



# POLICY ADVISORY COMMITTEE UPDATE

**Meeting #7**

# 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.

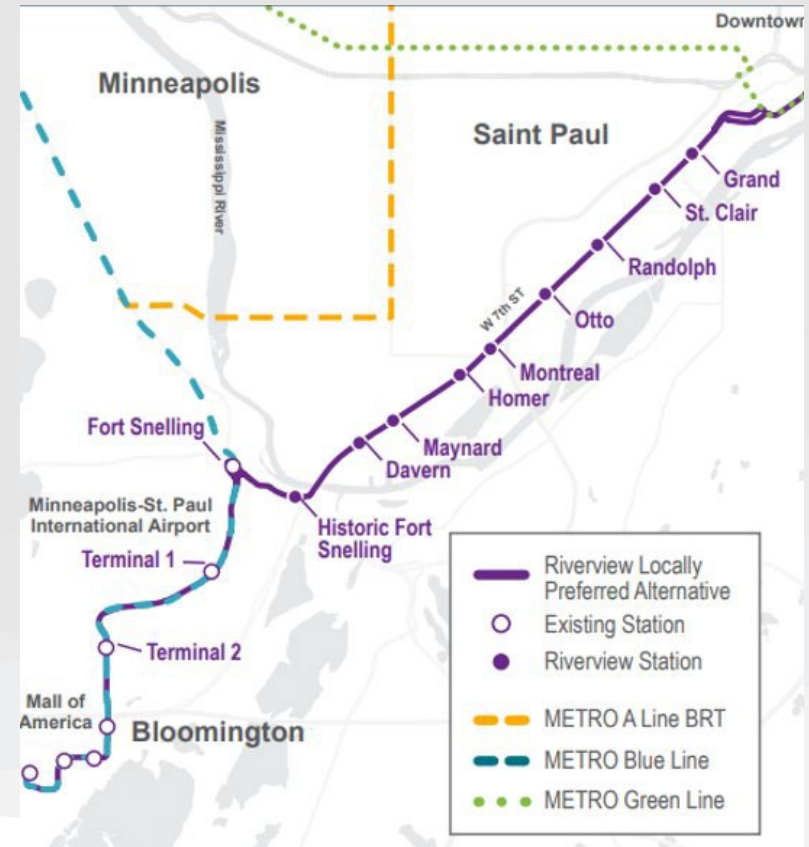
*The acknowledgment given in the USDAC Honor Native Land Guide - edited to reflect Minnesota tribes. In review with SIA and endorsed by Shannon Geshick, Executive Director Minnesota Indian Affairs Council.*

# Agenda

- Welcome and introductions.
- High-level alignment status overview.
- Current status of project elements:
  - Rail and bus alignments.
  - Station Area Planning.
  - Communications and Community Engagement.
  - Cultural Resources.
- Public Comment.

# High-Level Status Overview

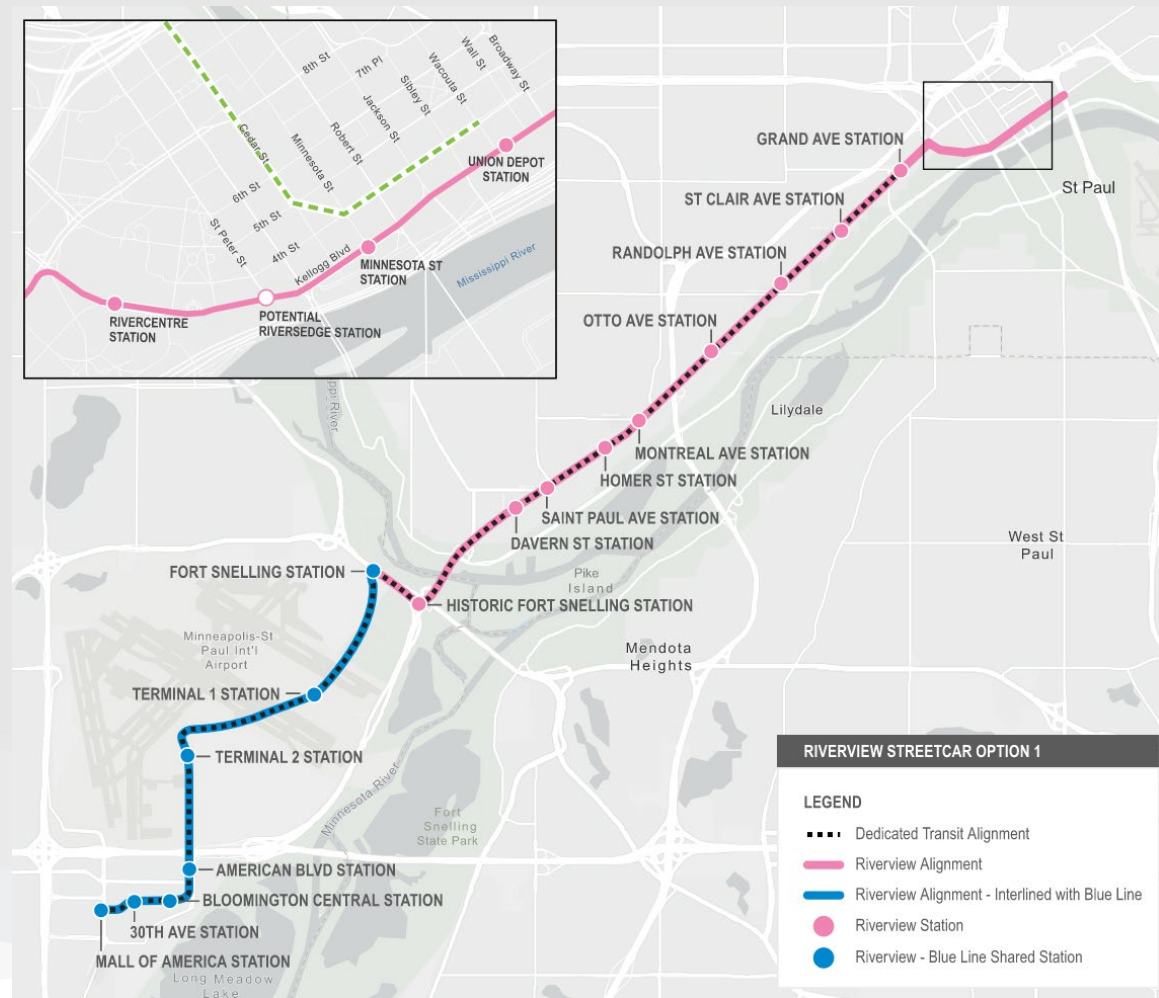
- Report results of Issue Resolution Team (IRT) process and agency conversations.
  - Two streetcar options, one bus option.
- Present summary of streetcar options, organized by IRT/ corridor geography.



