

POLICY ADVISORY COMMITTEE UPDATE

Meeting #9

February 29, 2024



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.
- Project overview and upcoming milestones.
- Additional streetcar information.
- Review of bus option and comparison to streetcar options.
- Economic development analysis results.
- Community Advisory Committee update.
- PAC Action: Approval of new CAC member.
- Community engagement report and plan.
- Public comment.
- PAC Action: Approve release of options for community engagement.
- Next steps.



Project Overview/Upcoming Milestones



Project Overview





Project Phases





Upcoming Milestones

• PAC decision:

- Determine which options should be presented to the public.
 - February 2024.

Public and stakeholder engagement.

Spring and Summer 2024.

• PAC decision:

Select desired option and determine next steps.

• Fall 2024.



Additional Streetcar Information



Supplemental Info Provided to PAC

- Parking.
- Traffic.
- Construction Strategies for Businesses.
- Ridership by segment/station.



Modern Streetcar

Operation and Maintenance Facility (OMF) Options

- Initial criteria:
 - o Within 1/4 mile of the streetcar alignment.
 - o Compatible (non-residential) land use/zoning.
 - o Minimum 5 acres in size.
- Working group formed and additional evaluation measures determined.
- Three potential candidate sites retained for evaluation in a future phase.



OMF Sites (Streetcar Only)



OMF Site 1: Montreal Way/West 7th Street/I-35E





OMF Site 2: Rankin Street/West 7th Street





OMF Site 3: Bloomington Road/Airlift Drive



Streetcar Animations



Review of Bus Option



ABRT – Issue Resolution Process

- Started with maximizing dedicated lanes.
- Dedicated BRT did not advance because:
 - o Limited opportunity for pedestrian public realm elements.
 - o Parking impacts
 - Bus operations/doors.
 - Limited transit advantage due to lack of average day traffic congestion.
- Considered something different from center-running streetcar.



Elements of ABRT

- Pylon markers help riders identify stations from a distance.
- NexTrip signs provide bus information, and ondemand annunciators speak this information for people with low vision.
- C Shelters provide weather protection and feature push-button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (small shown here).
- D

B

Ticket machines and fare card validators collect all payment before customers board the bus.

Emergency call buttons provide a direct connection to Metro Transit police. Stations also feature security cameras.



Stations feature trash and recycling containers.



G

Platform areas are distinguished by a dark gray concrete pattern.

Platform edges are marked with a cast-iron

textured warning strip to keep passengers

safely away from the curb while the bus

approaches. Many stations also feature

raised curbs for easier boarding.

- Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
 - Benches or seat walls at stations provide a place to sit.
- K Stations

Stations have bike parking. (not shown)





Travel Time, Ridership, Cost





Travel Time Assumptions

- Travel times calculated at peak hour.
- Accounts for mixed traffic variability, station dwell time, acceleration/deceleration, and interlining delay.
- Delay for signalized intersections based on traffic volumes (low, medium, high).
- Posted speed limit along corridor.



Travel Times

Segment	ABRT	Route 54
Westbound	0:40:05	0:43:00
Eastbound	0:39:57	0:42:00



Ridership – Total Project Trips

- Based on 2019 data.
- Ridership will be updated in the future with new regional model.

Year	ABRT	Route 54
2019	5,000	4,600
2040	8,000	



Overall Cost Assumptions

- 2023 Base Year.
- 2033 Revenue Operations.
- Capital Cost (2030): \$121M
- Estimate includes:
 - ABRT-style stations, use of existing stations at MOA and Downtown, utilities, systems, right-of-way, vehicles, vehicle chargers, 40% overall contingency.



