



RUSH LINE CORRIDOR PRE-PROJECT DEVELOPMENT STUDY
LOCALLY PREFERRED ALTERNATIVE SELECTION REPORT

APPENDIX A: LPA OVERVIEW

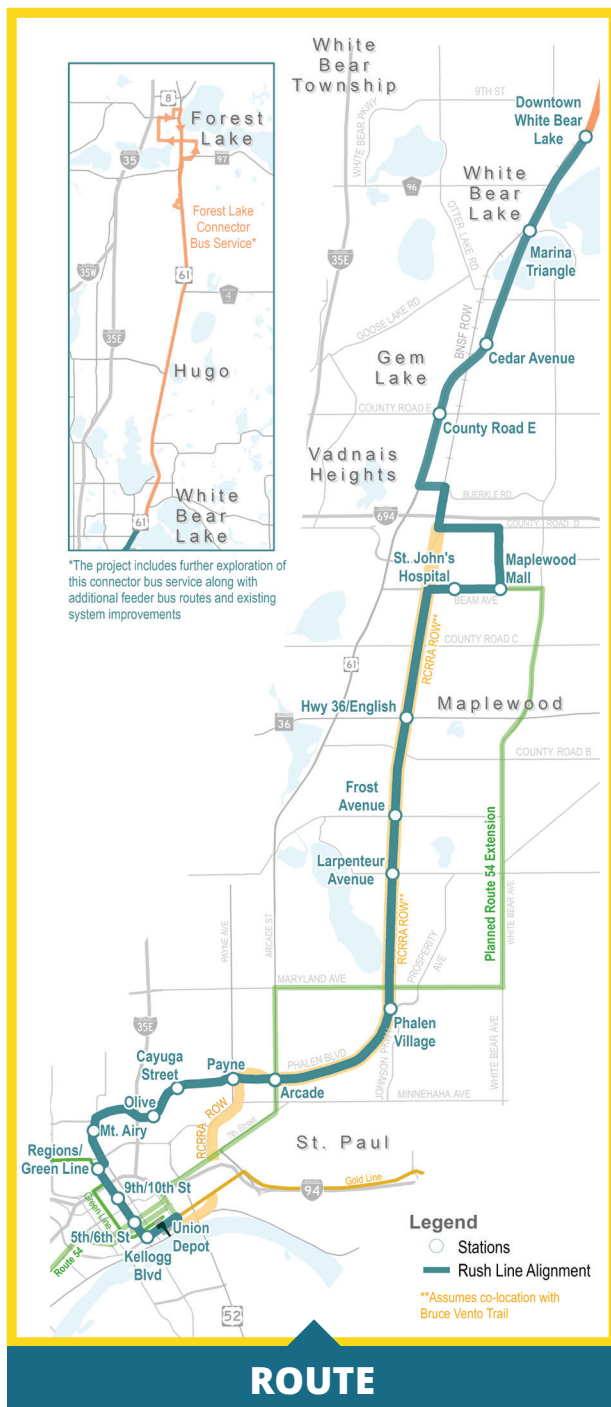
JUNE 2017

DRAFT

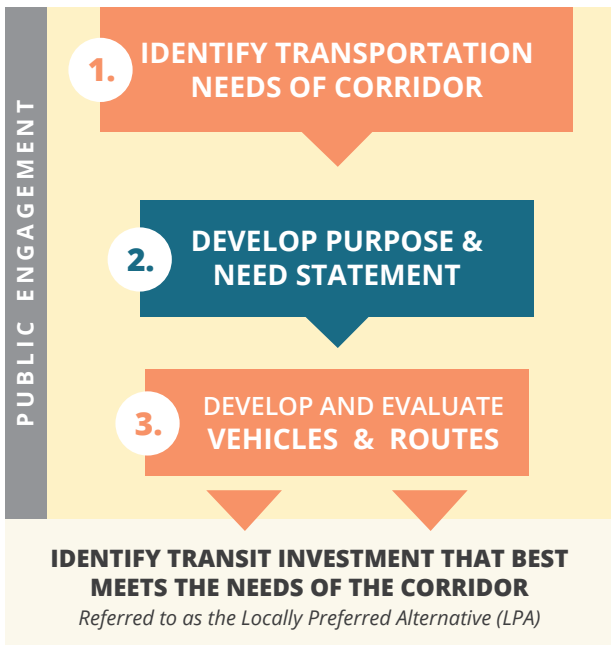
PREPARED BY:

