Memorandum

CITY OF SAINT PAUL

TO: Chair Richard Dana and HPC Members

FROM: Amy Spong, Historic Preservation Specialist

RE: Section 106 Consulting Party Review and Concurrence for Metro Transit's A Line Snelling Avenue Bus Rapid Transit (BRT) Project, Minneapolis-St. Paul, Hennepin and Ramsey Counties, Minnesota

DATE: March 19, 2015

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the A Line Snelling Avenue Bus Rapid Transit (BRT) Project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, and Minneapolis and St. Paul, Minnesota.

The FTA initiated the consultation process under the regulations for Section 106 of the National Historic Preservation Act (NHPA) on January 9, 2015. The HPC requested consulting party status in order to participate in the concurrence with the survey and evaluation findings and with the determination of effect, if any, the project will have on National Register of Historic Places (NRHP) properties or those determined to meet the criteria for listing on the NRHP.

A Phases I and II Architectural Historic Survey for the A Line Bus Rapid Transit Project, Roseville, Falcon Heights, Saint Paul and Minneapolis, Minnesota Final Report by Summit Envirosolutions, Inc. was completed and can be accessed for review on the link for the City's website at: http://www.stpaul.gov/index.aspx?NID=1831 . Please reference this document for a more detailed project description and property evaluation findings. Copied herein is a *Section 106 Compliance Plan* for your review. HPC staff met with project representatives and SHPO staff to discuss the *Final Report* and the Section 106 review process.

A draft letter will be provided to the HPC during the meeting for their consideration and adoption.

Section 106 Compliance Plan
A Line Bus Rapid Transit Project

Introduction and Project Background

The Metro Transit division of Metropolitan Council is proposing to develop the A Line Bus Rapid Transit (BRT) project (Attachment 1). The A Line is an enhanced bus project that will travel on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every ½ mile. The project will not construct any dedicated busways. An overview map of the project is included in Attachment 1.

The A Line Project is receiving federal funding from the Federal Transit Administration (FTA) and, therefore, must comply with Section 106 of the National Historic Preservation Act (Section 106) and the National Environmental Policy Act (NEPA). In addition, the A Line Project must comply with state cultural resources laws, including the Minnesota Historic Sites Act, Minnesota Field Archaeology Act, and Minnesota Private Cemeteries Act.

The FTA has determined that, for the purposes of NEPA compliance, the class of action for the A Line Project is a Documented Categorical Exclusion (DCE). After submitting a draft DCE document to FTA and receiving comments from FTA, Metro Transit submitted a revised DCE document on October 14, 2014, with the exception of Part H regarding the Section 106 process, which is in progress. The FTA initiated Section 106 consultation with the Minnesota State Historic Preservation Office (SHPO) on January 22, 2014. Metro Transit submitted a revised area of potential effects (APE) delineation map on May 2, 2014 to FTA for SHPO consultation, and FTA commented on the approach for the proposed APE, citing SHPO concurrence, on May 27, 2014. In order to complete the Section 106 consultation, it will be necessary to complete the following steps:

- Develop an APE with FTA approval and SHPO concurrence;
- Identify and evaluate historic properties within the APE;
- Assess effects on historic properties that may result from the A Line Project; and
- Resolve adverse effects, if any.

Purpose and Need for the Project

The purpose of the A Line project is to provide faster, more attractive, and highly visible transit service in the corridor without expanding the roadway's footprint. The need for the project is summarized by two key challenges: slow transit travel speeds and inadequate passenger facilities that keep transit from competing with single-occupant vehicles (SOVs) for most of the traveling public.

Slow travel speeds result from buses being stopped for much of their trip through the corridor. Current observations of Route 84, the local service currently operating on Snelling/Ford, show

that during peak hours, buses are only in motion about half of the time over the course of the route from 46th Street Station to Rosedale. About a quarter of the time, buses are stopped to board and alight passengers at stops every 1/8 mile. Another quarter of Route 84's running time is spent stopped at the corridor's 34 signalized intersections. A very small amount of delay is accrued from congestion.

Passenger facilities are limited due to space constraints at each stop and by the high number of stops along the corridor. There are currently 106 bus stops along the Snelling/Ford corridor. Passenger waiting facilities are nonexistent or inadequate at the majority of these stops. Only 25 of these stops have shelters to protect passengers from the elements. Moreover, the vast majority of stops do not have facilities commensurate with their levels of passenger demand; most stops are marked only with a pole in the ground and a small sign.

Project Components

To address the needs for the project, the project will construct and deploy four elements: station platforms, enhanced shelters and amenities, transit signal priority, and specialized vehicles. These elements are described below, along with a description of improved service frequency and a summary of construction phase activities.

Station Platforms

The project will construct 38 station platforms within the existing transportation rights-of-way of Snelling Avenue, Ford Parkway, and 46th Street. Platforms are conceptually defined as 80 feet in length and 10-12 feet in width and may include raised (9-inch) curbs for near-level boarding. The location of the 38 station platforms are shown on Attachment 1. At 24 of the 38 locations, the project will construct sidewalk "bump outs," or curb extensions, in existing parking or right-turn lanes in order to provide more transit passenger space. At 12 locations, "curbside" stations will be constructed within existing curb lines and sidewalk space. At the remaining two locations, existing transit center facilities will be retrofitted with sidewalk treatments and branding elements to create platform waiting areas.

Enhanced Shelters and Amenities

Within the limits of the 38 platforms, the project will also construct enhanced passenger shelters with premium amenities. Shelters will be sized in a range of modular configurations to accommodate customer demand and fit within site constraints without requiring right-of-way acquisition. A conceptual station and its functional elements is rendered in Attachment 2.

Planned amenities include the following:

- Identifiable station markers to clearly communicate service availability
- Electronic ticket vending machines to facilitate proof-of-payment fare collection
- Real-time next bus arrival electronic information and static wayfinding information, including clear connections to intersecting service and nearby destinations
- Other amenities including radiant heat lamps, lighting, emergency call boxes, security cameras, waste receptacles, and bicycle racks

Transit Signal Priority (TSP)

Analysis and stakeholder discussions are underway to determine which of the 34 traffic signals along the A Line alignment will be modified for TSP. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this project. In some cases, existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller.

Specialized Vehicles

The project will purchase and deploy up to ten specialized 40-foot buses plus two spare vehicles. Specifications include low-floor, 40-foot buses with specialized fairings and a distinctive paint scheme, along with modified seating arrangements to allow for better interior circulation and wider doors for faster boarding and alighting. Up to nine of these vehicles will replace current or planned local bus fleet needs in the corridor.

Frequent Service

The A Line project will modestly increase transit service in the corridor. Currently, Route 84 travels the length of the project corridor, with service every 10 minutes (six trips per direction per hour) for much of the day. In 2015, the A Line will become the primary service in the corridor with 10-minute frequency (six trips per direction per hour). Route 84 will continue to run at a reduced frequency of every 30 minutes (two trips per direction per hour) to serve local trips and a non-enhanced branch of that route. The A Line project will result in two additional buses per direction per hour traveling in the corridor as compared to existing conditions.

Construction Phase Activities

At each station site, sidewalk and/or lane demolition and excavation will be required to prepare right-of-way for platform construction activities along Snelling Avenue, Ford Parkway, and 46th Street will be phased to coordinate with other planned reconstruction efforts slated for the same (2015) construction season. A Transportation Management Plan (TMP) will be completed as part of the design phase in order to manage access to pedestrian facilities, properties adjacent to construction sites, bus stops, and other system users.

Effects Analysis

The A Line will operate in mixed traffic and will run in existing traffic lanes along existing streets. Street reconstruction is not planned, though there will be curb extensions (bump outs) constructed at 24 of the 38 proposed stations, and enhanced passenger shelters and amenities will be included at all stations. Construction activity will be limited to the existing transportation rights of way.

The potential effects associated with construction and operation of transportation projects are typically grouped into the following types: noise, vibration, traffic, redevelopment, and visual. Studies completed for the DCE indicate that there will be no distinguishable increases in noise or traffic resulting from the A Line project because the existing streets are busy transportation corridors with existing bus service. In addition, buses do not cause noticeable vibration to adjacent properties. Furthermore, redevelopment of nearby properties is not a stated goal of the

A Line Project, and because it is an enhancement of an existing bus route, the project is unlikely to spur redevelopment.

The A Line Project will represent a visual change to properties nearby the proposed stations. Construction at the proposed stations will include station platforms, passenger shelters, and associated amenities. The station platforms will be raised for level boarding and some will be constructed as bump outs. The passenger shelters and amenities will be new structures – either completely new structures for the locations or, at least, enhanced structures where there are existing shelters. This construction will introduce new visual elements to the corridor and, therefore, will have an effect on nearby historic properties. Because they would be the most visible element, the passenger shelters would have the most potential for visual effects on historic properties. Due to the urban nature of the route and the proposed dimensions and materials of the shelters (see Attachment 2), the visual changes are expected to be minor and would be limited to properties in the immediate vicinity of each station.

Cultural Resources Studies

FTA will be responsible for consultation with SHPO to complete the Section 106 process. Summit Envirosolutions (Summit), as a consultant to Metro Transit, will complete the historic resources analysis to assist in Section 106 compliance as outlined below. Andrew Schmidt will serve as the Principal Investigator for Summit. All Section 106 documentation will be submitted to FTA for approval, and FTA will submit documentation to SHPO for review and comment.

Archaeological Resources

The construction activities will occur entirely within existing transportation rights-of-way, which have been previously disturbed during the construction of the existing infrastructure, including roadways, utilities, sidewalks, and so forth. As a result, the potential for effect to archeological resources is low, and no additional archaeological studies will be undertaken for the purposes of Section 106.

Area of Potential Effect (APE)

Summit has delineated a recommended APE for the A Line project based on current project information (Attachment 3). The APE consists of the proposed project construction limits, as well as a buffer around the construction limits to account for visual effects on nearby properties. Metro Transit previously delineated a draft APE, which was reviewed by FTA. With SHPO's input, FTA commented that the APE should take into account visual effects and, therefore, should include properties within the viewshed of bus stations where appropriate.

As described in the effects analysis above, the only foreseeable potential effect to historic properties resulting from the A Line project is visual changes resulting from construction of new shelter structures. The proposed changes resulting from the A Line project can be grouped into three categories:

- a new shelter replacing an existing shelter in the same location;
- a new shelter replacing an existing shelter but in a new location; or
- a shelter where no shelter existed previously.

The currently proposed APE addresses potential visual effects by including properties that have a direct view of the new shelter. Because the northbound and southbound stations are generally grouped at single intersections, the APE will include properties in the four quadrants of intersections where stations are proposed or the equivalent where stations are not at intersections (2N for example). The table in Attachment 4 lists the station locations and the status of the shelters. The APE includes properties that would have direct views of new shelters, but it does not include properties that would have obscured views of new shelters because, in those cases, visual changes would be unnoticeable to most viewers.

There are five properties within the study area – the Minnesota State Fair Grounds, the Hubert H. Humphrey Jobs Corps Center, Hamline University, Macalester College, and the former Ford Plant – that each consist (or once consisted) of many buildings spread out over a single multi-acre parcel. Because the only potential for effects to historic properties would be along the Snelling Avenue frontage, only the first tier of buildings or land along Snelling Avenue within these five institutions is included in the APE. Each institution, however, will be evaluated for its potential as a historic district within its historic-period boundaries, and if any of them is a historic district, the potential effects on the district will be assessed. This approach has been utilized successfully for other transportation projects, such as the Snelling Avenue Median Project in St. Paul.

Additional Consulting Parties

Identification of interested parties who may wish to participate in the consultation is an important aspect of Section 106. The FTA will take the lead in contacting interested parties who may choose to participate, including tribal groups with traditions in or near the project area, and the Heritage Preservation Commissions of St. Paul and Minneapolis. Because there is an existing process for engaging local stakeholders (residents, businesses, neighborhood groups) that is being undertaken for the purposes of NEPA, the Section 106 public engagement will also utilize this process. For example, historic resources will be discussed at a stakeholder meeting after the historic resources report has been submitted to SHPO and prior to the assessment of effects. This will allow Summit and agencies to gather input regarding the identified historic properties as well as concerns regarding effects to those properties. The topic of historic resources will be specifically stated as an agenda item in notices for this stakeholder meeting. If any interested parties request status as consulting parties, they will be included in the consultation process.

Identify Historic Properties

In order to identify historic properties within the APE, Summit will complete background research, develop historic contexts, and conduct a Phase I field survey of potential historic properties. Summit also will complete Phase II evaluations of potentially historic properties, as needed.

Summit will review the results of previous historical studies along the A Line corridor to better understand the types of resources likely to be present. Research will be conducted at the SHPO, including a query of their historic resources database and a review of previously inventoried properties and previous survey reports, as well as the Minnesota Historical Society library, and the University of Minnesota Wilson Library.

The review of previous historical studies will indicate what portions of the APE have been previously surveyed, and which properties previously have been found to be historic and which have been found to be not historic. For the purposes of Section 106, a property is considered historic if it is listed in or eligible for listing in the National Register of Historic Places (National Register). It is expected that additional historical analysis will be needed to survey areas not previously surveyed, to update areas surveyed more than a few years ago, and to assess the current conditions of properties previously determined eligible.

Summit will assess the completeness of previous studies and will evaluate or re-evaluate properties for National Register eligibility, if such evaluations are needed. Using the Project APE, Summit will assess whether any areas within the current APE were not previously surveyed. In addition, Summit will assess whether any properties within the APE have reached 45 years old since they were previously surveyed. Finally, Summit will re-assess the historic integrity of properties previously surveyed to determine if the integrity of previously eligible properties has been compromised.

Within areas not previously surveyed, Summit will conduct a Phase I architectural history survey. All properties (buildings, structures, objects, sites, landscapes, and districts) 45 years and older within the survey area will be recorded and assessed for potential National Register eligibility. Properties that are less than 45 years in age but appear to have exceptional historic significance will be documented. Documentation will include architectural descriptions, photographs, and GIS mapping. These properties will receive a SHPO inventory number and will be documented on inventory forms. Properties less than 45 years old that are not of exceptional significance will be recorded in table format but will not be photographed, or mapped.

Properties previously determined to be eligible for the National Register will be photographed and an updated inventory form will be prepared that describes the current conditions and evaluates if the property is still eligible. The original SHPO number will be used for the updated forms. Summit also will review the previous reports to assess whether any properties within the previous survey areas have become 45 years old or older since the time of survey. If this is the case for any properties, Summit will conduct a Phase I survey of those properties as described above.

