

# Riverview Corridor Pre-Project Development Study

## What is the Riverview Corridor Study?

The Ramsey County Regional Railroad Authority is leading a Pre-Project Development (PPD) Study to research, analyze and identify the viability of a new transitway connecting downtown Saint Paul, MSP Airport and the Mall of America, and serving the neighborhoods in the corridor.







The purpose of the Riverview Corridor Study is to:

- improve mobility and access to opportunities,
- support redevelopment and business expansion, and
- better serve transit reliant people.



## Where is the Study Now?

The Riverview Corridor Policy Advisory Committee (PAC) voted to carry forward six alternatives:

- |   |   |
|---|---|
| <b>1 No-Build (Route 54)</b>  |  |
| <b>2 Arterial BRT (via Hwy 5)</b>   |  |
| <b>4b Modern Streetcar: W. 7<sup>th</sup> – Hwy 5/Fort Snelling</b>             |  |
| <b>6 Modern Streetcar: W. 7<sup>th</sup> – Ford Site</b>                        |  |
| <b>8 Modern Streetcar: W. 7<sup>th</sup> – CP Spur – Ford Site</b>              |  |
| <b>10b Modern Streetcar: W. 7<sup>th</sup> – CP Spur – Hwy 5/ Fort Snelling</b> |  |

## GET INVOLVED



## Characteristics of Alternatives Carried Forward

Key Characteristics	#1 No-Build (Route 54)	#2 Arterial BRT	#4b Modern Streetcar: W. 7 <sup>th</sup>	#6 Modern Streetcar: W. 7 <sup>th</sup> - Ford Site	#8 Modern Streetcar: W. 7 <sup>th</sup> - CP Spur- Ford Site	#10b Modern Streetcar: W. 7 <sup>th</sup> -CP Spur
<i>River Crossing</i>	Hwy 5	Hwy 5	Hwy 5	Ford Pkwy	Ford Pkwy	Hwy 5
<i>Length</i>	12.4 miles	12.4 miles	11.7 miles	15.7 miles	15.8 miles	11.9 miles
<i>Number of Stations</i>	26	26	20	27	27	20
<i>Travel Time (Union Depot-Mall of America)</i>	41 min	39 min	44 min	56 min	54 min	43 min
<i>2040 Daily Ridership</i>						
<i>Total</i>	10,700	11,100	20,400	19,000	18,400	19,600
<i>Transit-Dependent</i>	N/A	3,200	4,600	4,400	4,200	4,500
<i>New Riders</i>	N/A	200	2,700	1,800	1,500	2,200
<i>Capital Cost (2015\$)</i>	N/A	\$75M	\$1.0B - \$1.3B	\$1.2B - \$1.4B	\$1.2B - \$1.5B	\$1.1B - \$1.4B
<i>O&amp;M Cost (2015\$)</i>	N/A	\$10M	\$24M	\$28M	\$28M	\$24M
<i>Cost per Rider</i>	N/A	\$4-\$6	\$10 - \$11	\$12 - \$14	\$12 - \$14	\$10 - \$12

### What will be done next?

The Riverview Corridor study team will complete the detailed evaluation of the six transit route and vehicle alternatives and the Policy Advisory Committee will choose a Locally Preferred Alternative (one route, one vehicle) by the end of 2017.

Public Engagement on the Draft Detailed Evaluation	July – August
Draft Locally Preferred Alternative	September – October
Open House and Public Hearing	November
Locally Preferred Alternative	December

The selection of a Locally Preferred Alternative (LPA) is not the end of the study. The study team will further evaluate the environmental and community impacts of the LPA and determine how to mitigate or avoid them.