



RIVERVIEW CORRIDOR UPDATE

Metropolitan Council Transportation Committee

Topics Covered Today

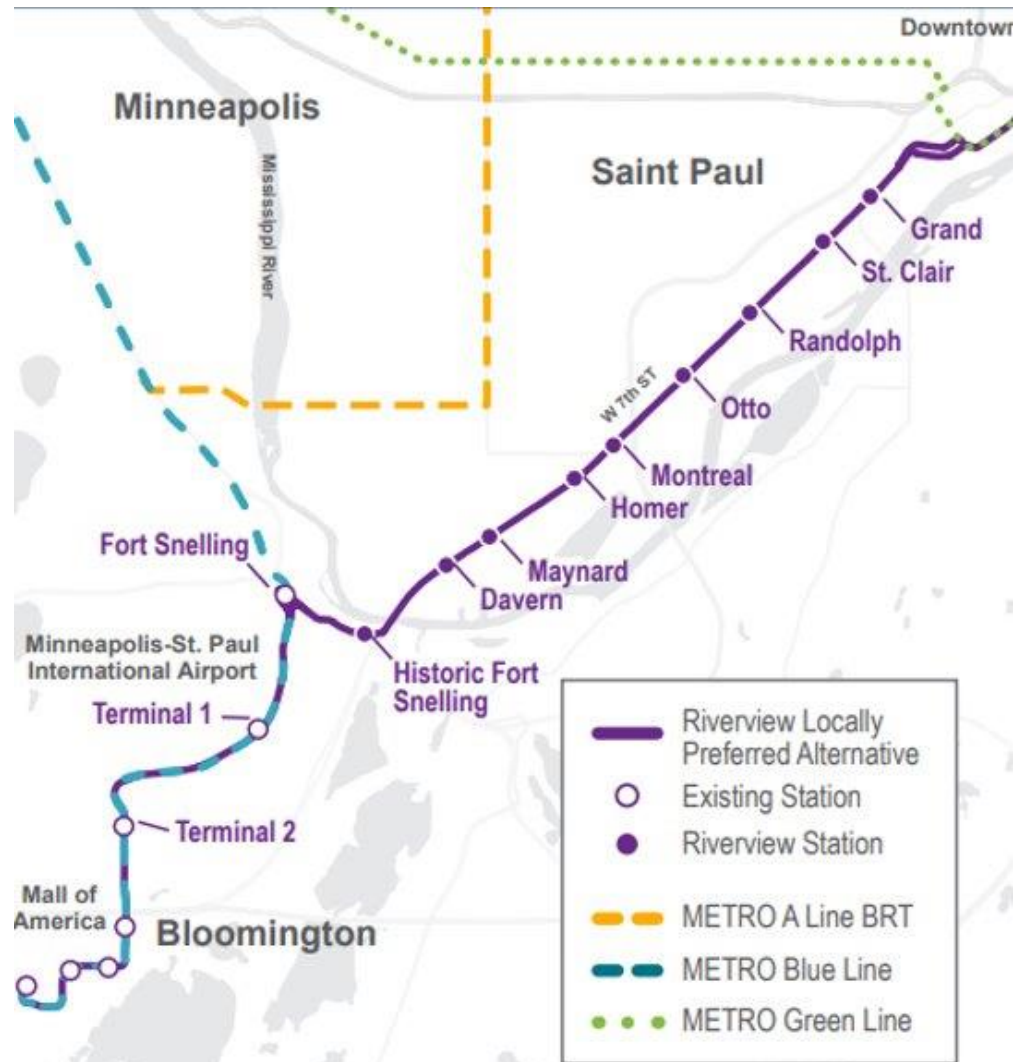
- Status of Current Project Phase.
- Alignments – Streetcar and Bus.
- Street and Bus Cross Sections.
- Parking Impacts.
- Travel Times and Ridership.
- Costs and Funding.
- Engagement and Next Steps.

Where are we now?

- Streetcar was identified as the Locally Preferred Alternative in 2017. Adopted into Met Council 2040 Transportation Policy Plan 2019.
- Current pre-environmental phase – 2020-2024.
 - Refine streetcar alignment and station locations.
 - Preliminary engineering.
 - Initial environmental screening.
 - Public engagement.
 - Evaluate bus-based alternative for comparison.