AECOM

RUSH LINE PRE-PROJECT DEVELOPMENT STUDY DRAFT LOCALLY PREFERRED ALTERNATIVE



STUDY PROCESS



Orange Line BRT, Los Angeles, CA
Photo Credit: Los Angeles Metro

The draft **Rush Line locally preferred alternative** is **dedicated guideway bus rapid transit** from **Union Depot in St. Paul** to **White Bear Lake**, generally along Robert Street, Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way (Bruce Vento Trail), and Highway 61.

- ▶ **Dedicated guideway bus rapid transit will share the Ramsey County Regional Railroad Authority right-of-way with the Bruce Vento Trail.**
- ▶ **The locally preferred alternative is a cost-effective solution that meets federal transit administration benchmarks for funding**
- ▶ **The locally preferred alternative best meets the needs of the corridor**
- ▶ **Why bus rapid transit?**
 - Similar level of service, but half the cost of light rail
 - Fast and frequent
 - Reliable and convenient
 - Catalyst for economic development
- ▶ **Why the Ramsey County Regional Railroad Authority right-of-way?**
 - Less costly due to public ownership of right-of-way
 - Highest potential ridership
 - Shortest travel time

- Greatest development potential due to permanence of dedicated guideway
- No private property acquisitions are anticipated

▶ **Why Phalen/Robert into downtown St. Paul?**

- Serves the most jobs and equity populations (zero-car households, households below poverty)
- Shortest travel time
- Highest potential ridership
- Convenient transfer to METRO Green Line expands transit access within the region

▶ **Why Highway 61 north of I-694?**

- More cost effective than using BNSF Railway right-of-way
- Serves more jobs

▶ **More than 5,000 people participated in the Rush Line study through community events, business outreach, presentations, pop-up events, social media, and online engagement forums.**

NEXT STEPS ▶

APRIL 2017

Public hearing to receive feedback on the draft LPA

MAY 2017

Project committees review public input and vote on the final LPA

SUMMER/FALL 2017

County and cities along the route will be asked to confirm their support for the LPA

LOCALLY PREFERRED ALTERNATIVE STATISTICS

APPROX. LENGTH: **14 MILES**

DEDICATED GUIDEWAY: **85-90%**

(transit-only) *important to catalyze economic development

NUMBER OF STATIONS: **20**

includes Union Depot and Maplewood Mall Transit Center

SCHEDULE: **5A-12A | 7 DAYS/WEEK**

starts at 6a on Sunday

FREQUENCY:

RUSH HOUR: EVERY 10 MIN.

NON-RUSH HOUR: EVERY 15 MIN.

CAPITAL COST (\$2021): **\$420M**

(+\$55M for other transit routes in guideway)

ANNUAL O&M COST (\$2015): **\$7.8-8M**

AVERAGE DAILY RIDERSHIP (2040):

5,700-9,700

higher ridership if other transit routes are in the guideway

TRAVEL TIME: **50 MIN.**

one way, White Bear Lake > Union Depot in downtown St. Paul

TRAVEL TIME: **14 MIN.**

one way, White Bear Lake > Maplewood Mall

TRAVEL TIME: **36 MIN.**

one way, Maplewood Mall > Union Depot in downtown St. Paul

PEOPLE LIVING IN STATION AREAS (2040):

60,200

JOBS IN STATION AREAS (2040): **106,700**

PEOPLE LIVING BELOW POVERTY

IN STATION AREAS (2014): **11,700**

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