Rush Line Corridor Pre-Project Development Study
Locally Preferred Alternative Selection Report

Appendix A: LPA Overview

June 2017
Draft
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

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 RIDEHIPS (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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