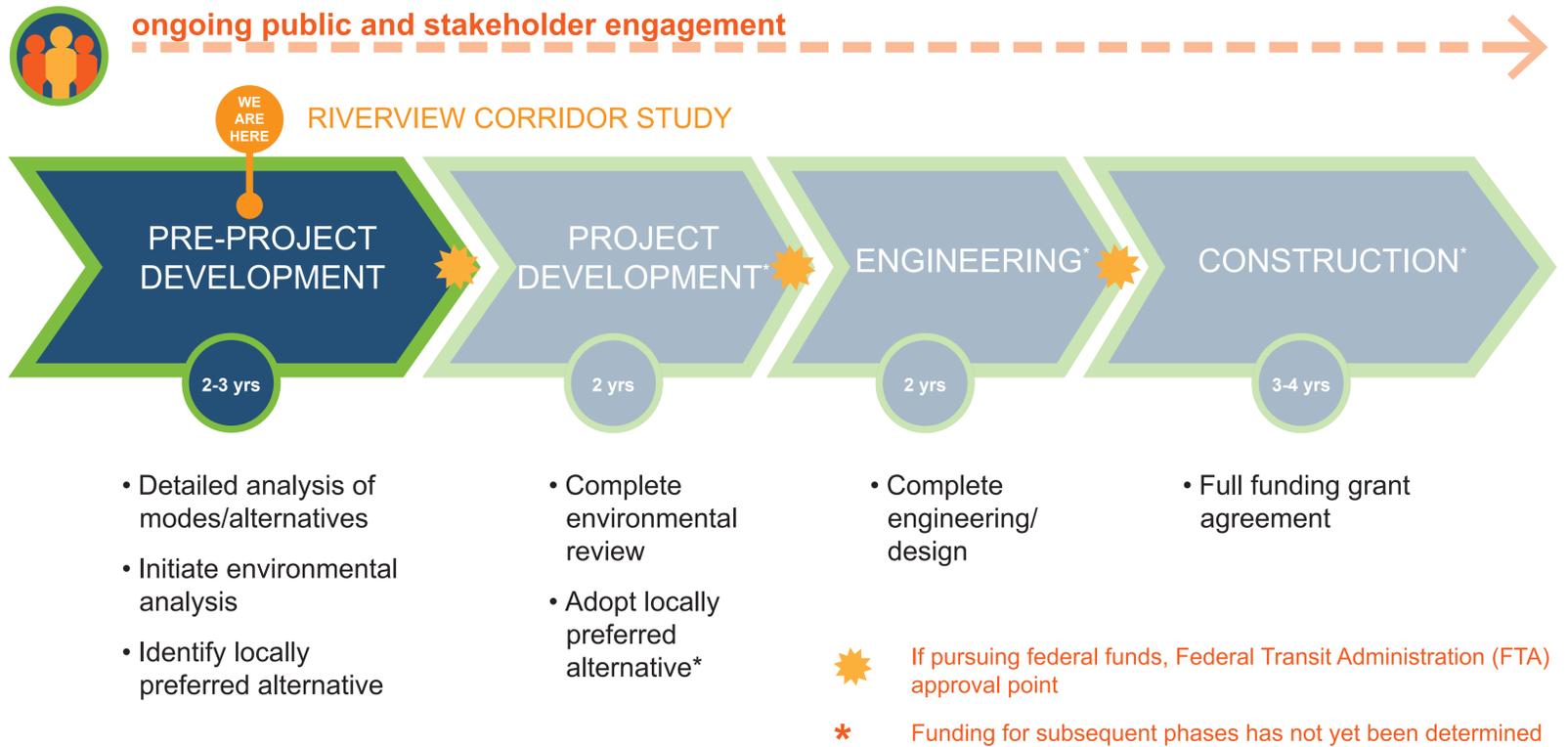