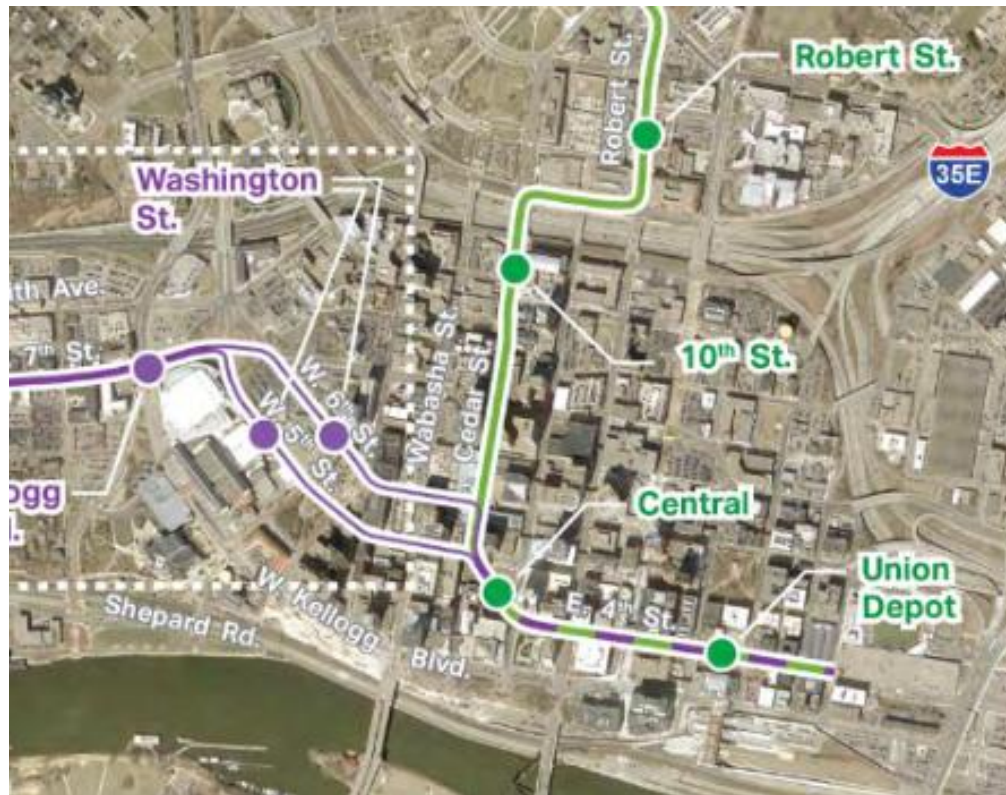
Modern Streetcar Identified as Locally Preferred Alternative 2017



Streetcar Alignments

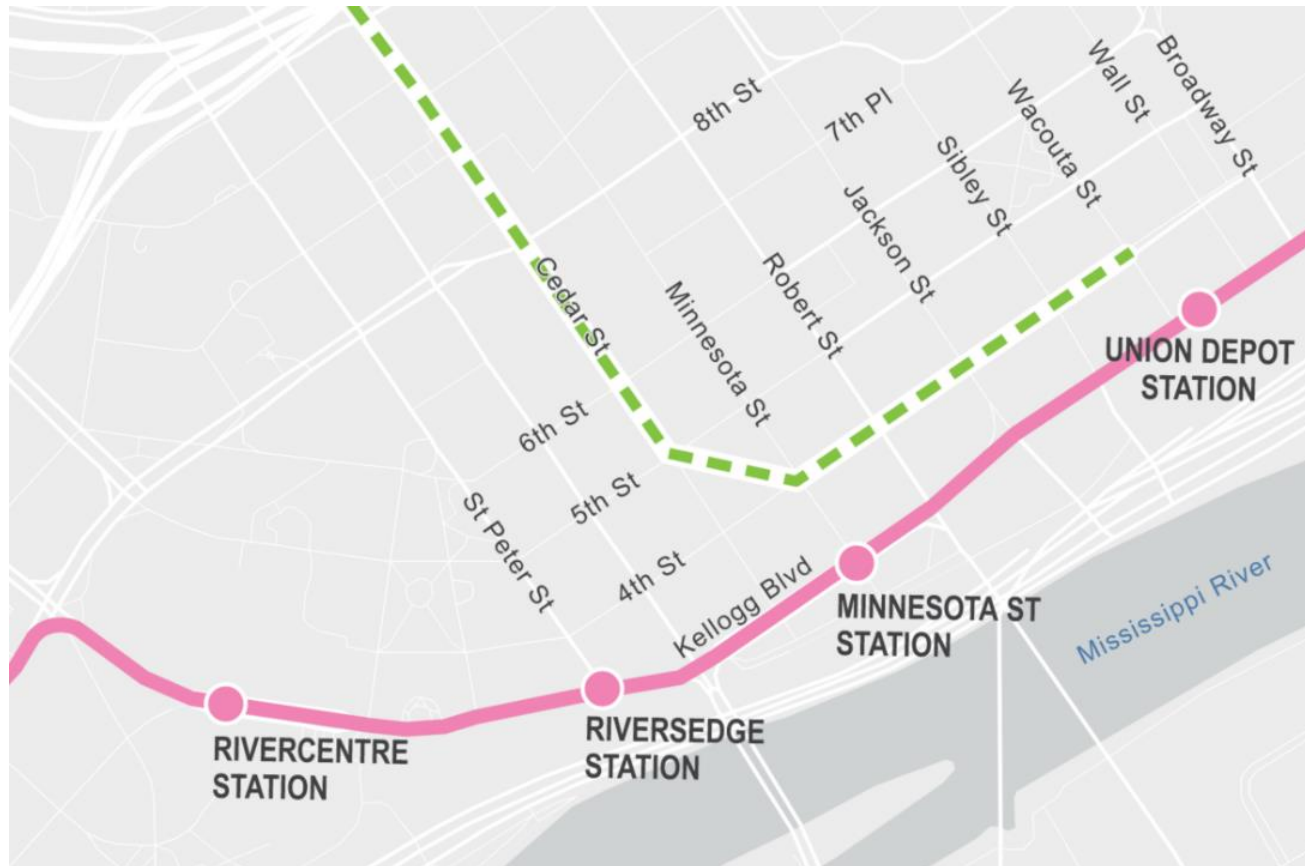
Differences - 2017 LPA and Current Alignments

