



I-35W Solutions Alliance

September 8, 2016

Riverview Corridor Study Area

- 12 miles long connecting major destinations and neighborhoods
- More than 50,000 residents and almost 125,000 jobs
- Significant redevelopment occurring and planned
- Transit reliant population
- Route 54 bus is only end to end service



Decision Making Process

The Riverview Corridor study is led by the Ramsey County Regional Railroad Authority, but the work is vetted through stakeholder agencies.



Informed by Community and Stakeholder Engagement

Public Engagement

- Community Meetings
 - Pop up meetings
 - Targeted meetings
 - Walking tour
- District councils and business associations
- Citizen members on the technical and policy advisory committees
- Meetings are open to the public
- Website, Facebook and other social media
- Public engagement has shaped the corridor vision, the alternatives and the analysis of alternatives

Project Development and Implementation

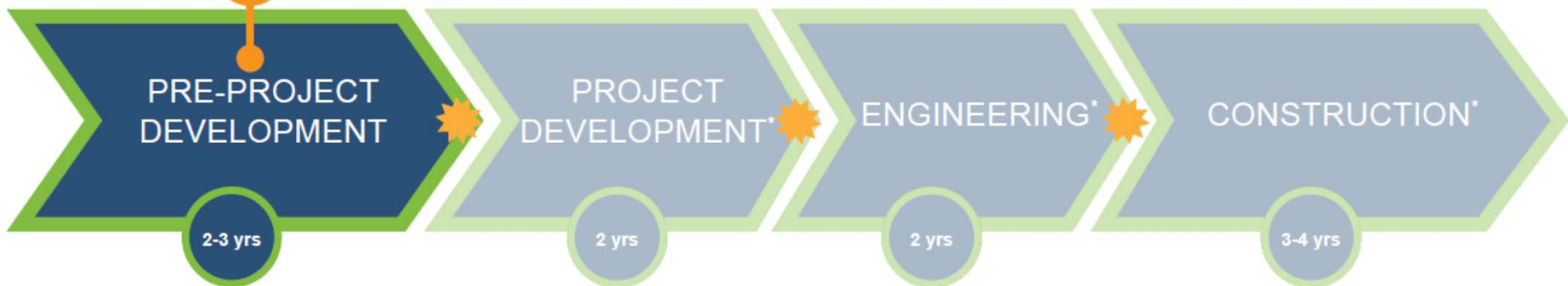


ongoing public and stakeholder engagement



WE
ARE
HERE

RIVERVIEW CORRIDOR STUDY



PRE-PROJECT
DEVELOPMENT

2-3 yrs

- Detailed analysis of modes/alternatives
- Initiate environmental analysis
- Identify locally preferred alternative

PROJECT
DEVELOPMENT*

2 yrs

- Complete environmental review
- Adopt locally preferred alternative*

ENGINEERING*

2 yrs

- Complete engineering/design

CONSTRUCTION*

3-4 yrs

- Full funding grant agreement



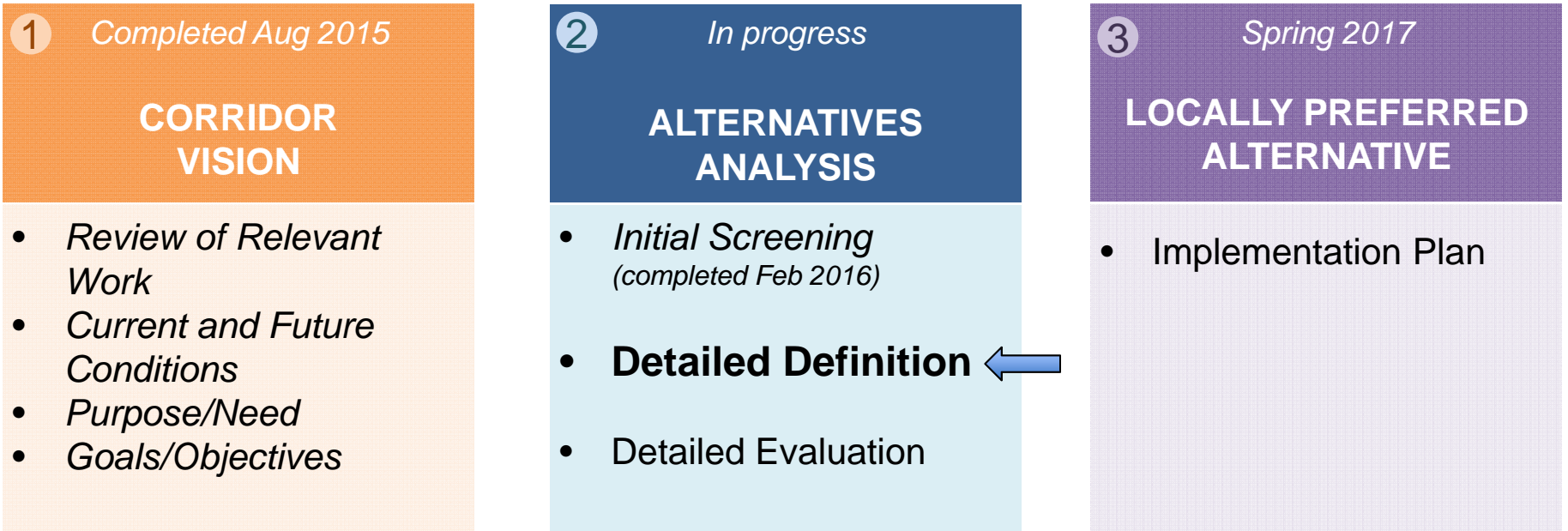
If pursuing federal funds, Federal Transit Administration (FTA) approval point



