across bridge.
- Evaluation of bridge and bike/pedestrian concepts.
- Refinement of Blue Line connection.

Saint Paul - West 7th Issue Resolution Status

West 7th – Current Focus

- Dedicated lane opportunities.
 - CP Spur operational comparison.
- Mississippi River crossing transition.
- Roadway jurisdiction.
- Pedestrian and bicycle priorities.
- Streetscape.
- Overhead catenary system poles.

NOTES
 MINIMUM DIMENSION,
 FROM BACK OF CURB: 6.0'
 PREFERRED DIMENSION,
 FROM BACK OF CURB: 10.0'

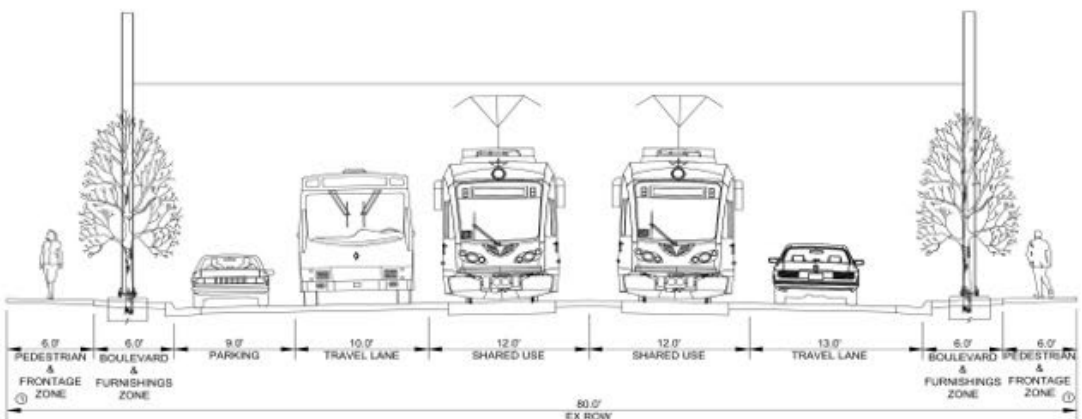
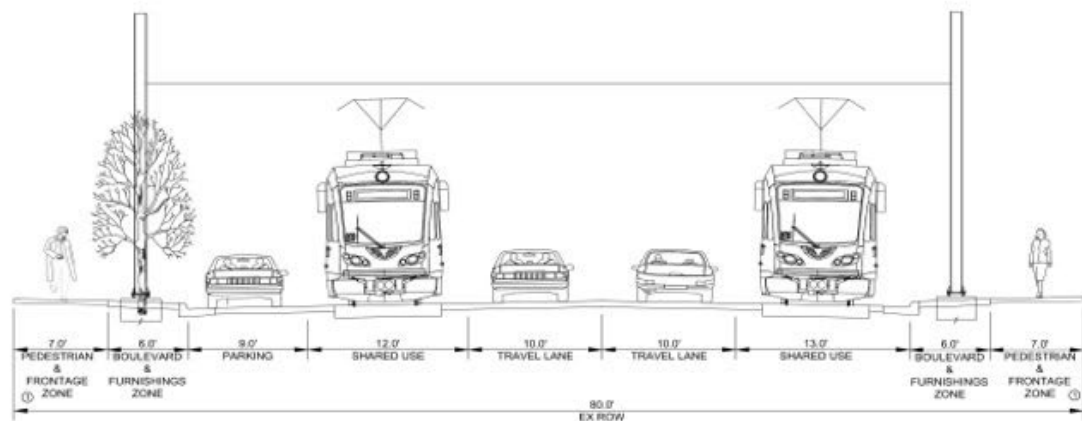


RIVERVIEW EPE
 W 7TH TYPICAL SECTIONS
 4 LANES DEDICATED WITH OCS POLES
 01/19/2022 REV0



Typical Section - Dedicated

NOTES
 ① MINIMUM DIMENSION:
 FROM BACK OF CURB: 6.0'
 PREFERRED DIMENSION:
 FROM BACK OF CURB: 10.0'



