



Draft Locally Preferred Alternative

November 13, 2017

Transportation Committee, Metropolitan Council

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



Project Implementation Plan

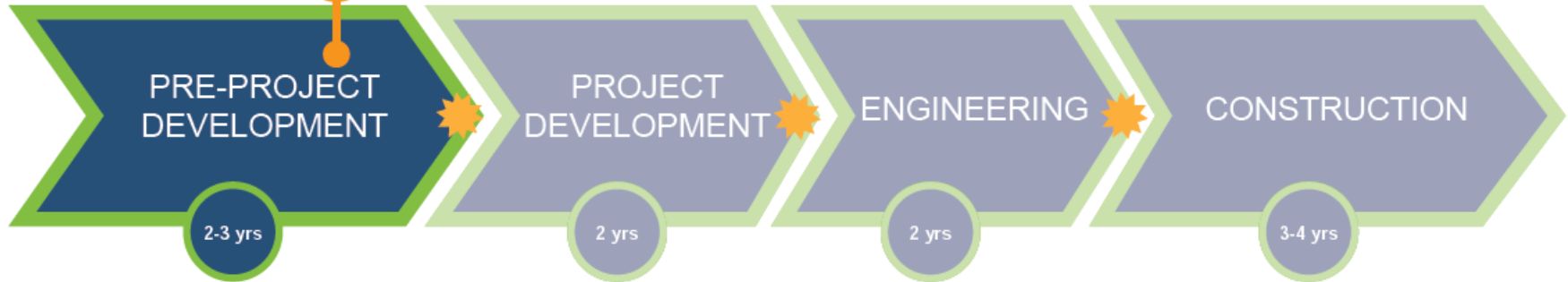


ongoing public and stakeholder engagement



WE
ARE
HERE

RIVERVIEW CORRIDOR STUDY



> Detailed analysis of modes/alternatives

> Initiate environmental analysis

> Identify locally preferred alternative

> Complete environmental review

> Complete engineering/design

> Full funding grant agreement

★ If pursuing federal funds, Federal Transit Administration (FTA) approval point

Study Process

Completed August 2015

CORRIDOR VISION

- Current and future conditions
- Review of relevant work
- Purpose and need
- Goals and objectives

Completed August 2017

ALTERNATIVES ANALYSIS

- Initial Screening
(completed February 2016)
- Detailed Definition
- Detailed Evaluation
March – August 2017

Fall/Winter 2017

LOCALLY PREFERRED ALTERNATIVE

- Vehicle and route of Locally Preferred Alternative
- Implementation Plan

WE
ARE
HERE

Strategic Communications / Public and Stakeholder Outreach

HOW DID WE GET HERE?

