



# Riverview Corridor LPA Ford Corridor Study

March 7, 2018

# Riverview Corridor Study Area

- Approx. 12 miles long
- 50,600 residents
- 24,900 households
- 123,900 jobs
- Regional and local connectivity
- Route 54 bus
  - 2017 = 4,400
  - 2040 forecast = 10,700



# Regional Context

## Current Revenue Scenario

### Existing Transitways

1. Blue Line Light Rail
2. Northstar Commuter Rail
3. Red Line Highway BRT
4. Green Line Light Rail
5. A Line Arterial BRT

### Planned Projects

6. Penn Avenue Arterial BRT
7. Orange Line Highway BRT
8. Green Line Extension Light Rail
9. Blue Line Extension Light Rail
10. Gold Line Dedicated BRT
11. Rush Line Dedicated BRT

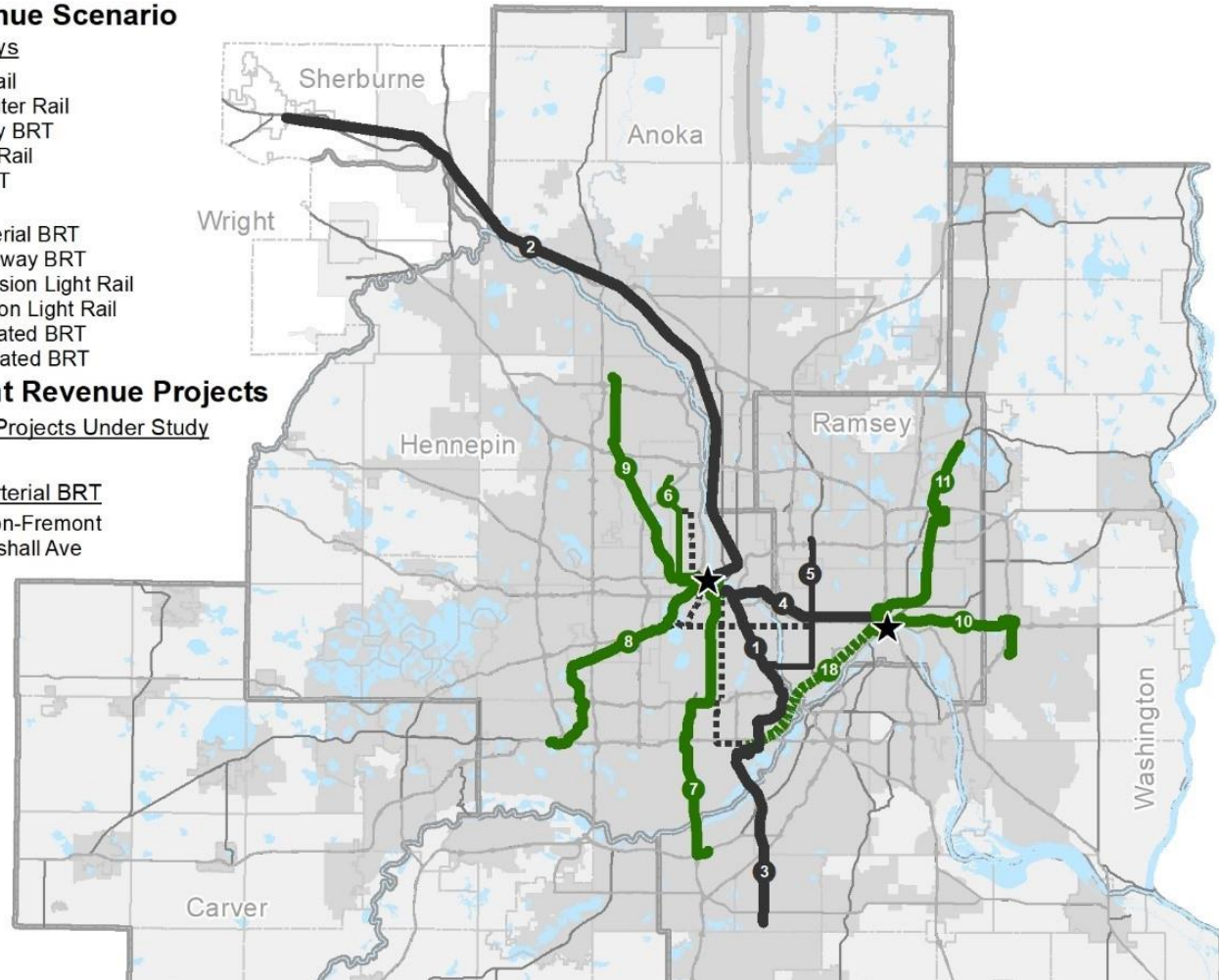
## Future Current Revenue Projects

### Locally Prioritized Projects Under Study

18. Riverview

### Partially Funded Arterial BRT

25. Chicago/Emerson-Fremont
26. Lake Street/Marshall Ave
27. Hennepin Ave



# A Locally Preferred Alternative (LPA):

- A corridor's preferred transit vehicle and route that best meets the needs of the corridor