RIVERVIEW EPE
 W 7TH TYPICAL SECTIONS
 4 LANES WITH PARKING
 02/16/2022 REV

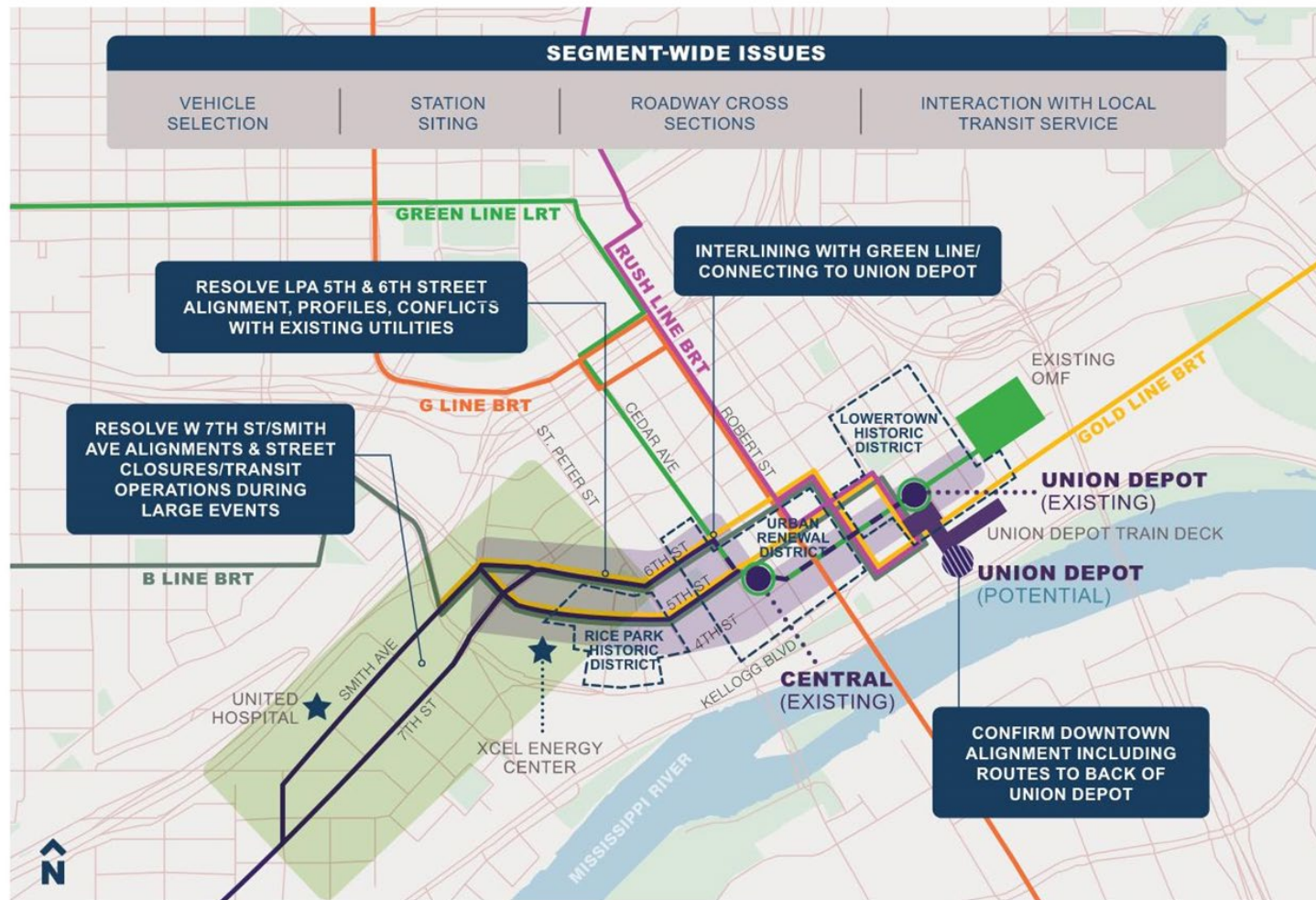


Typical Section - Shared Lanes

Next Steps

- Partner agency priorities.
- CP Spur comparison.
- Finalize West 7th alignment.

