

## Connecting communities

The Riverview Modern Streetcar project is a planned transportation connection that would run along West 7th Street, connecting neighborhoods, anchor destinations, tourists and employers to downtown Saint Paul, Minneapolis-Saint Paul International Airport (MSP) and the Mall of America™, completing the transit triangle. It would simultaneously increase property values, spur transit-oriented development and improve access to community amenities. Its construction would inject significant capital into the local economy.

**A streetcar's hop-on, hop-off nature lets riders truly choose their own adventure, offering the flexibility and opportunity to experience the region in a convenient and memorable way.**

The modern streetcar experience offers both an efficient connection between destinations, and an opportunity for tourists and locals alike to "get lost" in the area's vast recreational and riverfront activities, Saint Paul's burgeoning vibrant neighborhoods, and destinations like Union Depot, the Xcel Center and Bdote/Historic Fort Snelling. Connecting directly to both airport terminals provides a user-friendly amenity to attract more visitors to Saint Paul, boosting tourism and convention interest to the many regionally significant attractions along the corridor.

The 12-mile corridor doesn't just offer the potential to improve connections to our most-traveled destinations, it presents a path toward significant societal, economic and environmental improvements. These related upgrades are included within the project budget and in coordination with project partners to reduce construction impacts.

For more than a decade, community members and stakeholders have shared experiences, concerns and needs to shape efforts to bring improved transit options to the Riverview Corridor. This \$2.1 billion investment in the community and pathway to future growth will lead the way to a stronger, more vibrant, more connected Twin Cities Metro area.



Half of the project cost, **close to \$1 billion, will result in tangible benefits** outside of the Riverview streetcar infrastructure, like **\$535 million in roadway corridor improvements in Saint Paul** and **\$415 million for a new accessible bridge** that will stand for the rest of this century. Also, **\$285 million will be allocated to the creation of a new Mall of America™ station** that will benefit existing METRO Blue Line users and relieve traffic congestion in Bloomington.

### West 7th Street reconstruction

A pavement investment has been identified and scheduled by MnDOT for 2028/2029, and at this time, the scope is limited to pavement resurfacing. The streetcar project would enhance this pavement investment by upgrading it to a complete reconstruction of West 7th Street, including replacing sidewalks and curb ramps and adding signalized intersections that provide additional and safer ways to cross West 7th Street. It would also change the roadway design to calm traffic and improve the overall pedestrian experience.

### Highway 5 bridge (Mississippi River crossing)

The current bridge over the Mississippi River (built in 1961) lacks accessibility and multi-modal connectivity. The streetcar project would provide the opportunity to address this barrier and connect Ramsey and Hennepin County residents with an Americans with Disabilities Act (ADA)-compliant bridge with a proposed upper deck plaza that would improve bike and pedestrian access, remove barriers by eliminating stairs and create a space for community and cultural programming.

### Bdote/Historic Fort Snelling station

This new station would provide direct transit access to the new Historic Fort Snelling Visitor Center and the Dakota Place of Remembrance memorial site, as well as an improved connection between the Fort Snelling Memorial Chapel and the surrounding area. Tribal input on the river crossing and the route through Bdote/Historic Fort Snelling has shaped the design of the project through this area.

### Direct connection to METRO Blue Line and both MSP terminals

Connecting directly to the METRO Blue Line at the existing Fort Snelling Station allows riders a seamless transfer to neighborhoods and downtown Minneapolis. Additionally, this saves project costs by utilizing existing tracks through both Terminal 1 and Terminal 2.

### Mall of America™ station

The construction of a new elevated MOA station would serve both Riverview and the METRO Blue Line, reducing travel times for METRO Blue Line riders and simultaneously opening up new developable parcels of land next to the mall. It would improve safety and reduce congestion by removing the Blue Line crossing at the intersection of Killebrew and 24th Avenue.



American Blvd

Bloomington Central

30th Ave

Mall of America™

A modern streetcar was identified as the locally preferred alternative (LPA) in 2017 and was added to the Metropolitan Council Transportation Policy Plan in 2019. The project team is currently refining the streetcar alignment and station locations, performing preliminary engineering for key project pieces like the river crossing and conducting initial environmental screening.