If any of the Phase I properties appear to be eligible for the National Register, Summit will complete Phase II evaluations. If any of the properties surveyed at the Phase I level have potential to be eligible for listing in the NRHP, Summit will complete Phase II evaluations of those properties. Field documentation will consist of detailed written descriptions and digital photographs. Additional historical research will be conducted regarding the properties, as well as historic themes with which they may be associated. Historic contexts will be developed for the properties, and the Principal Investigator will apply the NRHP Criteria of Significance to evaluate their eligibility.

Assess Effects to Historic Properties

Summit will assess the nature of effects resulting from the A Line Project on historic properties within the APE. Based on the current understanding of project impacts, it appears that visual

changes are the only potential effect to historic resources. The assessment of effects will take into account the character defining features of each historic property within the APE and how the project may alter those features. If the project will not result in changes to character defining features of historic properties, then Summit will recommend a finding of No Adverse Effect. This recommendation will be subject to review by Metro Transit and FTA, and FTA will make a finding. SHPO will be consulted regarding this finding and their concurrence will be sought. If SHPO concurs, the finding of No Adverse Effect would conclude the Section 106 process.

If the project may result in impacts that compromise the integrity of the character defining features of historic properties, a finding of adverse effect may result. Prior to recommending a finding of Adverse Effect, Summit will consult with Metro Transit to determine if changes in design can be made to avoid or minimize effects. If effects cannot be avoided, Metro Transit, FTA, and SHPO will continue consultation in order to resolve the adverse effects.

Documentation

The results and recommendations of the Phase I survey will be described in a report, and if Phase II evaluations are completed, that analysis will be included in the report. The technical report will include tables, figures, maps, photographs, and property inventory forms. Although this is not a Minnesota Department of Transportation (MnDOT) project, the report format and content will be in accordance with the MnDOT Cultural Resources Unit (CRU) Project Requirements document for purposes of consistency with other reports.

The Phase I (and Phase II, as needed) report will be submitted to FTA for review and comment, and after Summit has addressed comments, if any, FTA will submit the report to SHPO for review and concurrence prior to the effects analysis. That way, agency agreement is reached regarding which properties are eligible, and effects analysis will be completed only for properties that are considered eligible by consulting parties.

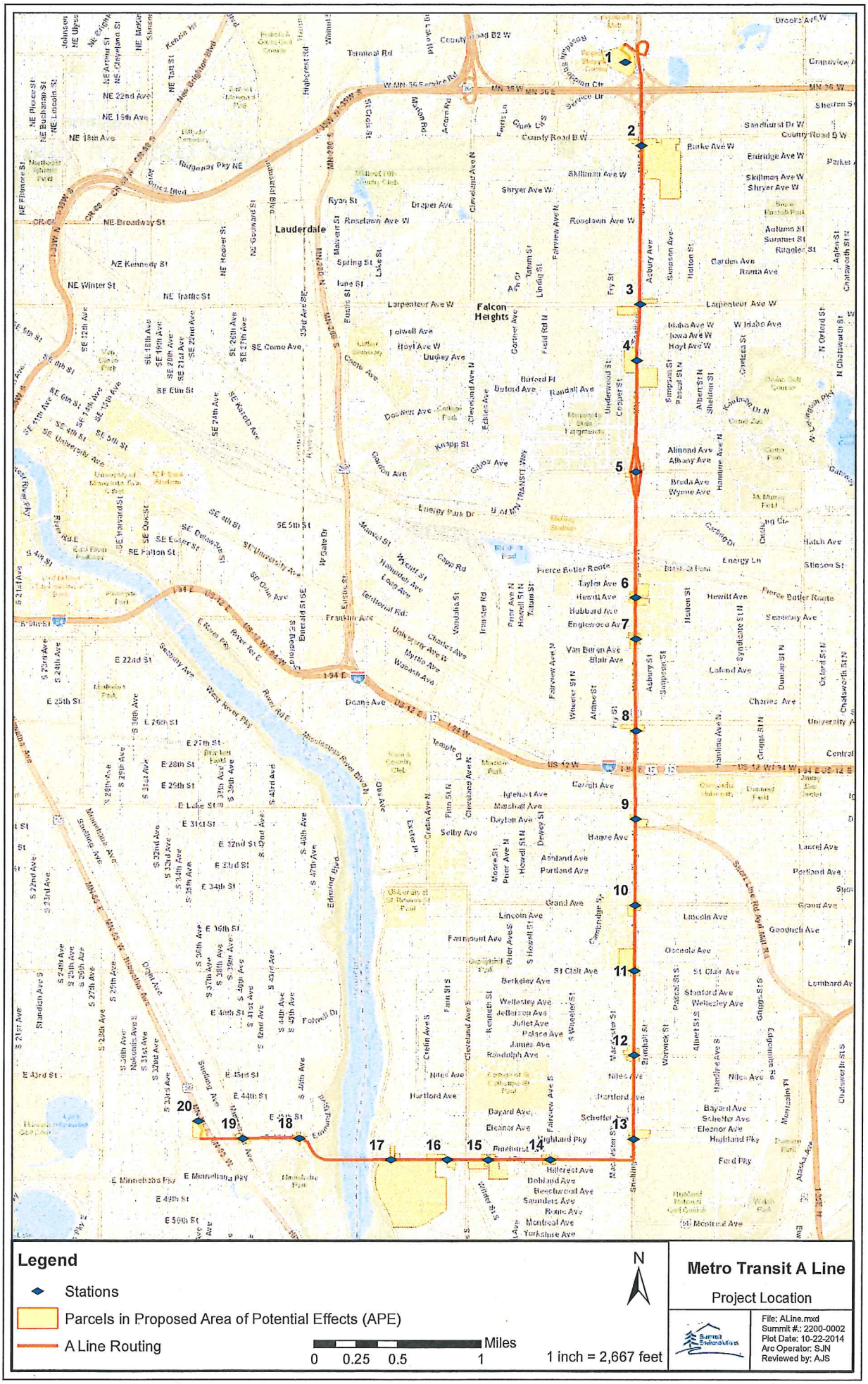
Once agreement has been reached regarding eligible properties, Summit will prepare and submit a supplemental report with the effects analysis for Metro Transit and FTA review. This report will describe the nature of potential effects resulting from the A Line Project, will assess whether those effects would compromise the character defining features of historic properties, and will recommend whether effects would be adverse or not. FTA will then submit the effects assessment for SHPO consultation.

Resolve Adverse Effects

If a finding of Adverse Effects is made for the A Line Project, Summit will assist Metro Transit and FTA in resolving the adverse effects. Summit will identify potential mitigation measures in consultation with Metro Transit, FTA, and SHPO staff. Summit will prepare a draft memorandum of agreement (MOA) that describes the nature of the adverse effects and stipulates the mitigation measures that will resolve them. The MOA will be circulated for comments among the consulting parties. Summit will incorporate revisions to the MOA and will submit the revised document to FTA for circulation and signatures.

Attachment 1

Project Location Map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Summit #.: 2200-0002
Plot Date: 10-22-2014
Arc Operator: SJN
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Attachment 2

Station Renderings

Metro Transit A Line Project

Rendering of Small Shelter (Draft concept, undergoing refinement)

Approximate size: 5' deep x 12' long x 10'4" tall

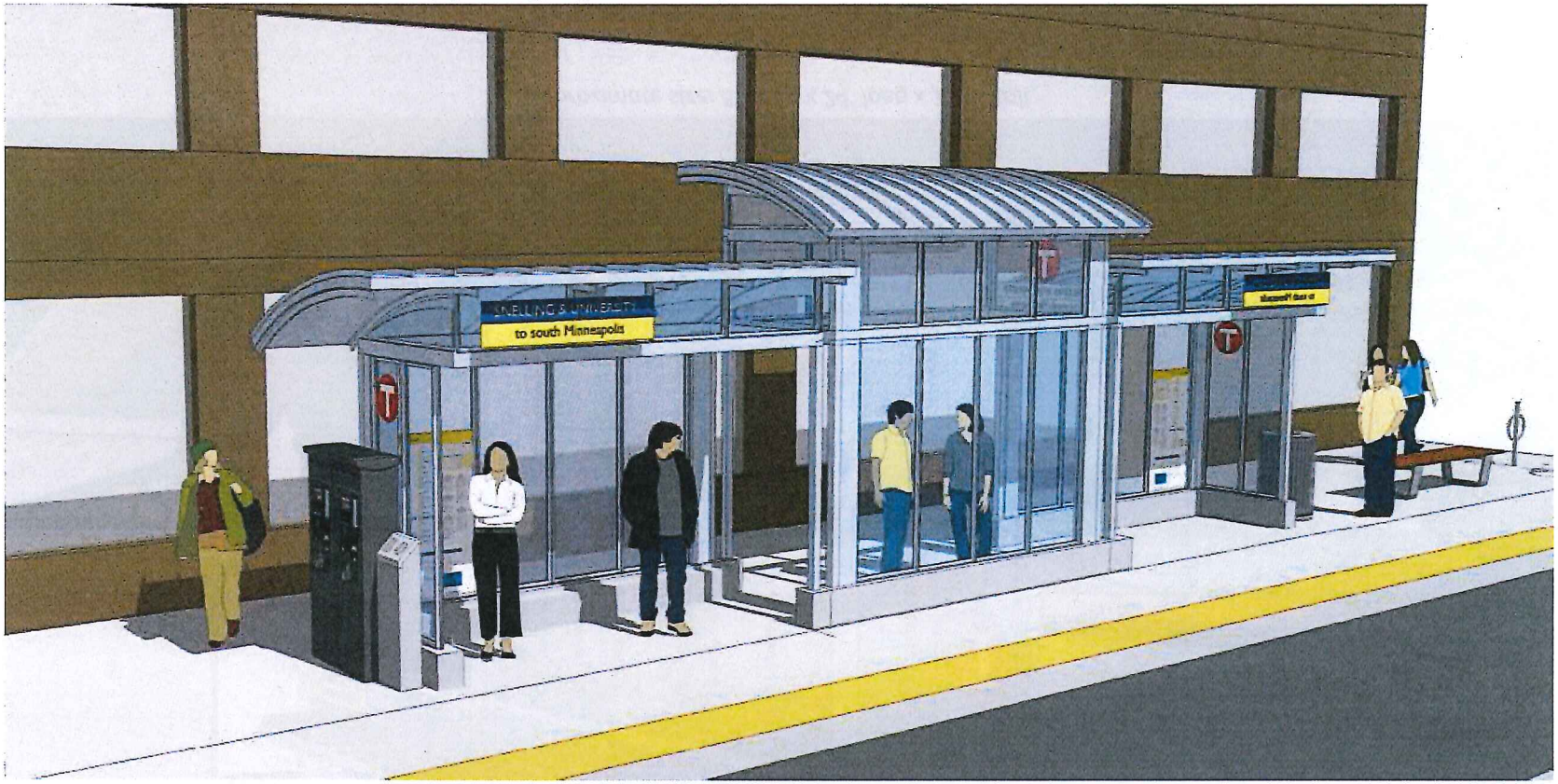
Metro Transit A Line Project

Rendering of Medium Shelter (Draft concept, undergoing refinement)

Approximate size: 5' deep x 24' long x 10'4" tall

Metro Transit A Line Project

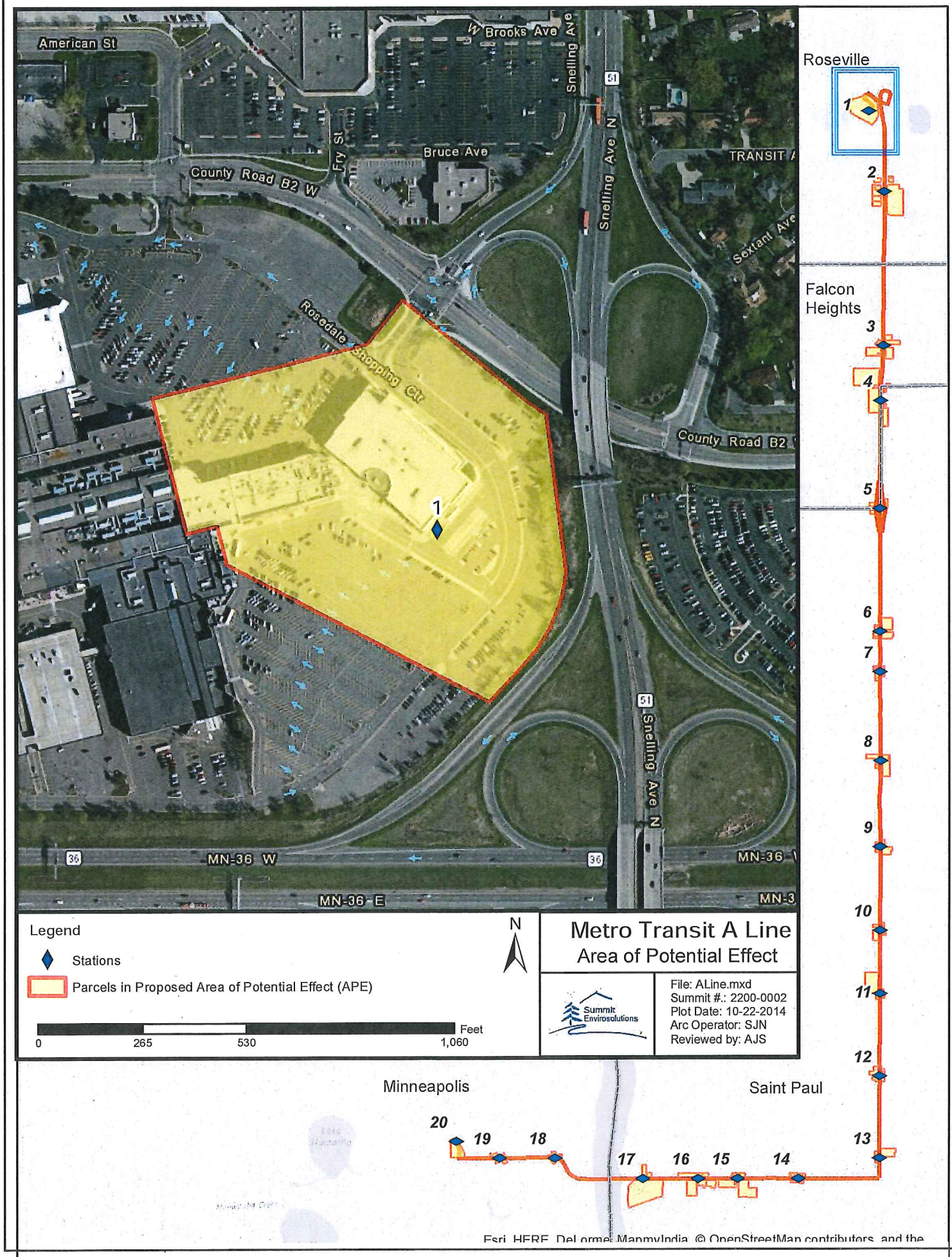
Rendering of Large Shelter (Draft concept, undergoing refinement)