ABRT – Operating Cost Assumptions

Day of Week	Start Time	End Time	Frequency (minutes)
Weekdays	3:00 a.m.	4:30 a.m.	30
	4:30 a.m.	10:30 p.m.	10
	10:30 p.m.	1:30 a.m.	30
Saturdays	3:00 a.m.	4:30 a.m.	30
	4:30 a.m.	10:30 p.m.	10
	10:30 p.m.	1:30 a.m.	30
Sundays	3:00 a.m.	4:30 a.m.	30
	4:30 a.m.	10:30 p.m.	10
	10:30 p.m.	1:30 a.m.	30

Annual O&M Cost: \$16.8M



ABRT / Route 54 Comparison





Comparison by the Numbers

	Route 54	ABRT
Number of Stations / Stops	26 stops (MOA to Union Depot)	21 stations (14 new, 7 existing)
Service Frequency	15 mins/30 mins ¹	10 mins/30 mins ²
Travel Time (westbound)	43:00 min	40:05 min
Travel Time (eastbound)	42:00 min	39:57 min
Dwell Time	N/A	7/14/21 sec dependent on station boardings ³
Ridership	4,600 (2019)	5,000 (2019) 8,000 (2040)
Vehicle Type	Diesel	Electric ⁴

¹ On West 7th Street to MOA, every 15 minutes from 6:00am to 7:00pm on weekdays; 9:00am to 6:00pm on Saturdays. Every 30 minutes not in the specified timeframes.

² Every 10 minutes from 4:30 a.m. to 10:30 p.m.; every 30 minutes from 10:30 p.m. to 1:30 a.m. and from 3:00-4:30 a.m.

³ Station dwell times incorporated for modeling purposes. In practice, bus would operate similar to Route 54, not stopping unless passengers are waiting at a stop, or a rider requests a stop.

⁴Assuming the use of Electric buses for capital planning purposes only. Final decision on diesel versus electric to be made at a later phase of the project.



Mall of America to Highway 5 River Crossing



End of Line Station – Mall of America



Bloomington





MSP Terminal 1





Fort Snelling Area / Highway 5 River Crossing



West 7th Street



West 7th Street





Davern Street Station

Maynard Dr

I≜ ALDI

Looking east towards West 7th Street and West Maynard Drive

Randolph Avenue Station Looking east towards West 7th Street & Toronto Street

HEATING

ABRT: Norfolk Avenue Station





Downtown Saint Paul





Comparison of Options



Comparison by the Numbers

	Streetcar Option 1	Streetcar Option 2	ABRT	Route 54
Number of Stations	20	22	21 (14 new)	26 stops (MOA to Union Depot)
Dedicated lanes	~10.1 miles or 87%	~8.2 miles or 72%	~0.52 miles or 4%	~0.52 miles or 4%
Service Frequency	10 mins/30 mins ¹	10 mins/30 mins ¹	10 mins/30 mins ¹	15 mins/30 mins ²
Travel Time (westbound)	44:02 min	45:33 min	40:05 min	43:00 min
Travel Time (eastbound)	43:22 min	44:49 min	39:57 min	42:00 min
2040 Ridership	11,600	11,200	8,000	N/A
Capital Cost	\$2.10 billion (2033)	\$2.12 billion (2033)	\$121 million (2030)	
Operations and Maintenance Cost (2023)	\$34 million	\$34.5 million	\$16.8 million	

Comparison to West 7th Streetcar Differentiators

Streetcar Option 1	Streetcar Option 2	ABRT
More dedicated lanes = more reliable transit service.	More shared use = more difficult to recover service/longer delays.	Primarily shared use lanes, not bound to track.
Longer overall pedestrian crossings but with media refuge. Crossing allowed only at signalized intersections.	Shorter pedestrian crossings due to bumpouts and medians. Crossing allowed at all intersections.	Shorter pedestrian crossings at station areas due to bumpouts and medians. Crossing allowed at all intersections.
Pedestrians cross traffic lane to access center platform.	Pedestrian access to transit from the curb.	Pedestrian access to transit from curb.
Trees do not conflict with catenary wire but less space in boulevard for trees.	More potential for tree/catenary wire conflicts.	No tree conflicts.