Saint Paul - Downtown Issue Resolution Status



ST. PAUL-DOWNTOWN IRT



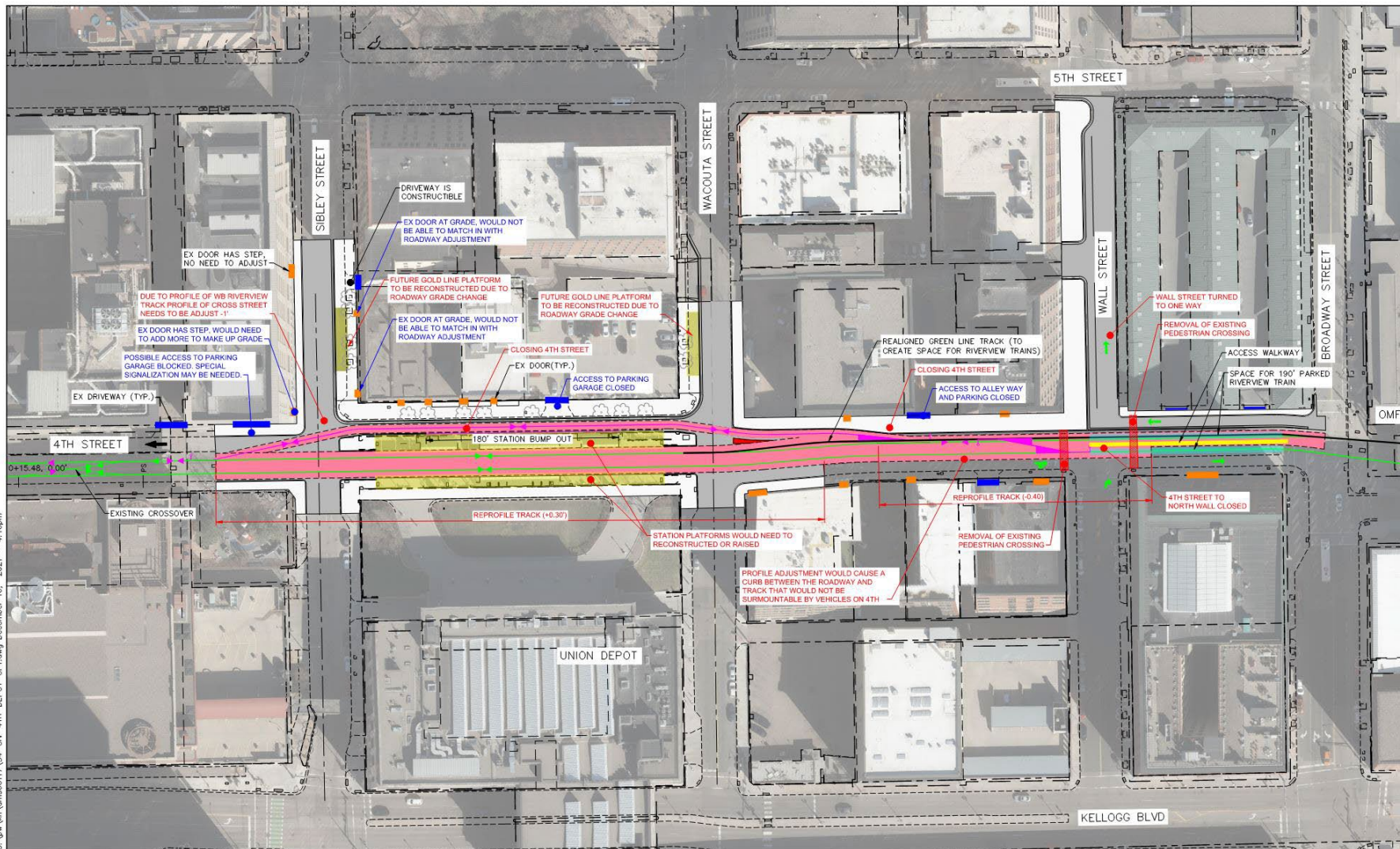
RAMSEY COUNTY



RIVERVIEW CORRIDOR

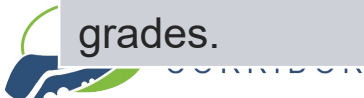


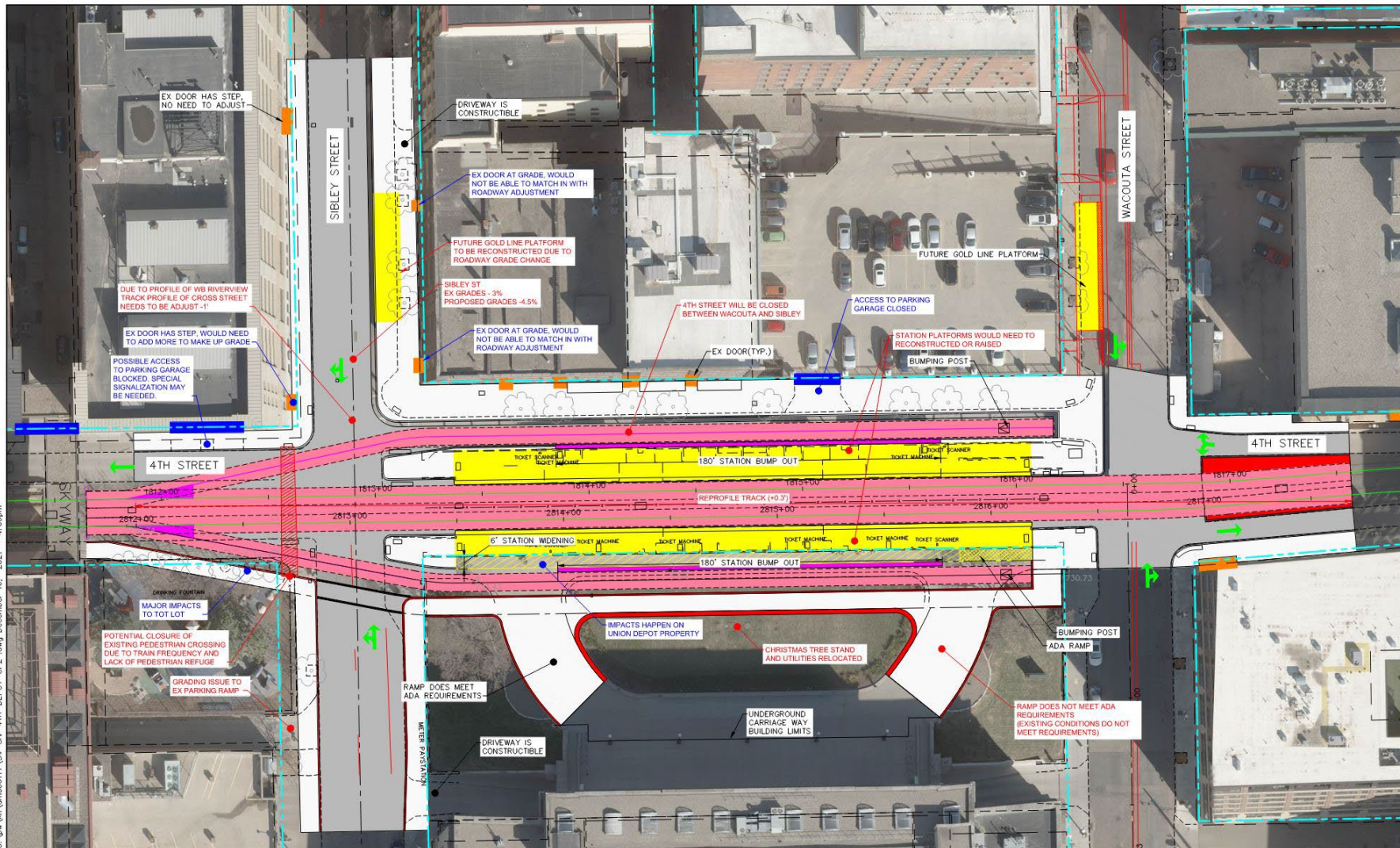
RIVERVIEW CORRIDOR



Option 1 Impacts & Benefits

Impacts	Benefits
<ul style="list-style-type: none"> • Permanent closure of 4th Street westbound. • Regrading of Sibley Street to match track profile (requires reconstruction of future Gold Line station). • Station platforms to be reconstructed/raised. • Surmountable curb on 4th Street replaced with curb between roadway and track. • Challenging pedestrian connectivity. • Property impacts: • Lowertown Lofts parking access. <ul style="list-style-type: none"> - 333 Sibley parking access. - Farmer's Market reconstruction. - Existing doors wouldn't match with adjusted road grades. 	<ul style="list-style-type: none"> • Supports LPA alignment. • Utilizes existing Green Line platform widths. • No direct impacts to Union Depot or Tot Lot.





Option 2 Impacts & Benefits

Impacts	Benefits
<ul style="list-style-type: none">• Permanent closure of 4th Street westbound.• Regrading of Sibley Street to match track profile (requires reconstruction of future Gold Line station).