Starting point:  
Locally Preferred Alternative (LPA)

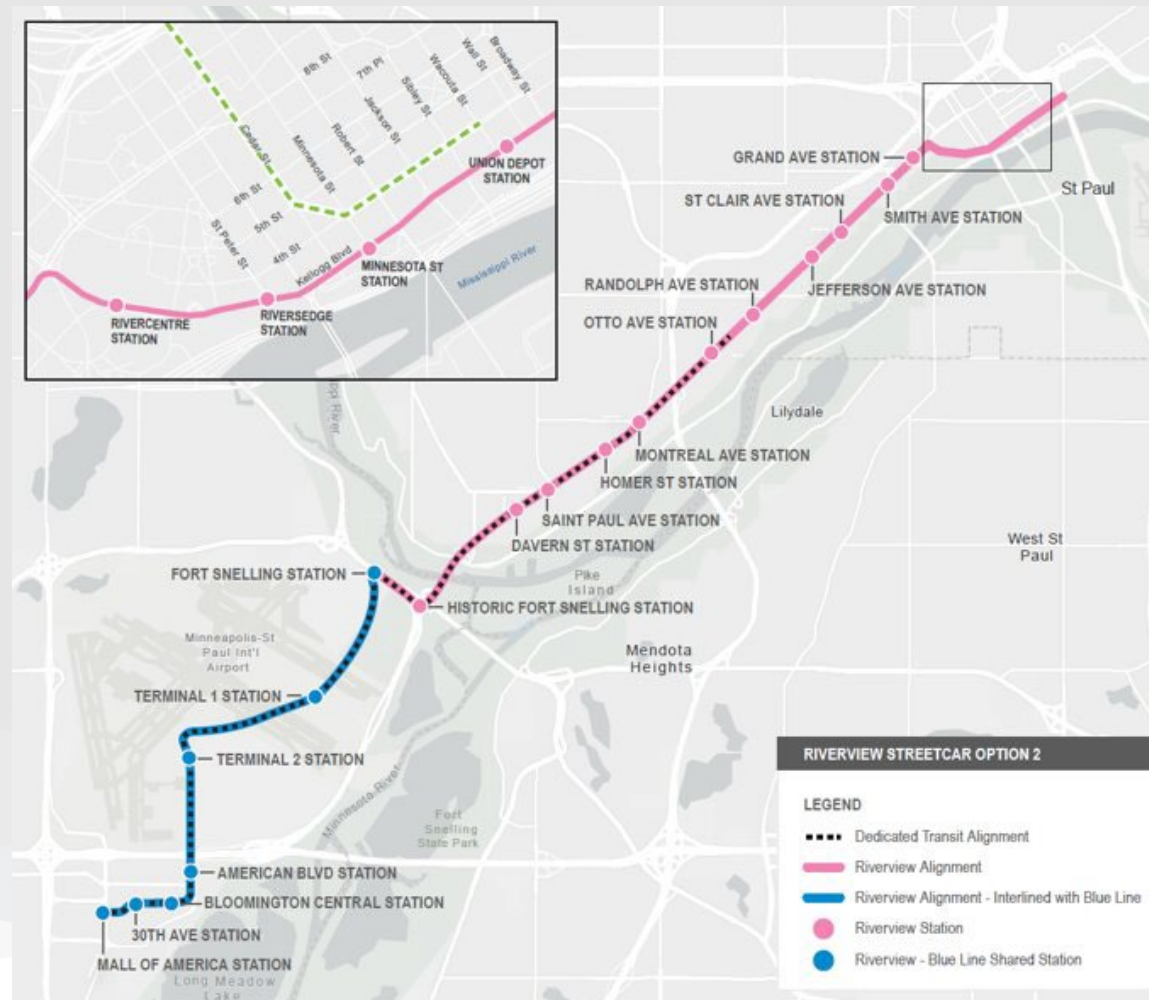
# Streetcar Option 1

- 20 stations.
- Dedicated transit lanes from MOA Station to Grand Avenue Station.
- Shared lanes from Grand Avenue Station to Union Depot Station.



# Streetcar Option 2

- 22 Stations.
- Dedicated transit lanes from MOA Station to Otto Avenue Station.
- Shared lanes Otto Avenue to Union Depot Station.



# Streetcar Options 1 and 2: Airport/Bloomington

# Last PAC Meeting

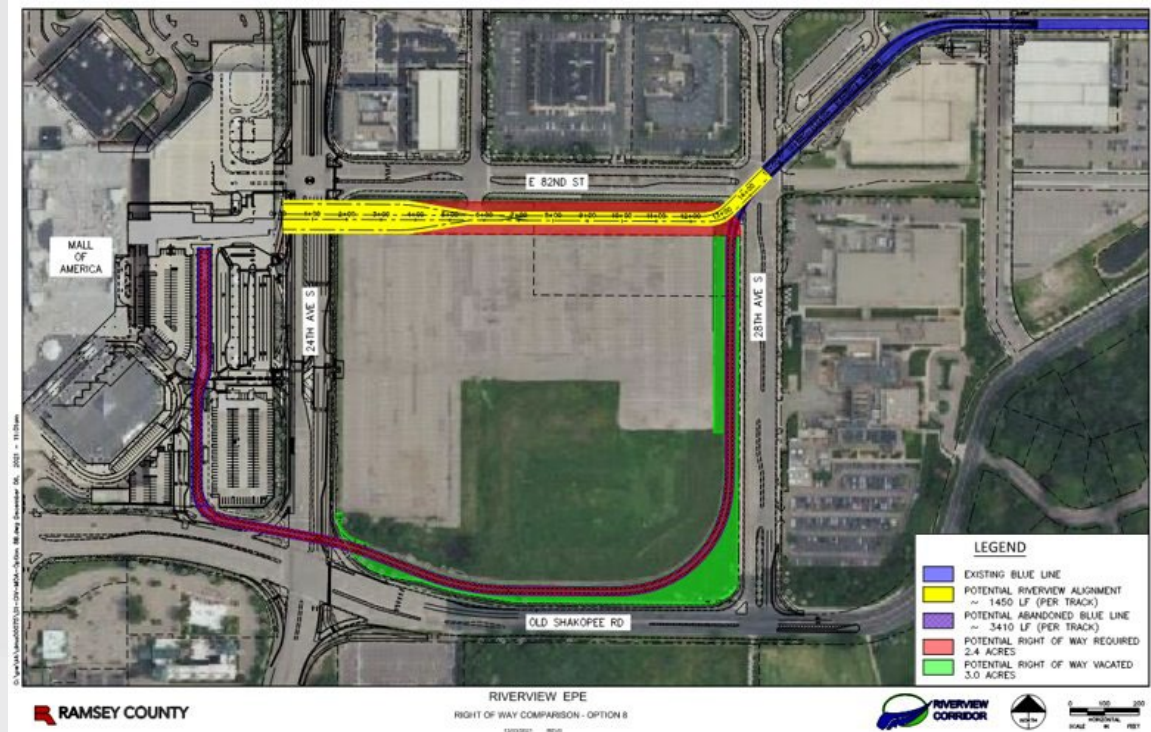
- Interline with Blue Line.
- End at MOA with station on 82nd Street.





