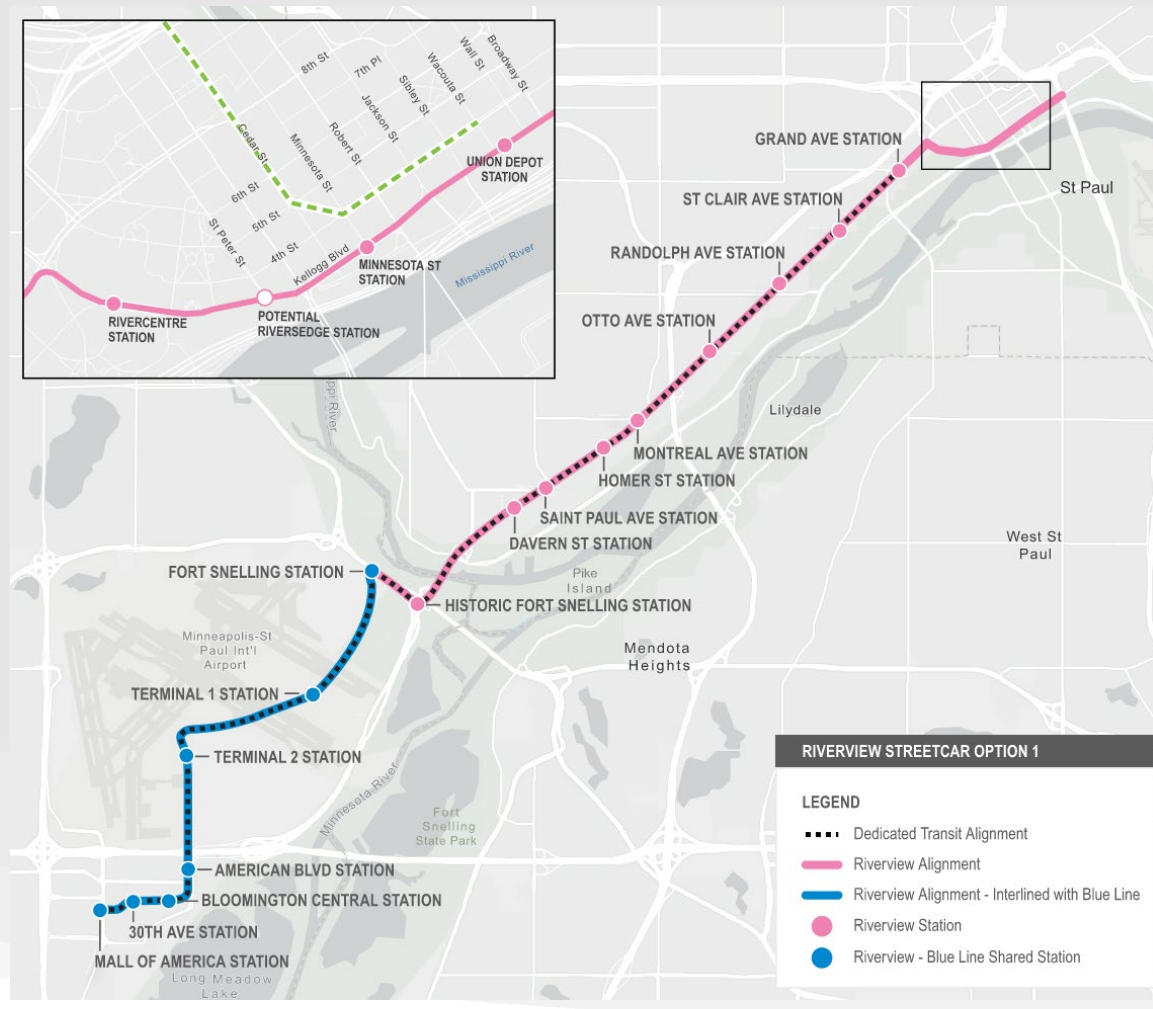




WEST 7TH FORT ROAD FEDERATION TRANSPORTATION AND LAND USE COMMITTEE