## The LPA identifies:

- General service plan
- General station locations
- Cost and ridership estimates

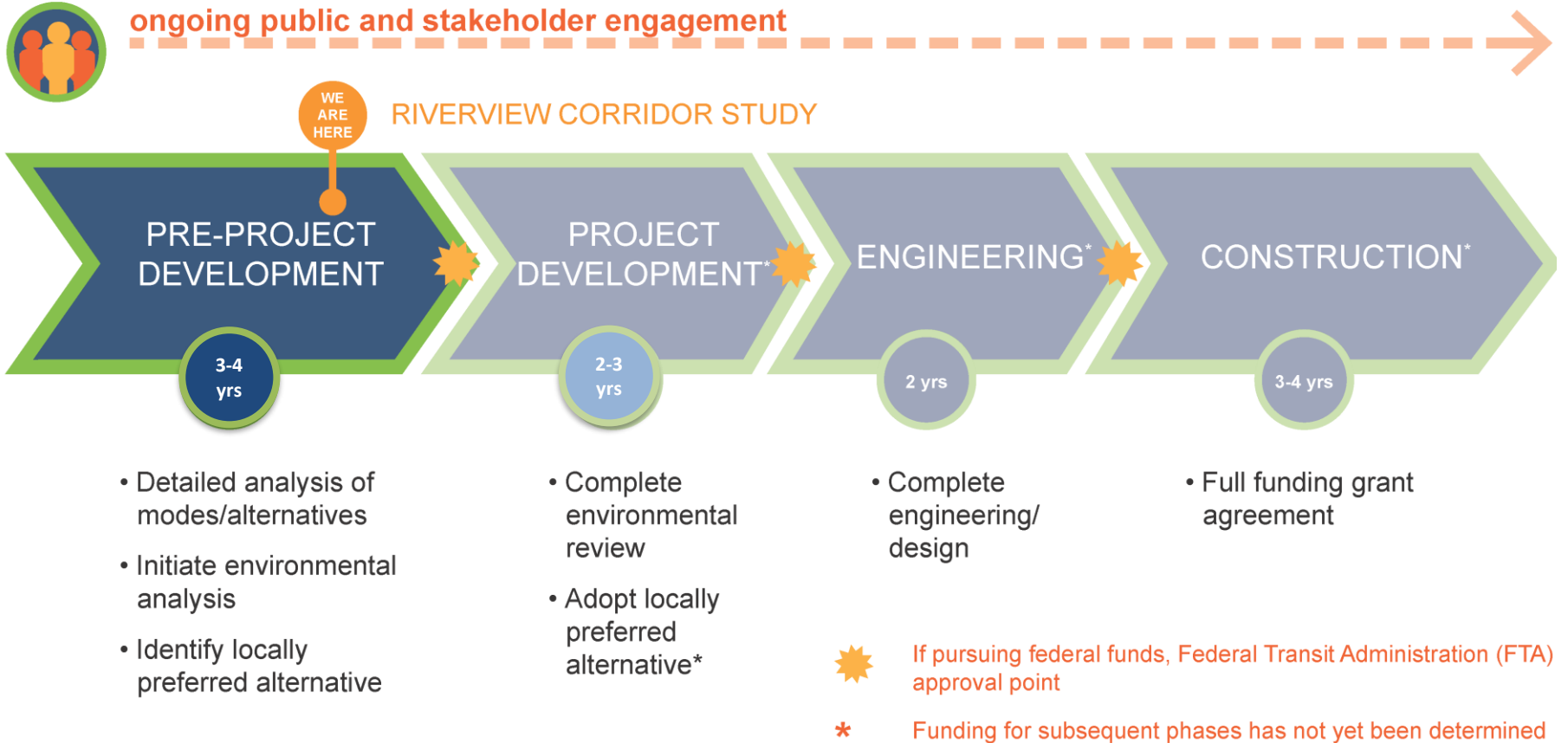
## The LPA is not:

