

# Central Corridor Light Rail Transit

**Business Advisory Committee**

September 17, 2007



*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

# Central Corridor Light Rail Transit



## Station Location and Configuration

Chuck Hymes

Design Manager

Engineering Support Services Team

# Today's Discussion

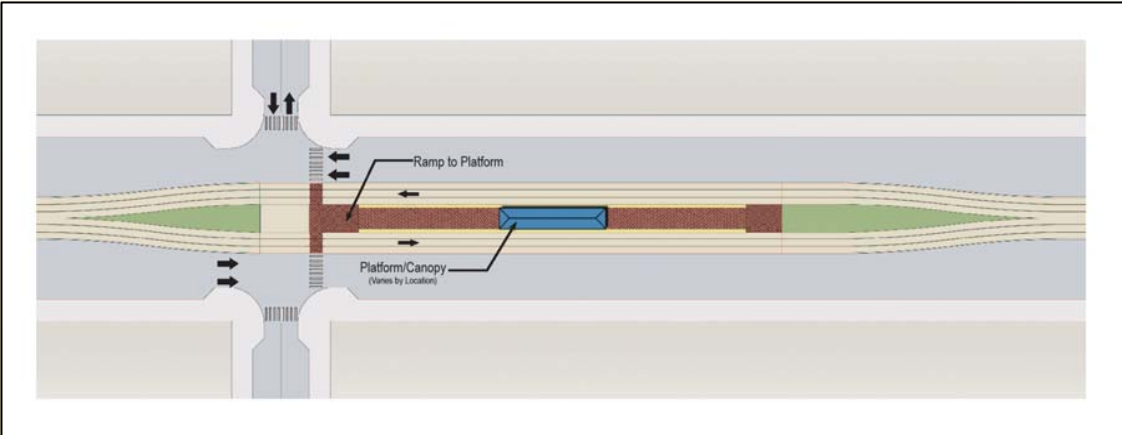


- Review planned location and configuration of 5 stations
  - Dale
  - Lexington
  - Fairview
  - Raymond
  - Westgate
- Review Snelling alternatives