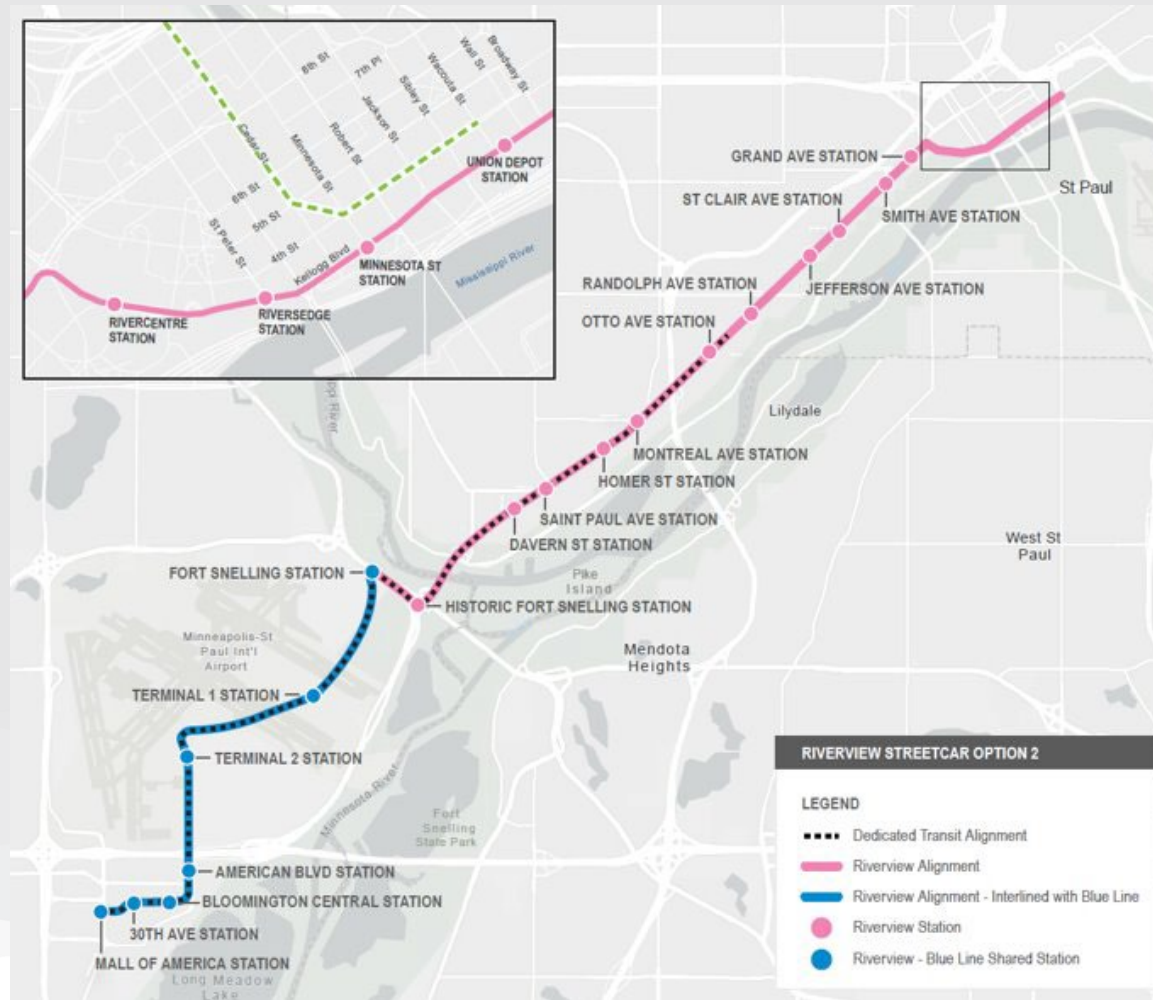
Streetcar Option 1

- 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.