Approximate size: 5' deep x 24' long x 12'5" tall (middle section), 10'4" tall elsewhere

Attachment 3

APE Map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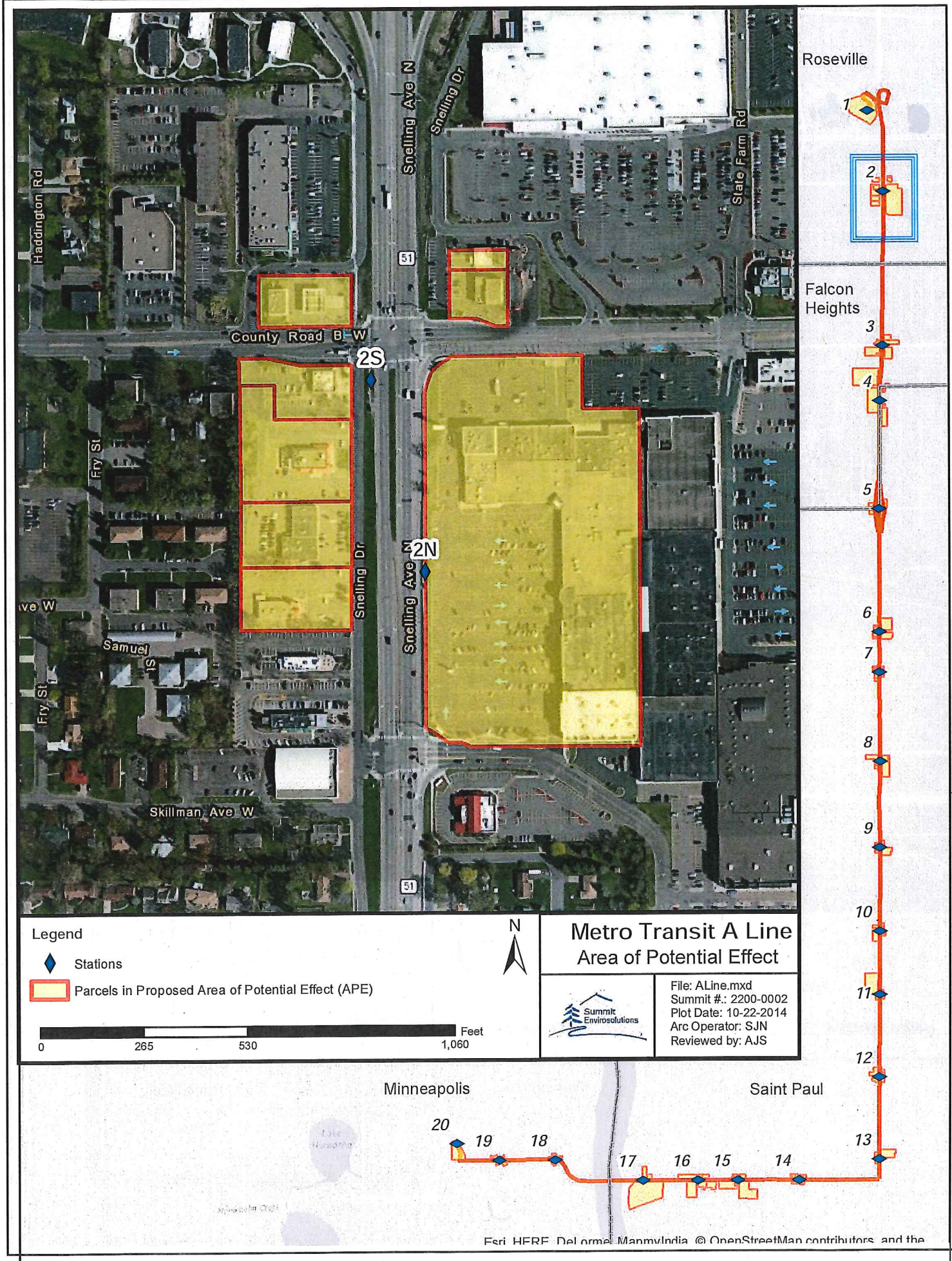
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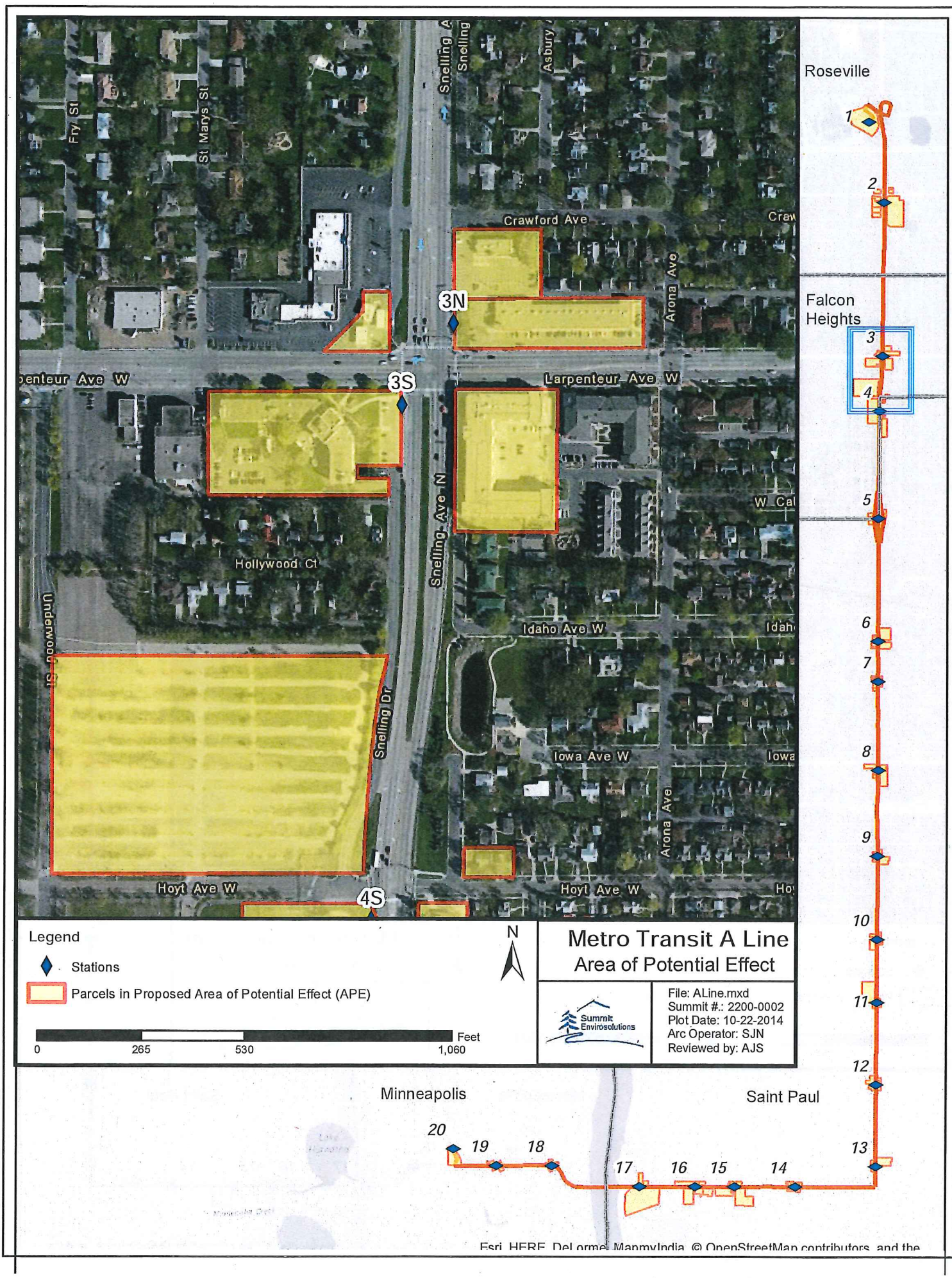
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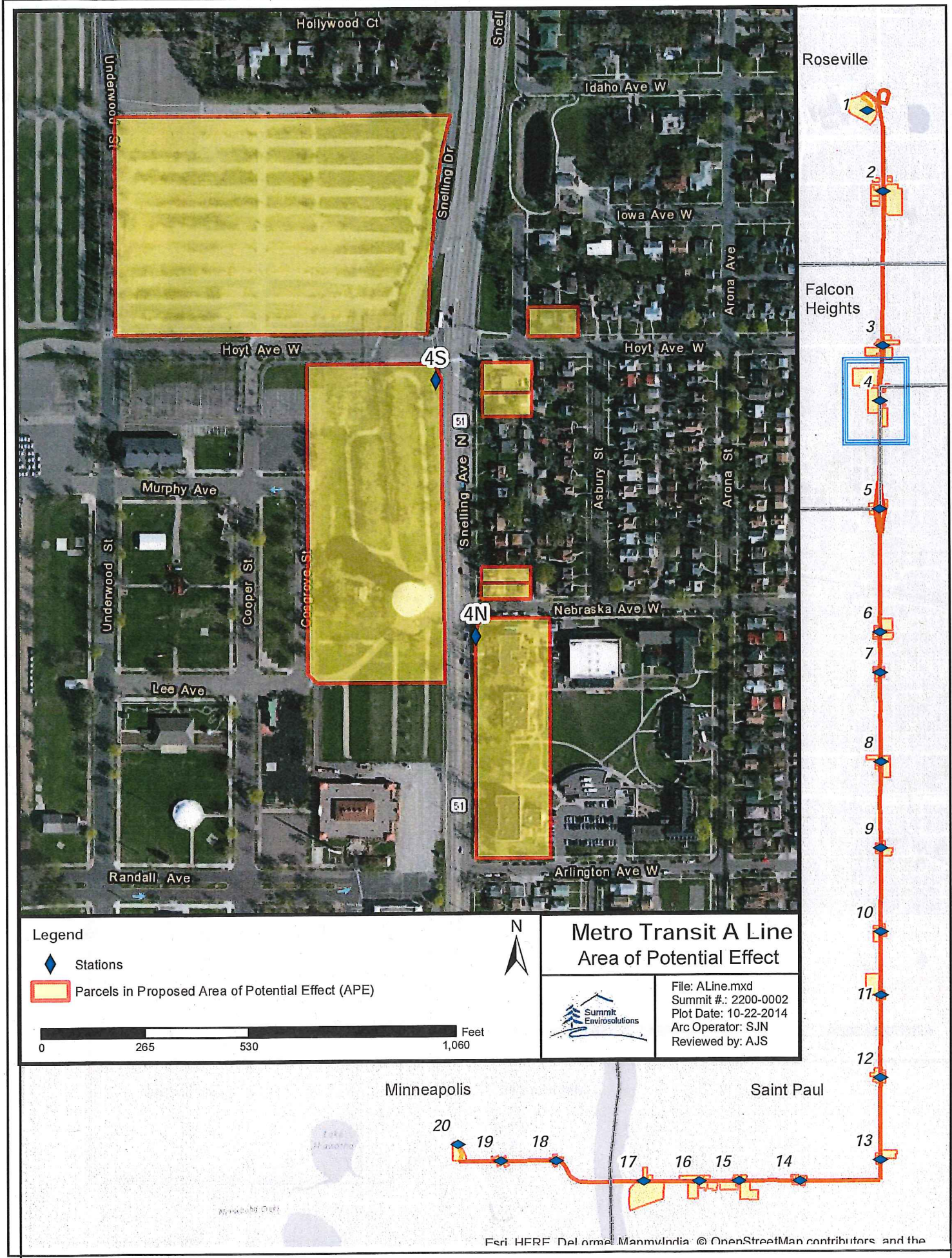
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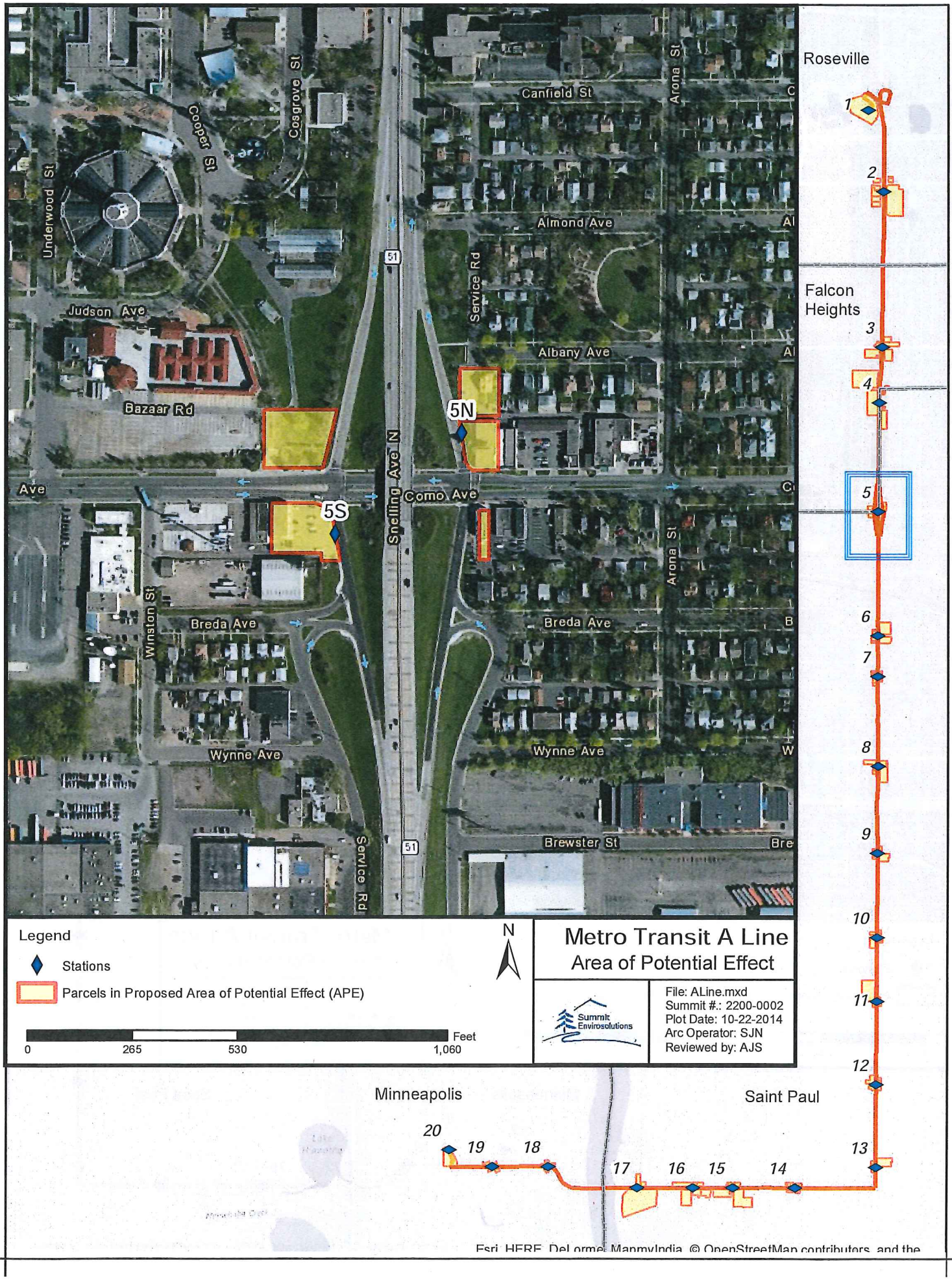