Where We Started

Vehicles



Local Bus



Bus Rapid Transit



Modern Streetcar



Light Rail Transit



Diesel Multiple Unit



Commuter Rail

Routes

Universe of Alignment Alternatives, FINAL

13 August 2015

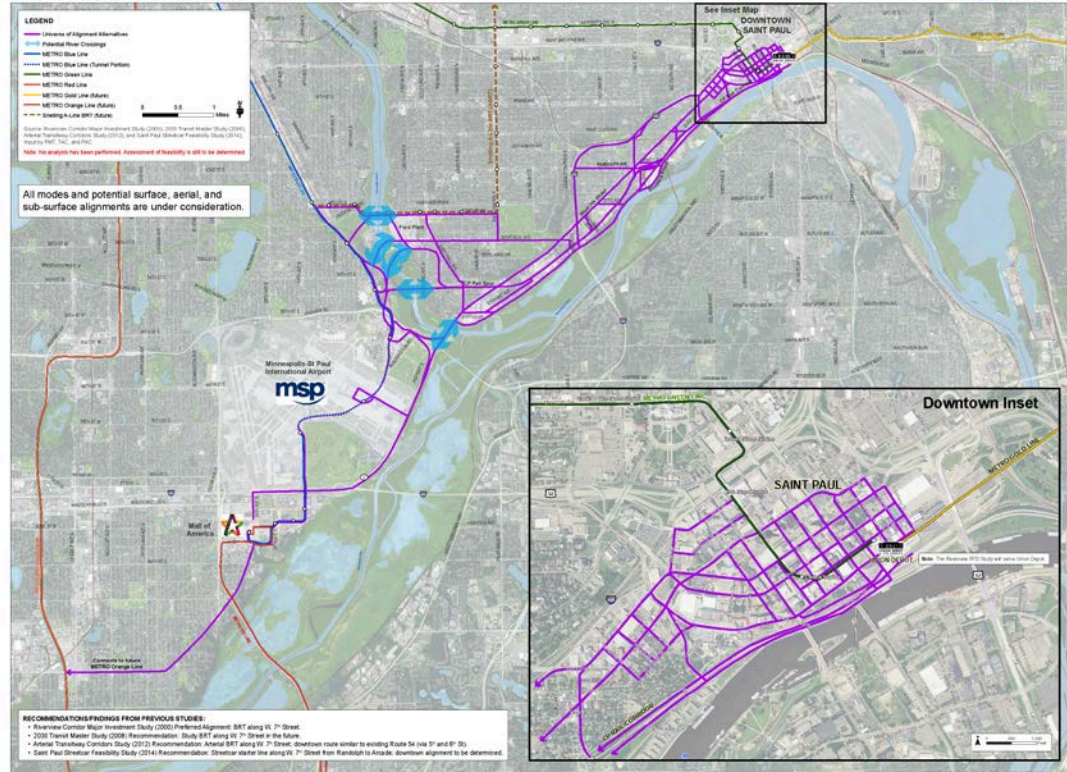


Photo sources: Metro Transit, Ramsey County Regional Railroad Authority, Transportation for America, City of Austin

Evaluation Based on Technical Criteria



-  CULTURAL / HISTORIC RESOURCES
-  PARKLAND
-  MISSISSIPPI RIVER
-  WETLAND / FLOODPLAIN



-  PARKING IMPACTS
- RIGHT-OF-WAY
-  VISUAL
-  NOISE / VIBRATION
-  CONSTRUCTION IMPACTS





- TRAVEL TIME
- USE OF EXISTING INFRASTRUCTURE
- CONNECTIONS TO LOCAL/REGIONAL SYSTEMS
-  SAFETY
-  TRAFFIC
- FREIGHT
-  RIDERSHIP



-  CAPITAL COST
- OPERATING & MAINTENANCE COST
-  COST-EFFECTIVENESS



- CONNECTIONS TO KEY ACTIVITY CENTERS
- PROXIMITY TO AFFORDABLE HOUSING
-  EMPLOYMENT
-  DEVELOPMENT POTENTIAL
- PEDESTRIAN ACCESS
- BICYCLE ACCESS
-  POPULATION
-  PROXIMITY TO ZERO-CAR HOUSEHOLDS

 Federal Transit Administration New Starts / Small Starts Criteria
 Requires further analysis during the environmental phase of project

Community Engagement

- Over 4,400 participants
- 93 events
 - 39 presentations
 - 24 pop-ups
 - 14 community events
 - 14 public meetings
 - 3 workshops
- Received and responded to over 500 comments



What We Heard

- Rail transit's ease of use is preferred
- Transit system connectivity, e.g. to airport
- Transit saves employees cost of parking
- Concern about business and neighborhood impacts
- Keep Ford Site in mind throughout the study
- Route 54: Good service frequency, but crowded
- Improve transit service – frequent, fast, reliable



Community Input has Shaped the Process

- Purpose and need for transit improvements
- Goals and objectives
- Routes and vehicles to study
- Potential station locations
- Challenges and opportunities of each alternative