Davern Street – Center Running (Streetcar Options 1 and 2)

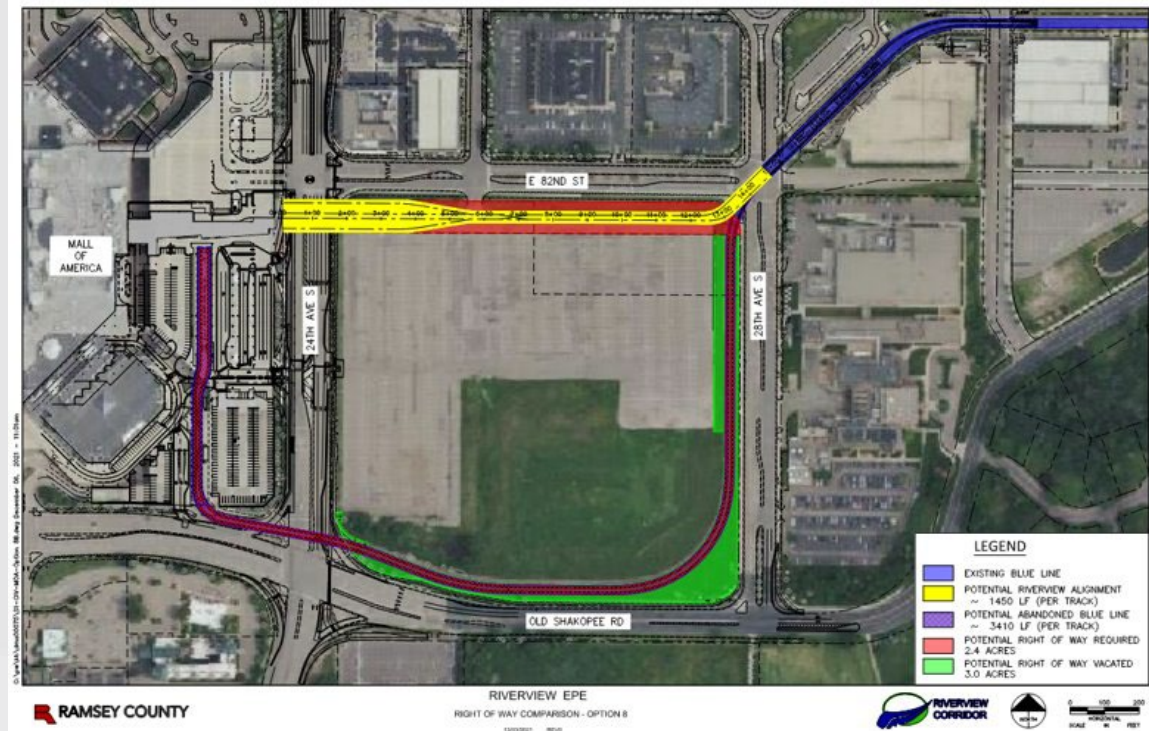


Jefferson Avenue – Side Running Streetcar Option 2



End of Line Station

