



## CITY OF SAINT PAUL

*Melvin Carter, Mayor*

25 West Fourth Street  
Saint Paul, MN 55102

Telephone: 651-266-6700  
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### TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, January 8, 2018, 4:00 p.m. – 5:30 p.m.

*All meetings are held in the City Hall Annex 13<sup>th</sup> floor*

*Conference room at 25 West 4<sup>th</sup> Street in Saint Paul*

1. Pedestrian Plan Representative from the Transportation Committee – Fay Simer  
*(Public Works) 5 minutes*
2. Riverview Corridor Locally Preferred Alternative – Mike Rogers *(Ramsey Regional Rail Authority)* & Anton Jerve *(PED)* 75 minutes

#### *Upcoming Transportation Committee Meetings*

- January 29
- February 12

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*Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at [bit.ly/StPaulTC](http://bit.ly/StPaulTC) or contact Hilary Holmes at [hilary.holmes@ci.stpaul.mn.us](mailto:hilary.holmes@ci.stpaul.mn.us) or 651-266-6612.*



CITY OF SAINT PAUL  
Christopher B. Coleman, Mayor

1500 City Hall Annex  
25 W. Fourth Street  
Saint Paul, MN 55102-1660

Fax: 651-266-6222

Greetings!

On behalf of Saint Paul Department of Public Works, we are excited to announce the formal kickoff of the Saint Paul Pedestrian Plan and to invite you to serve as a steering committee member to guide the planning process.

The Department of Public Works is convening a steering committee to provide input throughout the planning process and inform staff recommendations presented in the plan. The committee will help Saint Paul set new policies related to pedestrians, such as where we prioritize enhancements to help people cross our streets safely and what level of investment is needed to support our sidewalk system.

The first meeting will be held at **City Hall, Room 40 on January 31 from 9:00 – 11:00 am**. We anticipate approximately seven subsequent meetings, held approximately every four weeks in 2018. Future meeting dates will be scheduled after our first meeting. Below is a tentative meeting schedule, and a roster of invited steering committee members is attached.

Meeting 1	Kickoff, Plan outcomes, Existing conditions
Meeting 2	Visioning, Prioritization methods
Meeting 3	Review public input, Finalize priority locations for safety enhancements
Meeting 4	Review crosswalk evaluation guidelines, discuss school children safety
Meeting 5	Discuss education, encouragement, and enforcement efforts
Meeting 6	Discuss implementation and evaluation measures, review cost estimates
Meeting 7	Determine evaluation measures for our walking network
Meeting 8	Review draft plan

We look forward to working with you on this plan. **Please respond to Fay Simer by January 10** to let us know whether you will serve on this committee and are available for our first meeting.

Happy walking!  
Fay Simer

Pedestrian Safety Advocate

Kathy Lantry  
Director of Public Works



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Ma u baahan tahay tarjamadaan Naga soo wac 651-266-6100

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Xav tau qhov no txhais los? Hu rau peb ntawm 651-266-6100