**The current local sales tax will be used to fund the Ramsey County portion of the streetcar project with additional funding from federal and state resources, as well as Hennepin County.**



# Modern Streetcar project

The Riverview Corridor Modern Streetcar project is more than a transportation project. It's an opportunity to leverage federal funding to transform West 7th Street, and also construct an iconic multi-modal river crossing that has the potential to reshape the future of West 7th Street, Saint Paul and Bloomington.

# Let's get moving!

## Modern Streetcar project timeline

Federal project development  
Estimated  
**2025-2026**

Engineering  
Estimated  
**2027-2030**

Construction  
Estimated  
**2030-2033**

Line opens  
Estimated  
**Late 2033**







## The desire for a streetcar: Economic vitality and increase in property value

Streetcars don't just move people — they also create incredible economic benefits that support community redevelopment and reinvestment. Communities across North America have adopted this urban lifestyle mode and benefited from tremendous economic and social improvements: We can too.

This project will reignite and reinvigorate the corridor and everything we have to offer. It could add 2,200 residential units and 220,000 square feet of commercial units within Saint Paul proper.

Streetcars would also attract businesses, neighbors, and visitors to our community, making it a more attractive destination for major events, sports, conventions and other tourism opportunities. Given that the new route will connect downtown, the airport and the Mall of America™, it is an accessible way for tourists to enjoy our beautiful and vibrant region.

According to a recent economic development analysis, the Riverview Corridor Modern Streetcar project would spur

**\$843 million in growth to Saint Paul real estate values**

due to increases in residential and commercial redevelopment activity. That's in addition to improving community connectivity, mobility, transit reliability and safety.



# Hop on board!



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## An alternative: Arterial Bus Rapid Transit (ABRT)

Through the planning process, agency partners identified an ABRT as the best bus option for comparison purposes because it posed fewer impacts to properties along the corridor. This alternative would cost \$121 million dollars based on a 2030 opening. The project would result in 14 new stations, and serve seven stations that are being constructed as part of the METRO Gold Line. The project would include pedestrian improvements around stations and transit signal priority along the route, as well as new low or no emission buses.

The proposed ABRT route is slightly shorter than the Riverview Corridor Modern Streetcar project because it does not include stations at MSP Terminal 2, Fort Snelling or Bdote/Historic Fort Snelling. It would see an estimated daily ridership of approximately 8,000 people in year 2040. A recent economic development analysis estimates the ABRT could result in \$336 million of growth in Saint Paul real estate values and add 600 residential units and 60,000 sq ft of commercial units.

Share your thoughts on proposed transit improvements along the route in this area. Check our website and social media for public engagement opportunities throughout the spring and summer.

We'll host several open houses, attend community events and will conduct outreach to area businesses, residents and transit riders.

Digital engagement opportunities include an interactive online comment map, social media updates, an email newsletter and a survey. Visit [riverviewcorridor.com](http://riverviewcorridor.com) to learn more.

After this public engagement period, a summary of what we heard will be shared with policy makers to inform if the benefits of a streetcar investment should advance to an in-depth technical and engineering phase.



## Streetcar and station benefits



### Environment

Reduces the region's carbon footprint because it's fully electric, producing less air and noise pollution.



### Accessibility

Provides level boarding for riders to walk or roll on; a new river crossing addresses accessibility and mobility barriers while reconnecting our communities.



### Right-sized

The streetcar can carry more people than a bus, and is smaller than the existing LRT trains to better fit the context of the neighborhoods it serves.



### Ridership

Approximately 11,200–11,600 average daily riders (estimated for 2040).



### Safety improvements

Enhances bike and pedestrian access with expanded sidewalks, greener streetscaping, additional signalized intersections and safer crosswalks; promotes vibrant stations with technology and lighting features, and a new multi-use path along West 7th Street.



### Comfort

Delivers a smooth ride without typical traffic bumps, with rail embedded right in the street.



### Culture

Encourages community and cultural programming.



### Efficiency

Improves reliability and traffic with advanced signal technology and transit only lanes.

