



Central Corridor Light Rail Transit

Business Advisory Council
October 15, 2007



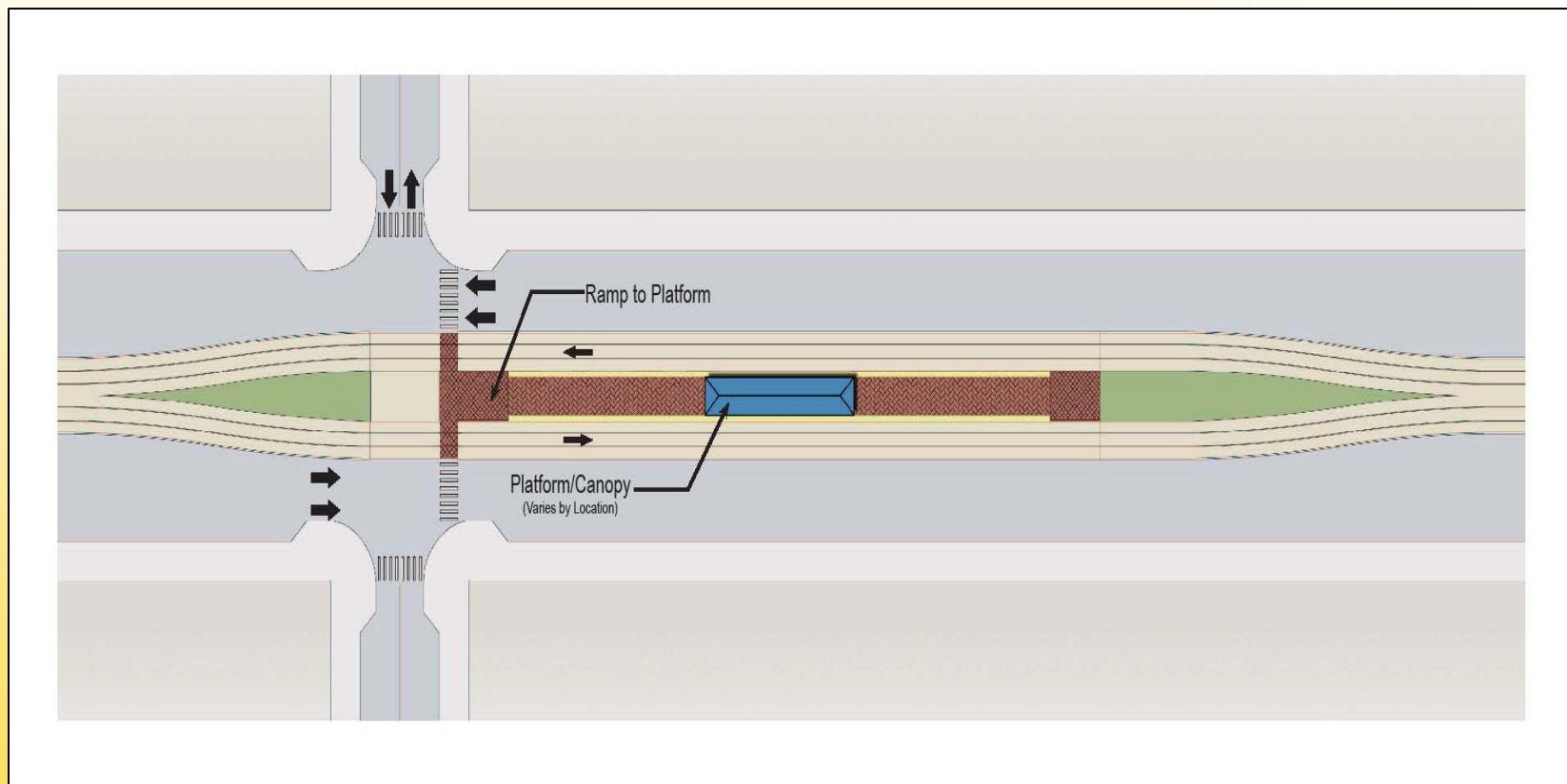
*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