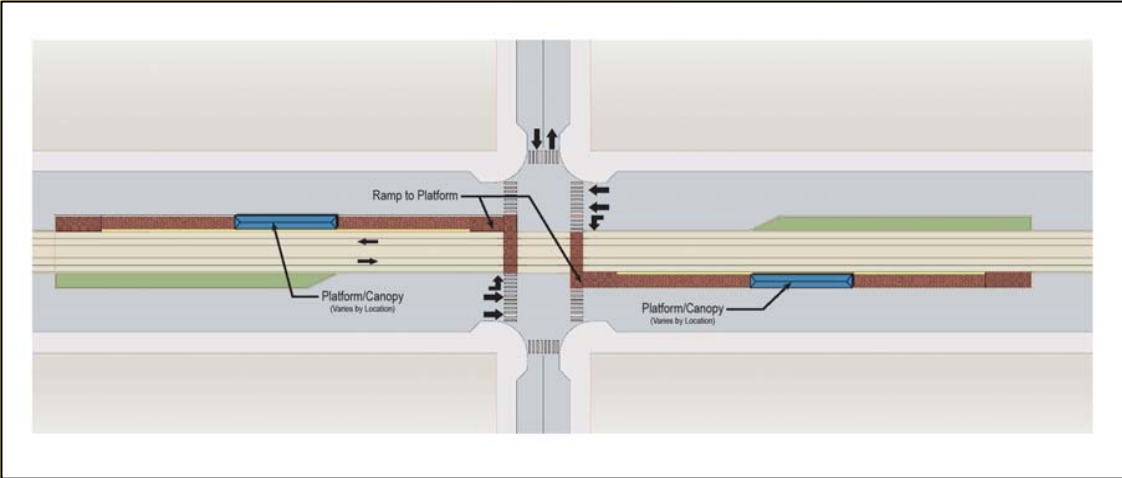
# Central Corridor Stations

## Central Corridor Light Rail Transit

Center Platform



Split Platform



# Central Corridor Light Rail Transit

# Dale Station



*New library: southwest corner of Dale & University.*



*Unidale Mall: consolidated redevelopment opportunity.*



*Streetscape shows signs of inconsistent repair and maintenance.*



— Alignment — 16 — Bus Routes — Station Platforms

## Station Configuration and Location

- Median station
- Split, far side platform
- Station location per DEIS

## Station Access and Street Cross Section

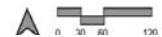
- Pedestrian access at existing Dale St. signal
- Bus stops on University and Dale
- Traffic through lanes and left turn lanes
- On-street parking near station

## General Observations

- Potential high ridership
- Existing destinations include:
  - New library
  - Unidale Mall
  - Supporting regional retail
- Excellent potential for transit oriented development opportunities
- Station intermodal interface is good
- Low impact to right-of-way

## Adjacent Land Uses

- Predominantly 1- and 2-story buildings
  - Fast food
  - Retail
- New 5-story library
- Unidale Mall
- Considerable amount of street-facing surface parking
- Inconsistent street edge
  - Surface parking
  - Large setback at Unidale mall



# Central Corridor Light Rail Transit

# Lexington Station



Low-rise development on the southeast corner of Lexington & University.



Lexington Parkway adds a 'green' component to the station intersection.



— Alignment — 16 — Bus Routes — Station Platforms

## Station Configuration and Location

- Median station
- Split, far side platform
- Station location per DEIS

## Station Access and Street Cross Section

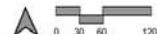
- Pedestrian access at existing Lexington signal
- Bus stops on University and Lexington
- Traffic through lanes and left turn lanes
- On-street parking near station

## General Observations

- High ridership potential
- Existing bus routes well utilized
- Redevelopment opportunities exist within walking distance of station
- Access to Central Medical facilities, Lifelong Learning Center and retail/ commercial
- Adjacent neighborhood access
- Station intermodal interface is good
- Low impact to right-of-way

## Adjacent Land Uses

- Predominantly 1-story buildings
  - Fast food
  - Retail
- New, large restaurant on northwest corner
- Lifelong Learning Center (SP Public Schools) 1 block east
- Central Medical nearby, to the southwest
- Lexington provides I-94 access to the south



# Central Corridor Light Rail Transit

# Fairview Station



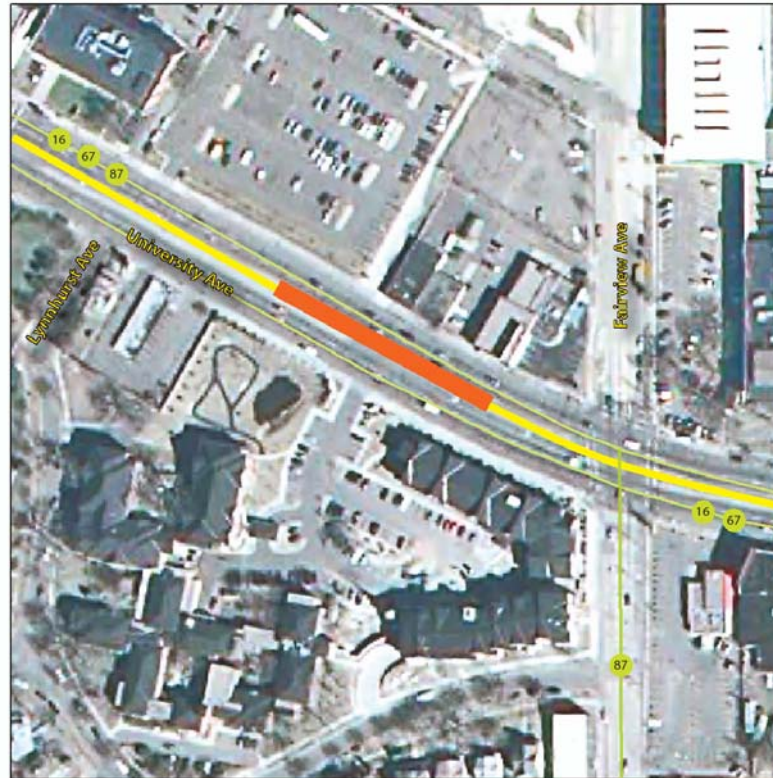
Adjacent uses include this public school.