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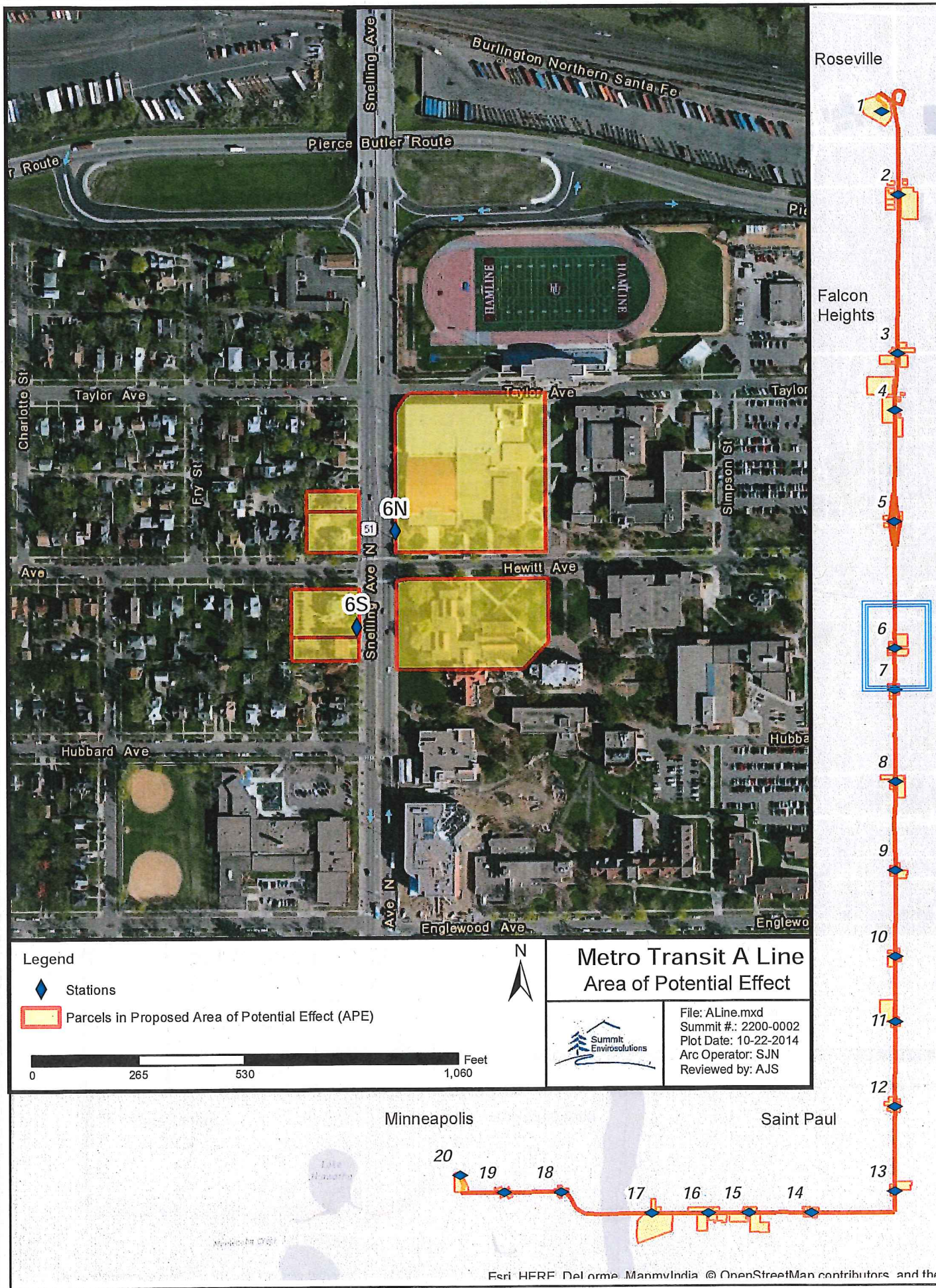
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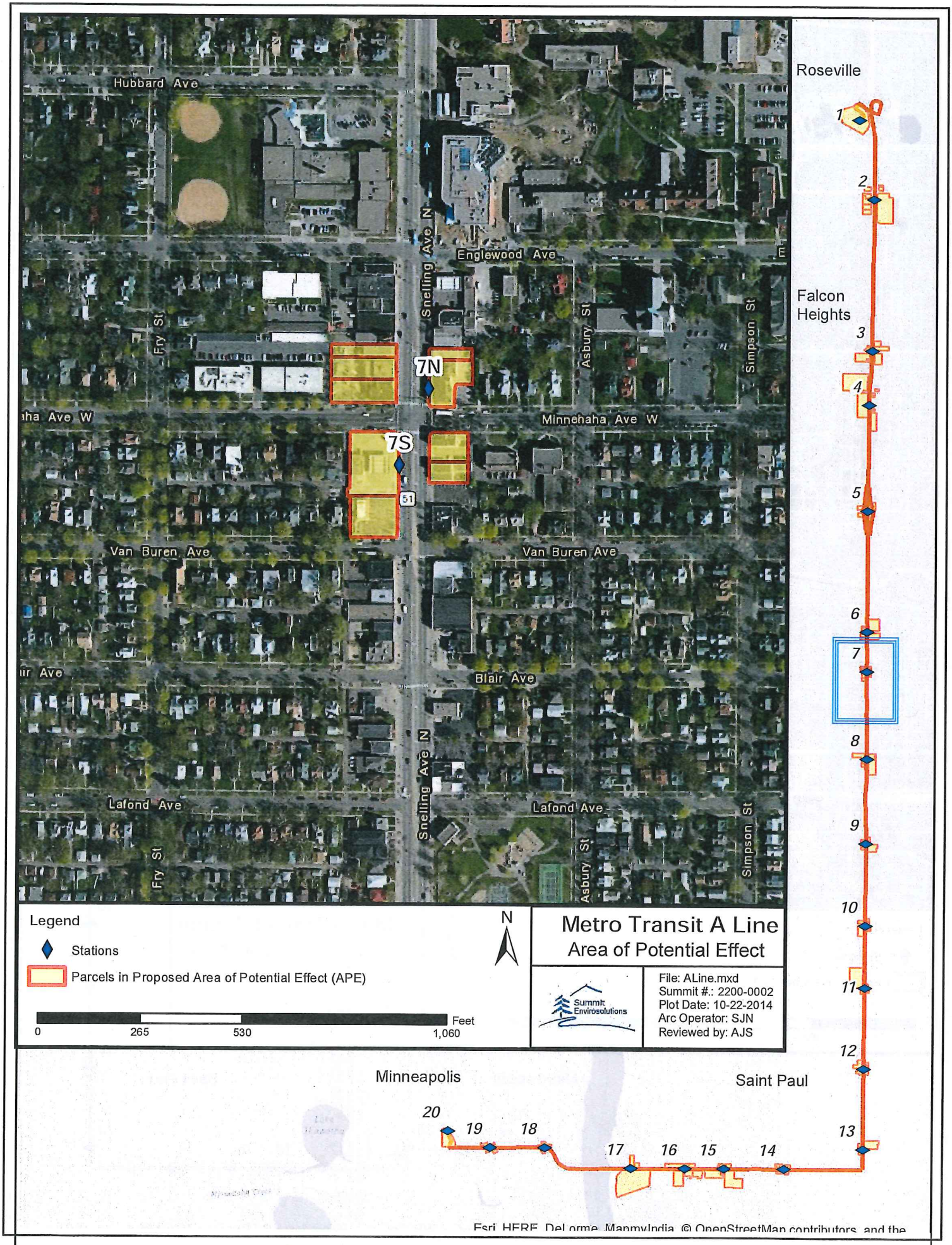
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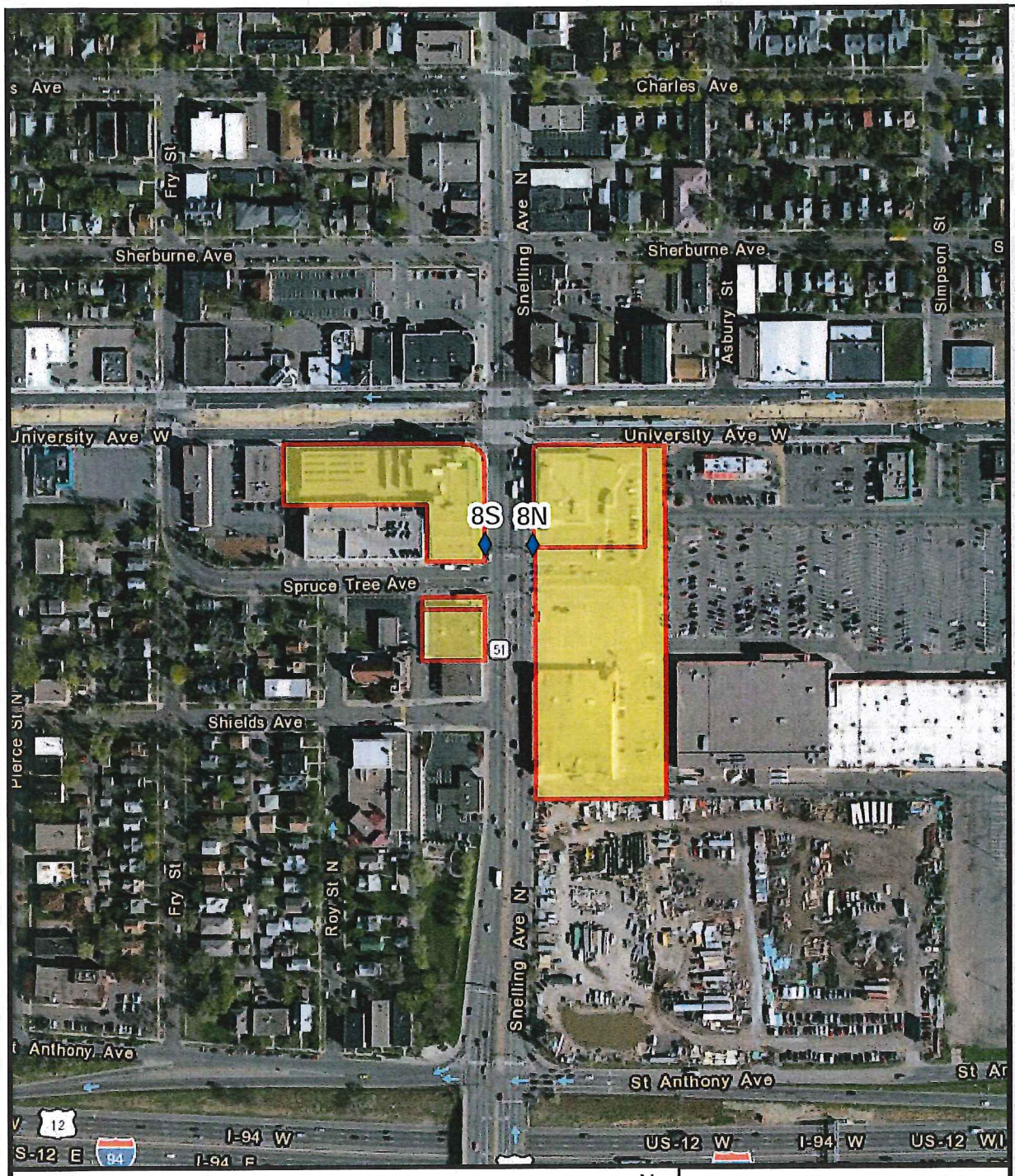
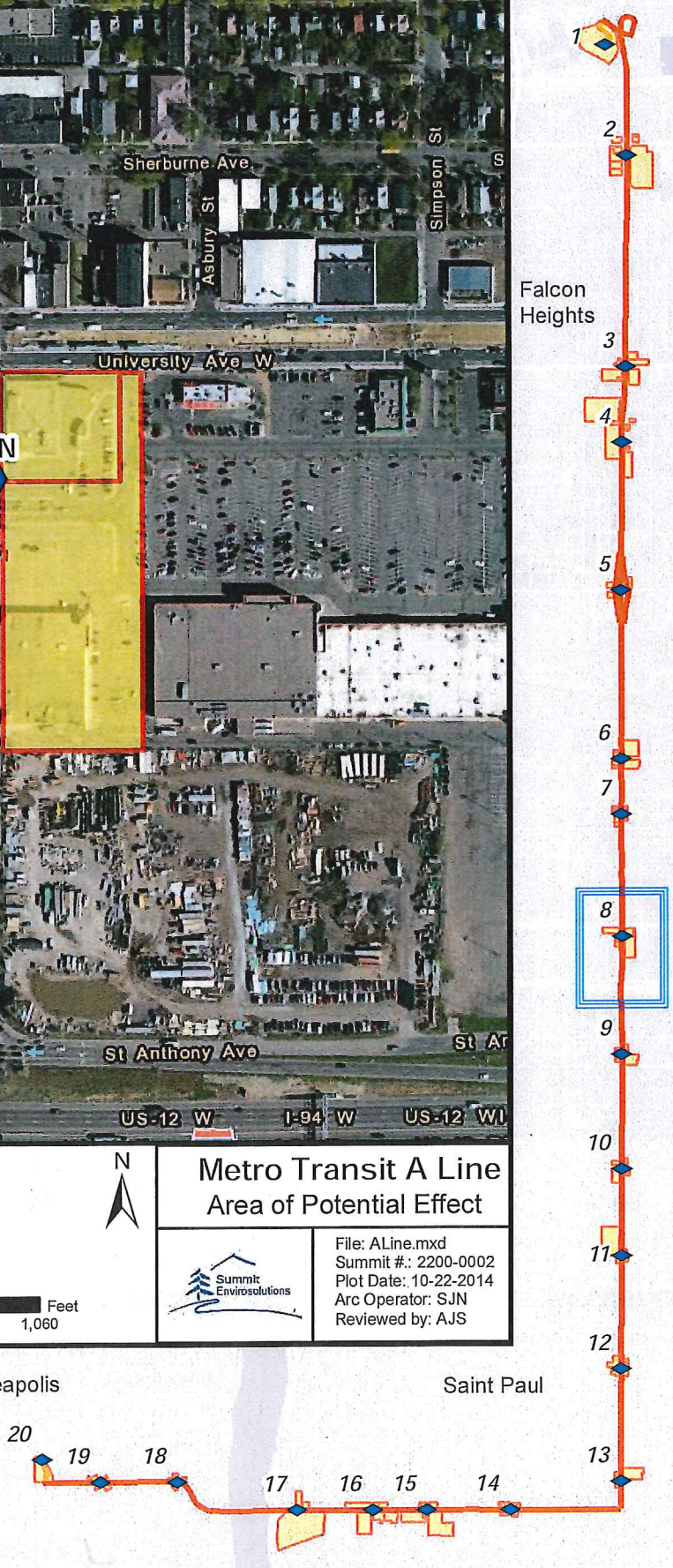
Arc Operator: SJN
Reviewed by: AJS
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the