- The end of the technical analysis
  - Further analysis will be needed
- Final approval
  - Local partners will have additional review/approval opportunities

# Project Initiation

- Council Resolution 13-113
  - Requested that RCRRA initiate a study of Riverview Corridor
  - Consider a full range of modes and alignments, including streetcar
  - Recommend a preferred alternative
  - Meet multiple transit and development objectives
  - Approved unanimously

# Study Process



# Process Organization

*Project Lead: Ramsey County Regional Rail Authority*

## Project Advisory Committee

- PED Staff

## Technical Advisory Committee

- PED Staff
- PW Staff

## Policy Advisory Committee

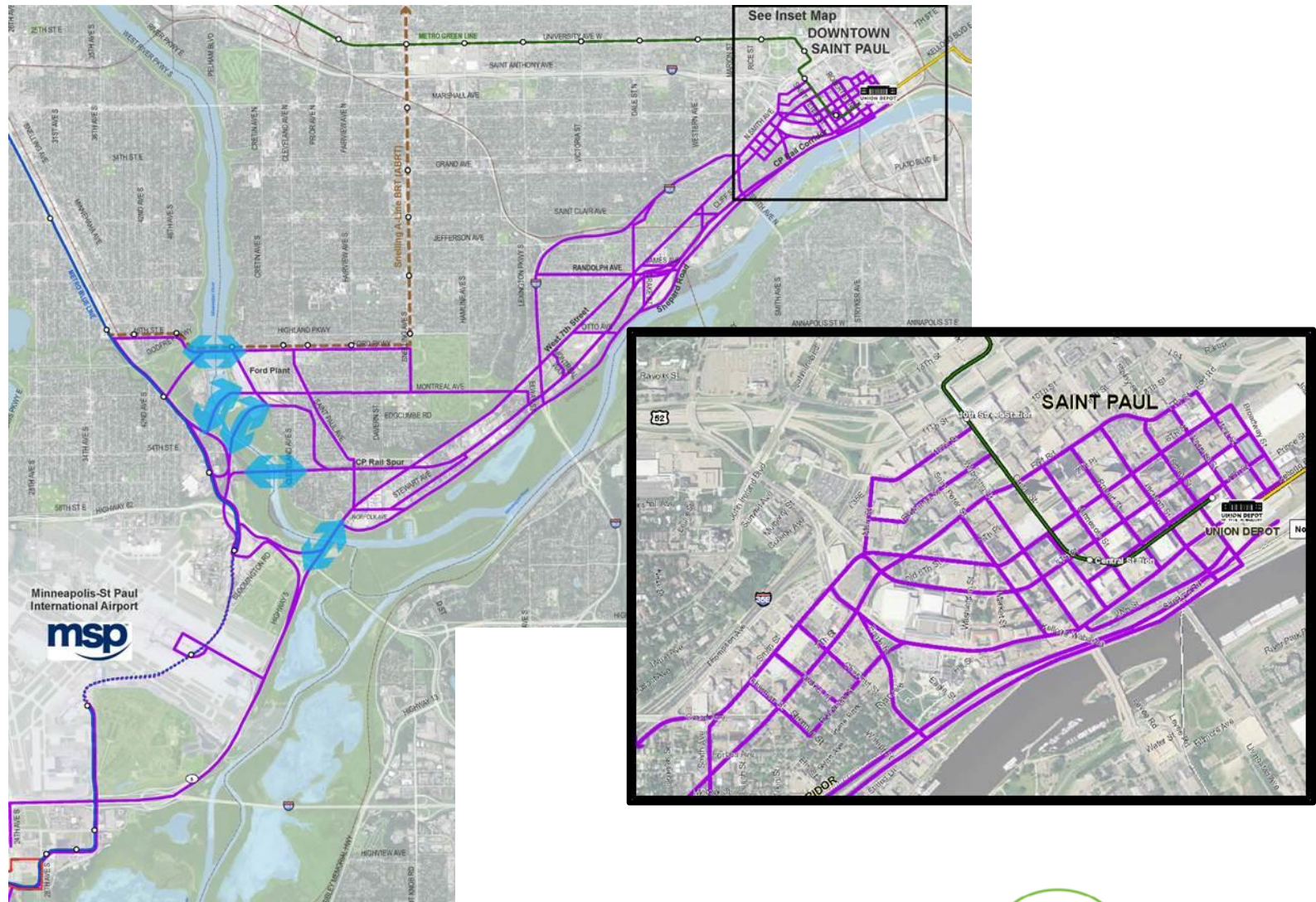
- Mayor's Office
- Councilmember Tolbert
- Councilmember Noecker