- Significant challenges with LPA alignment interlining with Green Line along 4th Street.



Differences - 2017 LPA and Current Alignment

- Shift to Kellogg Boulevard instead of 5th/6th



Streetcar Alignment: Operations



- Option 1:
 - Dedicated lanes to Grand Avenue. Center-running.
- Option 2:
 - Dedicated lanes to Victoria.
 - Shared lanes from Victoria Street to Grand Avenue. Center and side-running.



Streetcar Alignment: Stations



- 20-22 Stations
 - 14 new stations.
 - Option 2 has two additional stations at Jefferson Avenue and Smith Avenue.

*14 including new elevated Mall of America™ Station.



Streetcar Option 1: Randolph Avenue Station Looking east towards West 7th Street & Toronto Street



Streetcar Option 2: Jefferson Avenue Station

Looking west toward station

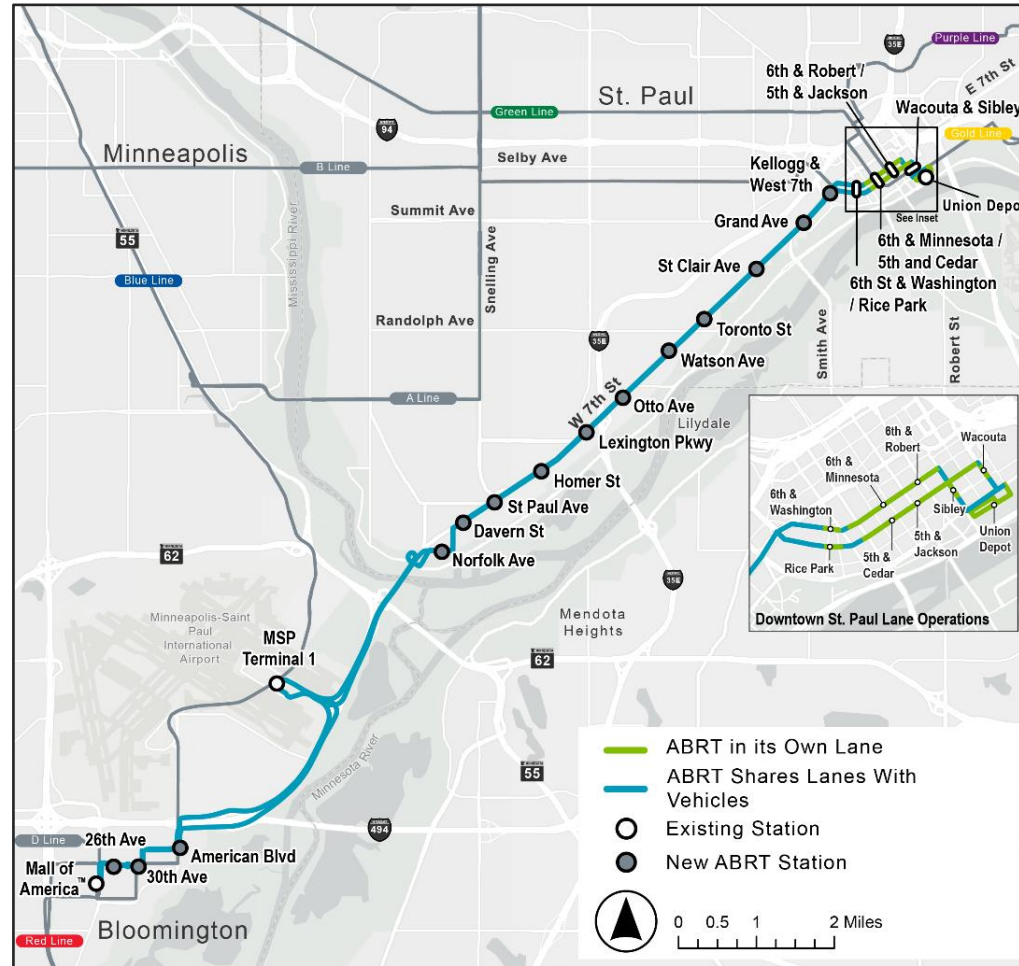


Arterial Bus Rapid Transit (ABRT) Bus Alignment

ABRT Alignment



- 21 stations
 - 14 new stations.
 - Also uses seven Gold Line stations in Downtown Saint Paul.
- Serves Terminal 1 only.



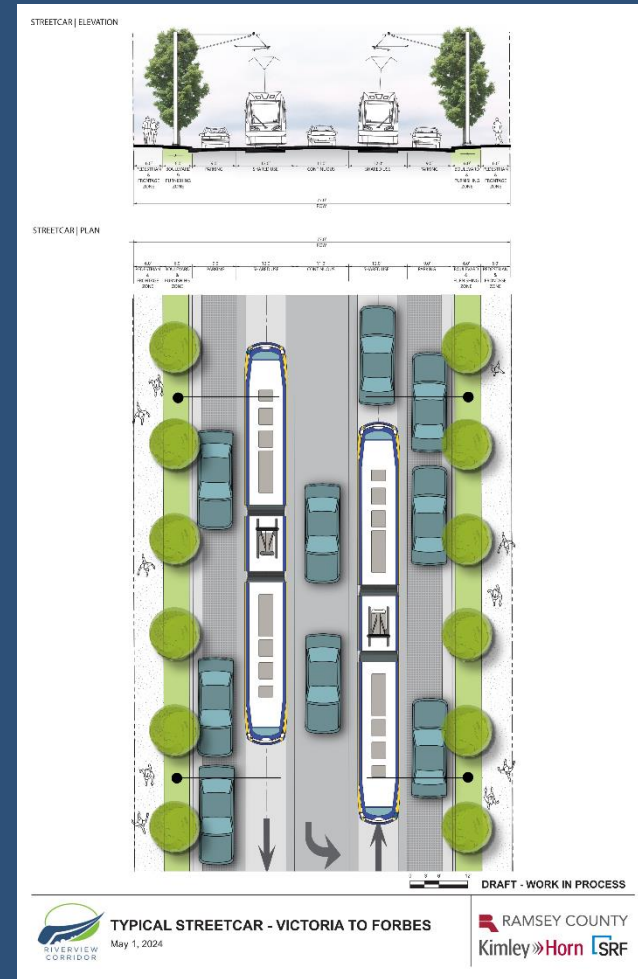
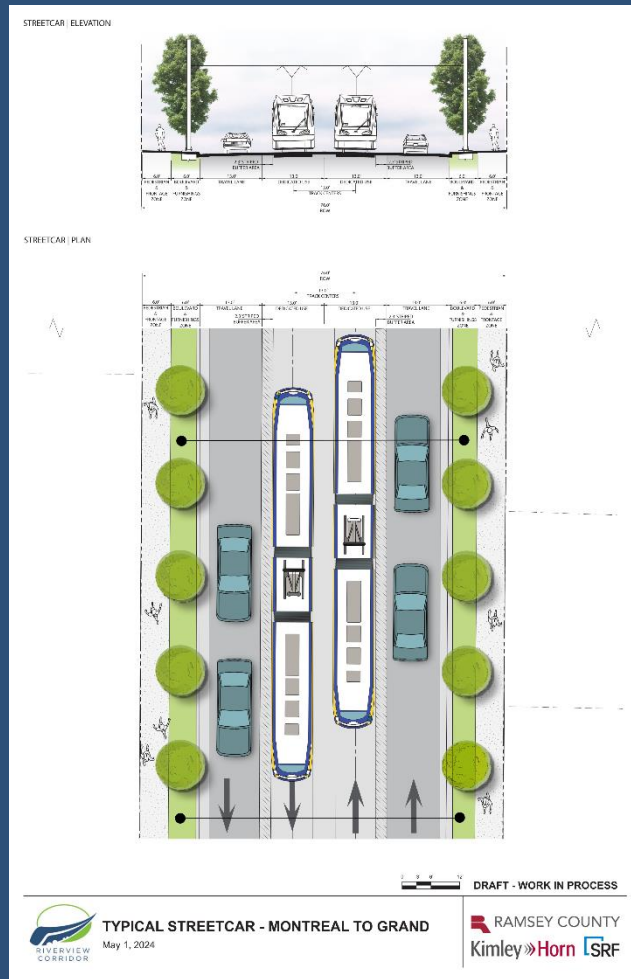
ABRT Option: Randolph Avenue Station