Funding for subsequent phases has not yet been determined

Work in Progress; Subject to Change

Riverview Study Process & Milestones



Strategic Communications / Public and Stakeholder Outreach

1

Complete CORRIDOR VISION

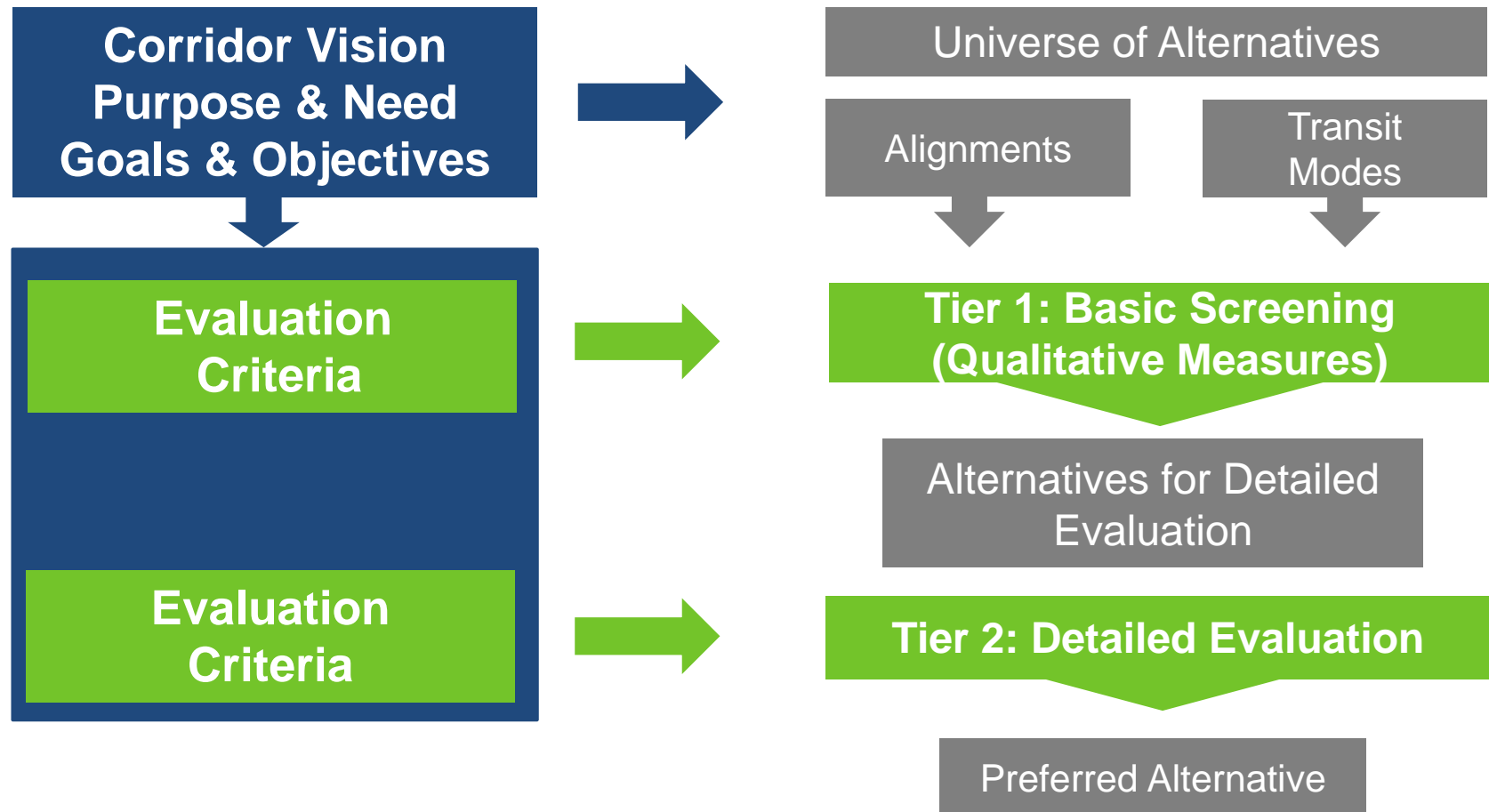
Purpose and Need

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

1. Growing population and employment increases travel demand for different travel markets
2. Support and catalyze reinvestment and economic development
3. Transit-reliant population also need improved transit service
4. Limited opportunity to improve the existing transportation network