## Public Engagement

- Examined 60 different alternatives
- Engaged over 4,600 people via nearly 100 events responding to nearly individual 650 comments
- Saint Paul Transportation Committee and Planning Commission Approval



# Universe of Alignments



Work In Progress; Subject To Change Without Notice



# Universe of Modes

**Local Bus**



**Bus Rapid Transit**



**Modern Streetcar**



**Light Rail Transit**



**Diesel Multiple Unit**



**Commuter Rail**



# How was LPA Selected?

## Local Criteria

- Best meets the purpose and need of the corridor

Growing **population** and **employment** increases travel demand for different travel markets

**Transit-reliant population** also needs improved transit service

Limited opportunity to **improve** the existing **transportation network**

Support and catalyze **reinvestment** and **economic development**

## Federal Criteria

- Alternative most likely to qualify for Federal Transit Administration Capital Investments Grant funding

# Riverview's Locally Preferred Alternative

Alternative

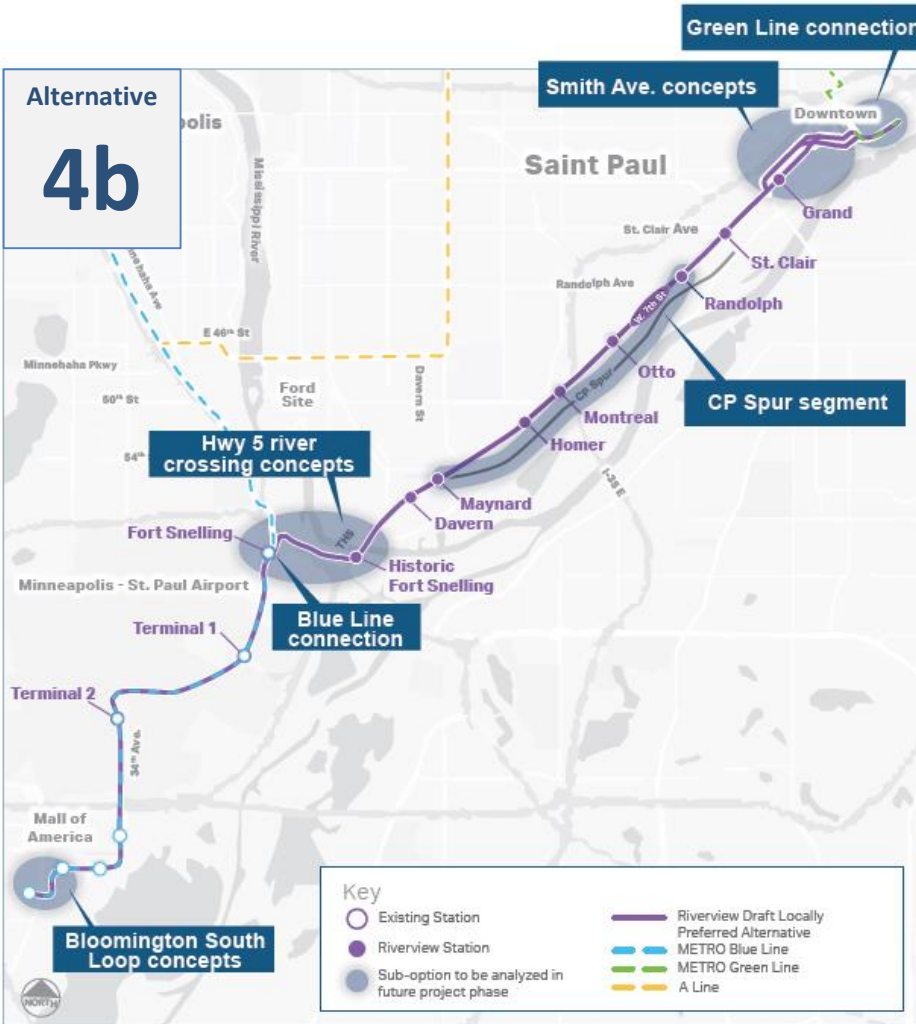
## 4b

### Modern Streetcar: W. 7<sup>th</sup> – Hwy 5/Fort Snelling

- Union Depot to the Mall of America
- Generally along W. 7<sup>th</sup> Street and crossing the river at Hwy 5
- Operates in dedicated and shared use lanes
- Compatible with Blue Line and Green Line (tracks, stations, etc.)
- High amenity stations with level boarding and off-board fare collection