Looking east towards West 7th Street & Toronto Street



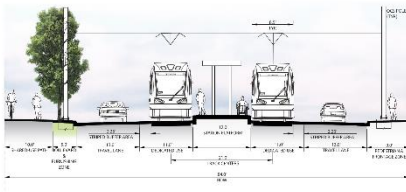
Streetcar and Bus Cross Sections

Typical Streetcar Sections: Option 1 vs Option 2

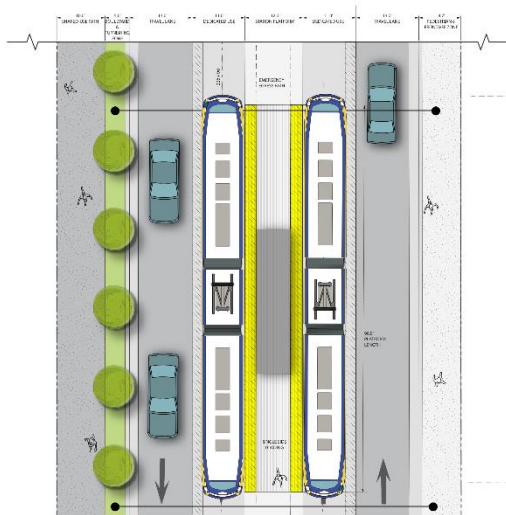


Streetcar Typical Sections: Stations

STREETCAR | ELEVATION



STREETCAR | PLAN

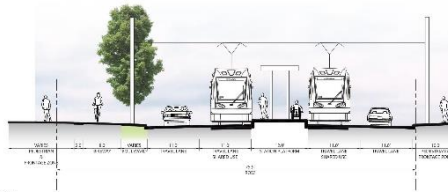


DRAFT - WORK IN PROCESS

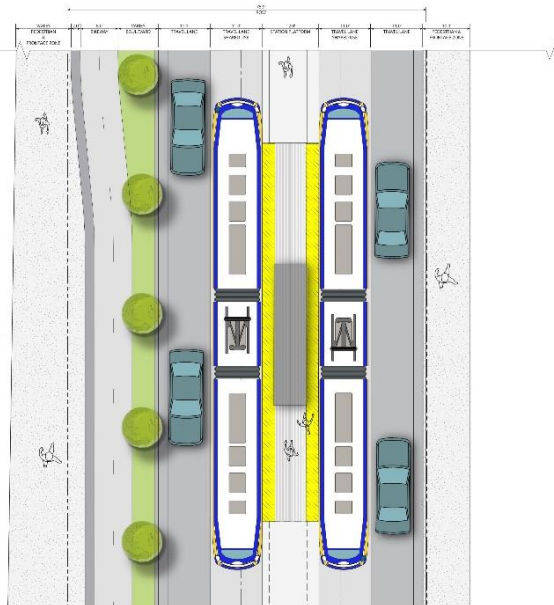
TYPICAL STREETCAR - STATION AREA AT SAINT PAUL
May 1, 2024