# End of Line Station

- Shared Riverview/Blue Line station at 82nd Street.
- Removal of existing Blue Line track along 28th Avenue and Old Shakopee Road.



# Continued Coordination

- Coordination with Metro Transit on user experience/walking time at proposed 82<sup>nd</sup> Street station at MOA.
- Simulation of Blue Line and Riverview service through areas where both services will be operating.
- Coordination with Metro Transit regarding airport tunnel operations and railroad signaling.
- Mitigation of traffic impacts at 34<sup>th</sup> Avenue intersection.
- Disposition of existing Blue Line tracks around the adjoining lands in the MOA area.

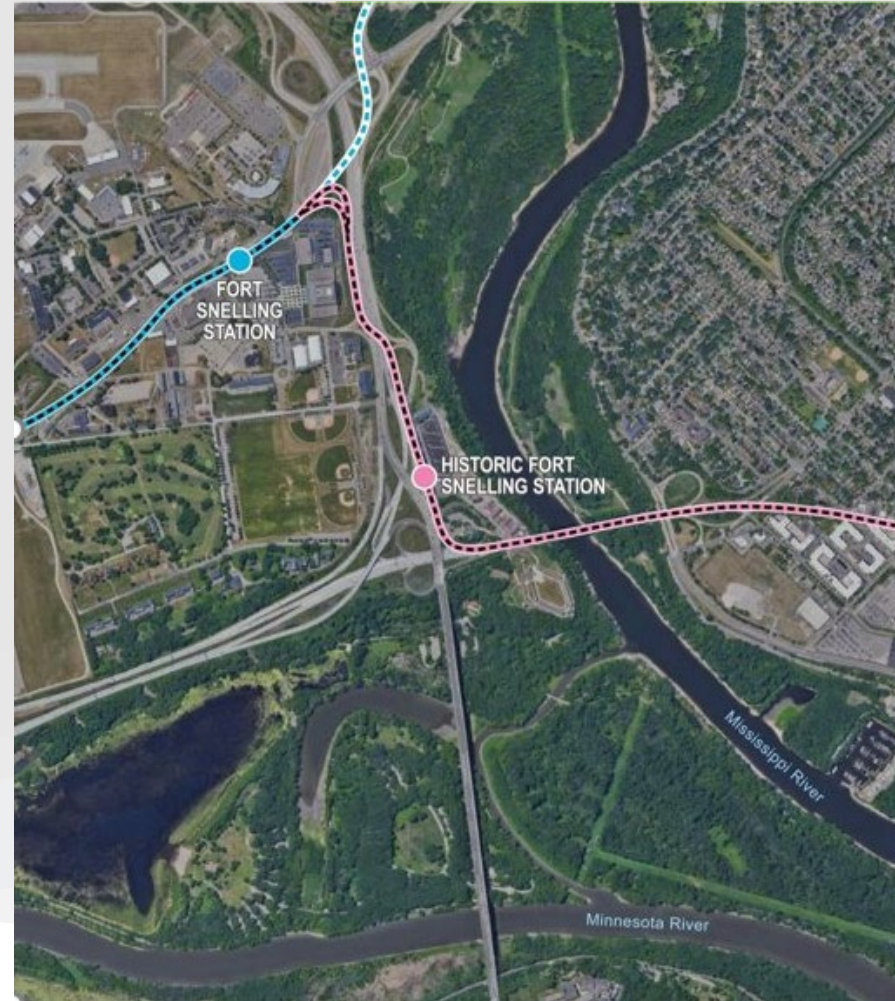
# Streetcar Options 1 and 2: Bdote/Fort Snelling

# Last PAC Meeting: Tribal Partner Feedback

- 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.

# Last PAC Meeting: Alignment

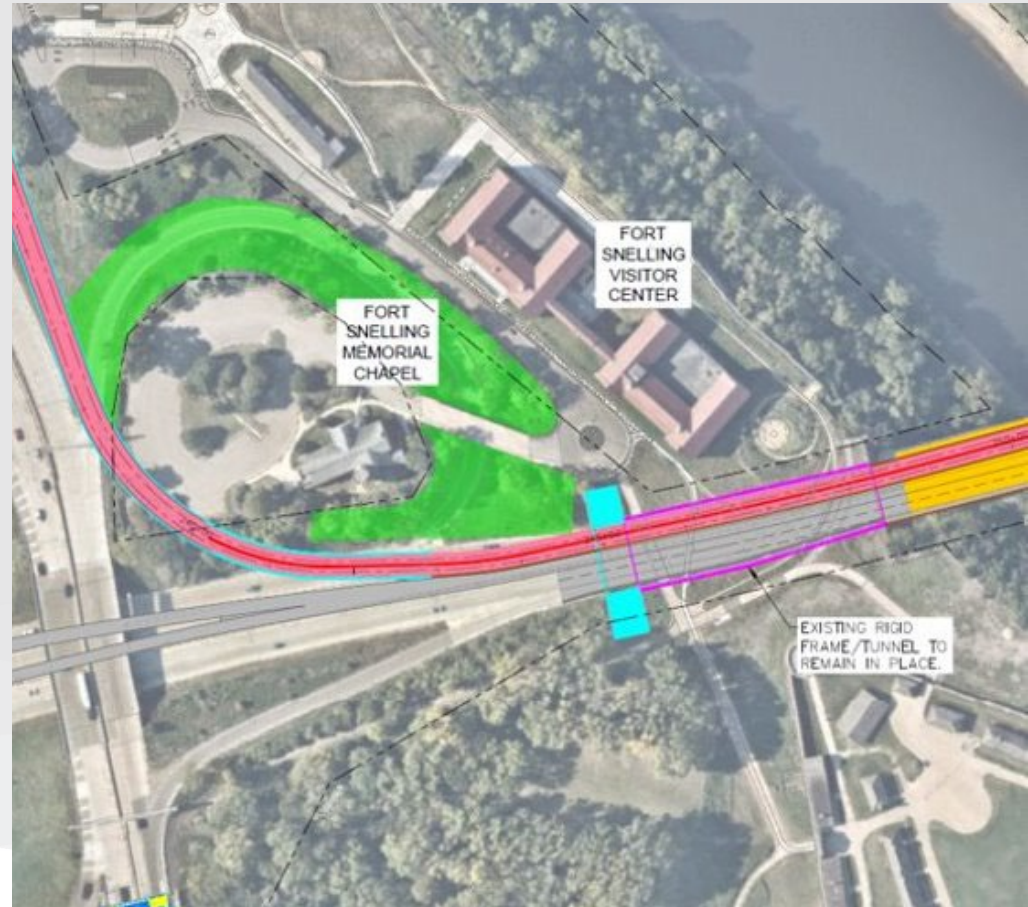
- Elimination of "transit flyover" option.
- Options for crossing Hwy 5 bridge.
  - Single track vs. mixed traffic.
- Possible bike/pedestrian connection concepts.
- Recommended connection to Blue Line.