## Modern Streetcar: W. 7<sup>th</sup> – Hwy 5/Fort Snelling

Alternative  
**4b**



### Locally Preferred Alternative Stats:

**11.7 mi.** - Corridor length

**20** – Number of stations

**10 min.** - Peak frequency

**44 min.** - End-to-end travel time

**\$1.4-\$2.0 B** - Capital cost (2025\$)

**\$35 M** - Yearly Operating cost (2027\$)

**13,900** – Daily riders (current year)

**20,400** – Daily riders (2040)



# Why Modern Streetcar?

- Flexibility
- Time Competitive
- Capacity
- Accessibility



Atlanta

Source: City of Atlanta



Seattle

Source: Seattle Department of Transportation

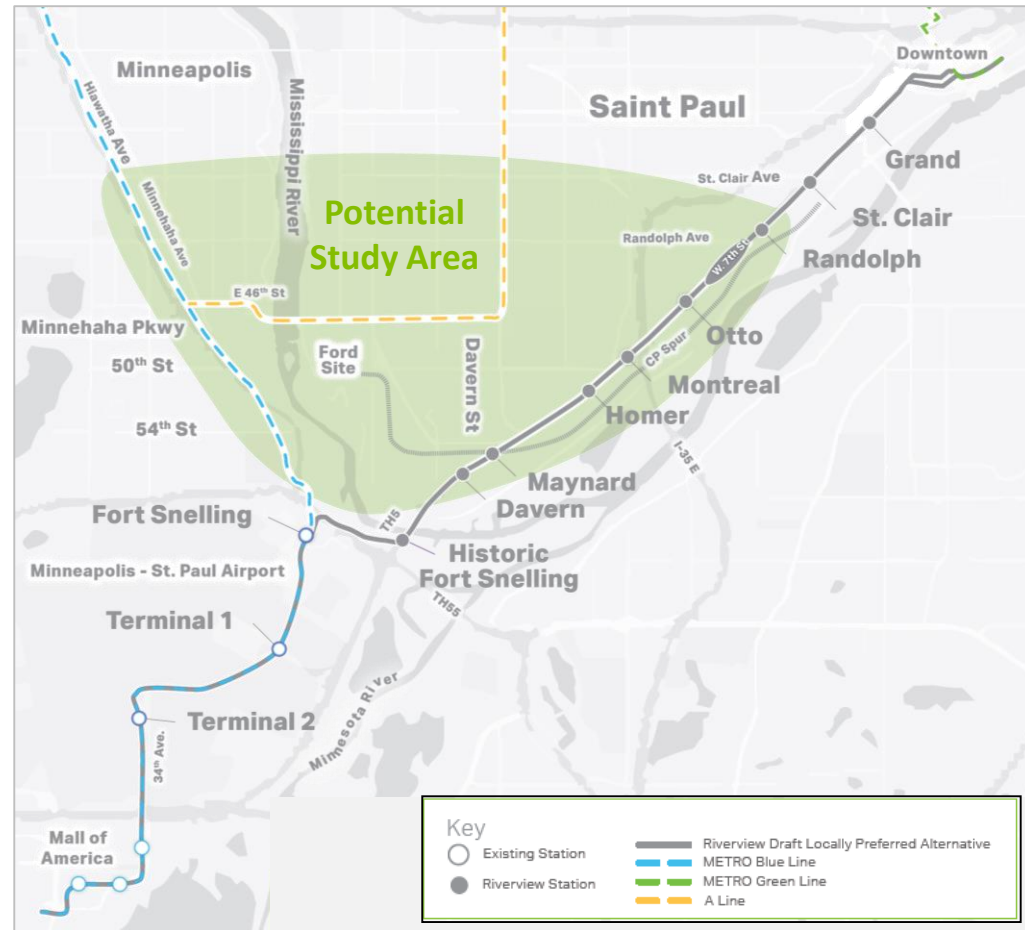


Kansas City

Source: Omaha World-Herald

# Ford Corridor Study

- Why separate study?
  - Distinct travel market
- Commitment to a separate study of near-term transit improvements
- Commitment to a separate study of medium and long-term transit improvements
- Begin both analyses in 2018
- Partners include
  - City of Saint Paul
  - Ramsey County Regional Railroad Authority
  - Metro Transit