RAMSEY COUNTY
Kimley»Horn LSRF

STREETCAR | ELEVATION



STREETCAR | PLAN

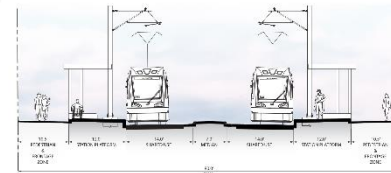


DRAFT - WORK IN PROCESS

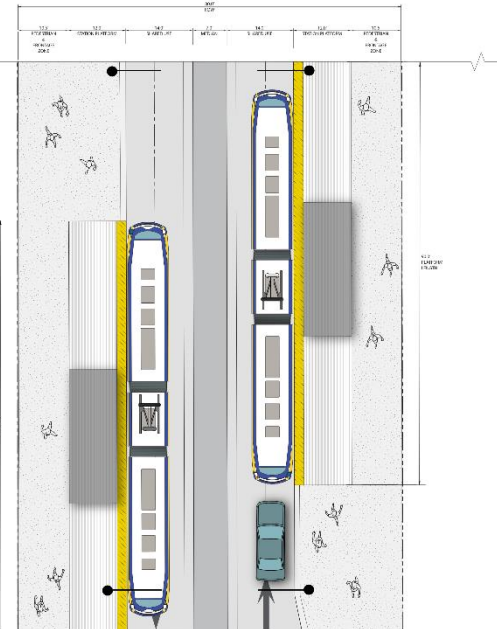
TYPICAL STREETCAR - MARKET TO ST. PETER
April 29, 2024

RAMSEY COUNTY
Kimley»Horn LSRF

STREETCAR | ELEVATION



STREETCAR | PLAN



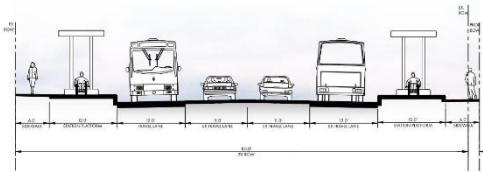
DRAFT - WORK IN PROCESS

TYPICAL STREETCAR - SIDE RUNNING STATION AREA
May 1, 2024

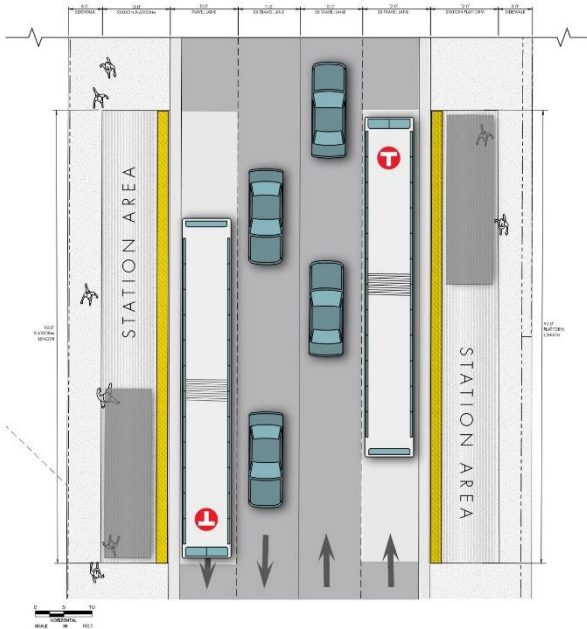
RAMSEY COUNTY
Kimley»Horn LSRF

ABRT Typical Stations Areas

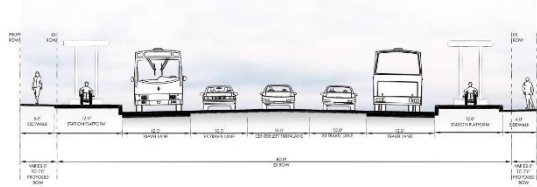
BUS RAPID TRANSIT TYPICAL 4-LANE STATION AREA ELEVATION



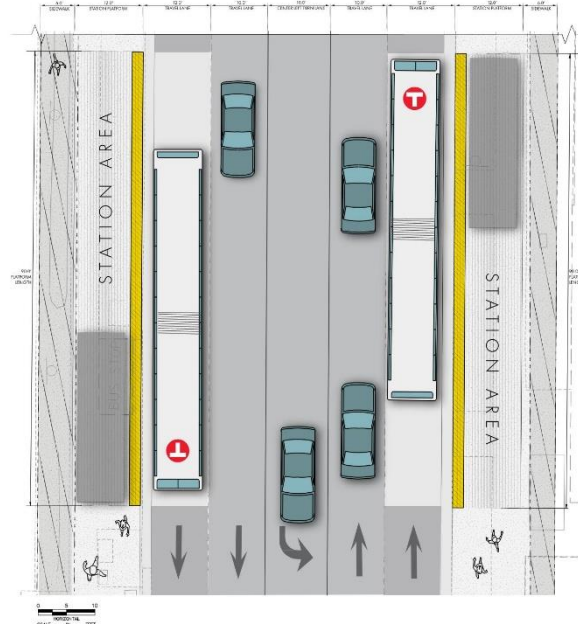
BUS RAPID TRANSIT TYPICAL 4-LANE STATION AREA PLAN