DRAFT LOCALLY PREFERRED ALTERNATIVE FOR PUBLIC COMMENT

Definition of 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

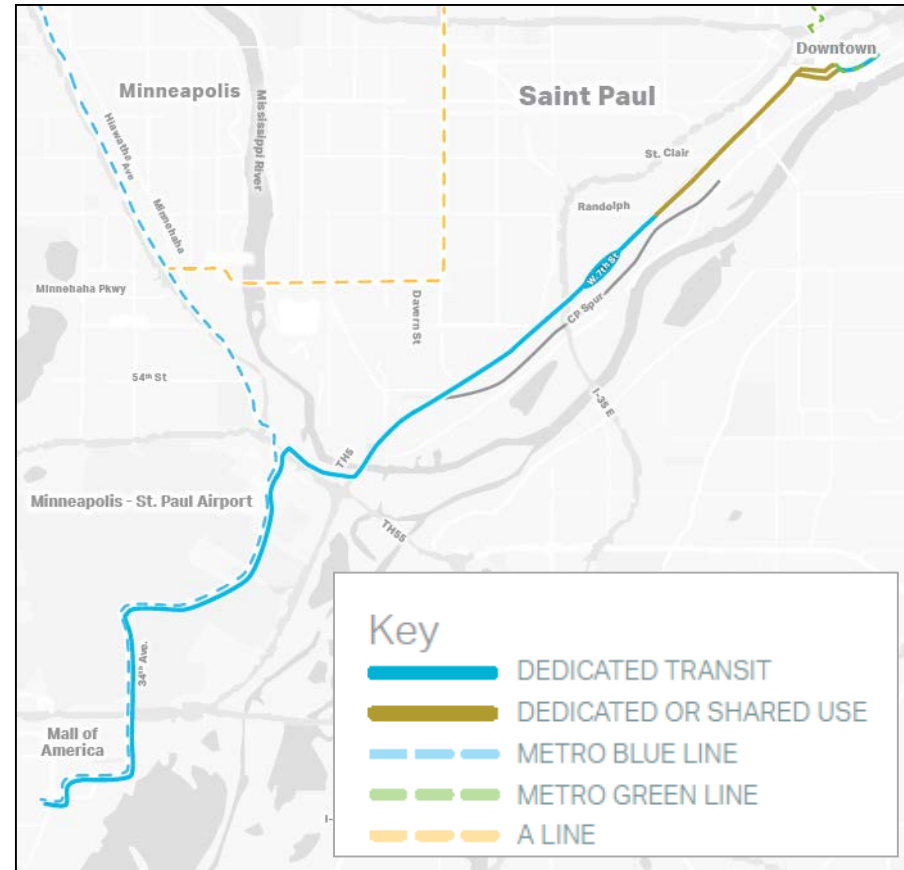
The LPA is not:

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

What is Modern Streetcar?

For Riverview Corridor

- Operating Environment
 - Dedicated and shared use lanes
- Infrastructure compatible with Blue & Green Lines
 - Tracks, signals, power
 - Operations and maintenance
 - Stations
- Station Features
 - Level boarding
 - Pay before you board
 - High amenity stations



Work in progress; subject to change without notice

Modern Streetcar Examples



Atlanta

Source: City of Atlanta



Detroit

Source: Qline, M-1 Rail



Seattle

Source: Seattle Department of Transportation



Portland

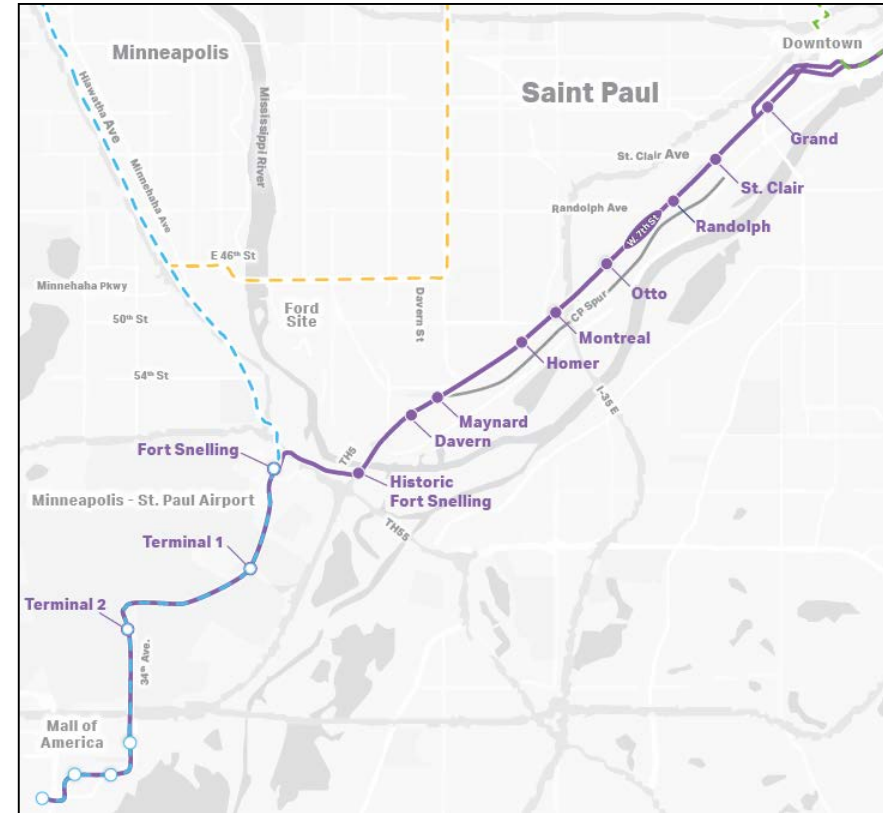
Source: TriMet

Alternative

4b

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling

- Modern streetcar from Union Depot to the Mall of America
- Generally along W. 7th Street and crossing the river at Hwy 5
- Additional analysis is required for
 - Seven Corners
 - CP Spur
 - Fort Snelling
 - Bloomington South Loop
- Ford Site connectivity to be explored through a separate study in 2018