Alternatives Development/Evaluation



Results of Initial Screening – Modes

Local Bus



Bus Rapid Transit ✦



Modern Streetcar



Light Rail Transit



Diesel Multiple Unit



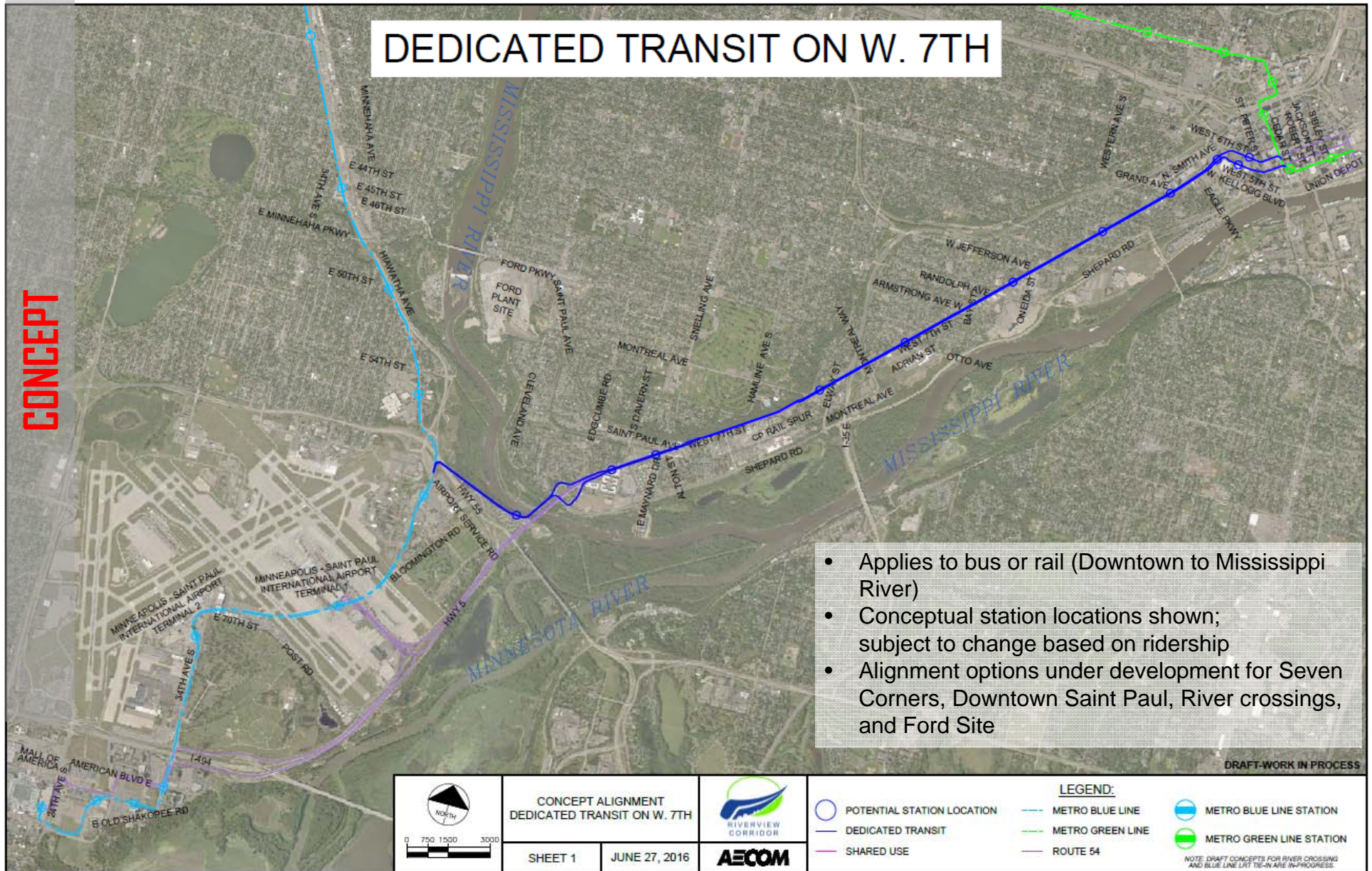
Hybrid Bus/Hybrid Rail



✦ Two kinds: arterial and dedicated

DEDICATED TRANSIT ON W. 7TH

CONCEPT



- Applies to bus or rail (Downtown to Mississippi River)
- Conceptual station locations shown; subject to change based on ridership
- Alignment options under development for Seven Corners, Downtown Saint Paul, River crossings, and Ford Site