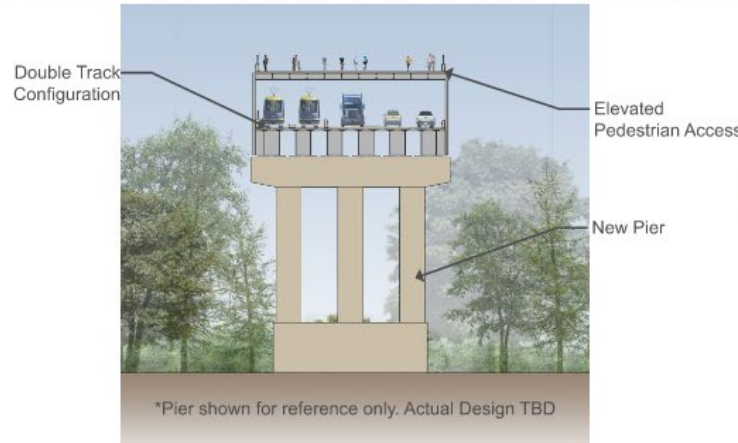
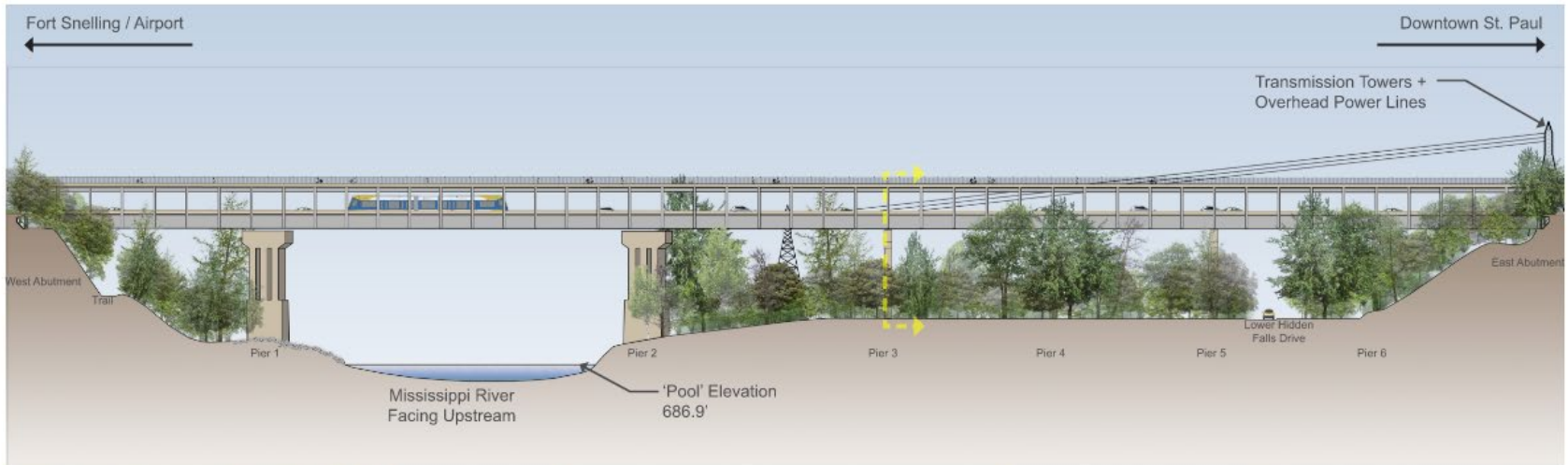


# Highway 5 Ramp Removal

- Existing ramp from Westbound Highway 62 to southbound Hwy 5 would be removed.



# Highway 5 Bridge Concept



DRAFT - WORK IN PROCESS

## MISSISSIPPI RIVER BRIDGE CROSSING

CONCEPT 4 - DOUBLE DECK WITH CONTINUOUS STEEL BOX GIRDER

SEPTEMBER 26, 2022

RAMSEY COUNTY



## Continued Coordination

- Coordination with local, state, and federal partners on specific traffic mitigation measures for river crossing and the Highway 5 ramp removal.
- Identification of potential improvements to station area to Fort Snelling pedestrian network.
- Evaluation of potential visual impacts of the river crossing alternative.
- Continued integration of tribal input.



# Streetcar Options: West 7th

# Last PAC Meeting

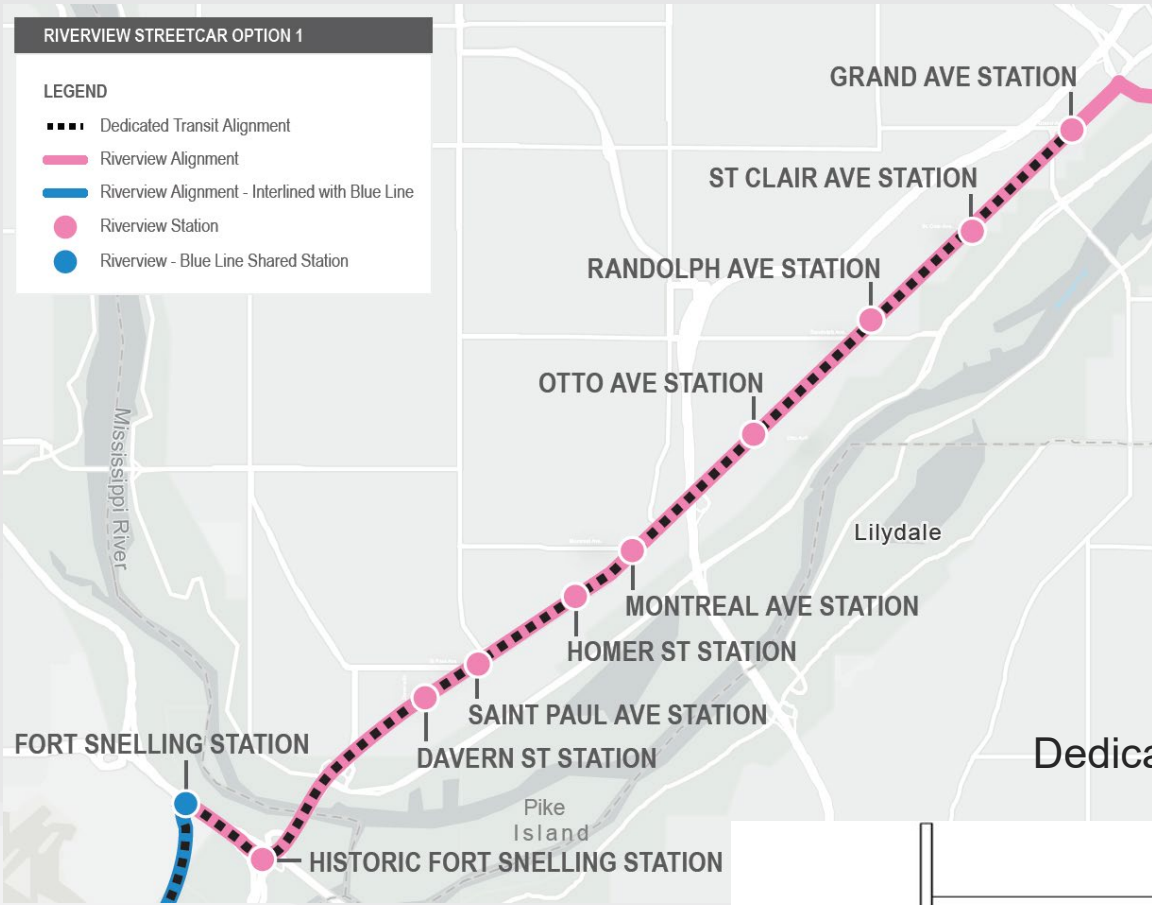
- Rail conversation focused on dedicated lane opportunities.