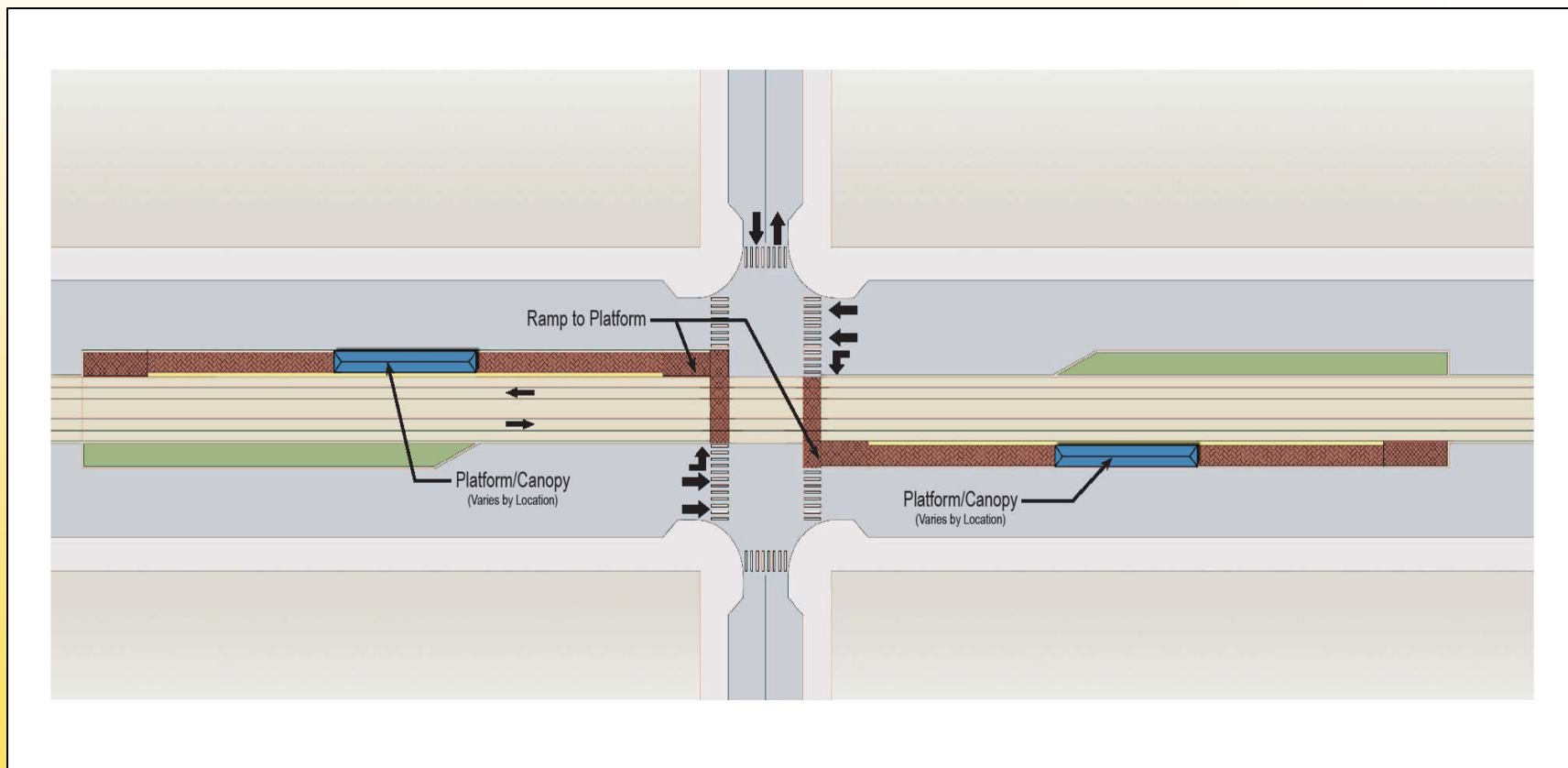
Central Corridor Stations

Example Center Platform



Central Corridor Stations

Example 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



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



Fairview Station



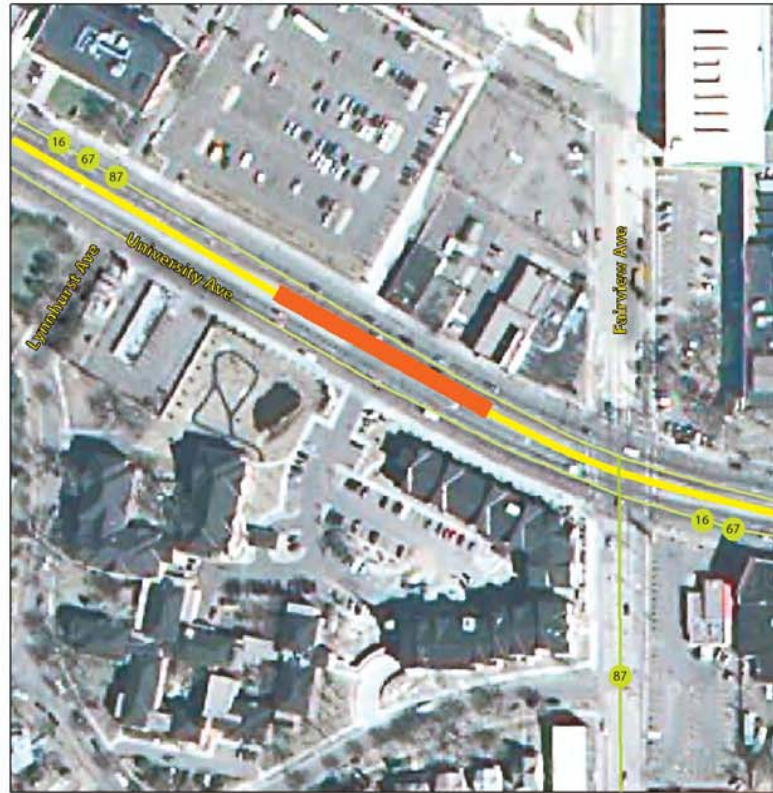
Adjacent uses include this public school.



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



Episcopal Homes is a significant development at the Fairview Site.



