



Highland District Council  
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***Building a More Vibrant, Welcoming, and Safe Neighborhood***

**Resolution Declaring Riverview Corridor Preferences for Highland Park**

WHEREAS the Riverview Corridor Study has been underway since 2014, working to identify the best option for route and vehicles for a future transit line between downtown Saint Paul, the airport, and beyond; and

WHEREAS Highland Park encompasses a substantial portion of the 12-mile study area, including all potential river crossings; and

WHEREAS Highland Park is a thriving and growing community of hundreds of businesses and over 25,000 residents, many of whom will be directly served by the Riverview Corridor system, and that is ideally situated for convenient access to all major regional destinations served by public transit; and

WHEREAS the economic value, livability, and overall success of multiple development sites in Highland Park, including the future community to be built on the Ford Site, will be greatly influenced by the prospect of high quality public transportation, as reflected in a December 8, 2015 editorial in the St. Paul Pioneer Press; and

WHEREAS Highland Park contains a higher-than-average percentage of residents who use transit, as well as a higher proportion of residents who do not own a vehicle and are more reliant on public transportation; and

WHEREAS the Policy Advisory Committee (PAC) of the Riverview Corridor is nearing the conclusion of the Pre-Project Development phase and will soon make a decision on preferred route and vehicle mode, and because it is in the best interest of Highland Park that the PAC be informed of the wishes of the community;

BE IT THEREFORE RESOLVED, that the Highland District Council sets forth the following list of requirements and concerns:

**REQUIREMENTS of the Riverview Corridor in Highland Park:**

1. Any route alignment must serve the residents of the Shepard-Davern area who are already heavy transit users.
2. Any route alignment must take maximum advantage of the available CP Rail Spur, except where a street alignment is a better option to serve the transportation needs and economic development of West 7th residents and businesses.
3. If the route alignment does not primarily serve the Ford site, a direct connection of comparable quality must be provided from the Ford site to the main line.



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4. Any route alignment along the CP Rail Spur should apply maximum efforts to minimize noise and light intrusion into the surrounding neighborhoods.
5. Any route alignment should provide, wherever feasible, quality bicycle and walking facilities, such as a rail trail and pedestrian-friendly crossings.
6. Arterial BRT is the minimally acceptable mode to ensure Highland Park and Saint Paul remain competitive in the region, and to provide the necessary convenience and comfort to capture “choice” transit users. The HDC remains open to higher infrastructure modes including dedicated guideway BRT, modern streetcar, and light rail.

**CONCERNS ABOUT the Riverview Corridor in Highland Park:**

1. The HDC is concerned about a new river crossing, unless it is on, or immediately adjacent to, the site of an existing crossing, due to the value and natural beauty of the river and surrounding parks.
2. The HDC is opposed to any alignment on Montreal Avenue due to the low population density, lack of commercial properties, and lower economic development impact.
3. The HDC is opposed to heavy rail, or any use of diesel locomotives due the noise, pollution, and lack of local stations.
4. The HDC is opposed to a “no build” option, or any option relying solely on local or express bus service.

Approved April 7, 2016  
By the Highland District Council Board of Directors