# Streetcar Option 1: Dedicated Lanes all of West 7th

## RIVERVIEW STREETCAR OPTION 1

### LEGEND

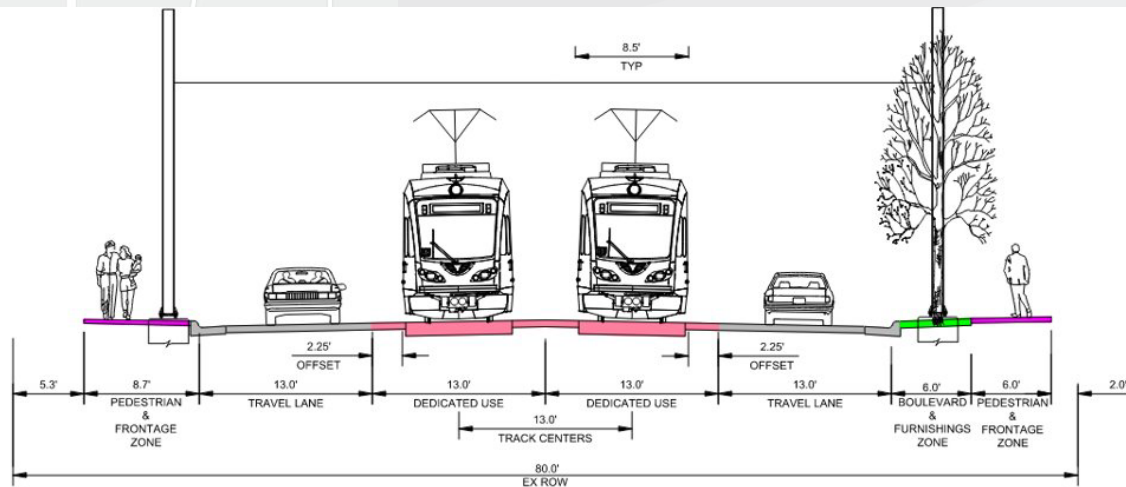
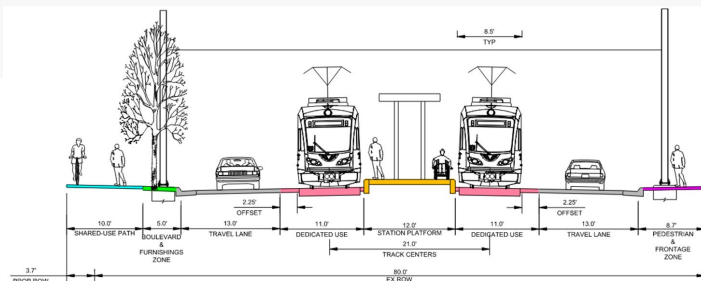
- Dedicated Transit Alignment
- Riverview Alignment
- Riverview Alignment - Interlined with Blue Line
- Riverview Station
- Riverview - Blue Line Shared Station



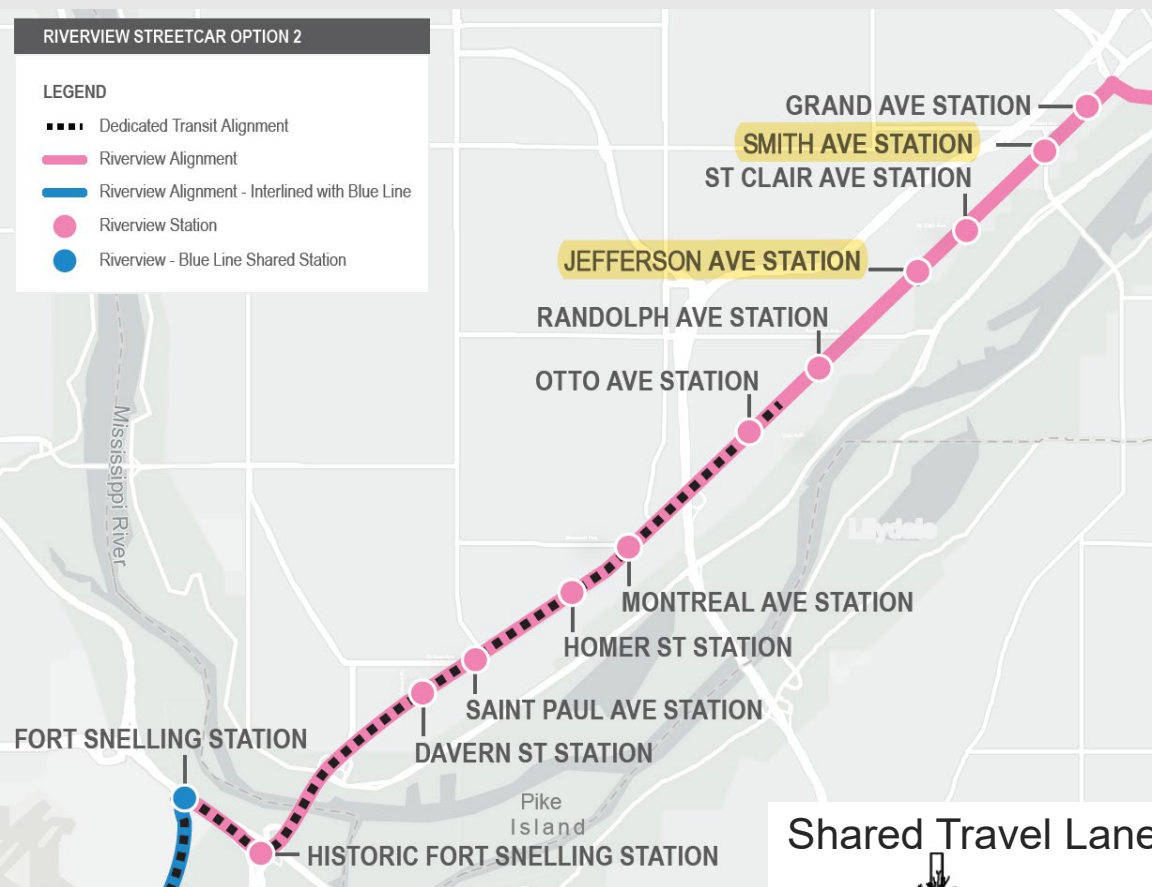
- Dedicated MOA to Grand Avenue.
- Shared lanes Grand Avenue to Union Depot.
- Center-running alignment.