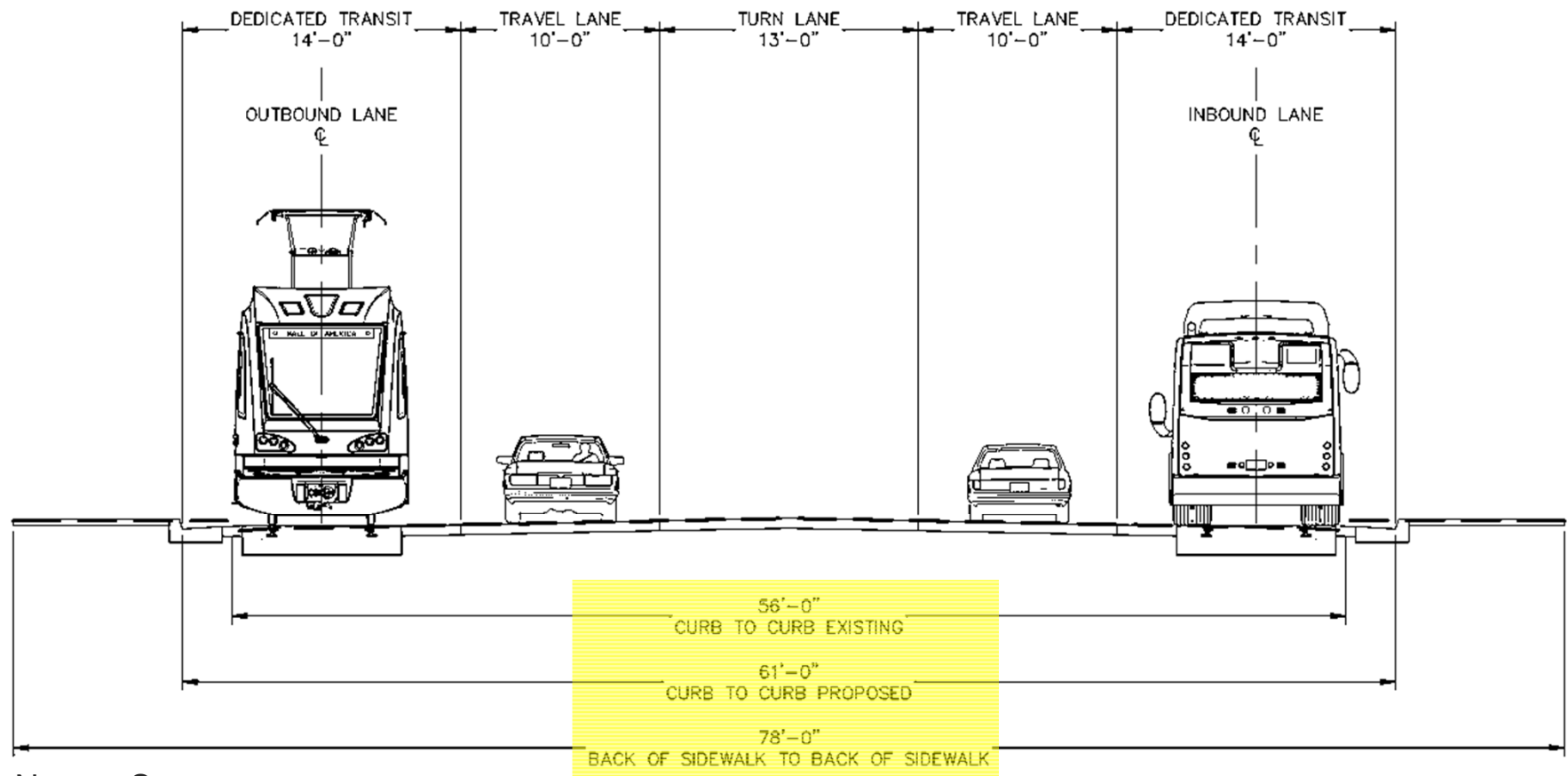
DRAFT-WORK IN PROCESS

Work in Progress; Subject to Change

Dedicated Transit on W. 7th

Kellogg – Montreal; Rankin – Maynard