Alternative

4b

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling



2040 Daily Ridership

Highest ridership : 20,400 riders per day; 4,600 transit-dependent riders; 2,700 new riders



Travel Time

44 minutes to travel ~11.7 miles
Union Depot – Randolph: 14 minutes
Randolph – MSP Airport Terminal 1: 18 minutes
MSP Airport Terminal 1 – Mall of America: 12 minutes
Frequency – 10 minutes (peak)



Construction

Assumes full road reconstruction, utility relocation, tracks and electrification, and new stations



Development Potential

Higher development potential due to fixed guideway



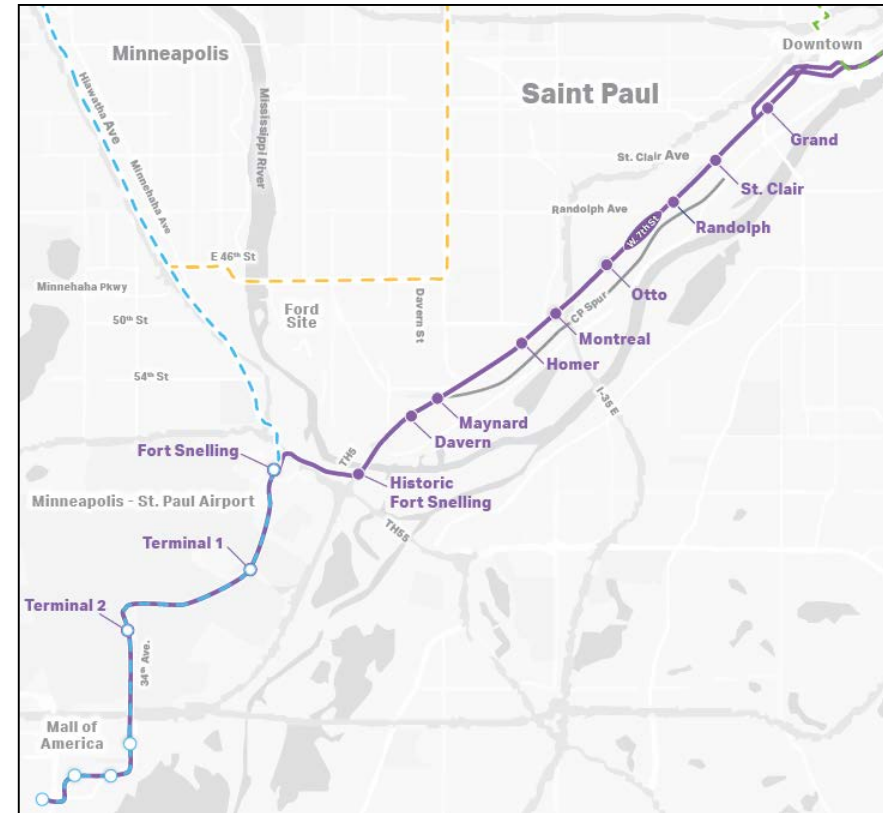
Environmental Considerations

Major environmental considerations include new river crossing, parkland, Historic Fort Snelling, tribal coordination, cultural and historic resources



Cost per 2040 Rider

Lowest cost per rider of modern streetcar alternatives:
\$10-11



Alternative

4b

Modern Streetcar: W. 7th – Hwy 5/Fort Snelling



Capital Cost (2015\$)

\$1.0B - \$1.3B



Operations and Maintenance Cost (2015\$)

\$24M per year



Population in Station Areas

28,300 (2010); 45,400 (2040)

20 stations



Employment in Station Areas

86,900 (2010); 115,400 (2040)