• Station platforms to be reconstructed/raised.• Potential ADA impacts to front of Depot connection.• Property impacts:• Lowertown Lofts parking access.<ul style="list-style-type: none">- 333 Sibley parking access.- Tot Lot.- Union Depot.- Existing doors wouldn't match with adjusted road grades.	<ul style="list-style-type: none">• Supports LPA alignment.• Utilizes existing Green Line platform widths.• Does not impact properties from Wacouta to Broadway.

Downtown – Current Focus

- 4th Street Options viable with challenges.
 - Explore beyond LPA/front of Depot service.
 - Evaluate other alignments:
 - Push further east on 4th Street, towards OMF.
 - 5th/6th Street options.
 - City request to consider 7th Street alignment.
 - Back of Depot.

Stakeholder Priorities - Downtown

- Ramsey County – serve Depot.
- Saint Paul.
 - 180' Platform.
 - No train storage or layover in City ROW.
 - Connect to key transit destinations.
 - No significant property or ROW impact.
- Metro Transit – pending.

Stakeholder Priorities - Downtown

- MnDOT
 - Serve as many activity centers as possible via transit.
 - Complimentary to other planned transit investments.
 - Convenient and reliable transit option.
 - Provide context-informed ADA, pedestrian, and bicycle improvements both along and across the corridor (consider importance of first block/last block connections).
 - Traffic safety improvements (crash reductions).

Next Steps

- Investigate West 7th and back of Depot options.
- Narrow alignment options and select alignment to advance.

Next Steps in the Overall Project

Next Steps – Overall Project

- Finish Saint Paul alignment refinements along West 7th and downtown by mid-March.
- Transition to working on the best bus alternative.
- Anticipate briefing PAC in April before going out to the public with the refined streetcar and best bus alternatives in May/June.

Communication and Community Engagement Update

Recap of Engagement Activities

Recap of Engagement Activities

- October 15th Engagement at Fare-For-All.
 - 60+ attendees for the area.
- Section 106 Meeting, December 8, 2021.
 - 25 attendees.
- Monthly newsletter and twice weekly posts on social media.
- 3 billboards along West 7th in November, December, and February.

Current and Upcoming Engagement Opportunities

Current and Upcoming Engagement Opportunities

- Bicycle and Pedestrian survey available
 - [Survey link here](#)
- Latest newsletter and social media posts.
- District Council meeting updates in March and April.
- Spring Open House - *hopefully in person*