Alignment — 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



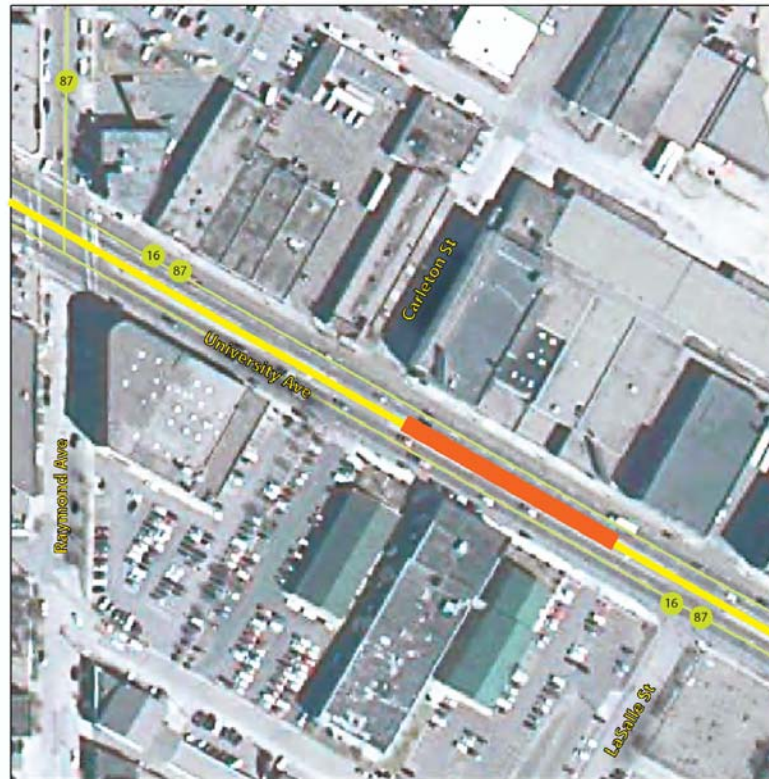
Raymond Station



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



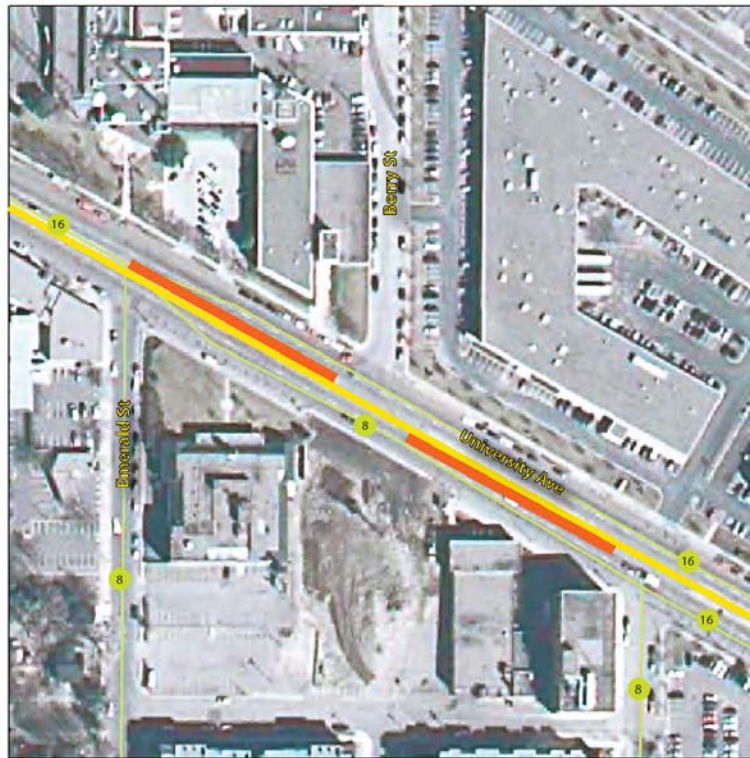
Westgate Station



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

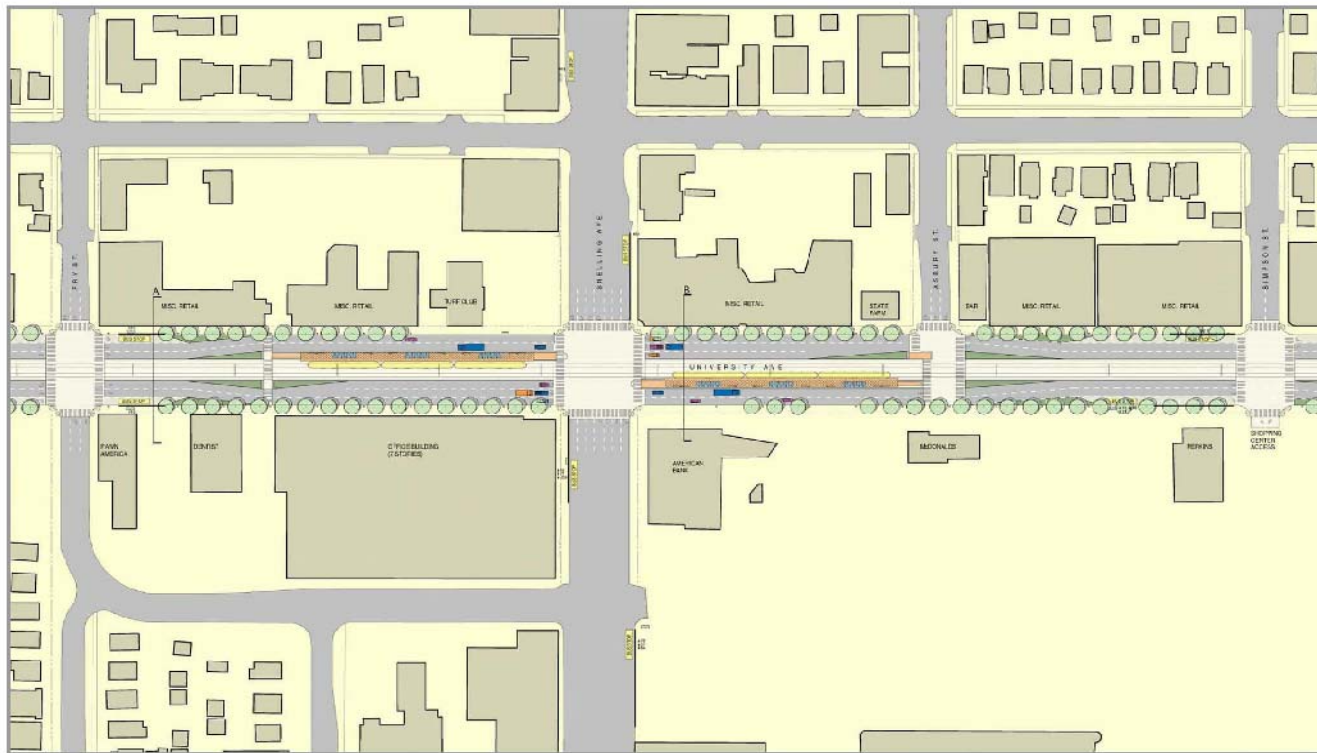
- High ridership potential
 - Existing multi-family residential, mixed-use, office/retail within proximity of station
- Existing high density office destination
- Potential for infill residential development
- Station intermodal interface is good
- Low impact to existing right-of-way

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



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SNELLING AVENUE STATION
OPTION S-DEIS
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Snelling Station

Alternative - Pascal



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SNELLING AVENUE STATION
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Snelling Station Alternative – Simpson



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SNELLING AVENUE STATION
OPTION S-2.1
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