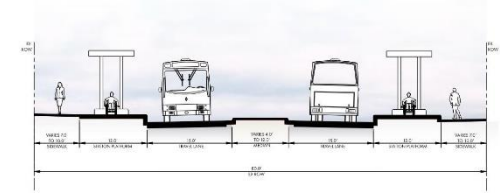
BUS RAPID TRANSIT TYPICAL DAVERN TO I-35E | ELEVATION



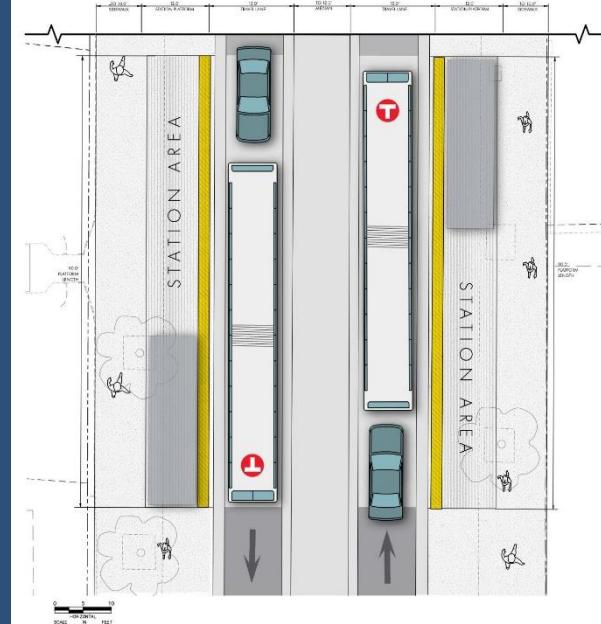
BUS RAPID TRANSIT TYPICAL DAVERN TO I-35E | PLAN



BUS RAPID TRANSIT TYPICAL 3-LANE STATION AREA ELEVATION



BUS RAPID TRANSIT TYPICAL 3-LANE STATION AREA PLAN



Parking Impacts

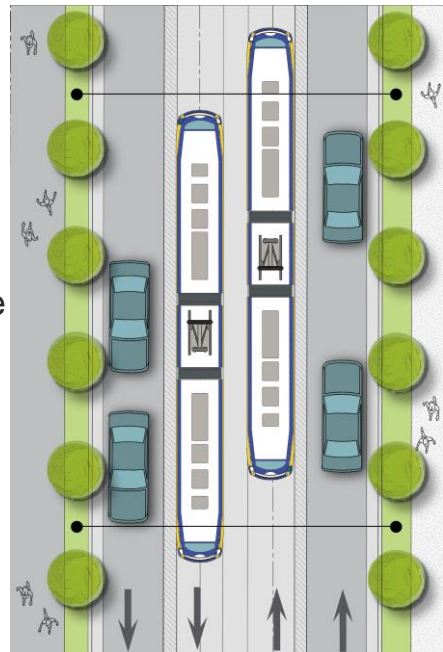
Streetcar and Parking

Today, **644** on-street parking spaces are on West 7th Street between I-35E and Kellogg.

Option 1 prioritizes travel time and reliability for the streetcar; Option 2 prioritizes parking preservation and auto access.

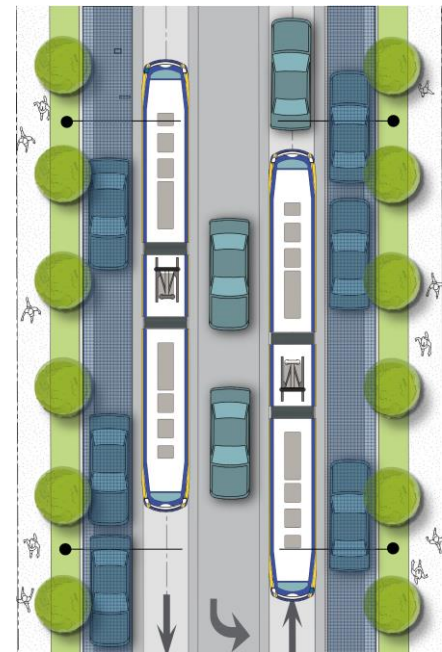
Option 1:

- Dedicated center-running streetcar to Grand Avenue; shared to Union Depot.
- Retains **35** spaces in the Grand to Kellogg area. All other on-street parking would be removed.