Cultural Resource Update

Cultural Resources Update

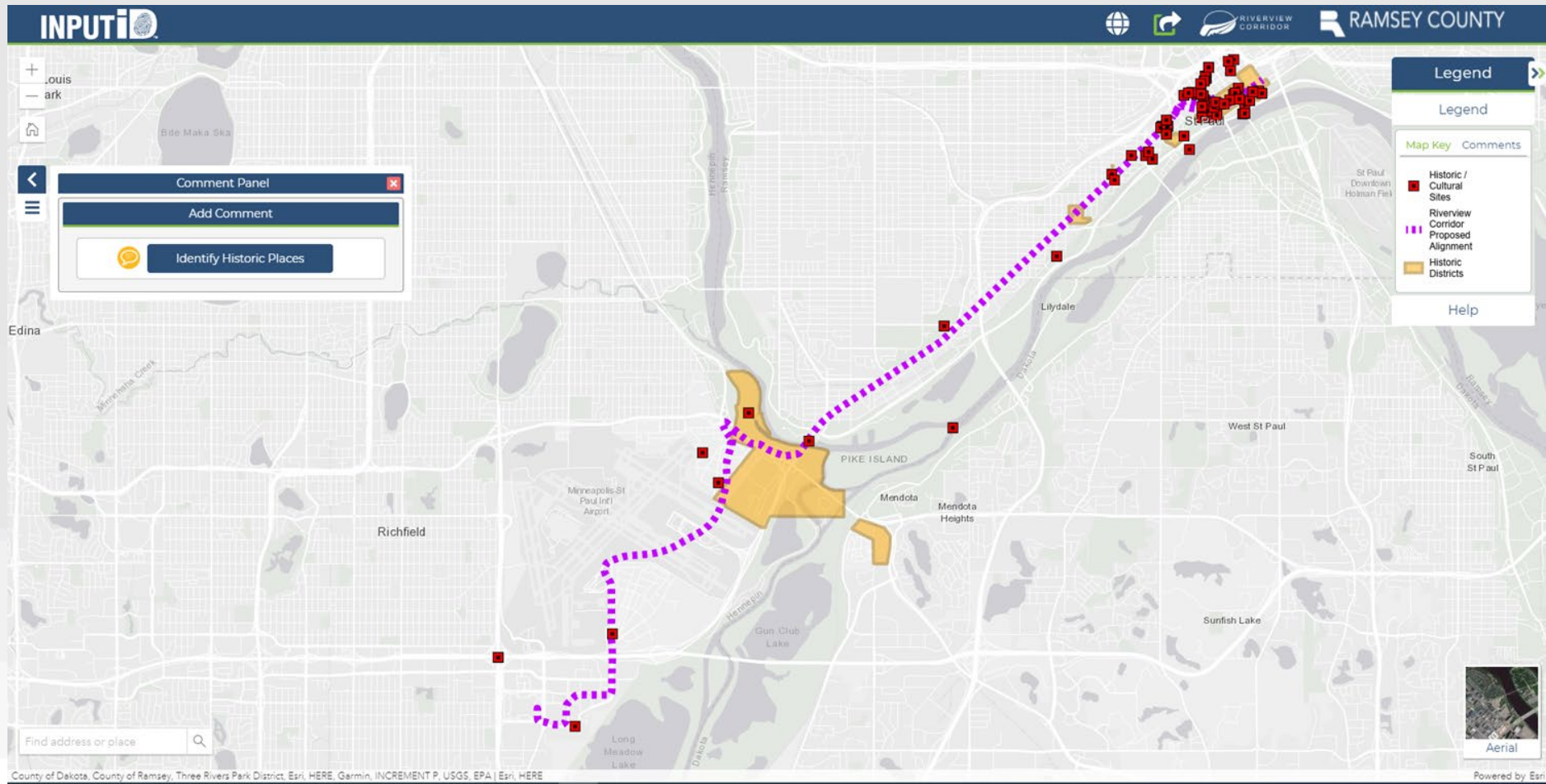
- Cultural Landscape Study – Underway (2022-2023).
- Area of Potential Effect (APE) – To be initiated in 2022.
- Identification (Phase I) surveys - To be initiated in 2022.



(Photo courtesy of MNHS)

Online Mapping Tool

Identify places and add comments to the map
<https://gis.bolton-menk.com/inputid/?app=riverviewculturalresources>



Public Comment

Next PAC Meeting - TBD

Thank You for Attending

LEARN MORE: [RIVERVIEWCORRIDOR.COM](https://riverviewcorridor.com)