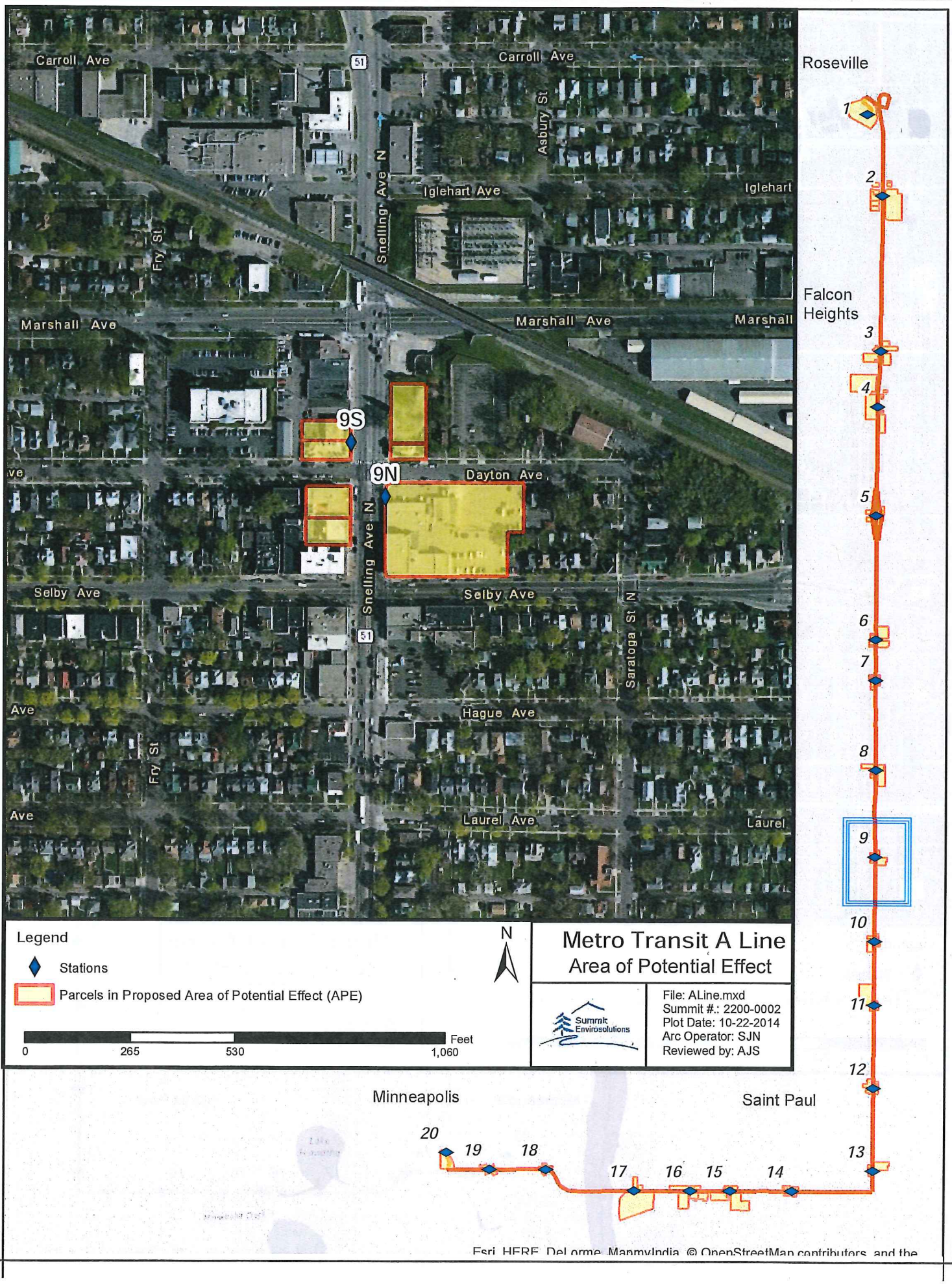


Metro Transit A Line
Area of Potential Effect

Summit Envirosolutions

File: ALine.mxd
Summit #.: 2200-0002
Plot Date: 10-22-2014
Arc Operator: SJN
Reviewed by: AJS

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Carroll Ave
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Asbury St
Snelling Ave N
Iglehart Ave
Iglehart
Fry St
Marshall Ave
Marshall Ave
Marshall
9S
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Dayton Ave
Selby Ave
Selby Ave
Snelling Ave N
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Saratoga St N
Hague Ave
Fry St
Laurel Ave
Laurel
Roseville
Falcon Heights
Minneapolis
Saint Paul
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Legend
Stations
Parcels in Proposed Area of Potential Effect (APE)
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Feet
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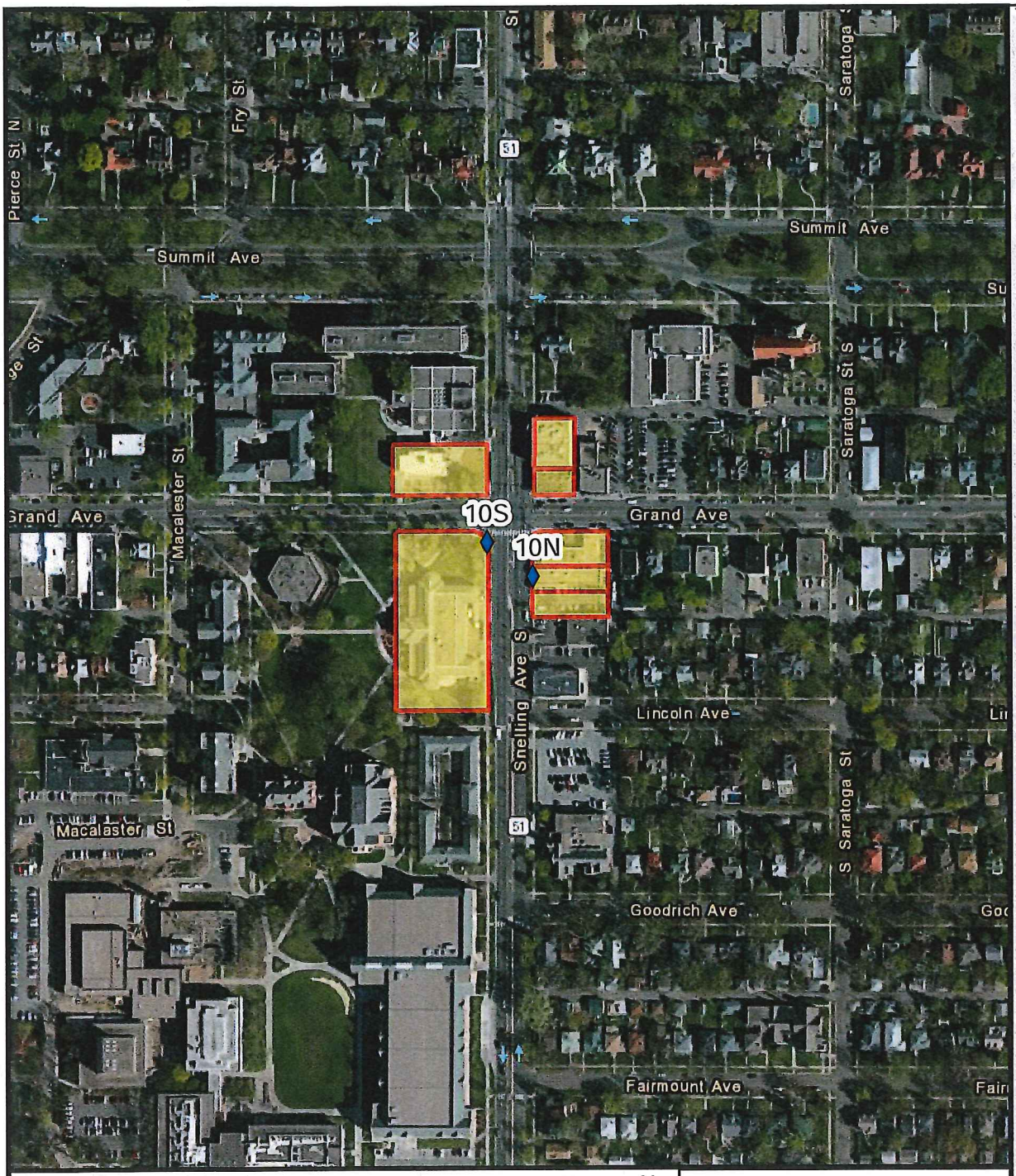
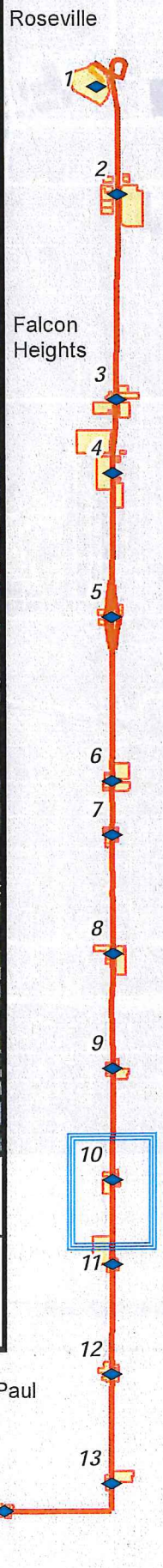
Metro Transit A Line
Area of Potential Effect
Summit Envirosolutions
File: ALine.mxd
Summit #.: 2200-0002
Plot Date: 10-22-2014
Arc Operator: SJN
Reviewed by: AJS
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the





Legend

Stations

Parcels in Proposed Area of Potential Effect (APE)