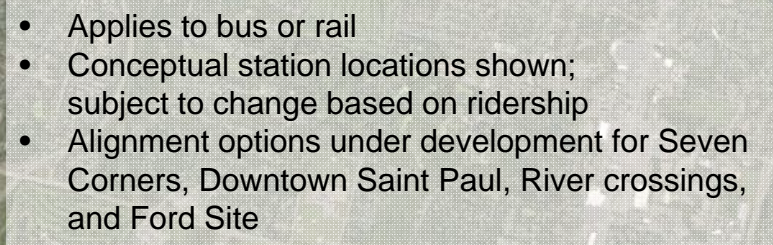
CONCEPT



NOT TO SCALE

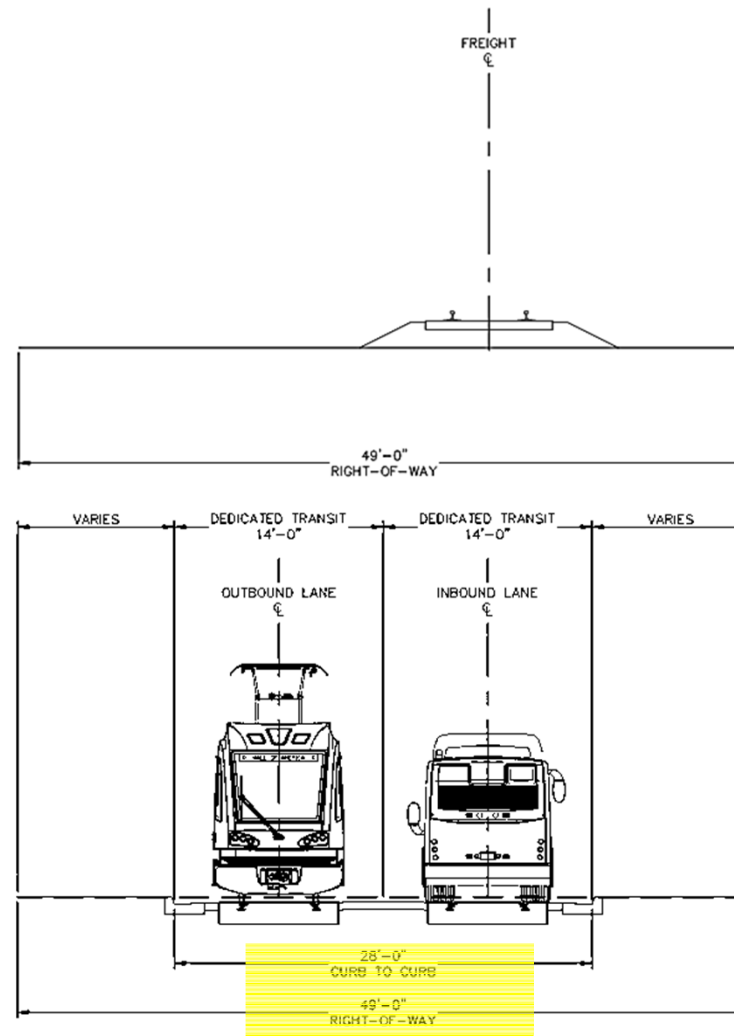
Work in Progress; Subject to Change

CONCEPT



CP Rail Typical Section (49' ROW)

