



WEST SEVENTH STREET / FORT ROAD FEDERATION

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D9 Fort Road Federation Transportation and Land Use Committee Meeting Wednesday, January 3, 2024

Meeting was conducted virtually via Zoom.

.Call to order **6:35pm**, by Paul Hardt

.**Introductions** (name and neighborhood) - [Digital Sign-In](#) for guests

Paul Hardt, Chair, Area 1 renter coordinator

Meg Duhr, President, FRF

Julia McColley, Executive Director, FRF

Sara Fleetham, Board Member

Joe Landsberger, Community Member

John Yust, Community Member

Kevin Roggenbuck, guest; Ramsey County Public Works

A. Agenda

No objections to the agenda.

III. Community

A. Community Input ...was received in the course of the meeting.

V. Committee Business

A. Action Items

1. Kevin reviewed parts of the Riverview Corridor latest plan.

Here is a link to the latest Community Advisory Committee/Policy Advisory Committee meeting project update:

<https://drive.google.com/drive/folders/1UG0oTINev3Ea3SiKq5jG2tIMHfcFggEn>

This report was based on the Policy Advisory Committee update from December 13, 2023.

Paul pointed out that the reason alternatives were developed for the Riverview Corridor project was this is common practice for government bodies...elected officials like alternatives, and looking at alternatives is part of the “due diligence” these officials have to practice to show taxpayers that responsible actions are being taken.

Kevin continued to update the committee, following the PPTs.

The timelines of the three alternatives was discussed, Kevin pointed out that the BRT timeline would not be shorter than the Streetcar options. Because Metro Council would have to initiate the BRT, and Metro Council already has several BRT projects in their project queue, the BRT project starting point would probably be in the late 2020s or early 2030s. Meg asked that the timelines be made part of the community information sessions planned for the spring.

In December, Julia posed some questions to Ramsey County about station planning, etc. and she received responses prior to this meeting. They are added as an addendum to these minutes.

Julia asked if renderings for the stations would be made part of the community information sessions.

Julia also pointed out that there have been questions about fare enforcement. Kevin pointed out problems enforcing fares by enclosing stations.

Joe asked about how much parking along West 7th Street would be taken away. Kevin pointed out that some design changes could be made to add parking in other locations along 7th Street.

Paul suggested that the “no parking allowed on 7th Street” should be taken off the table.

Joe asked about how bicycles would get on the proposed new bridge over the Mississippi.

Joe had offered comparisons for speeds for the BRT and streetcars. He wanted some response. The response will be likely delivered at the PAC.

Joe raised objections to the design for traffic at the Sibley Plaza. He wanted to see a traffic analysis for that area.

The project will be discussed at later meetings.

2. Joe asked about the plan for 6 condominiums and destruction of a church.
3. We discussed the role of the District Council’s review of plans, and the role of the District Council plan and criteria for comments and plan reviews. We agreed that an updated and strong District Plan would help create a foundation for making decisions about land use, transportation, and housing, and other decisions. We discussed the disappointment with the look of new construction in the city, and how much we want to apply our design guidelines.

4. Joe reported that the state legislature is considering new ways of selecting the Metro Council. He emphasized the importance of transportation in the design of the Council.
5. Julia pointed out the need to examine the City's bicycle plan.
6. Meg suggested a follow-up meeting of this committee to discuss the Equitable Development Scorecard. Julia pointed out that the current scorecard does not offer criteria attached to a rating system or labels.
7. We did not get to a review of the Transportation and Land Use section of the draft District Plan.

VI. Adjourn - 8:00 pm

UPCOMING EVENTS, MEETINGS:

- 1/3/2024, 6:30pm- T&LU meeting
- 1/8/2024, 7pm- FRF Board meeting
- After Jan 13- Equitable Development Scorecard
- Community Advisory Committee for Riverview Corridor--TBA
- 1/31/2024, Union Depot, Time TBD, Policy Advisory Committee
- 2/7/2024, 6:30pm- T&LU meeting (MnDOT update on West 7th projects)

ADDENDUM

Julia posed some questions to Ramsey County about their alternatives for the Riverview Corridor, and she received responses (in red):

12/20/2023

Fort Road Federation Questions from Julia McColley, Executive Director

1. Streetcar option 1- the stations are too far apart. There are multiple stations that are .7 miles apart. Otto to Montreal, Otto to Randolph, and Randolph to St. Clair. As stated in the station area planning section, it seems more ideal to have stations .5 miles apart. The additional stations added in Streetcar option 2 (Jefferson and Smith) make a lot of sense.

Streetcar Option 2 was developed at the request of the City of Saint Paul to add additional stations and preserve more on-street parking.

2. With Streetcar option 1 - there is a concern that there will be zero parking on 7th.

Streetcar Option 1 does remove parking along the entirety of West 7th in order to have the streetcar operated in its own dedicated lanes along the corridor.

3. Is there a speed difference, size difference between the two streetcar options? The shared lane and the single lane seem comparably sized. I am wondering how that would translate to length, speed, etc. How many streetcars do they plan to have for each option?

There is no speed or size difference between the two streetcar options. The streetcar would operate at the posted speed for automobile traffic much like a bus. The length of a single streetcar is between 60-80 feet depending on the make and model. No streetcar vehicle type has been chosen at this point. Each option would consist of a single streetcar operating.

4. Streetcar option 2 - how would the dedicated lane to shared lane switch be handled at Victoria? This is a dicey intersection and neighbors are pushing for a safer option (such as a traffic light). I am

wondering why they chose this busy, unsafe intersection to make this change when there is no station at Victoria in either streetcar option.

Additional traffic signals will be added along the corridor, including Victoria, to improve pedestrian crossing safety and allow for the transition of the streetcar from a dedicated lane to mixed traffic.

5. With the Highway 5 - 62 ramp being removed, what would be the alternative for vehicle traffic to make that connection? The slides weren't clear to me. There is talk of a bridge - would that accommodate vehicles as well?

The removal of the westbound 62 ramp to southbound Highway 5 will require mitigation. The ramp handles approximately 3,500 cars per day in 2019 and 2,273 in 2022. One option is to route traffic to the Highway 62/55 exit and back on eastbound 62 to southbound Highway 5.

The streetcar options 1 and 2 would require a new bridge over the Mississippi River to accommodate the streetcar and automobile traffic on one level and bicyclists and pedestrians on an upper level.

6. In terms of streetscape planning, residents would like to see a high priority placed on beautification, trees, and greenspace regardless of the chosen outcome (streetcar or BRT).

The streetcar offers the opportunity to implement streetscape along the entire West 7th Street corridor because the entire roadway will be rebuilt. BRT offers the opportunity for streetscape improvements at station stops.

7. BRT - the stops seem too far apart. The stops of the A-line on Snelling Avenue are .4-.5 miles apart. Some of the proposed stops are .6-.7 miles apart (Otto to Lexington and Grand to St. Clair). Why not have similar spacing to Highland and Mac Grove consistently throughout the whole route through W7th?

This is an initial starting point for identifying station locations for the ABRT. We will be gathering community input on station locations and spacing and work with Metro Transit to refine the design should a BRT project move forward.