## Dedicated Travel Lanes – Center Running

## Dedicated Lanes at Station

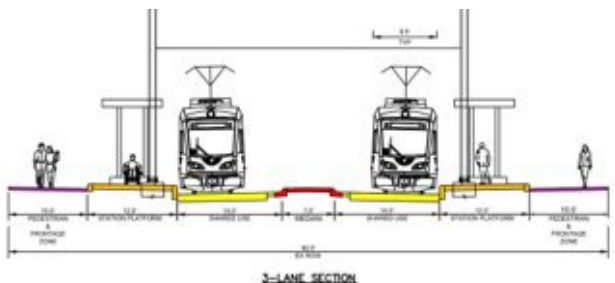


# Streetcar Option 2: Dedicated and Shared Lanes on West 7th

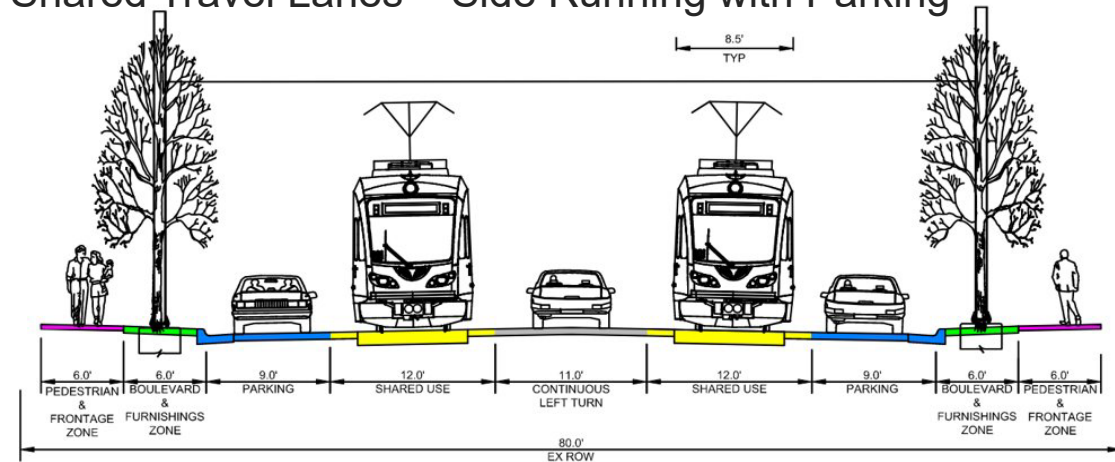


- Dedicated lanes MOA to Victoria Street.
- Shared lanes Victoria Street to Union Depot.
- Side-running sections.
- Additional stations at Jefferson and Smith.

Shared Lanes at Station



Shared Travel Lanes – Side Running with Parking



# Continued Coordination

- Conduct economic analysis.
- Identify preferred streetcar option.
- Advance design of pedestrian facilities and safe integration of pedestrians and vehicles.
- Identify streetscape opportunities.
- Refine transition to dedicated transit lanes and Hwy 5 bridge.

# Streetcar Options: Saint Paul – Downtown

# Last PAC Meeting

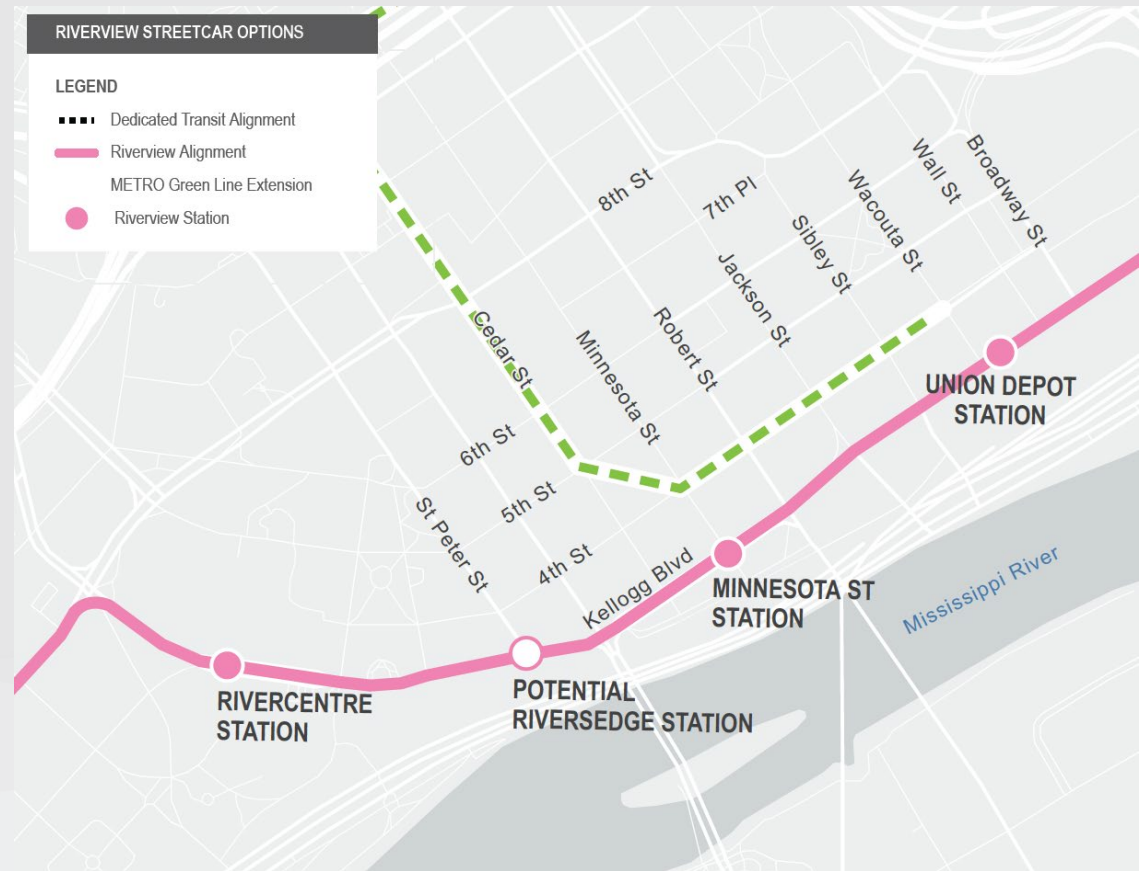
- Significant challenges with LPA alignment along 4th Street.
- Agreement to explore options beyond the LPA.