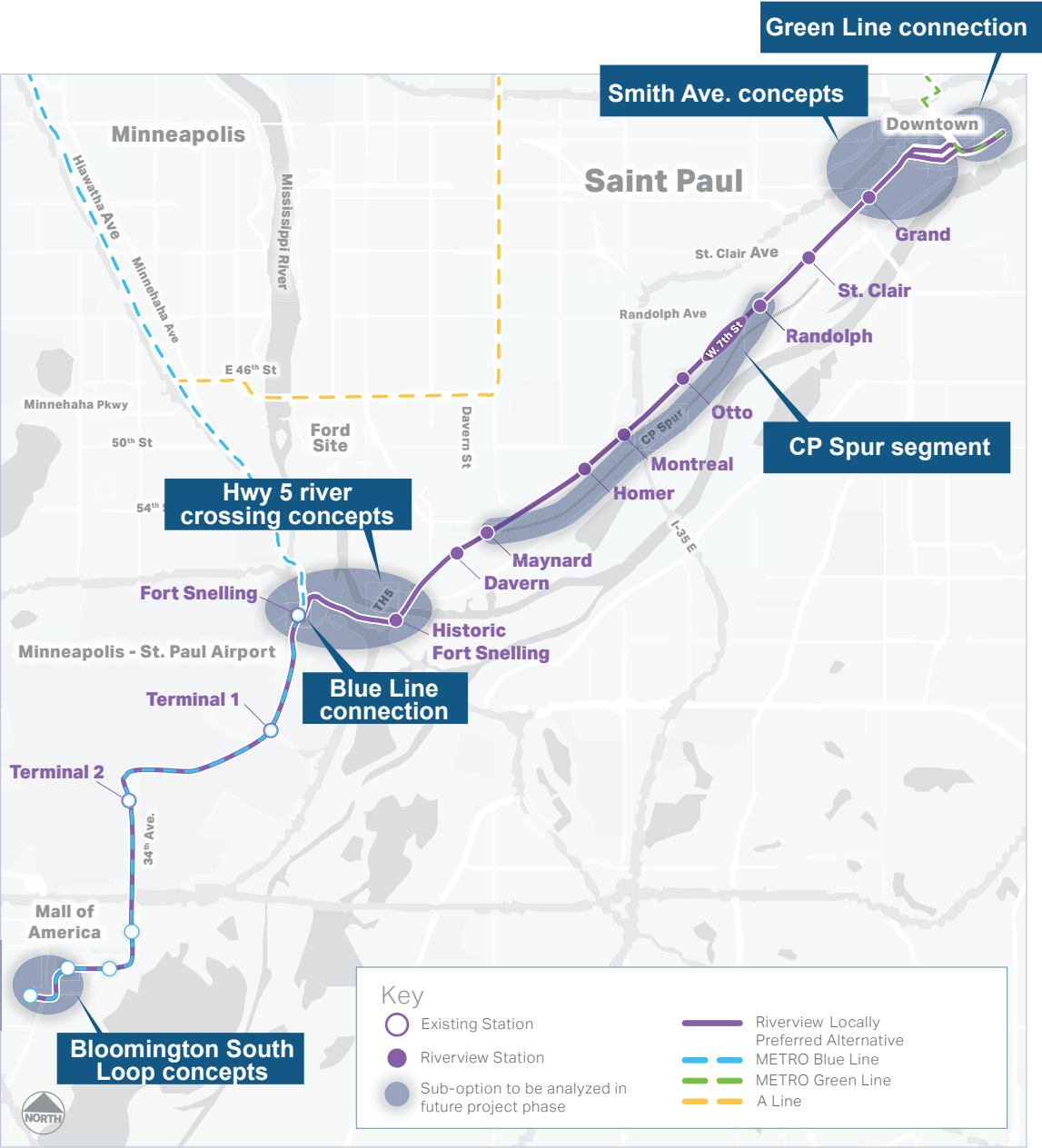
## Steering Committee Member Invites 12.19.17

Carissa Glatt	Ramsey County SHIP	Glatt, Carissa M <carissa.glatt@CO.RAMSEY.MN.US>
Michael Stralka	Ramsey County Active Living	Stralka, Michael A <michael.stralka@CO.RAMSEY.MN.US>
Erin Laberee	Ramsey County PW	Laberee, Erin <Erin.Laberee@CO.RAMSEY.MN.US>
Joe Lux	Ramsey County PW	Lux, Joseph <Joseph.Lux@CO.RAMSEY.MN.US>
	Ramsey County policy	
	Saint Paul Public Schools	
Melissa Barnes	MnDOT OTS	Barnes, Melissa (DOT) <melissa.barnes@state.mn.us>
Mackenzie Turner Borgen	MnDOT Metro	Turner Borgen, Mackenzie M (DOT) <mackenzie.turnerborgen@state.mn.us>
Paul Sawyer	Saint Paul Parks	
Kat Brown	Saint Paul Police Department	
Tia Anderson	Saint Paul DSI	
Paul Kurtz	Saint Paul PW City Engineer	
John Maczko	Saint Paul PW Traffic	
Reuben Collins	Saint Paul PW – Transp. Planning and Safety	
Jill Chamberlain	Blue Cross Blue Shield	jill.chamberlain@bluecrossmn.com
	Saint Paul Transportation Committee	
Mai Chong Xiong	Saint Paul Ward 1 Rep	
Tania Maki	Saint Paul Ward 2 Rep	
Melanie McMahon	Saint Paul Ward 3 Rep	
Samantha Henningson	Saint Paul Ward 4 Rep	
Kim O'Brien	Saint Paul Ward 5 Rep	
	Saint Paul Ward 6 Rep	
Stephanie Harr	Saint Paul Ward 7 Rep	
	Stop for Me Rep	
	Saint Paul Smart Trips	
Berry Farrington	Metro Transit	berry.farrington@metrotransit.org
Kathy Lantry	Saint Paul PW	
Anton Jerve	Saint Paul PED	
Nora Riemenschneider	Saint Paul PED	