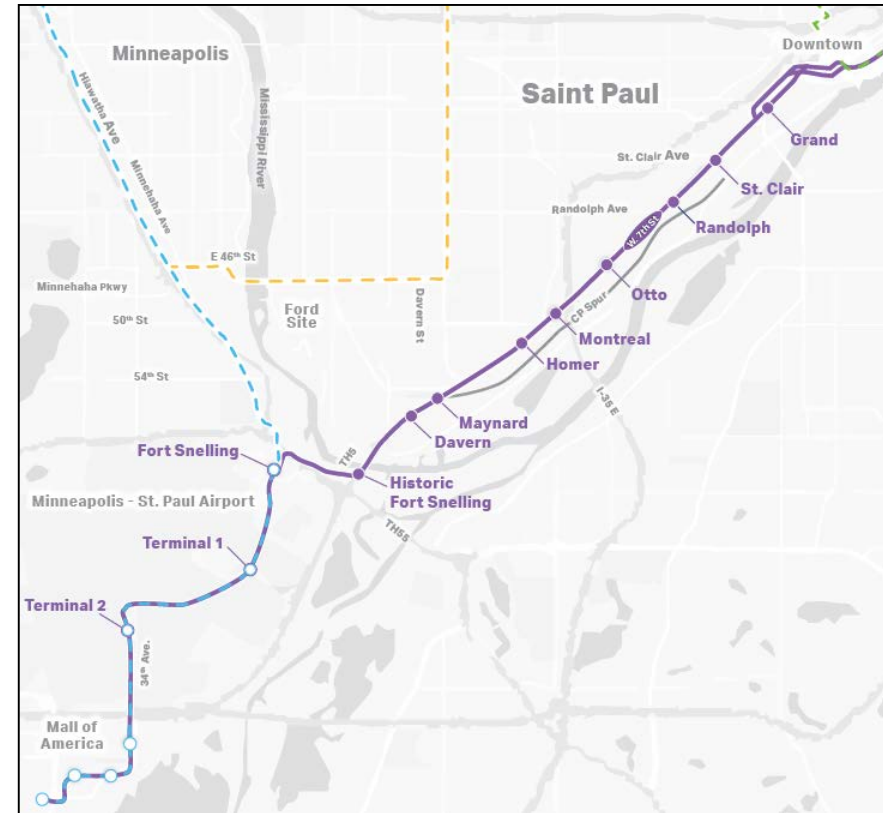
Number of Households below the Poverty Line in Station Areas

5,700 (2014)



Number of Zero-Car households in Station Areas

3,900 (2014)



Needs of the Corridor

To enhance mobility and access to opportunities for residents, businesses, and the region and to cultivate economic prosperity

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**



Why the LPA?

4b, Modern Streetcar-W. 7th-Hwy 5/Ft. Snelling

- Best meets the needs of the corridor
- Likely qualifies for Capital Investment Grant (CIG) funding
- Strongest corridor alternative for CIG funding

Highest 2040 weekday ridership
20,400



Highest number of transit dependent riders 4,600



Double the ridership of No-Build in
2040



Highest development potential
due to fixed guideway



Draft LPA: Other Considerations

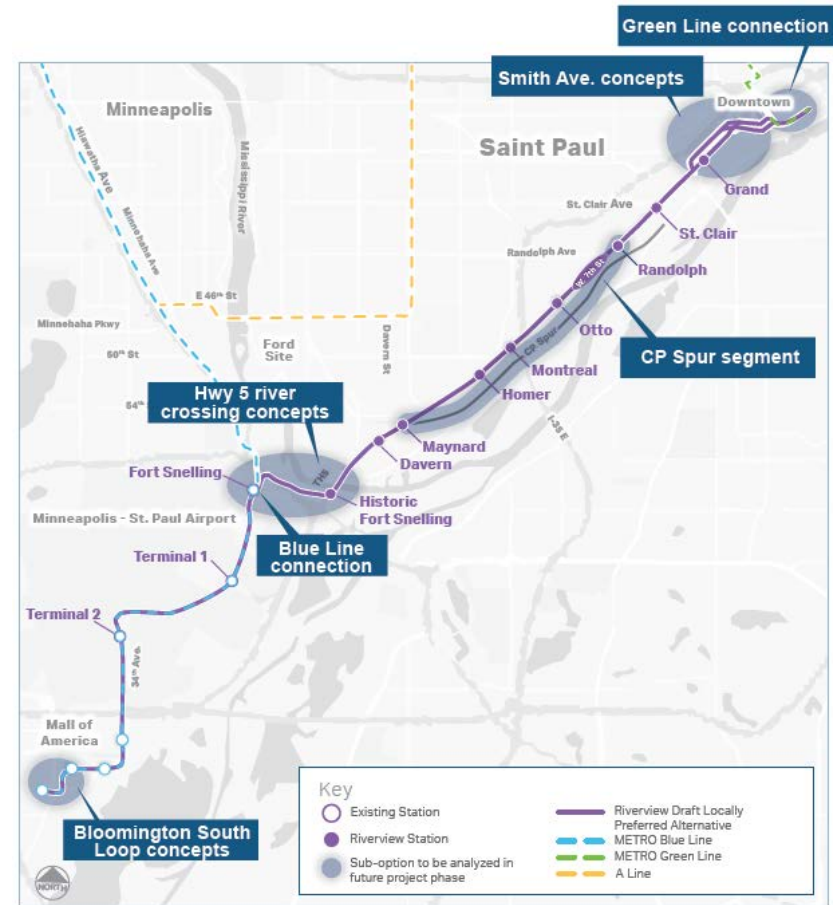
- Retain these options for future environmental analysis and engineering