Typical Section #7



NOT TO SCALE

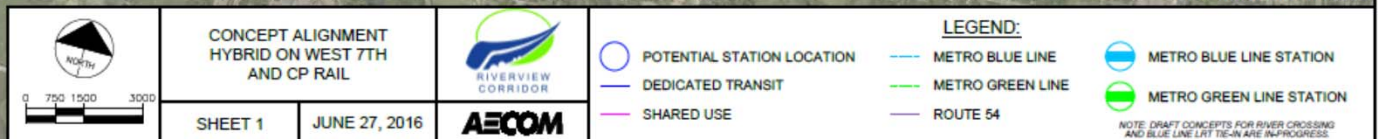
CP Rail ROW varies (approximately 49' near Randolph to 150' west of Edgumbe)

HYBRID ON WEST 7TH AND CP RAIL

CONCEPT

- Applies to bus or rail (Downtown to Mississippi River)
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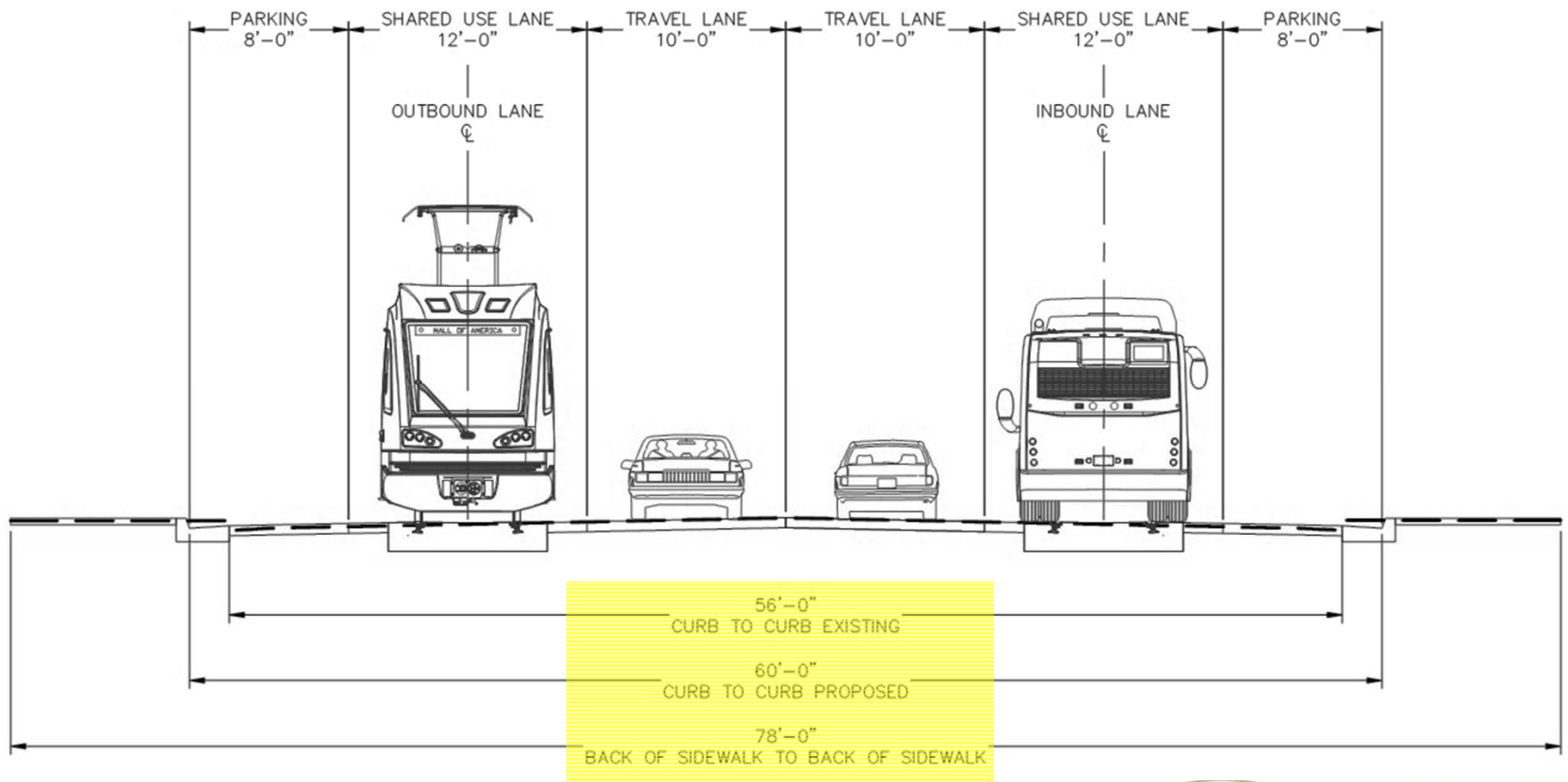
DRAFT-WORK IN PROCESS