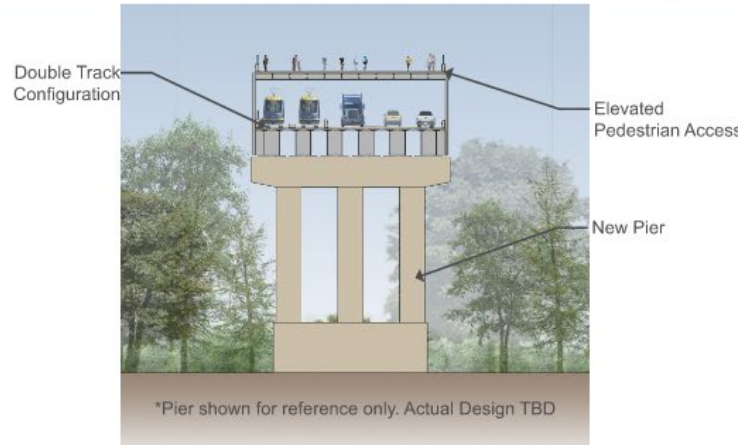
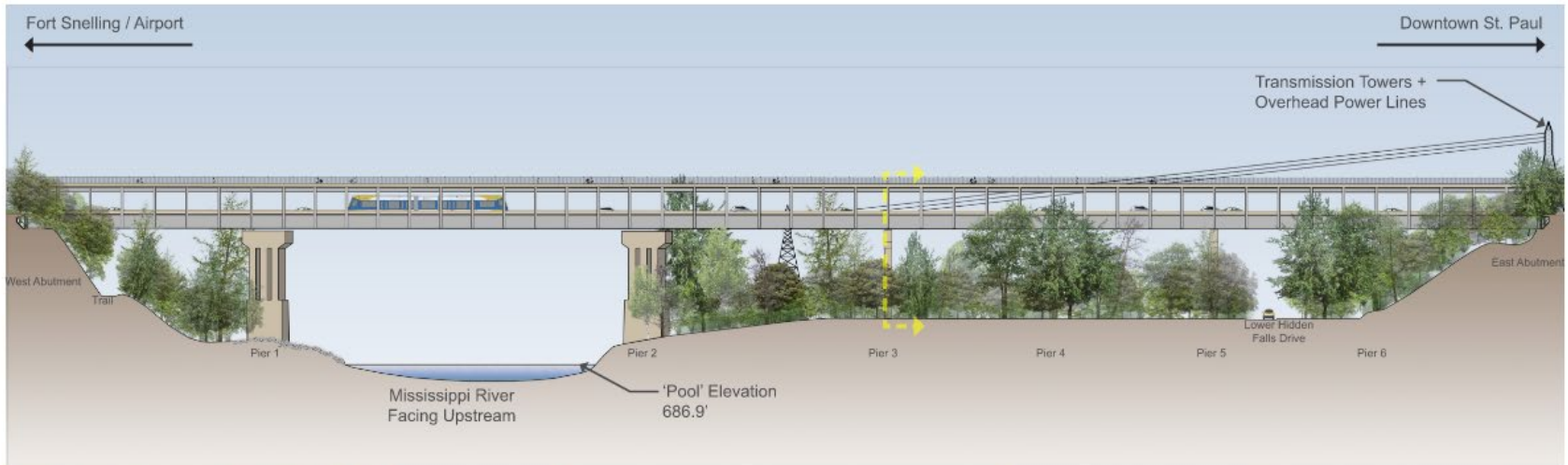
- Shared Riverview/Blue Line station at 82nd Street.
- Removal of existing Blue Line track along 28th Avenue and Old Shakopee Road.