## Technical Advisors (called up on as needed for working group meetings)

Mike Klobucar	Saint Paul PW - Traffic
HunWen Westman	Saint Paul PW - Traffic
Elizabeth Stiffler	Saint Paul PW - Traffic
Al Czaia	Saint Paul PW - Sidewalks
David Kuebler	Saint Paul PW – Site Plan
Reuben Collins	Saint Paul PW – Transp. Planning and Safety
Bob Spaulding	Saint Paul PED
Nick Peterson	Saint Paul PW- Design
David Kuebler	Saint Paul PW – Transp. Planning and Safety
Bev Farraher	Saint Paul PW - Operations

# Riverview Corridor Locally Preferred Alternative



# Ford Corridor Potential Study Area



city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

WHEREAS, the Riverview Corridor is a transitway corridor in the cities of Saint Paul and Bloomington, Minnesota, serving urban and suburban communities; and

WHEREAS, a pre-project development study has been completed to analyze bus and rail alternatives in the Riverview Corridor study area connecting the Union Depot in downtown Saint Paul, Minneapolis-St. Paul International Airport, the Mall of America in Bloomington and the neighborhoods in-between; and

WHEREAS, the purpose of the Riverview Corridor Pre-Project Development Study is to evaluate and recommend transit service that enhances mobility and access to opportunities for residents, businesses and the region and to cultivate economic prosperity; and

WHEREAS, The pre-project development study was a joint local and regional planning effort conducted by Riverview Corridor Policy Advisory Committee and led by the Ramsey County Regional Railroad Authority in collaboration with local and regional partners; and

WHEREAS, the study included thorough technical analysis of alternatives including multiple bus and rail modes and multiple route alignments providing service within the study area; and

WHEREAS, the technical analysis identified two separate travel markets in the Riverview Corridor study area, including:

- The Highway 5 market, consisting of Downtown Saint Paul, the neighborhoods along W. 7<sup>th</sup> Street, Minneapolis-St. Paul International Airport, and the Mall of America.
- the Ford Corridor market, consisting of the area between the Riverview Corridor Locally Preferred Alternative and the Blue Line in Minneapolis encompassing the Ford Site; and

WHEREAS, the technical analysis and public engagement have led to the identification of a locally preferred alternative for the corridor that includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 4b, serving the Highway 5 market, best meets the project's purpose and need and would likely qualify for Federal Transit Administration Capital Investment Grant Program funding; and

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

WHEREAS, Alternative 4b is defined as modern streetcar within a dedicated and shared-use guideway for approximately 11.7 miles connecting Union Depot in downtown Saint Paul, the downtown, W. 7<sup>th</sup> and Highland Park neighborhoods in Saint Paul, the Minneapolis-St. Paul International Airport and the Mall of America in Bloomington generally along Green Line, 5<sup>th</sup> and 6<sup>th</sup> Streets, W. 7<sup>th</sup> Street, Minnesota Trunk Highway 5, crossing under Fort Snelling, crossing over Minnesota Trunk Highway 55 and connecting to Blue Line (see attached figure); and

WHEREAS, the next phase of the Riverview project will include environmental analysis under the federal and state environmental review processes to discuss a set of reasonable alternatives and to determine if the locally preferred alternative can also be the environmentally preferred alternative through avoidance, minimization and mitigation of potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, extensive public engagement activities were completed throughout the pre-project development study resulting in engaging over 4,500 people to gather public input on the multiple mode and route alternatives; and

WHEREAS, comments submitted by agencies, adjacent communities, the business sector and the public during the locally preferred alternative comment period and throughout the duration of the pre-project development study will be addressed accordingly in the environmental analysis phase of the project; and

WHEREAS, planning for the Riverview Corridor affords an opportunity to reimagine West 7th Street so as to better serve all those who use it today and those who will do so in generations to come; and

WHEREAS, planning and design of the Riverview Corridor must occur on a reasonable but aggressive timeline that reflects a sense of urgency to make the project a reality; and

WHEREAS, a robust transit network for the corridor will result not only from a strong central line but from multiple, convenient and frequent transit connections to that line; and

WHEREAS, the Riverview Corridor study has generated broader questions about the safety, livability and special purpose of West 7th Street in its current design that must be addressed regardless of the final mode and alignment selected; and