Storefront interests have populated the ground floor of the Griggs building.



Episcopal Homes is a significant development at the Fairview Site.



Alignment — 16 — Bus Routes — Station Platform

### Station Configuration

- Median station
- Center platform
- Station configuration and location west of Fairview as recommended by RCRRA

### Station Access and Street Cross Section

- Pedestrian access at existing Fairview signal
- Bus stops on University and Fairview
- Traffic through lanes
- On-street parking near station

### General Observations

- High ridership potential
- Existing land use represent excellent mixed use
- Proximity to Dickerman Park, Iris Park, Goodwill Center, Avalon School and existing variable care facility
- Well invested neighborhood with public improvements
- Station intermodal interface is good
- High ridership at existing bus routes
- Medium impact to right-of-way (due to curve road geometry)

### Adjacent Land Uses

- 1-3 story buildings
  - Retail
  - Residential
  - Office
  - Educational (school)
  - Institutional care
- Significant redesign of Dickerman Park underway by St. Paul Parks
- Inconsistent street edge
  - Dickerman Park
  - Surface parking
  - Episcopal Homes setback and detention pond
  - Iris Park



# Central Corridor Light Rail Transit

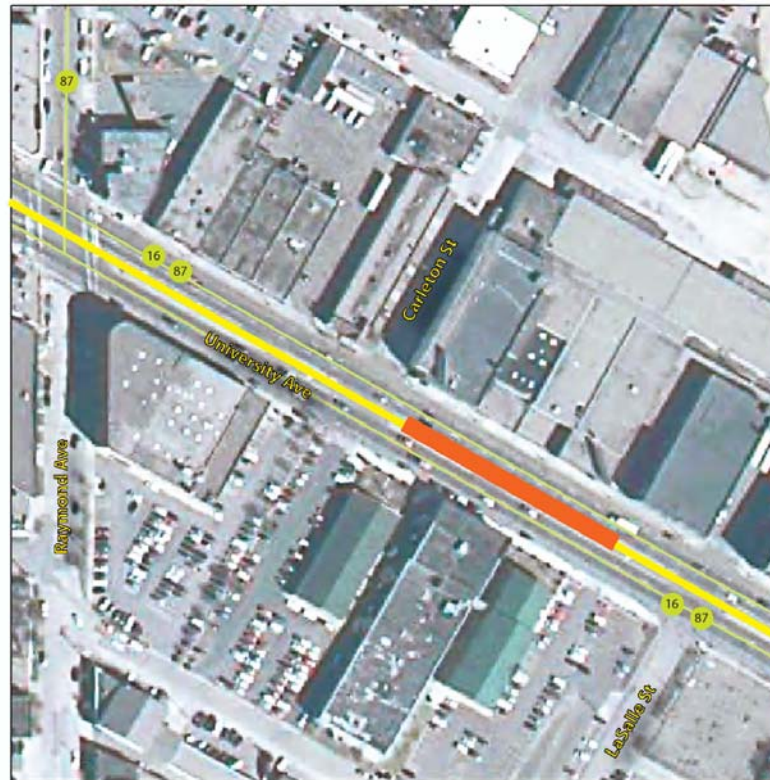
# Raymond Station



Classic building stock is an asset to the station area.



Raymond avenue provides a striped lane for cyclists, with tree lawns and street trees.