Conceptual Elevated Station



Highway 5 Bridge Concept



DRAFT - WORK IN PROCESS

MISSISSIPPI RIVER BRIDGE CROSSING

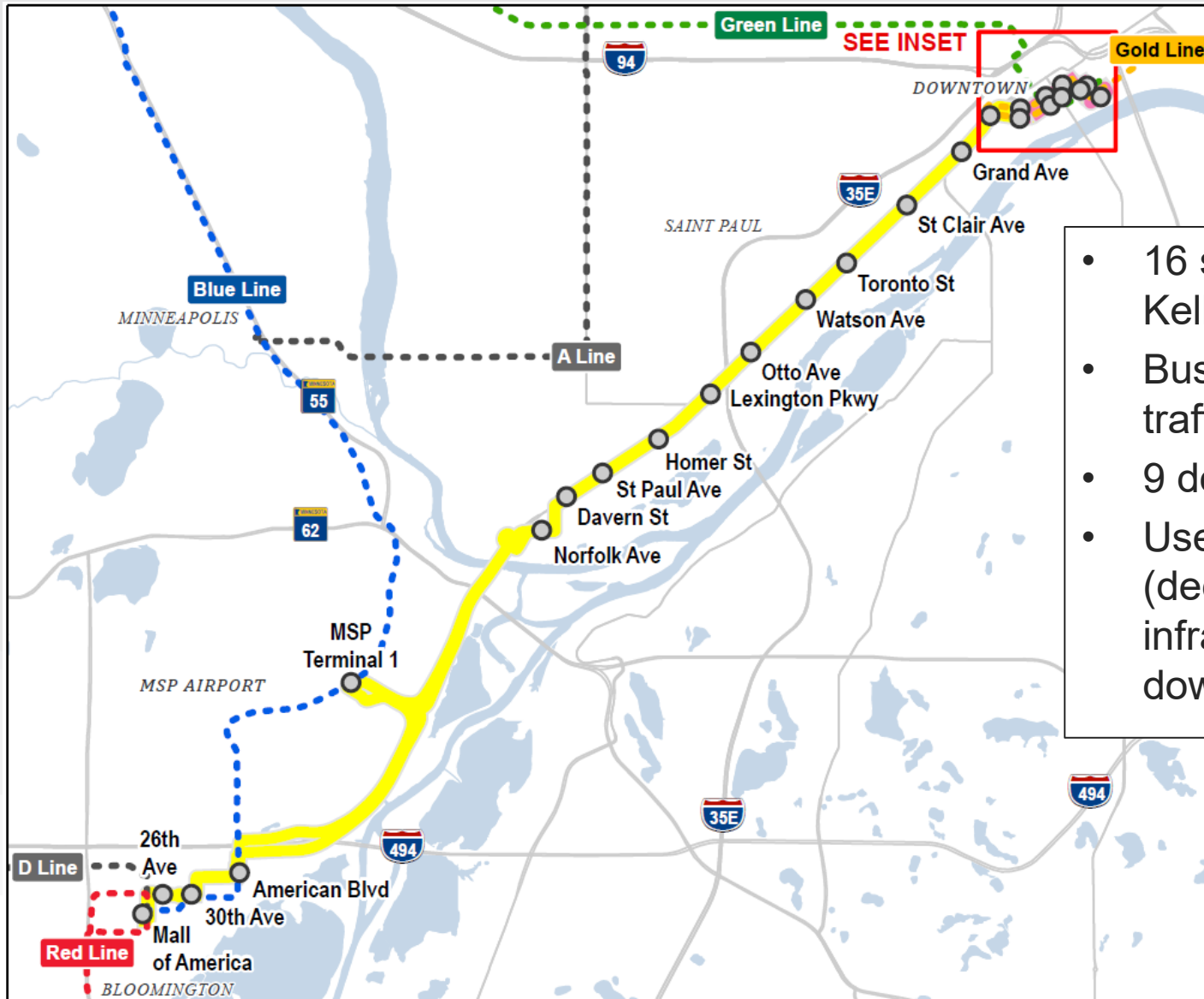
CONCEPT 4 - DOUBLE DECK WITH CONTINUOUS STEEL BOX GIRDER