Comparison to West 7th Streetcar Differentiators

Streetcar Option 1	Streetcar Option 2	ABRT
Left turns and through movements to the other side of West 7th allowed only at signalized intersections, forcing right-in/right- out access in other areas.	All traffic movements allowed at all intersections.	All traffic movements allowed at all intersections.
Challenging delivery/loading operations.	Delivery/loading operations from center lane or side streets. Flexibility to add loading/unloading zones at expense of parking spaces if businesses prefer.	Delivery/loading similar to today, except limited at stations.
Very limited space for on- street parking (about 35 spaces remain, 605 lost).	Much on-street parking can remain (about 400 spaces remain, 240 lost).	On-street parking to remain except at station locations (about 570 remain, 70 lost).



Bigger Picture Differences

	Streetcar	Arterial BRT
Downtown	Downtown alignment on Kellogg.	Downtown alignment 5th/6th.
	Requires modifications to Kellogg Boulevard (street and bridges).	No street modifications, uses existing BRT infrastructure.
West 7th Street	Street reconstruction in cost.	No street reconstruction in cost.
	Alignment stays on West 7th Street.	Direct service to Norfolk residential area.
Bdote/Fort Snelling	New Hwy 5 bridge required.	Existing Hwy 5 bridge remains.
	New ADA-accessible bike and pedestrian facility constructed with new bridge.	Current bike and pedestrian access/ADA issues remain.
	Station at Bdote/Historic Fort Snelling.	No station at Bdote/Historic Fort Snelling.

Bigger Picture Differences

	Streetcar	Arterial BRT
Airport/Mall of America	Serves MSP Terminals 1 and 2.	Serves MSP Terminal 1.
	New elevated transit station on 82nd serves both Riverview and Blue Line. 2-minute travel time savings for Blue Line.	Serves MOA at existing transit facility. No change in Blue Line travel time.
	Alleviates existing delays and congestion at 24th Avenue intersection.	Difficult intersection operations at 24th Avenue remains.
	Transfer would take more time and requires vertical circulation. Less visibility.	More direct transfer for customers with mobility challenges.
Overall	\$2.10-2.12B capital costs(2033).\$34-\$34.5M O&M costs (2023).Higher replacement costs over time.	\$121M capital costs (2030). \$16.8M O&M costs (2023).



Economic Development Analysis Update



Riverview Economic Development Analysis (EDA)

Purpose

- Analyze the projected economic development impacts of Arterial Bus Rapid Transit (ABRT) and Streetcar in the Riverview Corridor:
 - Real estate value appreciation.
 - New development generated by new transit investment.

Not a "Return on Investment" Assessment

- Does not include detailed equivalent cost comparison.
- Does not evaluate benefits other than real estate value and new development.
 - No analysis of direct benefits such as reduced travel times, enhanced safety, and reduced emissions.
 - No analysis of indirect benefits such as improved assess to labor shed and regional construction benefits.
- Only looks at economic development benefits in Saint Paul.











The Riverview EDA does not look at the difference between Streetcar Option 1 and Option 2

 Qualitative 		
differences can		
impact economic		
development.		

•But differences are not easy to measure and forecast.

Potential Economic Development Issue	Streetcar—Option 1 (Center-Running Portion)	Streetcar—Option 2 (Side-Running Portion)
Ridership Numbers	Ridership numbers are nearly equal (2040 Forecast: 11,600)	Ridership numbers are nearly equal (2040 Forecast: 11,200)
Speed and Reliability	More dedicated lanes means more reliable service	More shared use lanes means more potential for delays
Pedestrian Access	Pedestrians must cross to center stations and can only cross at signalized intersections	Pedestrians can access transit from the curb and can cross at most intersections
Vehicular Traffic Movements	Limited left turns for vehicles	More options for left turns for vehicles
On-Street Parking	Very limited space for on- street (about 35 spaces remain)	Much on-street parking can remain (about 400 spaces remain)
Delivery/Loading Operations	Impact to curb-side delivery	Impact to curb-side delivery but option to add loading zones at expense of parking