WHEREAS, there is serious concern about the safety of West 7th Street as it is currently designed for both pedestrians and bicyclists, especially senior citizens, individuals with disabilities, and families with small children; and pedestrian safety must be a prime concern of current and future car, bus or modern streetcar usage on the street; and

WHEREAS, the City of Saint Paul is currently revising its Comprehensive Plan and the draft Transportation Chapter of that plan calls for bicycle, pedestrian and transit infrastructure to be prioritized over motor vehicle transportation; and

WHEREAS, the businesses that line West 7th Street are the lifeblood of our community, providing critical services, retail, entertainment, hospitality and more, and planning and budgeting for modern streetcar must prioritize the survival and vitality of businesses of all sizes before, during and after construction; and

WHEREAS, the character and layout of West 7th Street varies from segment to segment and the design process for both the street and the modern streetcar should recognize and evaluate these differences; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Riverview Corridor; and

WHEREAS, by selecting Alternative 4b as the Riverview Corridor Locally Preferred Alternative, the City of Saint Paul recognizes the need to partner with Metro Transit and the Ramsey County Regional Railroad Authority to work in consultation with Hennepin County Regional Railroad Authority and the City of Minneapolis to develop and deliver separate transit, livability and economic development investments to the Ford Corridor as soon as possible;

NOW THEREFORE BE IT RESOLVED, the Planning Commission supports the selection of Alternative 4b as the Riverview Corridor Locally Preferred Alternative; and

BE IT FURTHER RESOLVED, that the Planning Commission recommends that next phase of study for the Riverview Corridor must include:

- Public safety is the policy advisory committee's first priority.
- A design that prioritizes pedestrian and bicyclist safety along the entirety of West 7<sup>th</sup> Street and meets the Saint Paul Complete Streets goals and the priorities of the updated Comprehensive Plan.
- A plan for accommodating or relocating the bicycle infrastructure currently along West 7<sup>th</sup> Street.
- A community process to evaluate street layout and plan streetscape improvements along West 7<sup>th</sup> Street (including identifying funding sources and ongoing maintenance responsibilities), co-convened by the Ramsey County Regional Rail Authority, MnDOT and the City of Saint Paul. These improvements will be implemented concurrently with the Riverview Corridor design and construction process, regardless of the final mode and alignment chosen.
- A detailed plan and budget for construction mitigation based on lessons learned from other transit projects in the region and best practices from around the country and developed in conjunction with small business owners along the corridor.
- A seamless connection between the West 7th Street portions of the Riverview Corridor with the branch that will serve the Ford site.
- A design that evaluates the variations between different segments of West 7<sup>th</sup> Street in light of the goals described in this resolution.
- A plan for phasing in construction of the project so as to make it maximally competitive for federal funds in a shorter time frame.
- A plan for increased local bus service to feed the Riverview Corridor at critical connection points downtown and along West 7<sup>th</sup> Street; and

BE IT FURTHER RESOLVED, the Planning Commission recommends that the City of Saint Paul work collaboratively with the City of Bloomington, Hennepin County Regional Railroad Authority, Ramsey County Regional Railroad Authority, the Metropolitan Airports Commission and other stakeholders to undertake and develop station area plans for the proposed modern



streetcar station areas based on market conditions, community input, Metropolitan Council guidelines, and expectations for development density, level of activity and design; and

BE IT FURTHER RESOLVED that Planning Commission recommends that a parallel discussion among MnDOT, Ramsey County and the City of Saint Paul about the relationship and purpose of arterial corridors such as West 7<sup>th</sup> Street, Shepard Road and I-35E regarding their impacts on traffic patterns, speed limits and more including a subsequent discussion on the best arrangement for ownership and maintenance of West 7<sup>th</sup> Street; and

BE IT FURTHER RESOLVED, Planning Commission recommends that at the completion of the Draft Environmental Impact Statement, the PAC will reconvene to evaluate the technical and financial outlook for the Riverview Corridor project, to determine whether the chosen LPA is likely be under construction by 2025 and make alternate plans if necessary; and

BE IT FINALLY RESOLVED, the Planning Commission recommends the Saint Paul City Council adopt a resolution supporting Alternative 4b and forward to the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

WHEREAS, the Riverview Corridor is a transitway corridor in the cities of Saint Paul and Bloomington Minnesota, serving urban and suburban communities; and

WHEREAS, a pre-project development study has been completed to analyze bus and rail alternatives in the Riverview Corridor study area connecting the Union Depot in downtown Saint Paul, Minneapolis-St. Paul International Airport, the Mall of America in Bloomington and the neighborhoods in-between; and