SEPTEMBER 26, 2022

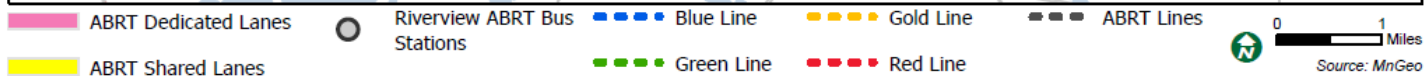
RAMSEY COUNTY



Arterial BRT Option Assumptions

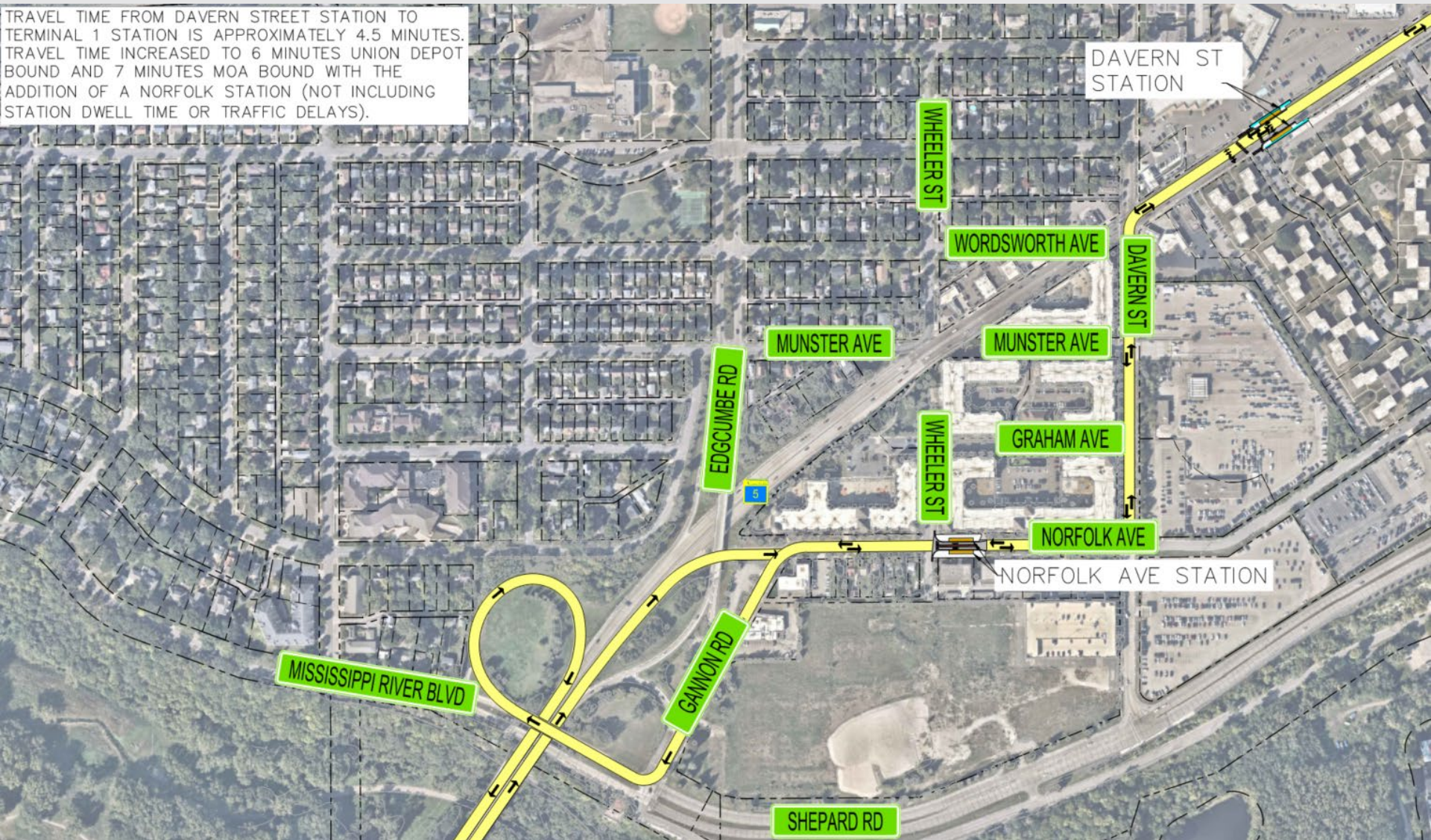


- 16 stations – MOA to Kellogg Boulevard.
- Buses share lanes with traffic.
- 9 downtown platforms.
- Uses Gold Line (dedicated) infrastructure downtown.



ABRT: Norfolk Avenue Station

TRAVEL TIME FROM DAVERN STREET STATION TO TERMINAL 1 STATION IS APPROXIMATELY 4.5 MINUTES. TRAVEL TIME INCREASED TO 6 MINUTES UNION DEPOT BOUND AND 7 MINUTES MOA BOUND WITH THE ADDITION OF A NORFOLK STATION (NOT INCLUDING STATION DWELL TIME OR TRAFFIC DELAYS).



Elements of ABRT

- A** **Pylon markers** help riders identify stations from a distance.
- B** **NexTrip signs** provide bus information, and on-demand **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** **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- E** **Emergency call buttons** provide a direct connection to Metro Transit police. Stations also feature **security cameras**.
- F** Stations feature **trash and recycling** containers.