The Riverview EDA uses four model studies to develop methodology



- Economic Development Impacts of Transit Alternatives—West Broadway Transit Study (SRF Consulting Group Team), Minneapolis, Minnesota, November 11, 2015
- Oklahoma City Modern Streetcar Project Land Use and Economic Development Assessment (E.D. Hovee & Company, LLC), Oklahoma City, Oklahoma, November 6, 2013
- Economic Development Impacts for Colfax Corridor (Leland Consulting Group and P.U.M.A.), Denver, Colorado, June 2013
- Value Capture and Tax-Increment Financing Options for Streetcar Construction (The Brookings Institution, HDR, Re-Connecting America, and RCLCO), Washington, D.C., June 2009





The Riverview EDA follows the same basic methodology as the model studies

Analyze corridor real estate market conditions and recent development activity

Review academic literature and case studies

Interview local developers to understand their perceptions of transit investment

Combine and synthesize findings to build model of streetcar and ABRT impacts







Literature review and case study analysis finds that, generally, fixed rail is more impactful than arterial BRT



Photos from Steve Morgan, Wikimedia Commons, and King County



- Most significant drivers of development are supportive public policy and favorable market conditions.
- Light rail systems and streetcars have generated significant value premiums for multifamily and commercial uses.
- BRT with dedicated lanes can create value premiums comparable to fixed rail premiums. However, BRT without dedicated lanes is less impactful.
- Results vary significantly across different metro areas and time periods.
- No study can provide definitive estimates of modality differences.



Draft

Local development trends were analyzed to understand evidence for the Twin Cities Metro Area



- Study found that since 2009, 36% of regional development has occurred along high-frequency transit lines.
- More development occurred along fixed-rail LRT than ABRT or highfrequency bus lines.
- These corridors include popular neighborhoods, so much of the development momentum cannot be attributed to transit.
- The quality and frequency of the line are critical to attract new development.







Interviews with local developers echoed findings from case studies and literature review

- Interviewed eight real estate developers and economic development professionals.
- Asked about how they think about fixed rail versus ABRT infrastructure.
- Most agreed that fixed rail is more attractive for developers.
- Some said that ABRT can also drive development, but not as strong as fixed rail.
- Developers said it was a qualitative factor for development.
- Concerned about recent ridership trends/crime trends for transit projects.



Photos from LOCi Consulting LLC





Draft 54

Transit projects create value two ways: (1) The project drives existing property values higher

- Existing property value premiums are estimated using model studies, literature review, and case studies.
- Properties within 0.25 miles of stations.
- Impacted real estate is projected to see value premiums in Year 1 of operations.
- Growth is projected to continue through Year 10.







55

And (2), higher values incentivize new development and redevelopment projects in the corridor





Source: Perkins+Will; LOCi Consulting LLC



- The Riverview EDA identified key areas for potential development or redevelopment in the corridor.
- Estimated base case development forecast using previous development trends.
- Synthesized model studies, literature review, case studies, and developer interviews to estimate incremental new development and redevelopment.

Riverview EDA Findings—Estimated Incremental Real Estate Value Created





* 20-year post-development period. Dollars are shown in projected dollars for first year of operation (2033 for Streetcar; 2030 for ABRT) with assumed 3.5% inflation. Estimate is present value discounted to the first year of operations.





Community Advisory Committee Update







PAC Action Item: Approve new CAC member



Community Engagement Report and Plan



Community Engagement Report





- July to December 2023.
- In-person engagement.
- District Council briefings.
- INPUTID interactive map.
- Info@ email.
- Since the January 31 PAC meeting.

Community Engagement Plan



In-person engagement.

- Open house public meetings.
- Pop-up events.
- District Council briefings.
- Focusing on:
 - o Underrepresented groups.
 - Pedestrians and transit riders.
 - o Area businesses.



Community Engagement Plan



Online engagement and communication.

- Project website and library updates.
- Photo simulations.
- Surveys and questionnaires.
- <u>Info@riverviewcorridor.com</u>.
- Updated INPUTiD interactive map.
- Outdoor advertising campaign.



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.



PAC Action Item: Authorize release of streetcar and bus options for public input and engagement.



Next Steps



Next Steps

- Spring/Summer 2024 Public engagement.
- Summer/Fall 2024 PAC action on next steps.



Thank You for Attending

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