— Alignment —16— Bus Routes — Station Platform

## Station Configuration and Location

- Median station
- Center platform
- Station location per DEIS

## Station Access and Street Cross Section

- Pedestrian access at a new Carleton Street signal
- Bus stops on University
- Bike lane on Raymond
- Traffic through lanes
- On-street parking near station

## General Observations

- High ridership potential
- Station intermodal interface is good
- Location intersects designated bicycle route
- Existing redevelopment activities include:
  - Retail
  - Office
  - Residential/ multi-family
- Moderate impact to right-of-way (due to displaced parking on University)

## Adjacent Land Uses

- Mixed heights of buildings
  - Brick and masonry-detailed buildings attractive and well-maintained
  - Fairly consistent street wall
- Mix of retail, office, residential
- Significant loft-redevelopments of historic buildings west of intersection
- Large railyards and large truck-oriented warehousing area north of University
- Raymond dead-ends to the south; no access or crossing of I-94



# Central Corridor Light Rail Transit

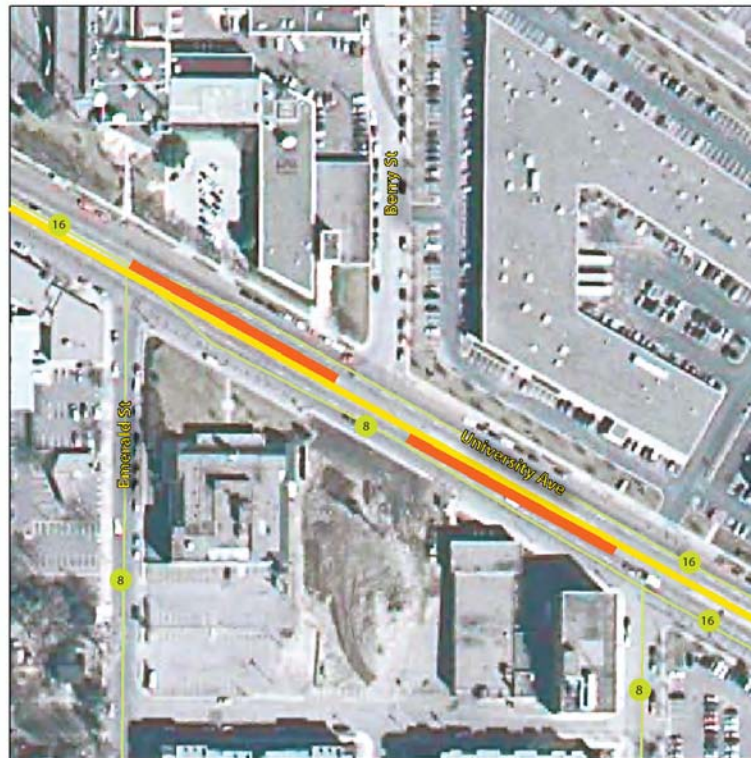
# Westgate Station



Behind-sidewalk landscaping at the Court International Building.



Large radio towers and office space.



— Alignment — 16 — Bus Routes — Station Platforms

## Station Configuration and Location

- Median station
- Split, far side platform
- Station location per DEIS

## Station Access and Street Cross Section

- Pedestrian access at a new Berry Street signal
- Bus stops on University
- Traffic through lanes and left turn lanes
- On-street parking near station