- G** 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.
- H** **Platform areas** are distinguished by a dark gray concrete pattern.
- I** Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- J** Benches or seat walls at stations provide a place to sit.
- K** Stations have **bike parking**. (not shown)



Davern Street Station

Looking east towards
West 7th Street
and West Maynard Drive



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

Comparison by the Numbers

	Streetcar Option 1 and 2	ABRT	Route 54
Number of Stations (Union Depot to MOA)	20 to 22	21 (14 new)	26 stops
Dedicated lanes	~8.2 to ~10.1 miles	~0.52 miles or 4%	~0.52 miles or 4%
Service Frequency	10 mins/30 mins	10 mins/30 mins	15 mins/30 mins
Travel Time (Westbound - Union Depot to MOA)	44:02 to 45.33 mins	40:05 mins	43:00 mins
2040 Daily Ridership	11,600	8,000	Undetermined
Capital Cost	\$2.10 billion (2033)	\$121 million (2030)	Undetermined
Annual Operations and Maintenance Cost (2023)	\$34 million	\$16.8 million	Undetermined

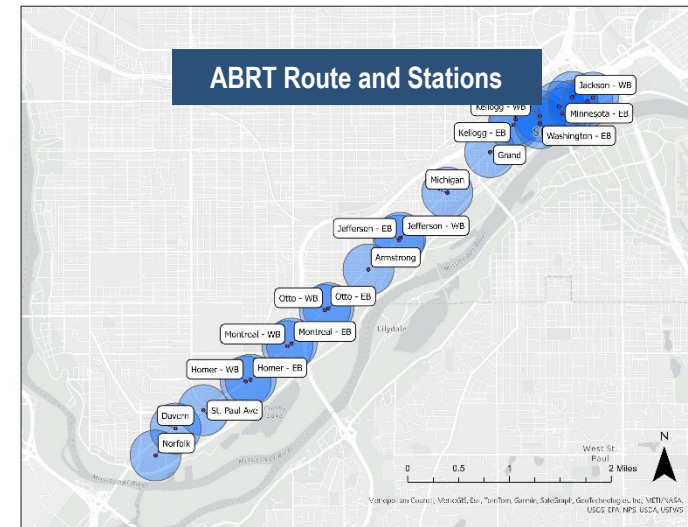
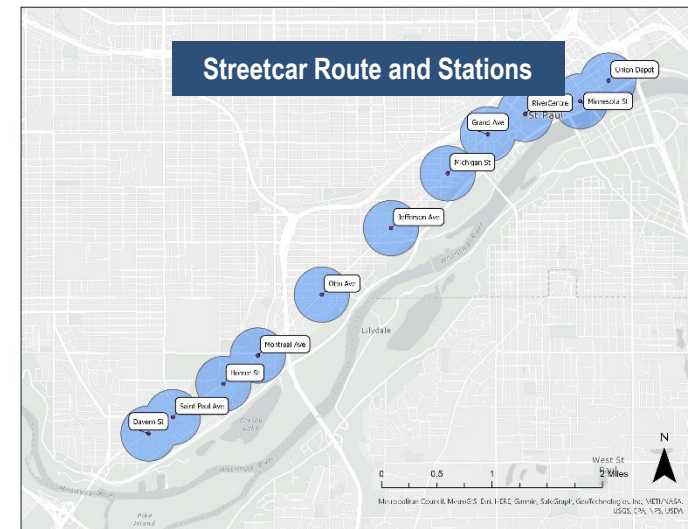
Riverview Economic Development Analysis (EDA)

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 access to labor shed and regional construction benefits.
- Only looks at economic development benefits in Saint Paul.



Draft

Riverview EDA Findings—Estimated Incremental Real Estate Value Created



Streetcar:



ABRT:



* 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.

Draft

Bigger Picture Differences

	Streetcar	Arterial BRT
Downtown	Downtown alignment on Kellogg Boulevard.	Downtown alignment 5 th and 6 th Streets.
	Requires modifications to Kellogg Boulevard.	No street modifications, uses existing BRT infrastructure.
West 7th Street	Street reconstruction in cost.	MnDOT mill and overlay to be done separately.
	Alignment stays on West 7th Street.	Direct service to Norfolk residential area.
Bdote/Fort Snelling	Replace Hwy 5 bridge.	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 and Blue Line Fort Snelling.	Follows current Route 54.