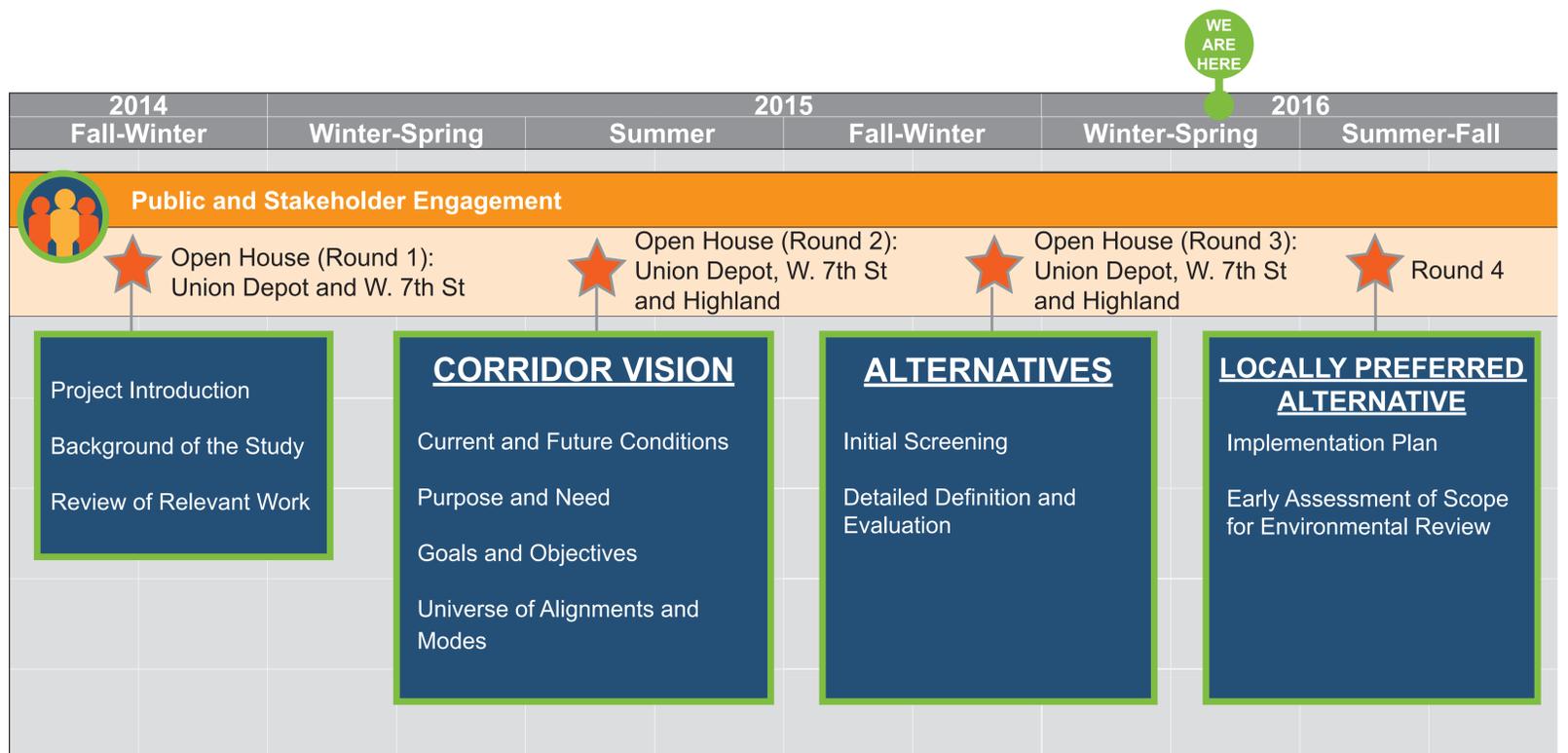