## General Observations

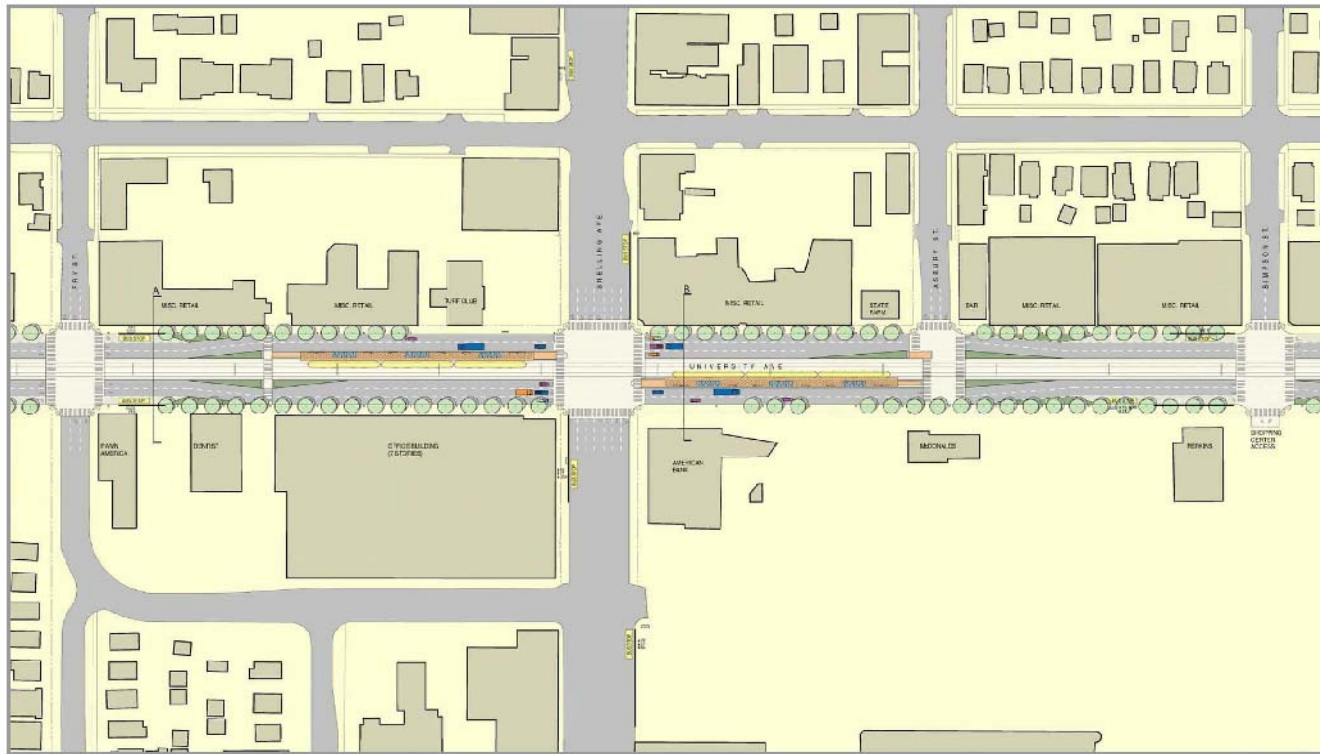
- High ridership potential
  - Existing multi-family residential, mixed-use, office/retail within proximity of station
- Existing high density office destination
- Potential for infill residential development
- Station intermodal interface is good
- Low impact to existing right-of-way

## Adjacent Land Uses

- 2-4 story buildings
  - Retail
  - Restaurant
  - Office
- Two radio towers north of University
- New mixed-use residential project south of University



# Snelling Station DEIS Proposed Location



# Snelling Station

## Alternative - Pascal

Central Corridor  
Light Rail Transit



Central Corridor  
Light Rail Transit

**SNELLING AVENUE STATION**  
OPTION S-1  
SEPTEMBER 14, 2007

DMJM HARRIS | AECOM  
EDAW | AECOM

# Snelling Station Alternative – Simpson



Central Corridor  
Light Rail Transit

**SNELLING AVENUE STATION**  
OPTION S-2.1  
SEPTEMBER 14, 2007

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## Central Corridor Light Rail Transit

# Next Steps



- Confirm location and configuration
- Start engineering
  - Intersections
  - Track
  - Utilities
- October
  - Consistent station elements
  - Capitol area stations

## Central Corridor Light Rail Transit

## More Information

Check out our website:

- [www.centralcorridor.org](http://www.centralcorridor.org)

Contact the Data Center:

- Metropolitan Council  
390 N. Robert St.  
St. Paul, MN 55101
- Phone: 651-602-1140
- Email: [data.center@metc.state.mn.us](mailto:data.center@metc.state.mn.us)