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0 265 530 1,060 Feet

Metro Transit A Line
Area of Potential Effect

Summit Envirosolutions

File: ALine.mxd
Summit #.: 2200-0002
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Arc Operator: SJN
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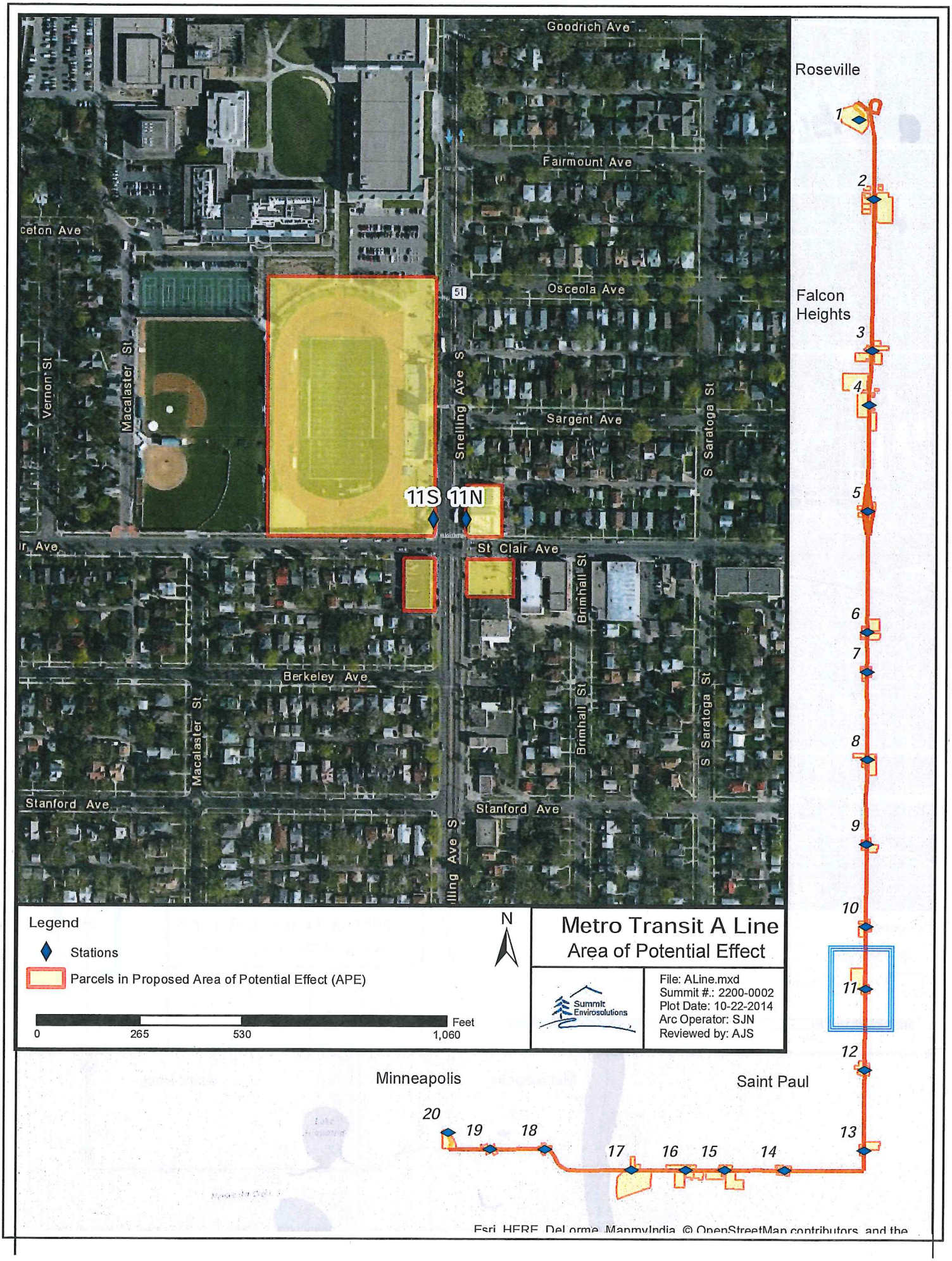
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Fairmount Ave
Osceola Ave
Sargent Ave
St Clair Ave
Berkeley Ave
Stanford Ave
Vernon St
Macalaster St
Snelling Ave S
S Saratoga St
Brimhall St
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Falcon Heights
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Legend
Stations
Parcels in Proposed Area of Potential Effect (APE)
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Feet
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Area of Potential Effect
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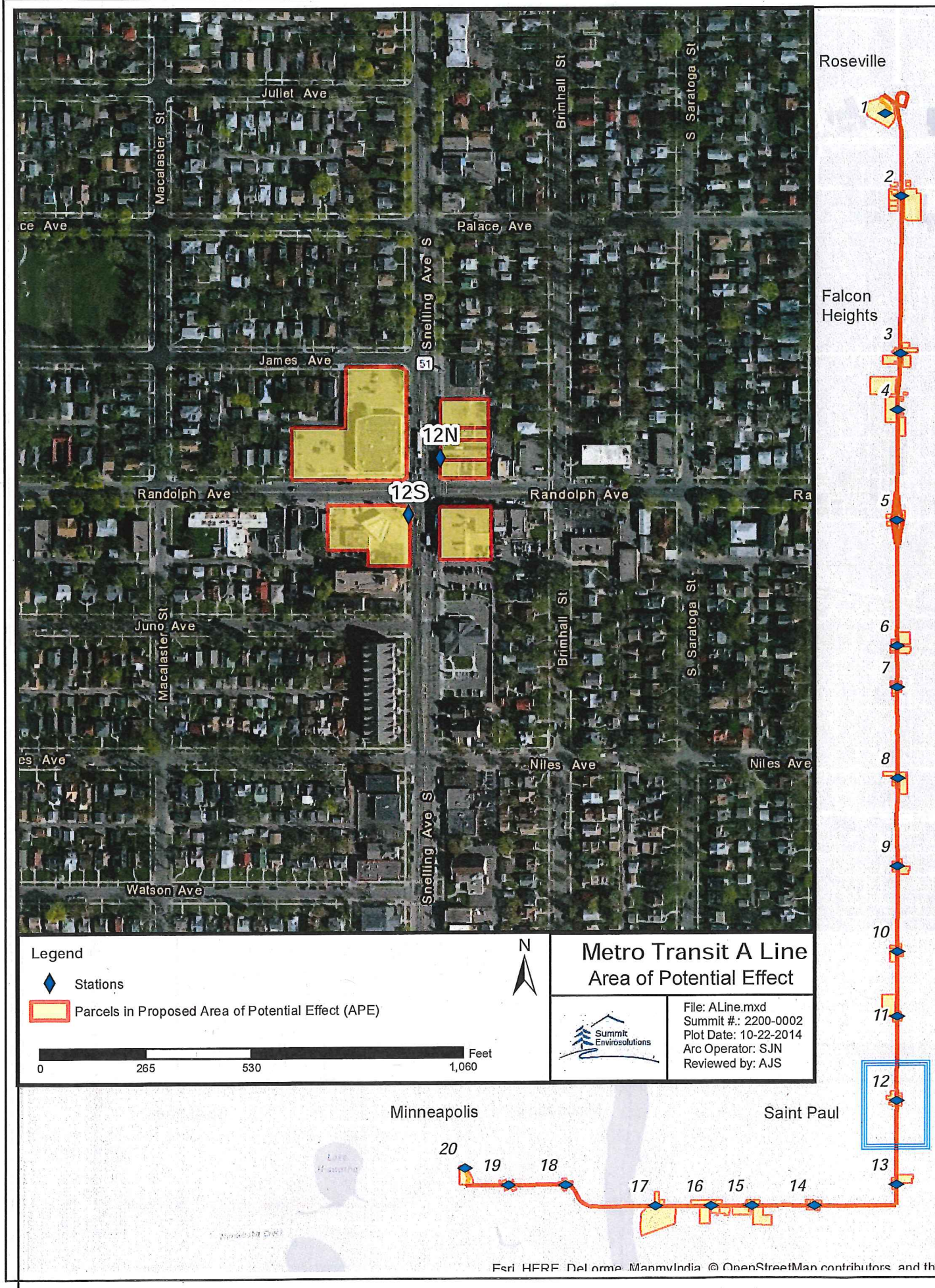
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Macalaster St
Brimhall St
S Saratoga St
Palace Ave
Snelling Ave S
James Ave
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12N
12S
Randolph Ave
Juno Ave
Niles Ave
Watson Ave
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Falcon Heights
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Legend
Stations
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Metro Transit A Line
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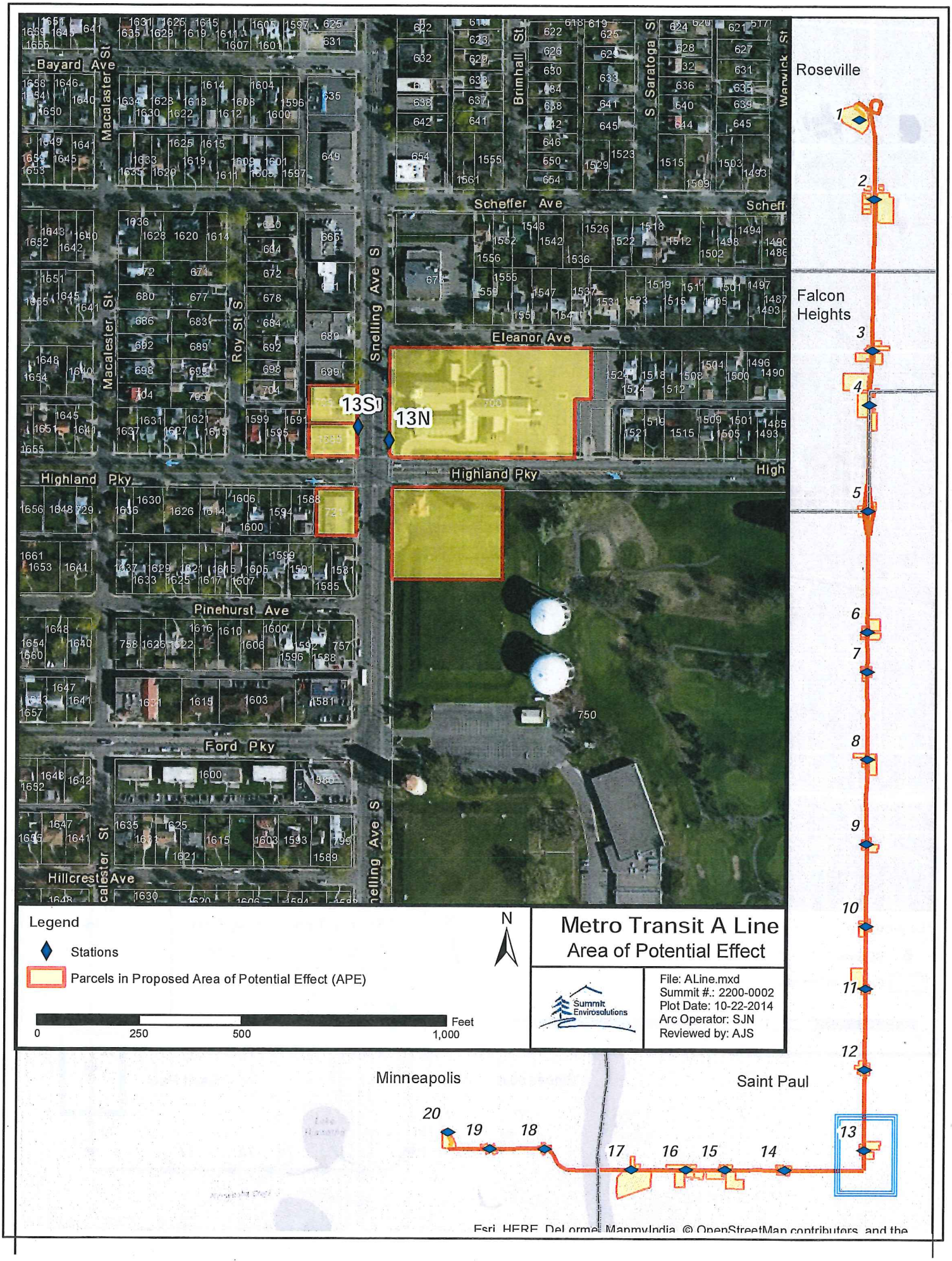
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Brimhall St
S Saratoga St
Warwick St
Roseville
Falcon Heights
Snelling Ave S
Roy St S
Eleanor Ave
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13N
Highland Pky
Pinehurst Ave
Ford Pky
Hillcrest Ave
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Legend
Stations
Parcels in Proposed Area of Potential Effect (APE)
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Metro Transit A Line
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Summit Envirosolutions
File: ALine.mxd
Summit #.: 2200-0002
Plot Date: 10-22-2014
Arc Operator: SJN
Reviewed by: AJS
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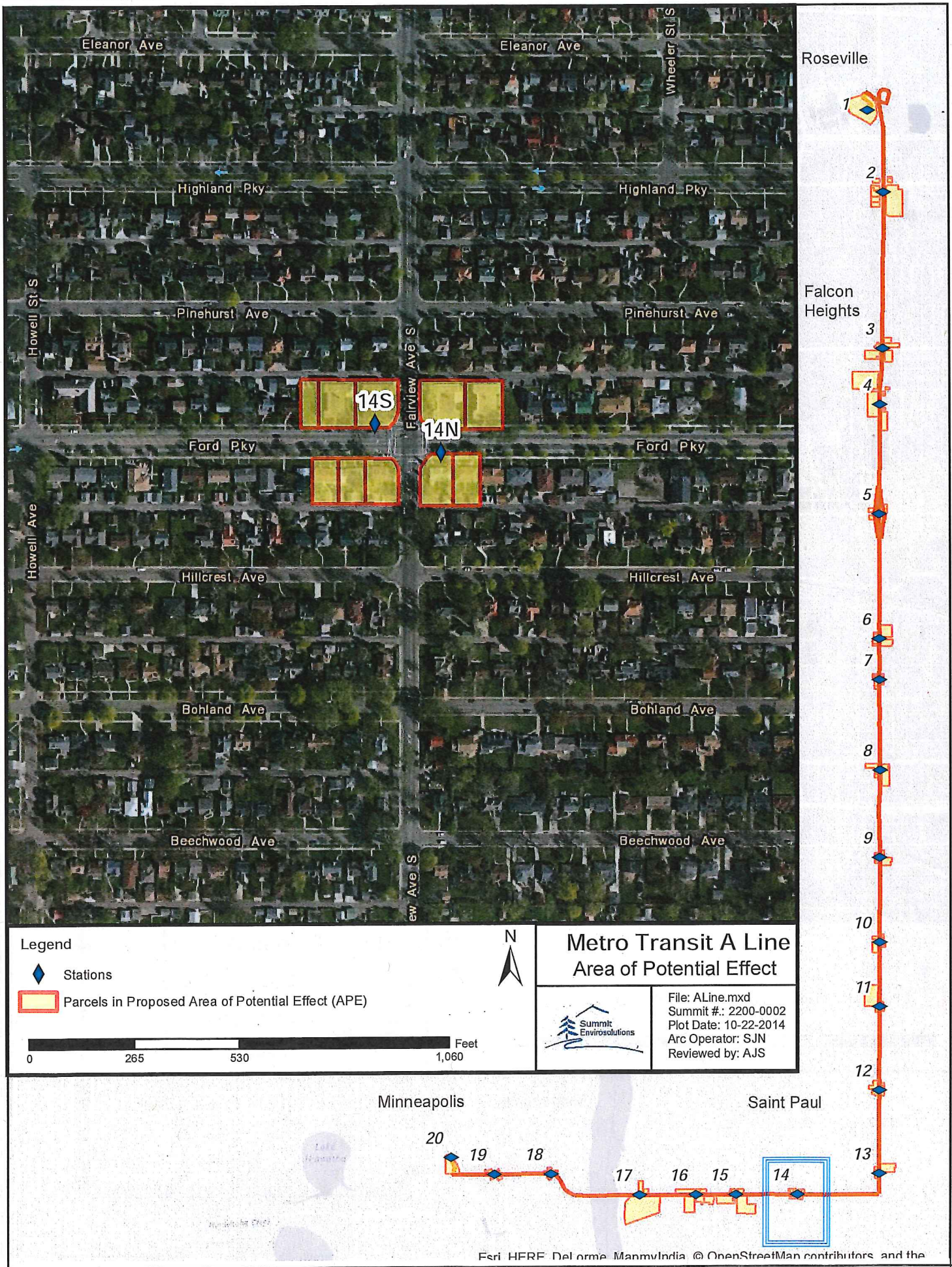
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the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Eleanor Ave
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Highland Pky
Highland Pky
Howell St S
Pinehurst Ave
Pinehurst Ave
Fairview Ave S
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Ford Pky
Ford Pky
Howell Ave
Hillcrest Ave
Hillcrest Ave
Bohland Ave
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Beechwood Ave
Beechwood Ave
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Legend
Stations
Parcels in Proposed Area of Potential Effect (APE)
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Metro Transit A Line
Area of Potential Effect
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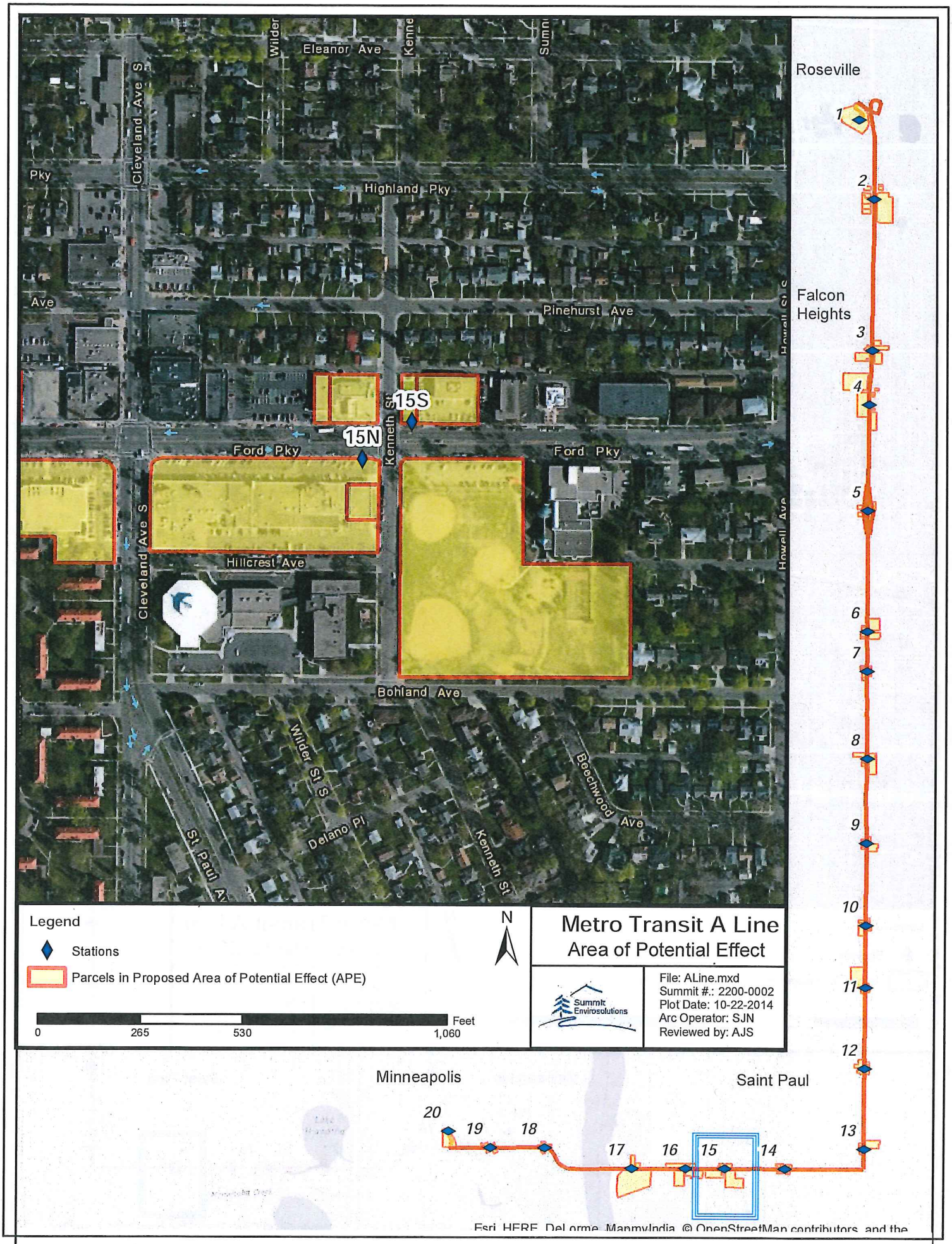
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Cleveland Ave S
Highland Pky
Pinehurst Ave
Howell St
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Kenneth St
Ford Pky
Hillcrest Ave
Howell Ave
Bohland Ave
Wilder St S
Delano Pl
Beechwood Ave
Roseville
Falcon Heights
Minneapolis
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Legend
Stations
Parcels in Proposed Area of Potential Effect (APE)
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Metro Transit A Line
Area of Potential Effect
Summit Envirosolutions
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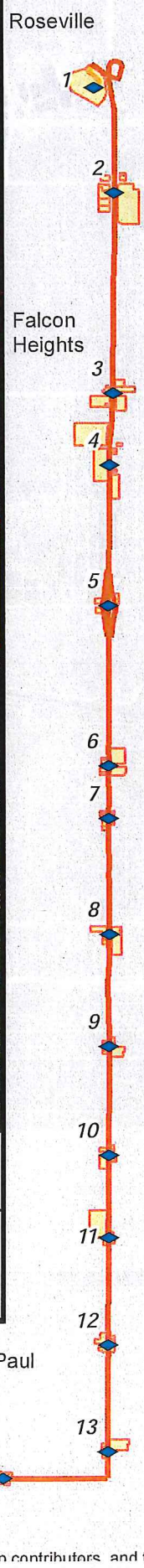