# Overview of Process

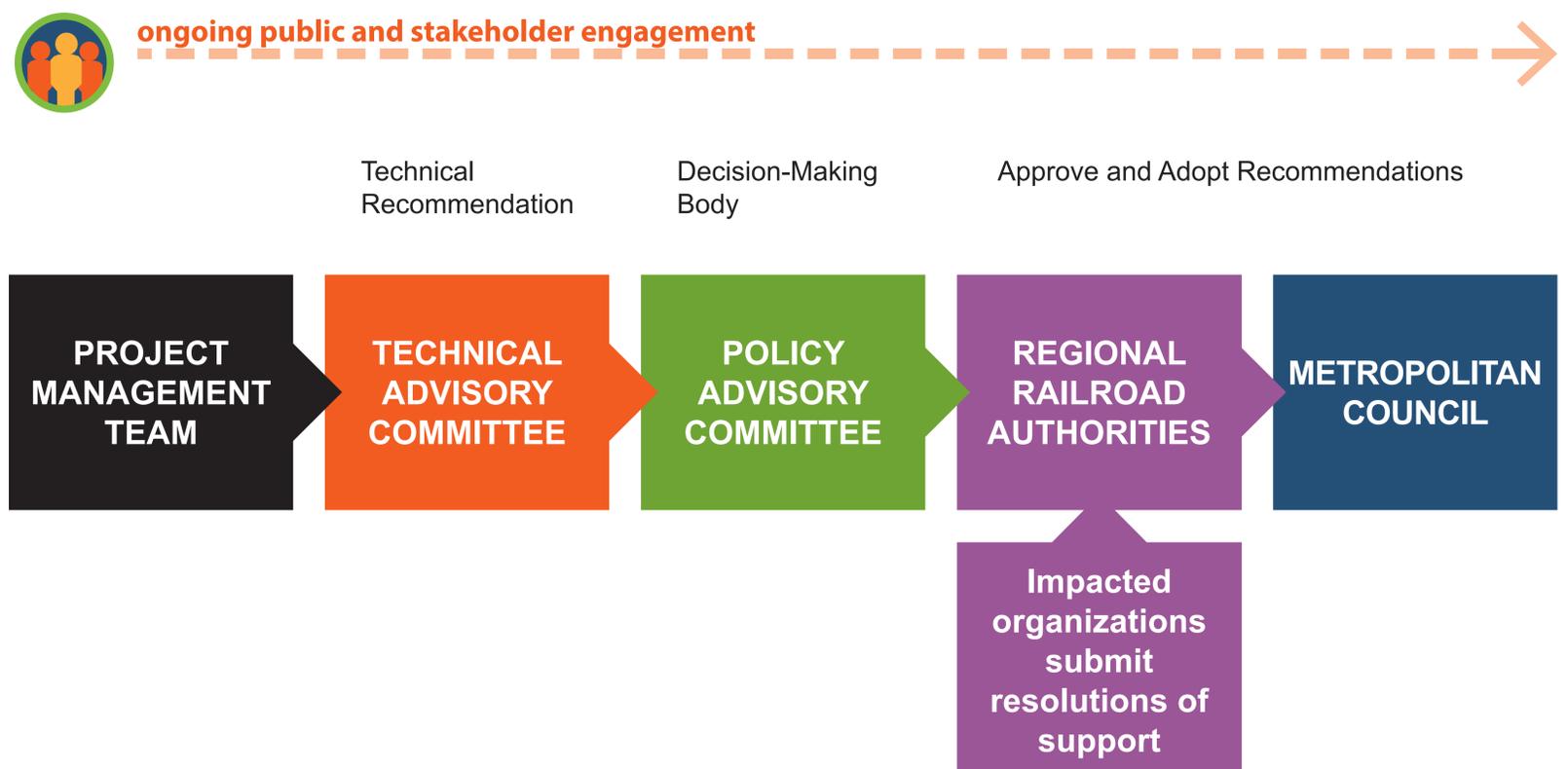
## Project Development and Implementation



## Study



## Identifying the Locally Preferred Alternative



## INITIAL SCREENING CRITERIA

Serves a variety of trip purposes/travel markets

Trip purposes: Work (various shifts), entertainment, recreation, shopping, education  
Travel markets: Downtown, neighborhoods, attractions, airport

Meets demand for frequent, all-day service

Different reasons for travel in the corridor that contribute to all-day transit demand market

## MODES ADVANCING

### Local Bus



- Meets both criteria
- Serves as basis of comparison for alternatives and subsequent work
- Meets the Purpose and Need; carry forward for further analysis

### Arterial Bus Rapid Transit



- Meets both criteria
- Meets the Purpose and Need: carry forward for further analysis

### Dedicated Bus Rapid Transit



- Meets both criteria
- Meets the Purpose and Need: carry forward for further analysis

### Light Rail Transit



- Meets both criteria
- Meets the Purpose and Need: carry forward for further analysis

### Diesel Multiple Unit



- Meets both criteria
- Meets the Purpose and Need: carry forward for further analysis

### Modern Streetcar



- Meets both criteria
- Meets the Purpose and Need: carry forward for further analysis

### Hybrid Bus/Hybrid Rail

- Mix of Dedicated and Arterial BRT
- Mix of LRT and Modern Streetcar
- Define concept during Detailed Analysis
- "Right-size" for Riverview Corridor
- Types of trips
- Demand for frequent, all-day service
- Physical characteristics
- Meets both criteria
- Meets the Purpose and Need: carry forward for further analysis

Riverview Corridor functions as an urban corridor, with riders boarding and alighting at all locations, in both directions, and throughout the day.