Work in Progress; Subject to Change

Side-Running, Shared Use on W. 7th

Typical Section #2



NOT TO SCALE

Work in Progress; Subject to Change

Pittsburgh Red Line

Dedicated Guideway



Pittsburgh LRT runs
three different ways

Shared ROW



Dedicated Guideway - Tunnel



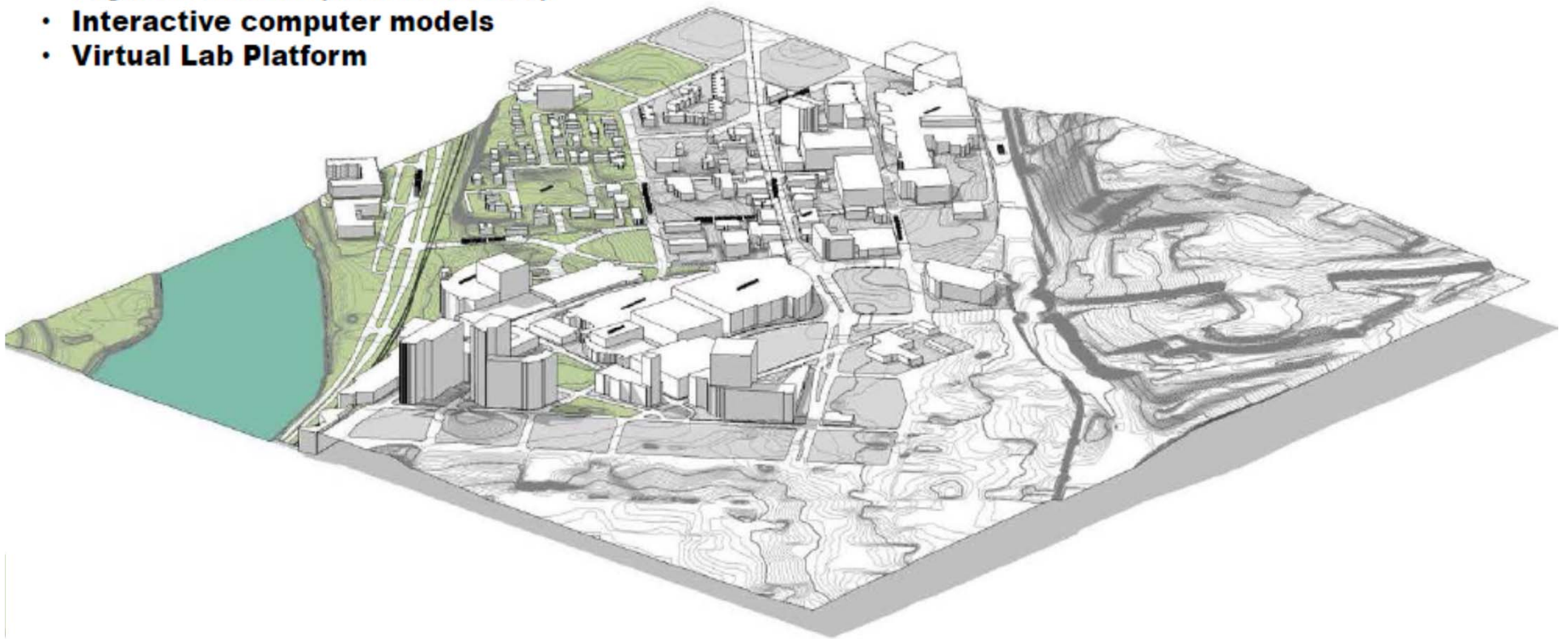
Photo source: http://farm6.static.flickr.com/5475/10682936044_b3d5610fd1.jpg

Work In Progress; Subject To Change

Digital Model Visualization

The 3d DIGITAL MODEL provides the flexibility and baseline data to create:

- Corridor cross-sections
- Perspective studies + character sketches
- More context (zoom out)
- More detail (zoom in)
- Physical models (various scales)
- Interactive computer models
- Virtual Lab Platform