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.
	Removes Blue Line tracks along Winstead Way and Killebrew Drive. 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.
Signalized crossings on West 7th street	22 or 23, including pedestrian signals.	17

Questions

Question	Response
1. Is there a connection to the Green Line?	Not directly, but the station at Minnesota Street is two blocks from Central Station and the Union Depot station on Kellogg is one block away from the station in front of Union Depot.
2. How will it affect the cultural life of W 7th? Parades, events, etc.	TBD. Streetcar project means West 7 th Street will be turned back to the city or county. Metro Transit will be the operator and they will work with the new owner of the road to maintain transit service when events take place on West 7 th Street. Arterial BRT means the road stays a state highway, but Metro Transit may not want to disrupt transitway service.

Questions

Question	Response
3. If there's no parking in certain areas, how will that affect accessibility? Can people stop on the street and let people out w/o backing up all traffic?	Homes and businesses will still be accessible, though less convenient by car. People can park on side streets or parking lots behind the businesses. Not advisable and will not be part of the streetcar design.
13. For the ABRT alternative, why the “jog” in the route for the Norfolk station? Why isn't there a station on West 7th for that part of the route?	The jog in the arterial bus route to Norfolk was requested by Saint Paul. They wanted a bus stop closer to the vacant property of Shepard and Davern to be more of an incentive to develop that property.

Community Engagement Plan



- In-person engagement.
 - Open house public meetings in May.
 - Pop-up events April – July.
 - District Council briefings.
 - Extra effort:
 - Underrepresented groups.
 - Pedestrians, bike riders and transit riders.
 - Area businesses.

Community Engagement Plan



Online engagement and communication.

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

Questions

Question	Response
4. What is their plan to specifically reach out to folks who are more likely to utilize the transit options and who tend to be underrepresented in community meetings?	Survey of people who asked for rider alerts for the route 54 bus, engagement at bus stops and train stations. Working with Neighborhood House, Wakan Tipi and others to reach underrepresented populations. We will post translated materials on the website and bring them to engagement events.
5. What is their plan for pop up vs. planned open house style meetings?	We plan on having three open house public meetings beginning in May and at least two pop up meetings each month through July.
6. Will there be another way to provide feedback that is ongoing such as a survey? (Vs. the InputID map)	Yes, we plan on posting a survey to the project website. Social media will direct people to the project website to review information provided there and provide feedback. People can always send us comments and questions anytime.

Questions

Question	Response
7. When does the public comment period begin and end?	Public comment has been open since we started this phase of work and will close after the PAC meets to decide whether to continue work on the streetcar concept.
8. What is the plan for education around the alternatives? Will there be an opportunity for a presentation for folks to learn more?	In-person engagement at open houses, pop ups, possibly door-knocking, joining events hosted by others and surveys. Project website has a lot of information for people to read through and ask questions. Big presentations are not being planned as part of the open house events, but the January 31 PAC meeting was recorded and the presentation on the streetcar options is available on the project website to watch.

Questions

Question	Response
9. Can the Riverview team provide resources that are more "bite-sized" such as a one-pager?	The project website has information about the streetcar and arterial bus options broken down by geographic area. We will prepare a handout that will be used at all of our public engagement activities and will also be available on the website.
10. How will public comment be aggregated and taken into consideration?	We will compile comments in a large report to share with the Policy Advisory Committee prior to their next meeting. We share comments and feedback from the public with our technical teams on a regular basis.
11. Will any of the materials be translated into languages other than English? Is there a resource for non-English speakers?	Yes, we have a fact sheet translated in five languages on our project website, Spanish, Hmong, Karen, Somali and Oromo. We will bring interpreters to in-person engagement events as needed.

Questions

Question	Response
12. Will the public input period share more visuals such as a station for Streetcar Option 2 represented "to scale" on our road?	We will have posters at our open house events, and we are developing a handout with that visual information about the stations. We also have the animated streetcar photo simulations and still images on the project website now, that show how the streetcar serves both center-running and side running stations and how it functions in traffic and with pedestrians.