A diverse range of destinations and reasons that people travel, contributes to a strong, all-day transit market within the corridor.

## MODES ELIMINATED

### Highway Bus Rapid Transit



- Difficult to serve short trips in the corridor due to limited interchange spacing (1/2 to 1 mile)
- Does not meet Purpose and Need

### Commuter Rail



- Typical station spacing (greater than 1 mile) would not serve short trips in the corridor
- Focus on commuter trips is incompatible with demand for frequent, all-day service
- Does not meet Purpose and Need



# Public Engagement

Ramsey County Regional Railroad Authority (RCRRA) has actively engaged the public and stakeholders to gather feedback and answer questions during the Riverview Corridor Transit Study.

## PUBLIC ENGAGEMENT IS ESSENTIAL FOR:

- Sharing information
- Making informed decisions
- Building consensus

## OUTREACH HAS OCCURRED IN THE FOLLOWING WAYS:

- Project committee meetings, public meetings and stakeholder interviews
- Presentations to local organizations and district councils
- Presence at community and special events
- Pop-up informational tables at activity centers and places of employment
- Online engagement through the project website
- Social media and web-based engagement
- Email updates

## WHY ARE COMMENTS COLLECTED?

- Hear first-hand information about community-specific issues and concerns
- Provide fresh perspectives and multiple points of view
- Input contributes to better decisions

## HOW ARE COMMENTS USED?

- Comments are shared with the study's Technical and Policy Advisory Committees
- Community input is considered in the decision-making process



Since the start of the transit study in August 2014, over 1,600 stakeholder and public engagement contacts have been made

## Community Input + Detailed Analysis

Evaluating alternatives (modes + routes) with community input will provide decision makers with the information necessary to make an informed decision on the best transit solution for the Riverview Corridor.

Visit

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

for additional details on complete engagement activities

## How did public comments affect the Initial Screening results?

Public comments requested the north extension of the CP Rail line be included, and confirmed the importance of the Mississippi River natural and historic area.

As a result of public comment all five potential river crossings will advance for further study:

- Ford Parkway
- Trunk Highway 5
- Montreal Avenue Extension
- North Extension of CP Rail Spur
- South Extension of CP Rail Spur

## SOUTH LOOP ROUTES

Routes from Minneapolis-St. Paul International (MSP) Airport through the South Loop District to the Mall of America were not screened as part of the Initial Screening phase.

South Loop routes will be included with the alternatives advancing for more detailed study. Policy Advisory Committee approved incorporation of the following information on the South Loop routes:

- No rail transit on inbound roads to the MSP Airport
- Redesign/reconstruction of Mall of America Transit Center

## FORD SITE ROUTES

Confirmed elimination of Ford Parkway from the Detailed Analysis phase.

Ford Site routes that will advance for further study:

- CP Rail Spur
- Saint Paul Avenue
- Montreal Avenue

## DOWNTOWN SAINT PAUL ROUTES

Confirmed that downtown routes should utilize existing infrastructure as much as possible and serve major activity centers.

Thirteen Downtown Saint Paul routes will advance for further study.

## TRUNK ROUTES

Confirmed the elimination of Shepard Road and I-35E as trunk routes.

W. 7th Street and CP Rail routes will advance for further study.

## TRANSIT MODES

Public comments requested that personal rapid transit and vintage trolley be considered as transit modes. Both modes were evaluated and found to be inconsistent with the study goals and objectives.

Modes to be analyzed for implementation:

- Arterial Bus Rapid Transit (BRT)
- Dedicated Bus Rapid Transit
- Light Rail Transit (LRT)
- Modern Streetcar
- Diesel Multiple Unit (DMU)
- Hybrid Bus (service characteristics of Dedicated and Arterial BRT)
- Hybrid Rail (service characteristics of LRT or DMU and Streetcar)

# What's Next?

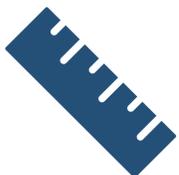
## DETAILED DEFINITION

How would bus or rail operate in the corridor?



### PEOPLE

- Homes, jobs, learning
- Shopping, recreation



### PHYSICAL FIT

- CP Rail: Freight property
- W. 7th St: State road



### SERVICE

- Frequent
- All-day



### STOPS

- Convenient, accessible
- Comfortable



### FORD SITE

- One-seat ride or transfer?