– Route

- Downtown Saint Paul: Green Line connection
- Seven Corners: Smith Ave concepts
- CP Spur segment parallel to W. 7th St
- Hwy 5 river crossing concepts
- Bloomington South Loop concepts

– Operating environment

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



Community Input Received on Draft LPA

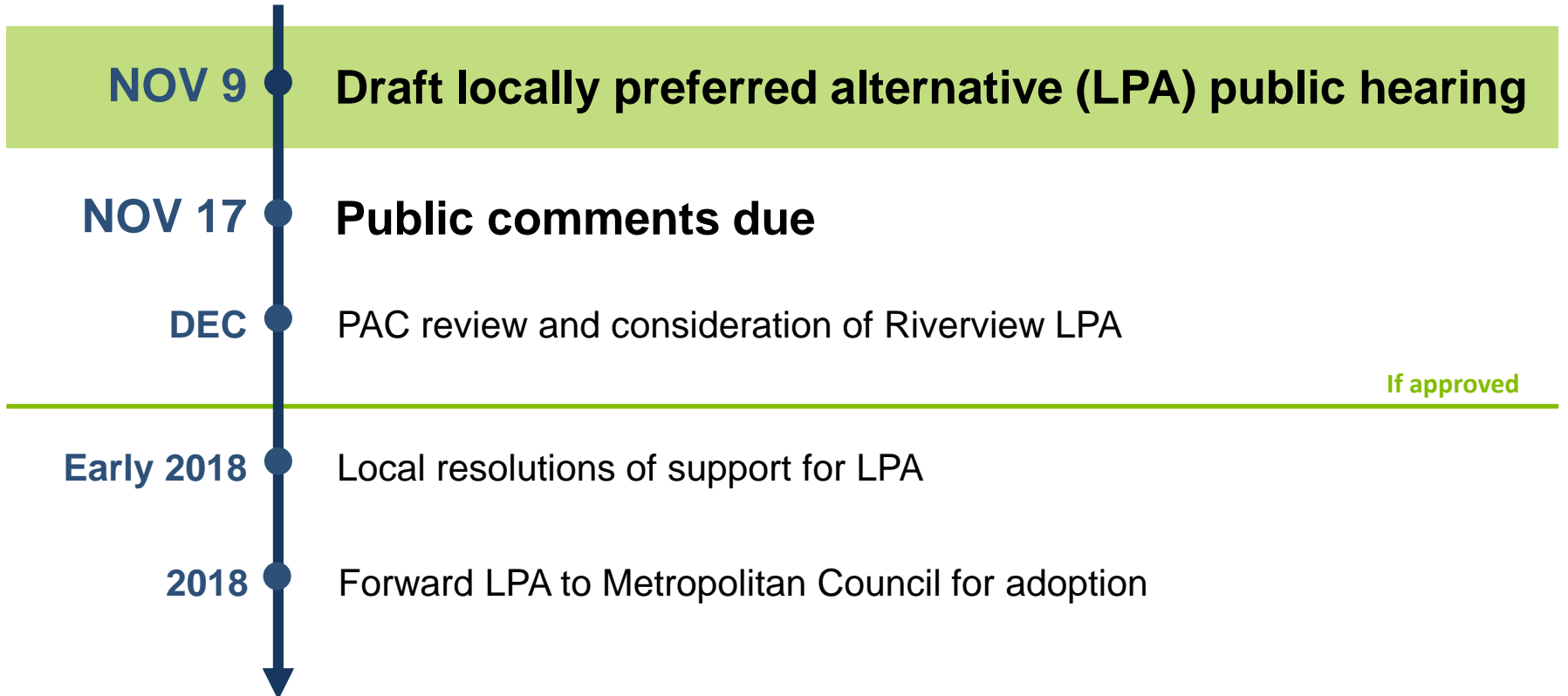
Opportunities

- Higher development potential
- Faster, direct service, and higher ridership
- Better rider accessibility, proximity to businesses and other activity centers on W. 7th Street
- Support for transit to serve low-income communities, provide more options for people with reduced mobility, and attract/retain young people
- Support for additional transit service to Ford Site