# Next Step: LPA

**Spring, 2018** ● **Local resolutions of support for the Locally Preferred Alternative** (Saint Paul, Bloomington, MAC, Ramsey and Hennepin Counties)

If approved

**2018** ● Forward locally preferred alternative to the Metropolitan Council for consideration in regional Transportation Policy Plan

**Summer, 2018** ● Initiate the Draft Environmental Impact Statement

# Following Step: Environmental Review

## Route

- Green Line connection
- Seven Corners/Smith Ave
- CP Spur parallel to W. 7<sup>th</sup> Street
- Hwy 5 river crossing
- Bloomington South Loop/Mall of America

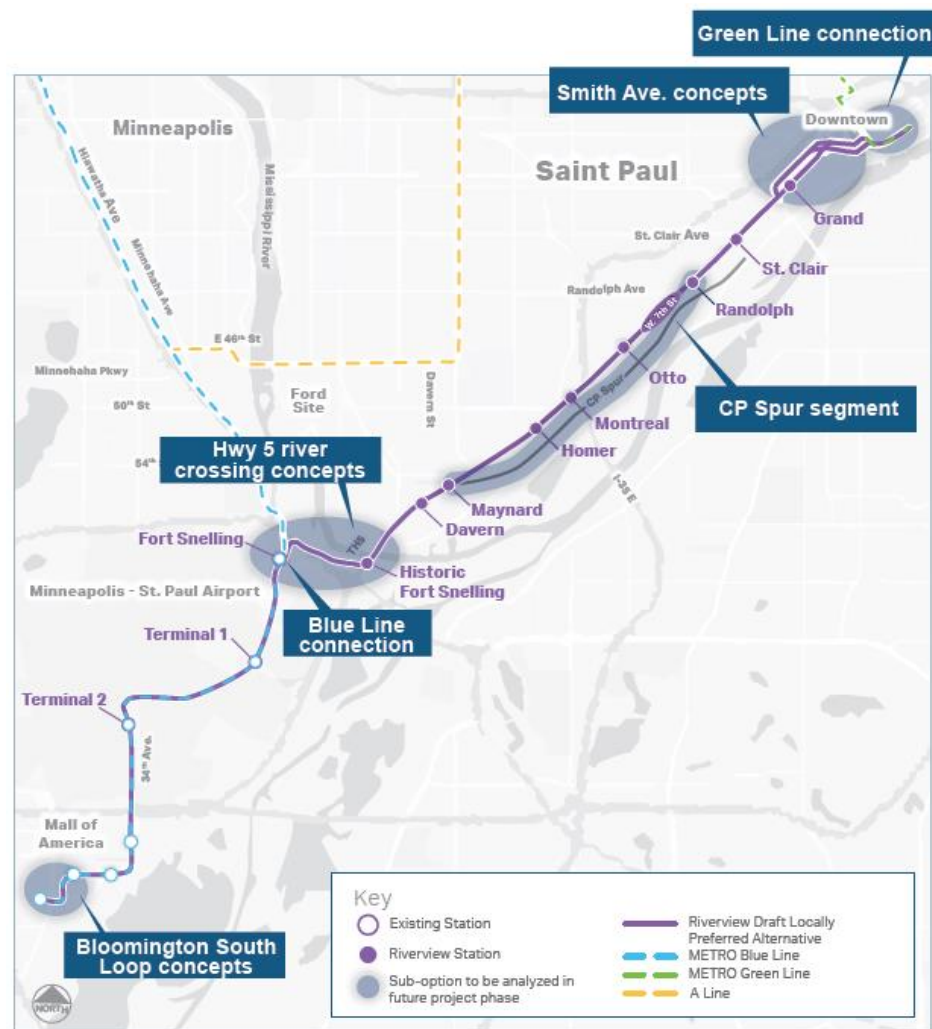
## Operating Environment

- Dedicated and shared use
- Center- or side-running

## Station Area Planning

## Address Concerns

- Streetscape
- Multimodal access
- Business impacts



# Questions?



[www.riverviewcorridor.com](http://www.riverviewcorridor.com)



[info@riverviewcorridor.com](mailto:info@riverviewcorridor.com)



651-266-2760



[Facebook.com/riverviewcorridor](https://Facebook.com/riverviewcorridor)



[@riverviewstudy](https://twitter.com/riverviewstudy)