Option 2:

- Dedicated center-running streetcar from to Victoria Street; shared side-running alignment from Victoria Street to Union Depot.
- Retains **400** on-street parking spaces. Remaining spaces are in the side-running section between Victoria and Kellogg.



ABRT and Parking

- **644** on-street parking spaces on West 7th Street between I-35E and Kellogg.
- Retains about **570** on-street parking spaces.
 - Removal around station areas.
 - All other on-street parking would remain.

Travel Times and Ridership

Operating Assumptions

Streetcar operations:

- Dedicated lane: Operates at posted speed limits, slowing only for stations and traffic signals.
- Shared lane: Operates in mixed traffic and is affected by congestion.

ABRT operations:

- Runs in mixed traffic and is also affected by congestion; ability to hit posted speed limit.
- Slightly shorter run time; no Terminal 2 or Historic Fort Snelling/Bdote stations.

Travel Time Comparison

	Streetcar Option 1	Streetcar Option 2	ABRT	Route 54
Travel Time (westbound)	44:02 min	45:33 min	40:05 min	43:00 min
Travel Time (eastbound)	43:22 min	44:49 min	39:57 min	42:00 min

- Travel times comparable for both Streetcar options, ABRT, and Route 54.
- ABRT and Route 54 travel times are slightly shorter as they exclude stations at Terminal 2 and Bdote/Historic Fort Snelling.

What Is The Estimated Ridership*?



Streetcar (2040)	ABRT (2040)
11,200-11,600 daily rides**	8,000 daily rides**

Reasons for significantly higher ridership on Streetcar:

- Additional stations.
- Operates on physical dedicated infrastructure increasing reliability.
- More comfortable, quieter, smoother, and cleaner riding experience.

*This compares with ridership of 3,480 on the existing Route 54 (Fall 2023). Note that this includes ridership travelling north of downtown Saint Paul to Maplewood Mall.

**Ridership recalculations underway; expected end of August.

Costs and Funding

Streetcar Capital and Operations/Maintenance Costs



	Streetcar Option 1	Streetcar Option 2
Capital Cost	\$2.10 billion	\$2.12 billion
Operations and Maintenance Cost	\$34.0 million	\$34.5 million

- Half of the project cost results in benefits outside of Streetcar infrastructure.
 - West 7th street reconstruction (\$325 million).
 - Kellogg Boulevard improvements (\$210 million).
 - Highway 5 Bridge replacement (\$415 million).
 - New Mall of America™ Station (\$285 million).

Streetcar Cost and Funding



- Streetcar would be funded through multiple sources including:
 - Federal Transit Administration.
 - Ramsey County (existing sales taxes and RRA levy).
 - Hennepin County (existing sales taxes and RRA levy).

ABRT Cost and Funding

- ABRT cost: \$121 million.
- Excludes most Streetcar associated improvements.
- New stations.
 - 14 new ABRT stations planned.
 - 7 stations served by existing route(s).
- New ABRT vehicles included.
- Traffic signal and pedestrian upgrades planned.
- An ABRT option would be funded through Metro Transit's existing funding sources.

Project Timeline

Streetcar:

- Federal project development is estimated to occur in 2025-2026.
- Engineering phase is estimated to take place from 2027 to 2030.
- Construction is estimated to happen from 2030 to 2033.
- The line is estimated to open in late 2033.

Arterial Bus Rapid Transit (ABRT):

- The schedule is dependent on Metro Transit's schedule for new ABRT corridors.
- 2030 opening year is used as a placeholder to estimate costs.

Public Engagement and Next Steps

Engagement and Next Steps



- Public engagement on options March 2024 – August 16, 2024.
- Engagement included:
 - On-line survey and map comment tool.
 - Pop-up events.
 - Open houses.
 - Outreach to area business, residents, transit riders, tribal partners, and underrepresented communities.

Common Themes

- Support for better transit.
 - Some like streetcar, some like ABRT.
- Safety and security.
 - Public questions investing in public transit when safety and security issues continue to dominate.
 - Cost – concern over investing in existing transit system.
- Business concerns over construction impacts and loss of parking.

Next Steps

- Policy advisory committee direction on next steps – October 3, 2024.
 - Move streetcar forward to next phase.
 - Do not move streetcar forward to next phase.

Thank you!

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