Legend

- Stations
- Parcels in Proposed Area of Potential Effect (APE)

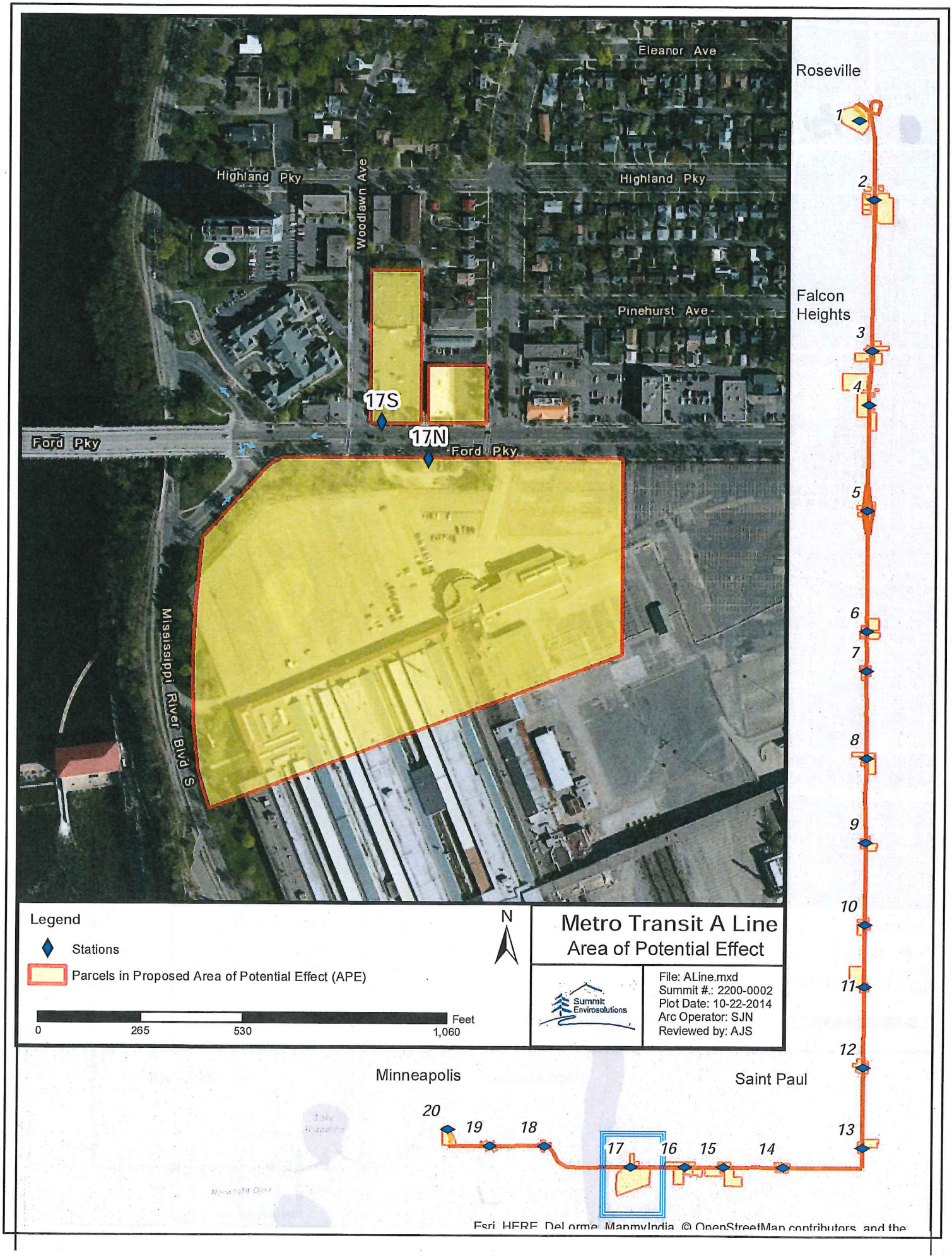
N

0 265 530 1,060 Feet

Metro Transit A Line
Area of Potential Effect

Summit Envirosolutions

File: ALine.mxd
Summit #.: 2200-0002
Plot Date: 10-22-2014
Arc Operator: SJN
Reviewed by: AJS


Eleanor Ave
Highland Pky
Woodlawn Ave
Highland Pky
Pinehurst Ave
17S
17N
Ford Pky
Ford Pky
Mississippi River Blvd S
Roseville
Falcon Heights
Minneapolis
Saint Paul
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Legend
Stations
Parcels in Proposed Area of Potential Effect (APE)
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Metro Transit A Line
Area of Potential Effect
Summit Envirosolutions
File: ALine.mxd
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Arc Operator: SJN
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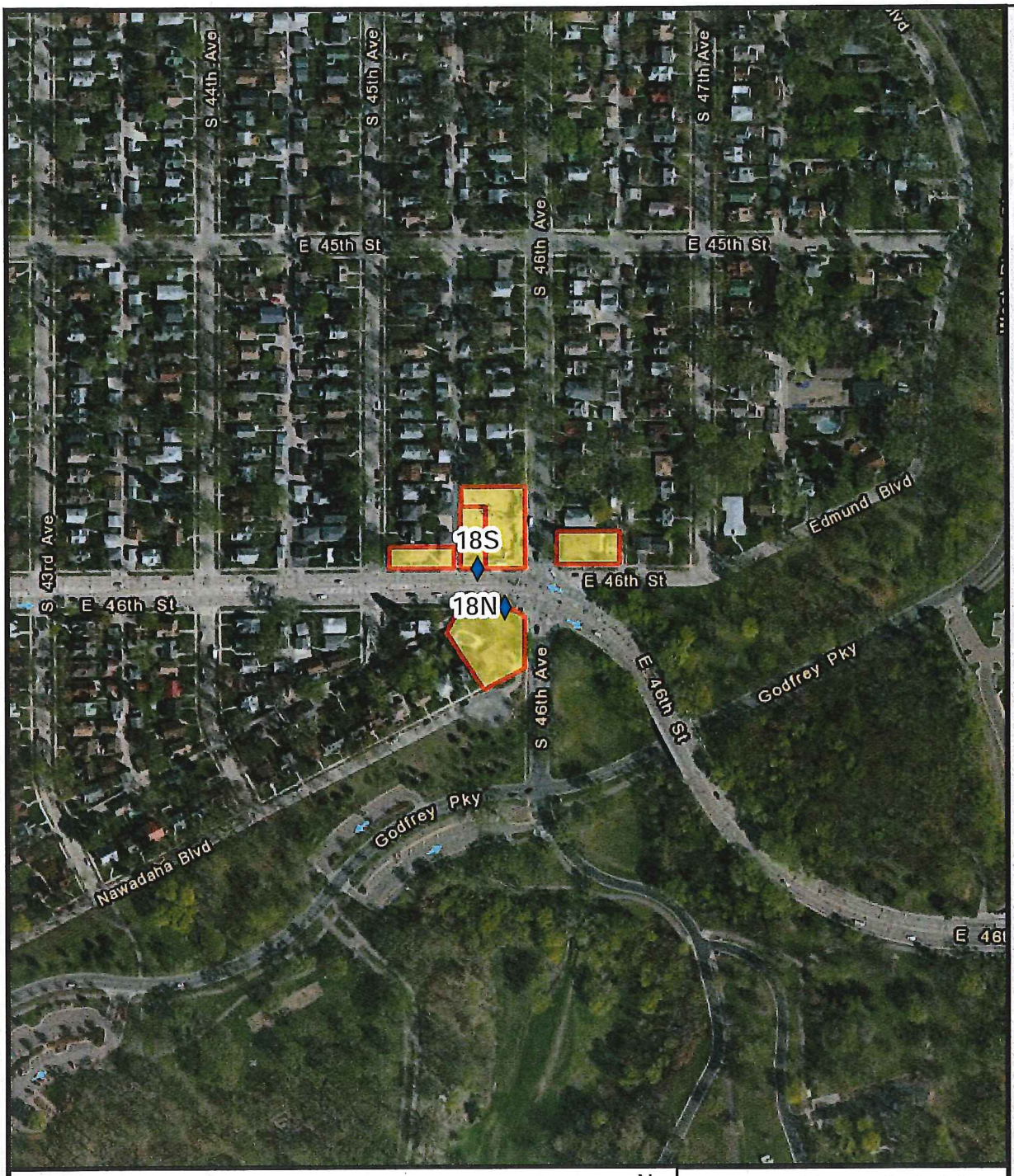

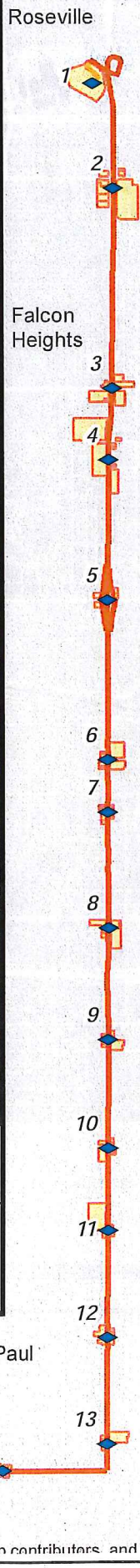

Legend

Stations

Parcels in Proposed Area of Potential Effect (APE)