# Streetcar Alignment: Downtown St. Paul

- Kellogg Boulevard alignment recommended by IRT.
  - Serves areas of potential redevelopment.
  - More direct route.
  - Business feedback.





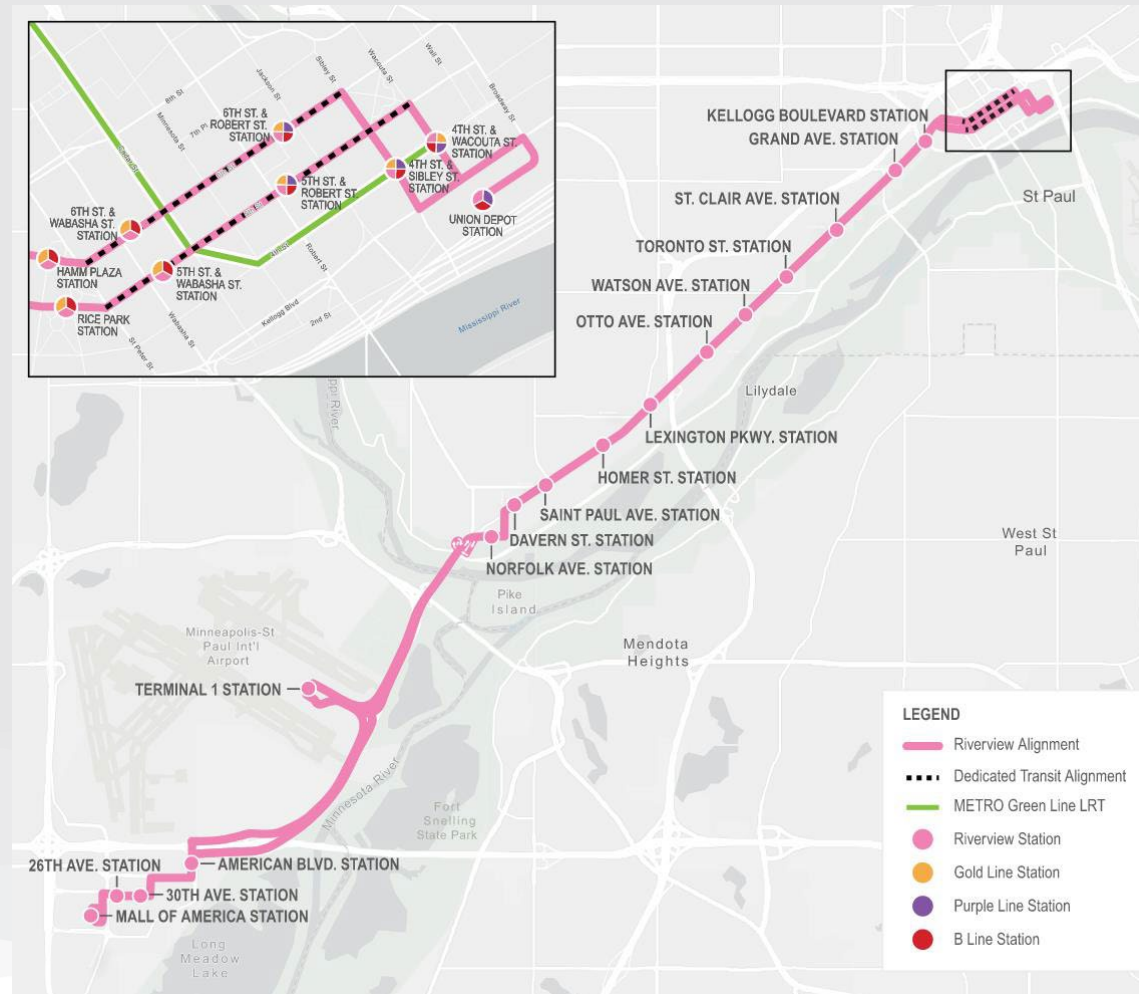
# Continued Coordination

- Confirm Kellogg Boulevard cross section.
- Further study of potential impacts to the existing bridges on Kellogg Boulevard.
- Coordination with other projects in vicinity (Kellogg bridges, Capitol City Bikeway, new development, etc.)