### MISSISSIPPI RIVER

- Existing or new bridge?



### MSP INTERNATIONAL AIRPORT

- Bus: Existing/programmed roads
- Rail: Existing Blue Line



### MALL OF AMERICA

- Walk time to/from nearest stop
- High traffic volumes

## DETAILED EVALUATION

How would each detailed alternative perform vs. Purpose and Need?



### RIDERSHIP

- How many people would use it?



### COST

- Construction
- Operation and maintenance



### NEIGHBORHOODS

- Access
- Connections



### BUSINESSES

- Traffic and circulation
- Parking
- Safety and security



### ENVIRONMENT

- Parkland
- Historic and cultural resources



### ECONOMIC GROWTH

- Corridor
- Region, state, national



### CONSTRUCTION EFFECTS

- Noise
- Vibration
- Circulation/access



### EQUITY

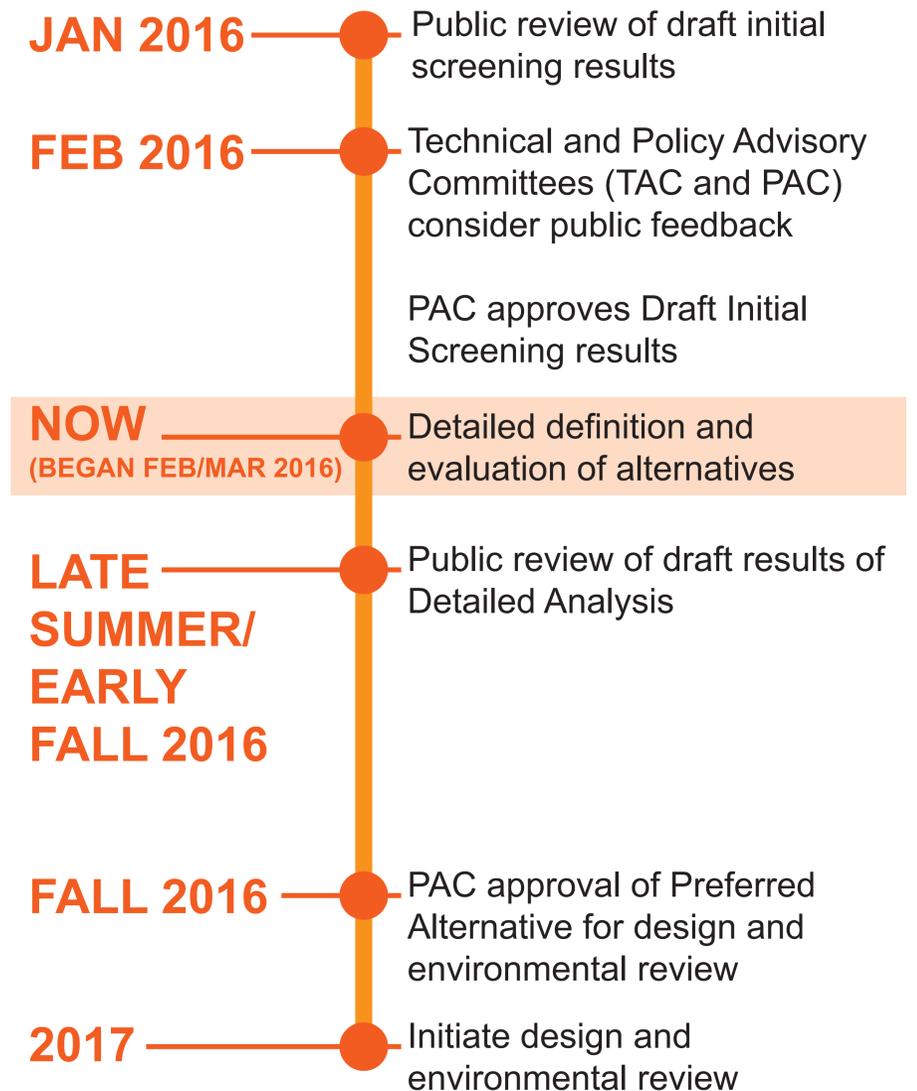
- Service to transit-reliant populations
- Access to economic opportunities



### TRANSPORTATION

- Connections to local and regional systems

## TIMELINE



## STAY INVOLVED

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