WHEREAS, a pre-project development study was completed to evaluate and recommend transit service that enhanced mobility and access to opportunities for residents, businesses and the region and to cultivate economic prosperity; and

WHEREAS, The pre-project development study was a joint local and regional planning effort conducted by Riverview Corridor Policy Advisory Committee and led by the Ramsey County Regional Railroad Authority in collaboration with local and regional partners; and

WHEREAS, the study included thorough technical analysis of alternatives including multiple bus and rail modes and multiple route alignments providing service within the study area; and

WHEREAS, the technical analysis identified two separate travel markets in the Riverview Corridor study area; and

WHEREAS, one market, the Highway 5 market, is served by the Riverview Corridor Locally Preferred Alternative; and

WHEREAS, the other market, the Ford Corridor market, consists of the area between the Riverview Corridor Locally Preferred Alternative and the Blue Line in Minneapolis encompassing the Ford Site (see attached figure); and

WHEREAS, by selecting Alternative 4b as the Riverview Corridor Locally Preferred Alternative, the Policy Advisory Committee recognized the need for the City of Saint Paul, Metro Transit and the Ramsey County Regional Railroad Authority to work in consultation with Hennepin County Regional Railroad Authority and the City of Minneapolis to develop and deliver separate transit, livability and economic development investments to the Ford Corridor as soon as possible; and

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

WHEREAS, comments submitted by agencies, adjacent communities, the business sector and the public related to the Ford Corridor during the Riverview Corridor Locally Preferred Alternative comment period and throughout the duration of the pre-project development study will be addressed accordingly in the Ford Corridor technical analysis; and

WHEREAS, the public will continue to be engaged throughout the Ford Corridor technical analysis to ensure that any project resulting from the analysis is reflective of the needs of the diverse communities within the Ford Corridor; and

WHEREAS, Metro Transit, working closely with the City of Saint Paul and the Ramsey County Regional Railroad Authority, are committed to studying and implementing feasible, near-term transit improvements to better serve the existing Highland Park area; and

WHEREAS, the City of Saint Paul, Metro Transit and the Ramsey County Regional Railroad Authority are committed to undertaking an evaluation of how best to serve and connect the Ford Corridor, including a future potential redeveloped Ford site, to a future potential Riverview Corridor, the existing Blue and A Lines, and the existing transit system with new transit options (such as regular route transit, arterial bus rapid transit, and rail transit) or restructured existing regular route bus service that will include the following benchmarks:

- Ramsey County Regional Railroad Authority, working collaboratively with Metro Transit and the City of Saint Paul, to develop a work plan and management structure by April 30, 2018.
- Ramsey County Regional Railroad Authority to secure funding for the analysis by April 30, 2018.
- Establishment of a Policy Advisory Committee, Technical Advisory Committee and Citizens Advisory Committee by August 30, 2018.
- Completion of the study prior to seeking municipal consent for the Riverview Corridor, currently anticipated to be in mid-2020.

NOW THEREFORE BE IT RESOLVED, the Planning Commission recommends that City of Saint Paul request Metro Transit, working closely with the City of Saint Paul and the Ramsey County Regional Railroad Authority, to analyze and implement feasible, near-term transit improvements to better serve the existing Highland Park area; and;

BE IT FURTHER RESOLVED, the Planning Commission recommends that City of Saint Paul request a partnership with Metro Transit and the Ramsey County Regional Railroad Authority to undertake an evaluation of how best to serve and connect the Ford Corridor, including a future potential redeveloped Ford site, to the Riverview Corridor, the existing Blue and A Lines, and the existing transit system with new transit options (such as regular route transit, arterial bus rapid transit, and rail transit) or restructured existing regular route bus service that includes the following benchmarks:

- Ramsey County Regional Railroad Authority, working collaboratively with Metro Transit and the City of Saint Paul, to develop a work plan and management structure by April 30, 2018.
- Ramsey County Regional Railroad Authority to secure funding for the analysis by April 30, 2018.
- Establishment of a Policy Advisory Committee, Technical Advisory Committee and Citizens Advisory Committee by August 30, 2018.

- Completion of the study prior to seeking municipal consent for the Riverview Corridor, currently anticipated to be in mid-2020.

and;

BE IT FINALLY RESOLVED, the Planning Commission recommends the Saint Paul City Council adopt a resolution supporting the Ford Corridor study and forward this resolution to the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.