Challenges

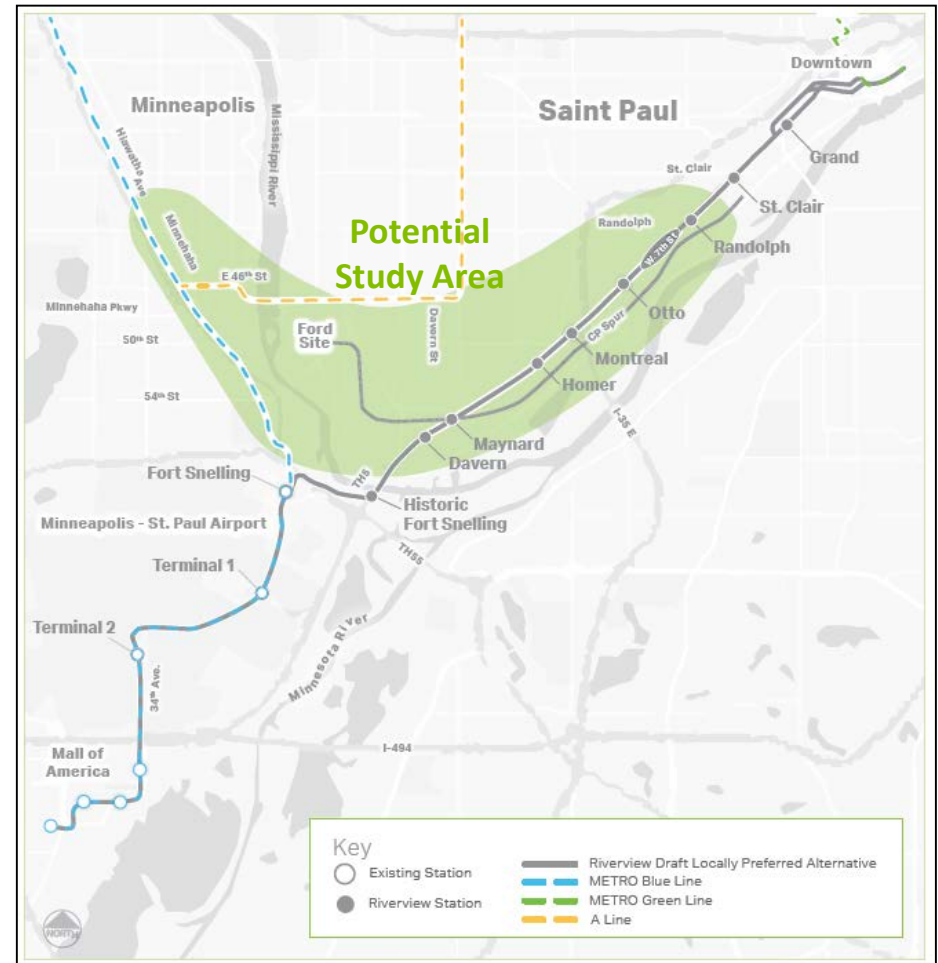
- Potential impacts to neighborhoods and businesses
- Cost of modern streetcar
- Safety in neighborhoods and along route

Next Steps



What about the Ford Site?

- A separate study of transit improvements
- Begin analysis in 2018



Connecting the Ford Site

- Commit to a separate study of transit improvements:
 - Identify funding partners
 - Identify study lead/co-leads
 - Develop and execute necessary inter-agency agreements
 - Develop work plan, schedule, and budget
 - Establish distinct advisory committees
 - Identify and adopt locally preferred alternative and determine next steps

Staying Engaged



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