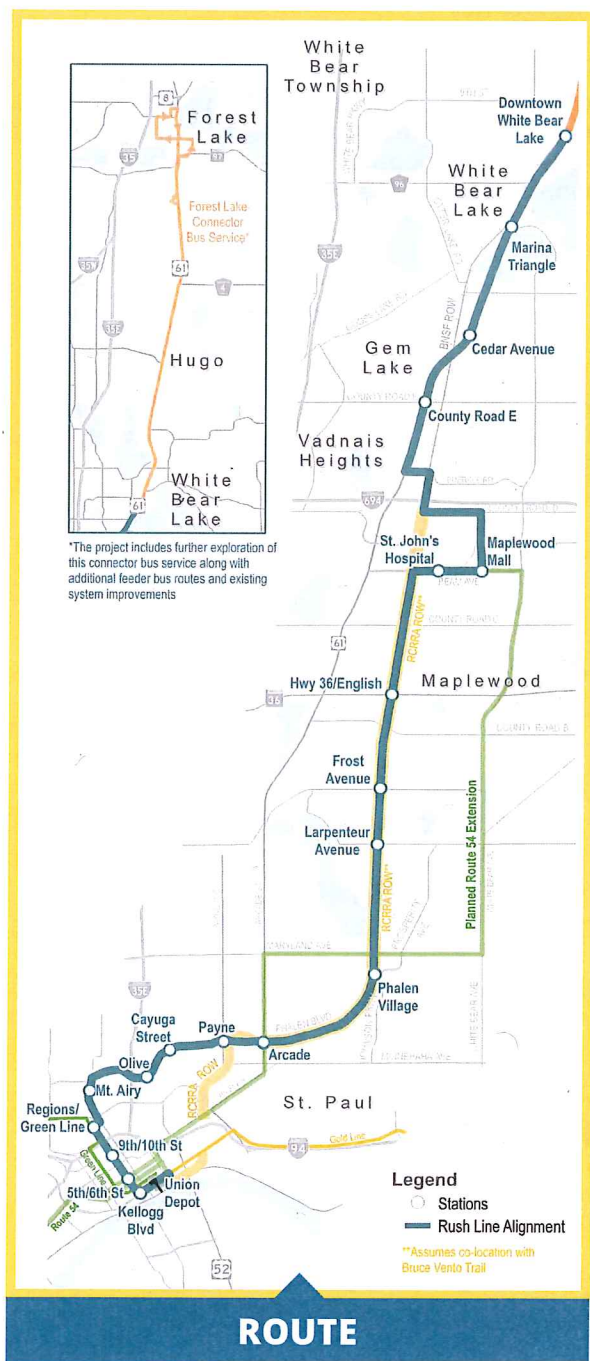
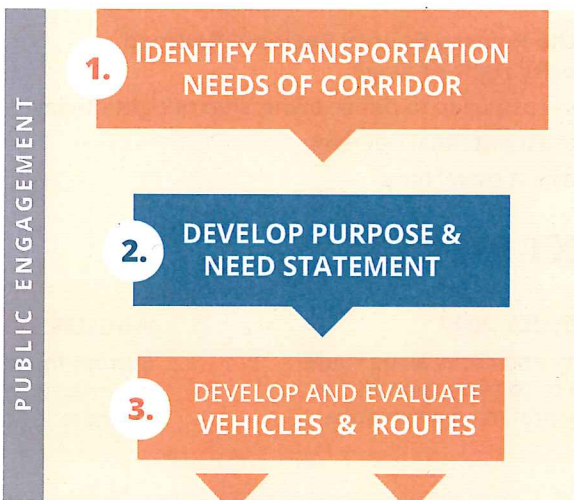


## RUSH LINE PRE-PROJECT DEVELOPMENT STUDY LOCALLY PREFERRED ALTERNATIVE SUMMARY



### STUDY PROCESS



### IDENTIFY TRANSIT INVESTMENT THAT BEST MEETS THE NEEDS OF THE CORRIDOR

Referred to as the *Locally Preferred Alternative (LPA)*



Orange Line BRT, Los Angeles, CA  
Photo Credit: Los Angeles Metro

The Rush Line locally preferred alternative is dedicated guideway bus rapid transit from Union Depot in St. Paul to White Bear Lake, generally along Robert Street, Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way (Bruce Vento Trail), and Highway 61.

- ▶ **Dedicated guideway bus rapid transit will share the Ramsey County Regional Railroad Authority right-of-way with the Bruce Vento Trail.**
- ▶ **The locally preferred alternative is a cost-effective solution that meets federal transit administration benchmarks for funding**
- ▶ **The locally preferred alternative best meets the needs of the corridor**
- ▶ **Why bus rapid transit?**
  - Similar level of service, but half the cost of light rail
  - Fast and frequent
  - Reliable and convenient
  - Catalyst for economic development
- ▶ **Why the Ramsey County Regional Railroad Authority right-of-way?**
  - Less costly due to public ownership of right-of-way
  - Highest potential ridership
  - Shortest travel time

- Greatest development potential due to permanence of dedicated guideway
- No private property acquisitions are anticipated

▶ **Why Phalen/Robert into downtown St. Paul?**

- Serves the most jobs and equity populations (zero-car households, households below poverty)
- Shortest travel time
- Highest potential ridership
- Convenient transfer to METRO Green Line expands transit access within the region

▶ **Why Highway 61 north of I-694?**

- More cost effective than using BNSF Railway right-of-way
- Serves more jobs

▶ **More than 5,000 people participated in the Rush Line study through community events, business outreach, presentations, pop-up events, social media, and online engagement forums.**

## NEXT STEPS ▶

### JUNE/JULY 2017

County and cities along route asked to confirm support for locally preferred alternative

### AUGUST 2017

Submit locally preferred alternative and resolutions of support to Met Council

### FALL 2017

More detailed environmental analysis and public engagement begins

## LOCALLY PREFERRED ALTERNATIVE STATISTICS

APPROX. LENGTH: **14 MILES**

DEDICATED GUIDEWAY: **85-90%**  
*(transit-only) \*important to catalyze economic development*

NUMBER OF STATIONS: **20**  
*includes Union Depot and Maplewood Mall Transit Center*

SCHEDULE: **5A-12A | 7 DAYS/WEEK**  
*starts at 6a on Sunday*

FREQUENCY:  
**RUSH HOUR: EVERY 10 MIN.**  
**NON-RUSH HOUR: EVERY 15 MIN.**

CAPITAL COST (\$2021): **\$420M**  
*(+\$55M for other transit routes in guideway)*

ANNUAL O&M COST (\$2015): **\$7.8-8M**

AVERAGE DAILY RIDERSHIP (2040):  
**5,700-9,700**  
*higher ridership if other transit routes are in the guideway*

TRAVEL TIME: **14 MIN.**  
*one way, White Bear Lake → Maplewood Mall*

TRAVEL TIME: **30 MIN.**  
*one way, Maplewood Mall → St. Paul Central Business District*

TRAVEL TIME: **6 MIN.**  
*one way, St. Paul Central Business District → Union Depot*

# PEOPLE LIVING IN STATION AREAS (2040):  
**60,200**

# JOBS IN STATION AREAS (2040): **106,700**

# PEOPLE LIVING BELOW POVERTY  
IN STATION AREAS (2014): **11,700**

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