Next Steps

Additional alignment concepts under development

- River Crossings
 - TH 5/W. 7th St/Shepard Rd interchange and Fort Snelling
- Tie-ins to Blue Line, Green Line
- MSP Airport
- Bloomington/South Loop
- Downtown Saint Paul

Assess feasibility of alignment options

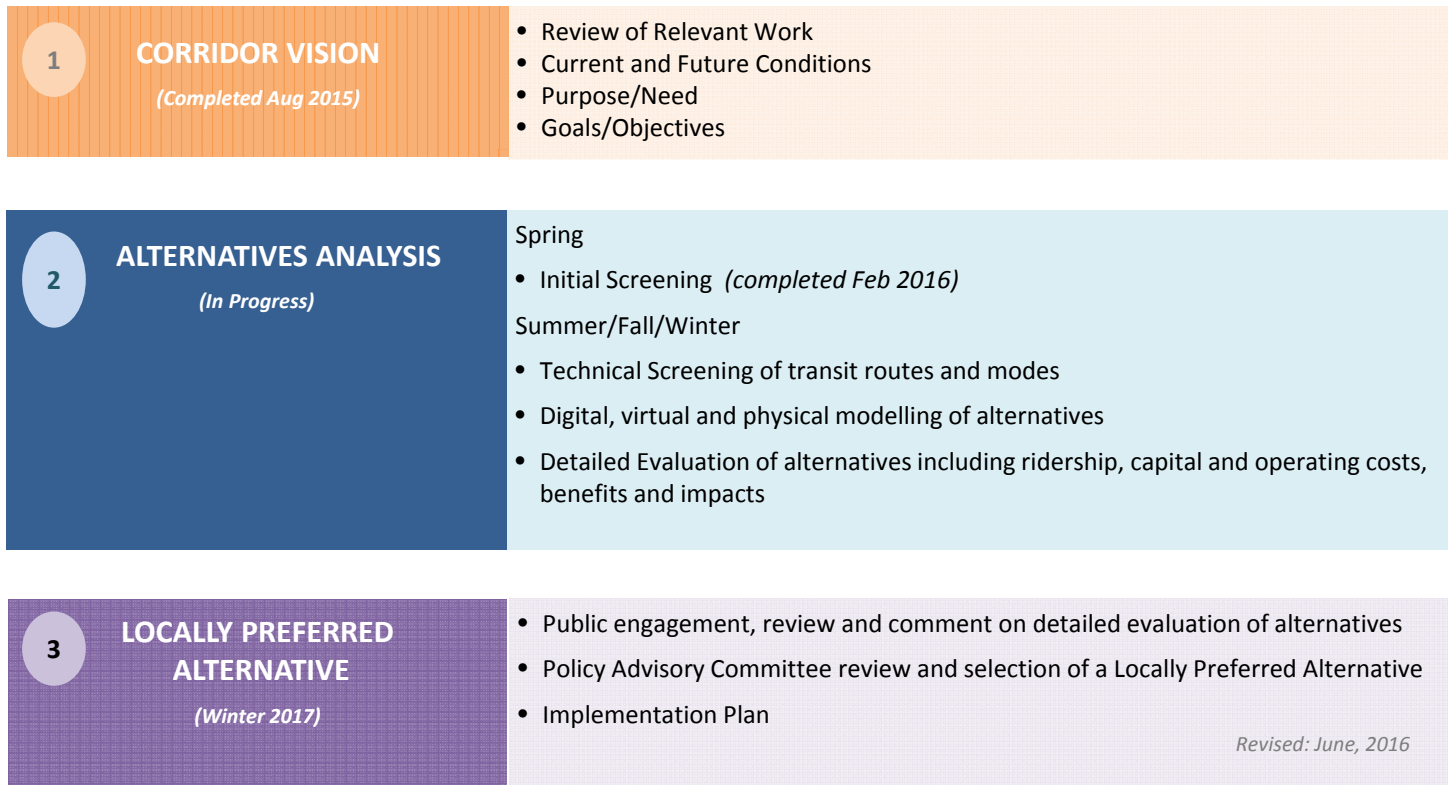
- Technical Screening
- Detailed evaluation

Develop other aspects of conceptual definition of alternatives

- Service plan and run time
- Location of operations and maintenance facilities

Work In Progress; Subject To Change

Revised Study Schedule



Ongoing Public
and Stakeholder Engagement

Work In Progress; Subject To Change

Staying Engaged



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