



# Streetcar benefits: More than just a streetcar



# Enhancing neighborhoods



## Livable

- The new river crossing is accessible and separated from traffic for pedestrians and cyclists, and grants easier access to the regional trail system.
- Upgrades provide safer “refuge islands” in the middle of the street with signalized crossing at intersections along West 7th Street.
- The pedestrian and bike level of the bridge provides space for community and cultural programming.
- Advancements reduce the region’s carbon footprint because the streetcar is fully electric, producing less air and noise pollution.



## Accessible

- The streetcar provides level boarding for riders to walk or roll on.
- The new signature Mississippi River crossing addresses accessibility and mobility barriers while connecting communities.



## Reliable

- Reliability and traffic are improved with advanced signal technology and transit-only lanes.

# Reinvigorating the region



## Ridership

Transports 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.



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.



## Reinvigorating the region

A complete reconstruction of West 7th Street, including replacing sidewalks and curb ramps and additional signalized intersections, provides additional and safer ways to cross. It also changes 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.



# Highway 5 bridge improvements



Streetcar route segment map with bridge visualizations

# 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 and 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™ (MOA) 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.



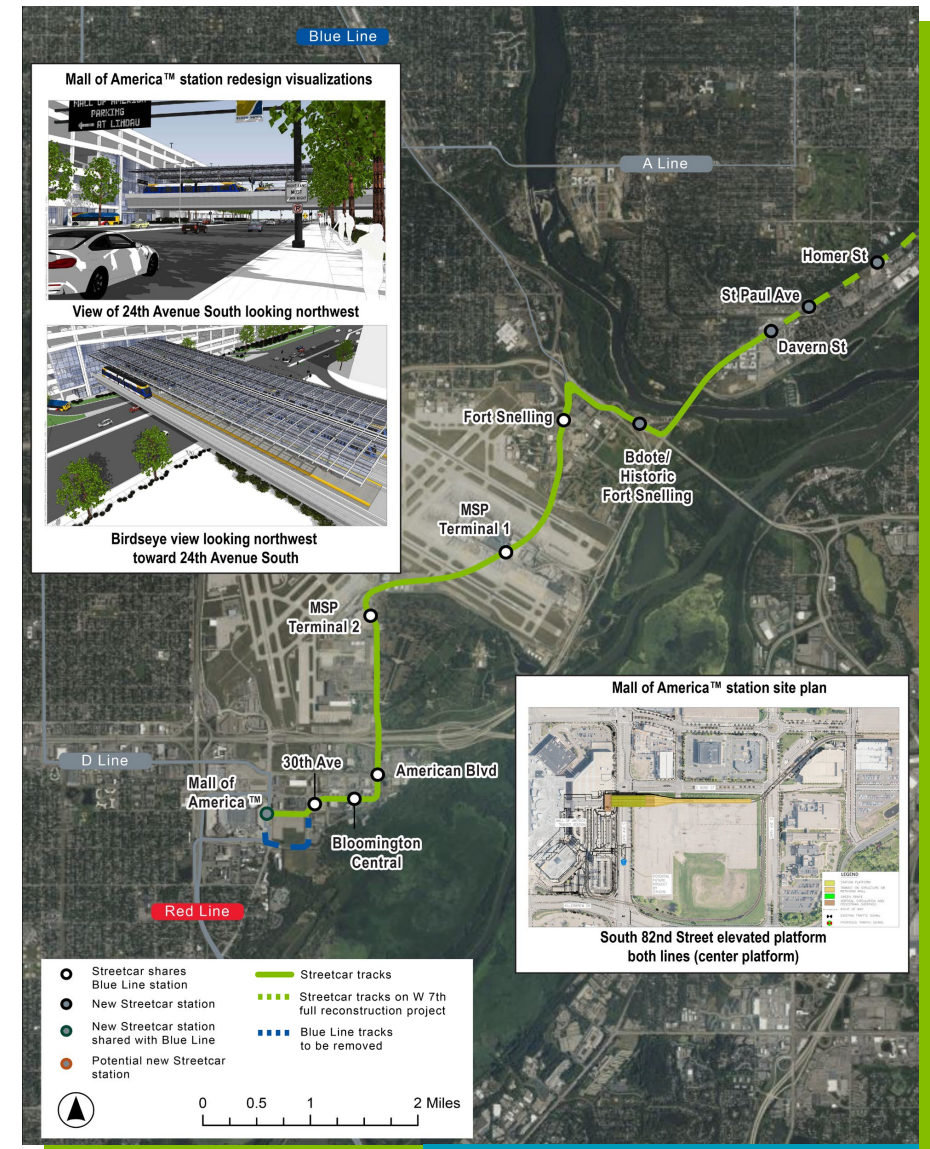
## Reinvigorating the region

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# Mall of America™ station improvements

Complete with a proposed upper deck plaza, this improvement contributes \$285 million to the total cost of the Streetcar project and provides the following additional benefits to users:

- Shortens travel times for Blue Line riders by about two minutes
- Removes existing Blue Line track east of the Mall of America™ opening new land for redevelopment
- Addresses existing traffic issues at the intersection of Killebrew and 24th Avenue
- Adds flexibility to stage trains for events in both Minneapolis and Saint Paul



Streetcar route segment map with plaza and site visualizations

# Mall of America™ station improvements



Birdseye visualization of 24<sup>th</sup> Avenue South looking northwest



Visualization of 24<sup>th</sup> Avenue South looking northwest



Visualization of 24<sup>th</sup> Avenue South looking southwest

# Potential Modern Streetcar project timeline: 2025 and beyond

**Federal project development**  
Estimated

**2025–2026**

**Engineering**  
Estimated

**2027–2030**

**Construction**  
Estimated

**2030–2033**

**Line opens**  
Estimated

**Late 2033**



# ○ Saint Paul economic development assessment of Modern Streetcar station areas

**2,200**

Estimated new developed residential units.

**\$408**

**million**

Estimated value created from increases in property values.

**\$435**

**million**

Estimated value created from new development and redevelopment.

**220,000**

**square feet**

Estimated new developed commercial space.

**350**

Estimated new jobs created from commercial space development.



**\$843**  
**million**

Total estimated economic development value created.

1. Values and estimates are for 20 years following first year of operations — 2033-2053.
2. Projections are above projected growth that would have occurred without the project.
3. Values are in 2033 dollars. Valuations are discounted 3% back to the first year of operations.
4. Analysis included property value increases and value from new development. The analysis did not include economic value of reduced travel times, enhanced safety, and reduced emissions, improved access to labor shed, and regional construction benefits.
5. See full report for full methodology.

# Modern Streetcar route



Map of Modern Streetcar route station locations and typical sections

# RiverviewCorridor.com