N

0 265 530 1,060 Feet

Metro Transit A Line
Area of Potential Effect

Summit Envirosolutions

File: ALine.mxd
Summit #.: 2200-0002
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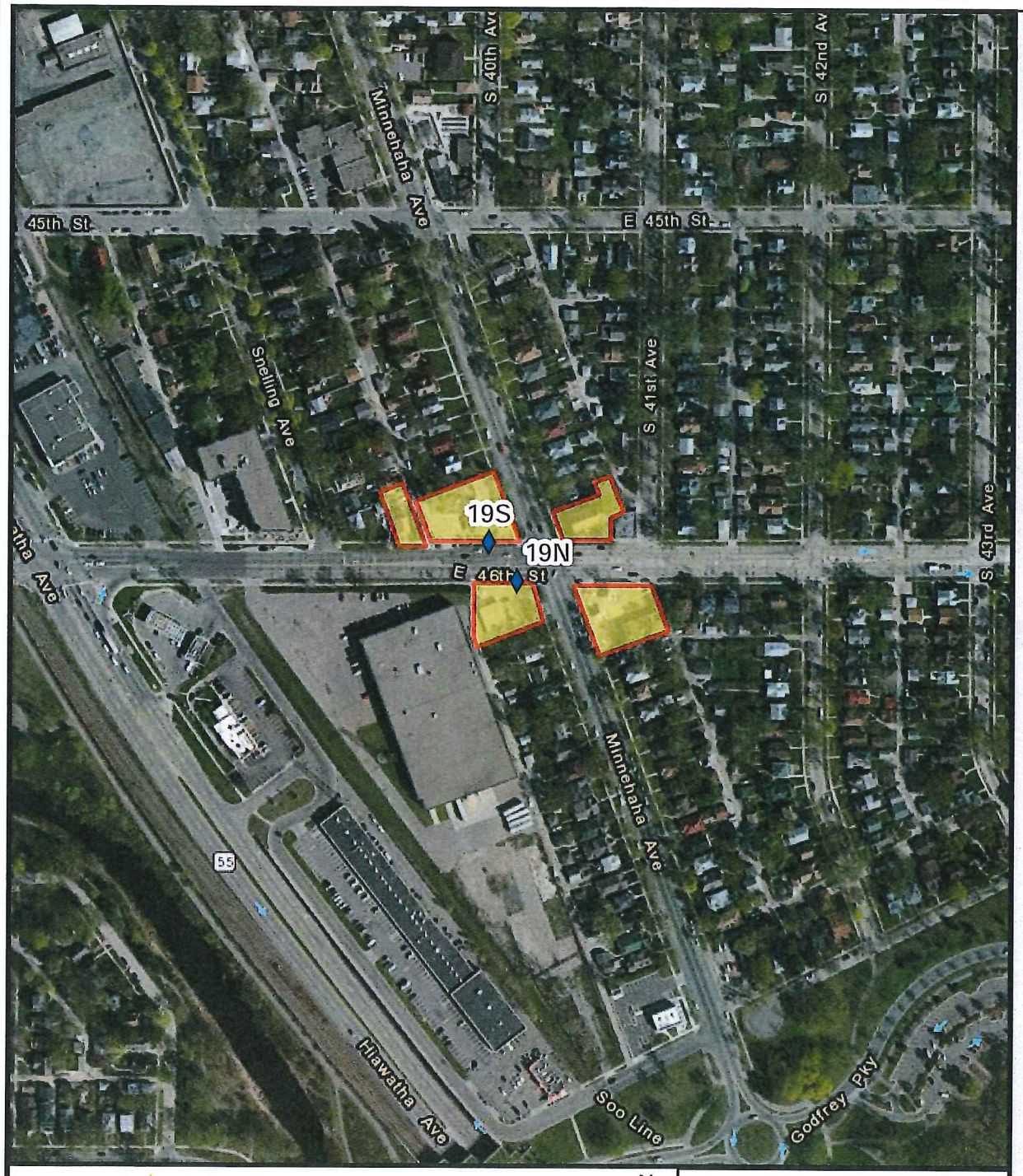

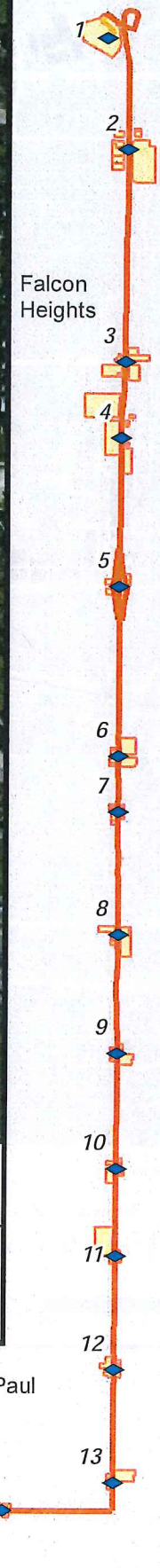

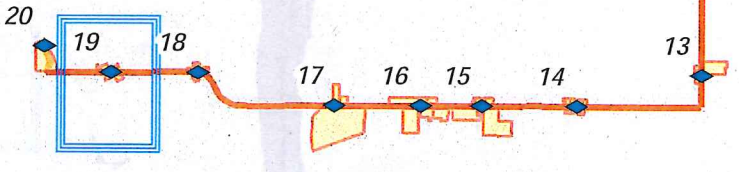

Legend

Stations

Parcels in Proposed Area of Potential Effect (APE)

N

0 265 530 1,060 Feet

Metro Transit A Line
Area of Potential Effect

Summit Envirosolutions

File: ALine.mxd
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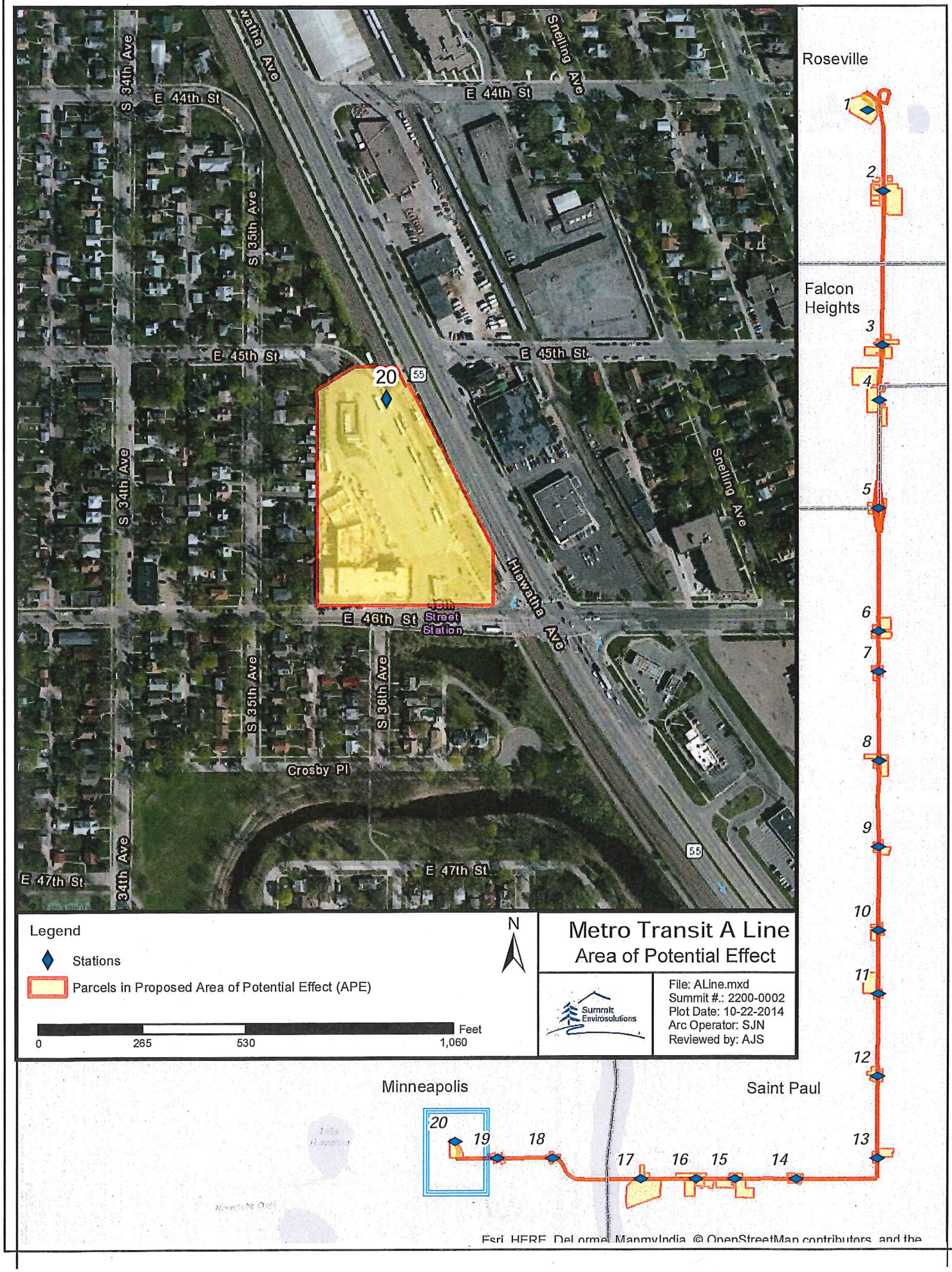
Roseville
Falcon Heights
Minneapolis
Saint Paul
E 44th St
E 45th St
E 46th St
E 47th St
S 34th Ave
S 35th Ave
S 36th Ave
Snelling Ave
Hiawatha Ave
Lake Street Station
Crosby Pl
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Legend
Stations
Parcels in Proposed Area of Potential Effect (APE)
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Feet
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Metro Transit A Line
Area of Potential Effect
Summit Envirosolutions
File: ALine.mxd
Summit #.: 2200-0002
Plot Date: 10-22-2014
Arc Operator: SJN
Reviewed by: AJS
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Attachment 4

Locations and Status of Shelters

Updated 10/29/14

Key to Colors:

New shelter, none existing	Replace existing shelter in approximately same location	Relocation from adjacent corner

Site #	Location	Adjacent Property Address	Shelter Improvements	Station Type
1	Rosedale Transit Center	850 Rosedale Center, Roseville, MN 55113	Minor signage improvements	Transit Center: a platform will be constructed at a designated gate of the existing transit facility to create a terminal station.
2N	Northbound Snelling & County Road B	2100 N Snelling Avenue, Roseville, MN 55113	Replace existing shelter in approximately same location	Curbside Station Platform: a platform will be constructed within the existing curb line to accommodate all project elements.
2S	Southbound Snelling & County Road B	2151 Snelling Avenue, Roseville, MN 55113	Replace existing shelter in approximately same location	
3N	Northbound Snelling & Larpenteur	1700 Snelling Avenue, Falcon Heights, MN 55113	New shelter, no existing	
3S	Southbound Snelling & Larpenteur	1667 Snelling Drive, Falcon Heights, MN 55113	Replace existing shelter in approximately same location	
4N	Northbound Snelling & Hoyt-Nebraska	1265 Snelling Avenue N, Saint Paul, MN 55108	New shelter, no existing	
4S	Southbound Snelling & Hoyt-Nebraska	1480 Snelling Avenue N, Falcon Heights, MN 55108	Existing shelter north of Hoyt Ave., new shelter south of Hoyt Ave.	
5N	Northbound Snelling & Como	1565 Como Avenue, Saint Paul, MN 55108	New shelter, no existing	
5S	Southbound Snelling & Como	1608 Como Avenue, Saint Paul, MN 55108	Replace existing shelter in approximately same location	
6N	Northbound Snelling & Hewitt	1536 Hewitt Avenue, Saint Paul, MN 55104	New shelter, no existing	Bumpout Station Platform: a curb extension platform will be constructed within existing transportation right-of-way, conceptually defined as 80 feet in length and approximately 10-12 feet in width.
6S	Southbound Snelling & Hewitt	833 Snelling Avenue, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
7N	Northbound Snelling & Minnehaha	722 Snelling Avenue N, Saint Paul, MN 55104	New shelter, no existing	
7S	Southbound Snelling & Minnehaha	717 Snelling Avenue N, Saint Paul, MN 55104	New shelter, no existing	
8N	Northbound Snelling & University	1517 University Avenue W, Saint Paul, MN 55104	Existing shelter south of Spruce Tree Ave., new shelter north of Spruce Tree Ave.	
8S	Southbound Snelling & University	1600 University Ave W, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
9N	Northbound Snelling & Dayton	1561 Selby Avenue N, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
9S	Southbound Snelling & Dayton	201 Snelling Avenue N, Saint Paul, MN 55104 209 Snelling Avenue N, Saint Paul, MN 55104	Replace existing shelter in approximately same location	
10N	Northbound Snelling & Grand	1580 Grand Avenue, Saint Paul, MN 55105	Replace existing shelter in approximately same location	
10S	Southbound Snelling & Grand	1600 Grand Avenue, Saint Paul, MN 55105	Existing shelter on Grand Ave., new shelter to be on Snelling Ave.	

Updated 10/29/14

Site #	Location	Adjacent Property Address	Shelter Improvements	Station Type
11N	Northbound Snelling & St. Clair	232 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter south of St. Clair Ave., new shelter north of St. Clair	Bumpout Station Platform: a curb extension platform will be constructed within existing transportation right-of-way, conceptually defined as 80 feet in length and approximately 10-12 feet in width.
11S	Southbound Snelling & St. Clair	179 Snelling Avenue S, Saint Paul, MN 55105	New shelter, no existing	
12N	Northbound Snelling & Randolph	480 Snelling Avenue S, Saint Paul, MN 55105 476 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter south of Randolph Ave., new shelter north of Randolph	
12S	Southbound Snelling & Randolph	485 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter north of Randolph Ave., new shelter south of Randolph	
13N	Northbound Snelling & Highland	700 Snelling Avenue S, Saint Paul, MN 55105	Existing shelter south of Highland Pkwy., new shelter north of Highland	
13S	Southbound Snelling & Highland	1585 Highland Parkway, Saint Paul, MN 55116	New shelter, no existing	
14N	Northbound Ford & Fairview	1804 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
14S	Southbound Ford & Fairview	1835 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
15N	Northbound Ford & Kenneth	2014 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
15S	Southbound Ford & Kenneth	1999 Ford Parkway, Saint Paul, MN 55116 1991 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
16N	Northbound Ford & Finn	2100 Ford Parkway, Saint Paul, MN 55116	Replace existing shelter in approximately same location	
16S	Southbound Ford & Finn	2145 Ford Parkway, Saint Paul, MN 55116	Existing shelter east of Finn Street., new shelter west of Finn Street.	
17N	Northbound Ford & Woodlawn	966 S Mississippi Boulevard, Saint Paul, MN 55116	New shelter, no existing	
17S	Southbound Ford & Woodlawn	2277 Ford Parkway, Saint Paul, MN 55116	New shelter, no existing	
18N	Northbound 46th & 46th	4514 Nawadaha Blvd, Minneapolis, MN 55406	New shelter, no existing	Curbside Station Platform: a platform will be constructed within the existing curb line to accommodate all project elements.
18S	Southbound 46th & 46th	4556 E 46th Street, Minneapolis, MN 55406 4500 E 46th Street, Minneapolis, MN 55406	New shelter, no existing	
19N	Northbound 46th & Minnehaha	4604 Minnehaha Avenue, Minneapolis, MN 55406	New shelter, no existing	
19S	Southbound 46th & Minnehaha	4554 Minnehaha Avenue, Minneapolis, MN 55406	New shelter, no existing	
20	METRO Blue Line 46th Street Station	3600 46th Street, Minneapolis, MN 55406	Minor signage improvements	Transit Center: a platform will be constructed at a designated gate of the existing transit facility to create a terminal station.