# Bus Alignment Option

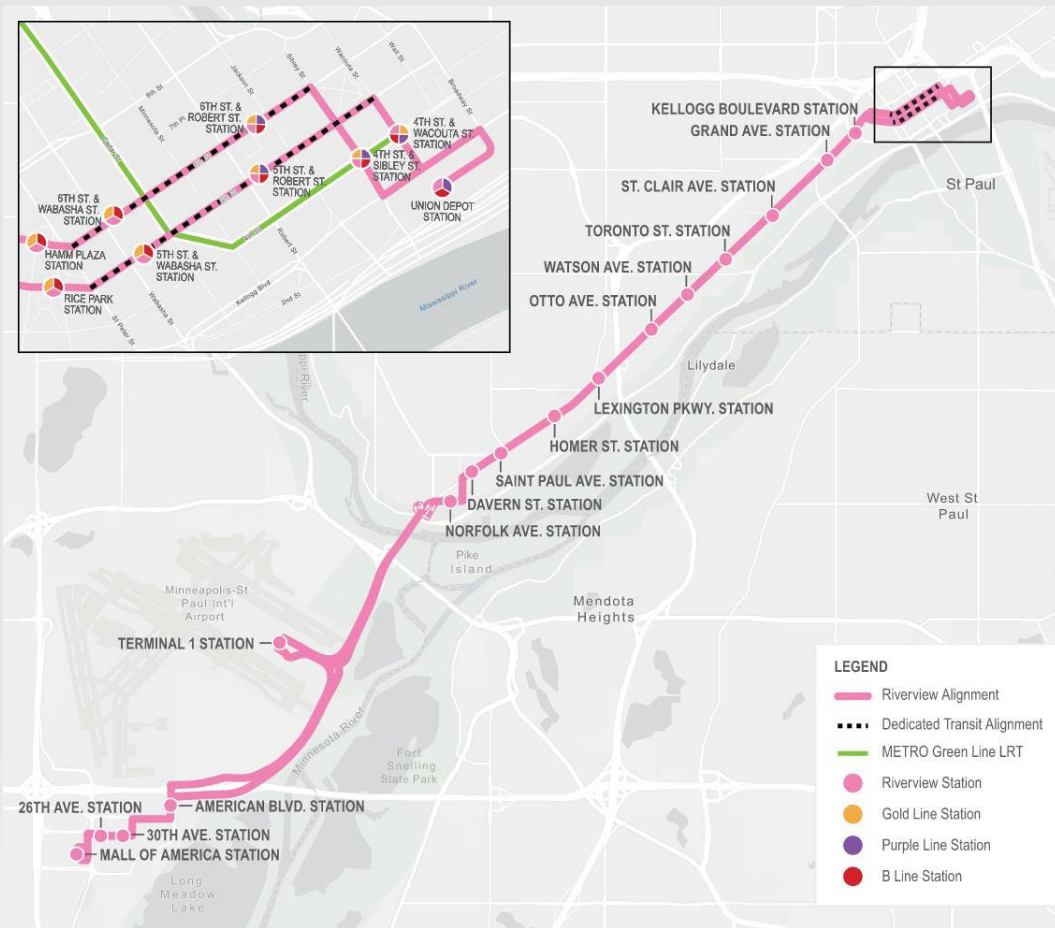
# Arterial Bus Rapid Transit Option

- 16 stations MOA to Kellogg Boulevard.
- Buses share lanes with traffic.
- 9 downtown platforms.
- Uses Gold Line (dedicated) in frastructure downtown.



# Arterial BRT Option Assumptions

- No river bridge improvements; no new pedestrian/bike connections.
- No stations at Historic Fort Snelling or MSP Terminal 2.
- Use existing Mall of America station.



# Continued Coordination

- Further analysis to understand potential traffic impacts near Xcel Energy Center.
- Station spacing/capacity with other transit service.
- Electric bus requirements and operations.
- Coordination with MnDOT on timing of other projects on West 7<sup>th</sup> Street/Highway 5.
- Coordination with MnDOT and City of Saint Paul on streetscape plan.

# Station Area Planning Update

# Station Area Planning

Station area planning is a collaborative process that identifies ways to promote safe and direct station access as well as transit-oriented development (TOD) near station stops.

- A station area includes approximately ½ mile around a station, or ten-minute walk.
- The goal of station area planning is to provide a vision for each station area to thrive because of the transit investment, supporting development policies, and specific implementation steps.
- Station area plans address short and long-term development opportunities and improved connections between stations and the existing neighborhoods.
- A Task Force has been meeting almost monthly until early 2023, to review existing land uses, access and circulation and redevelopment opportunities.

## Station Area Planning Schedule

Spring 2021

Spring 2024

Riverview  
Corridor  
Background

Central  
Segment  
Station Area  
Plans

East  
Segment  
Station Area  
Plans

West  
Segment  
Station Area  
Plans

# Economic Development Assessment

Coordinate with the Riverview Station Area Planning process to assess the economic development potential that would come from the development of the Riverview Corridor transit alternatives.

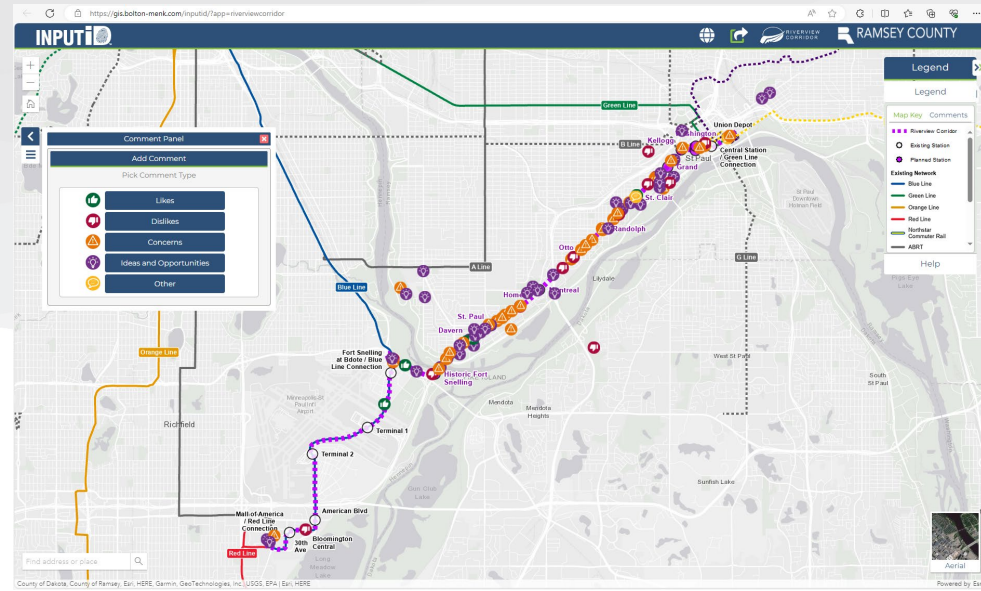
- Using the 2013 MAPS3 OKC Streetcar Economic Development Assessment as a model, the team will analyze the future fiscal impact of four development scenarios along the Riverview Corridor.
  - *The first scenario is a base case in which future development will occur as if there was no streetcar or bus rapid transit.*
  - *The second scenario assumes that future development will occur with a streetcar present, using estimates from experiences in other cities.*
  - *A third scenario will assume an arterial bus rapid transit development.*
  - *Finally, a similar methodology will be used for an analysis of the proposed greenway.*



# Communication and Community Engagement Update

# 2022-2023 Engagement Activities

- Social and Out of Home Media *Enhanced Transit* Campaigns.
- INPUTiD: Over 240 comments.
- Quarterly newsletter.
- Outdoor media placement on billboards.
- Door-to-door business engagement.
- Community events.



# Community Advisory Committee Update

- Virtual meeting on December 5<sup>th</sup>.
- Follow-up meetings will occur prior to and in alignment with PAC meetings.

# Cultural Resource Update

# Cultural Resources Update

- Phase I Architecture/History Survey underway in coordination with MnDOT TH 5 project.
- Cultural Landscape Study - underway (2022-2024).
- Phase I Archaeology Survey - To be initiated in 2024.



(Photo courtesy of MNHS)

# Next Steps



## Next Steps

- **January 2024** – Present Streetcar and ABRT options to Community Advisory Committee and Policy Advisory Committee.
- **Spring/Summer 2024** – Public engagement.
- **Summer/Fall 2024** – PAC action on next steps.

# Public Comment

# Public Comment: Meeting Procedures

- Public questions and comments will be taken at the end of the meeting.
- If you wish to speak:
  - Please fill out a speaker card.
  - Your name will be called.
  - State your name and address for the record.
  - Up to three minutes for comments.

# Thank You for Attending

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

