

Central Corridor Light Rail Transit

Business Advisory Council

December 17, 2007



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

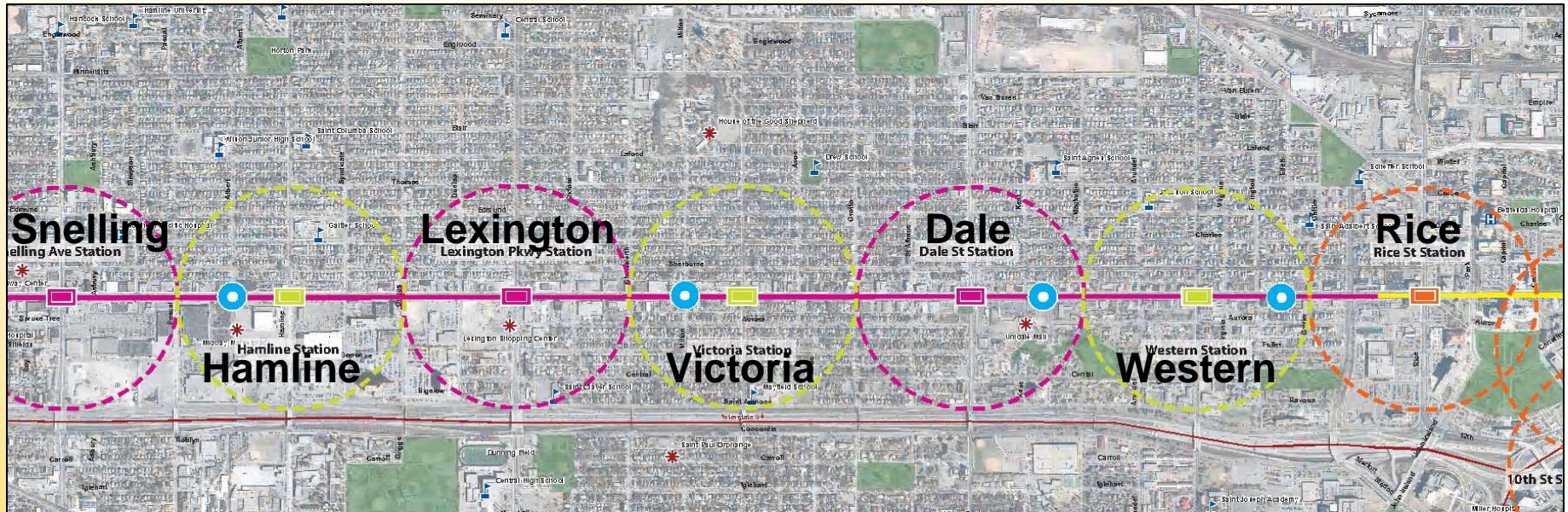
Findings of the Hamline, Victoria, Western Study



- Analyze
 - Ridership
 - Travel time
 - Cost
 - Cost Effectiveness Index (CEI)

Central Corridor Light Rail Transit

Findings of the Hamline, Victoria, Western Study



Findings of the Hamline, Victoria, Western Study

- Transfers station boardings from one station to another
- Reduces corridor ridership by ~400 people
- Does not change Midway ridership

Station	LPA	Add Hamline	Add Victoria	Add Western
Snelling	2,840	2,530	2,820	2,830
Hamline	--	490	--	--
Lexington	1,070	880	930	1,050
Victoria	--	--	320	--
Dale	750	730	580	760
Western	--	--	--	280
Rice	1,320	1,290	1,290	1,120
Midway ridership	5,980	5,920	5,940	6,040

Findings of the Hamline, Victoria, Western Study

- Increases travel time
- Increases cost \$5.5M/station
- Increases project CEI by \$0.28-0.50

	LPA	Add Hamline	Add Victoria	Add Western
Travel Time	38:53	39:30	39:20	39:19
CEI	\$26.05	\$26.33	\$26.51	\$26.55

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Downtown St. Paul Alignments Studied

- DEIS
- DEIS w/ diagonal
- 4th St. to Wacouta
- 4th St. to Broadway
- 2nd St. Viaduct



Downtown St. Paul Capital Costs Difference from DEIS

DEIS plus diagonal	4 th and Wacouta	4 th and Broadway	2 nd St. Viaduct
(\$2.63) M	\$32.2M	\$42.1 M	\$57.8 M

Downtown St. Paul Operating Cost & Travel Time Difference from DEIS

Change	DEIS plus diagonal	4 th and Wacouta	4 th and Broadway	2 nd St. Viaduct
Op. Cost (\$)	(76,000)	806,000	1,088,000	679,000
Travel Time	(0:28)	1:58	2:47	(0:53)

Downtown St. Paul CEI Difference from DEIS

Alternative	DEIS plus diagonal	4 th and Wacouta	4 th and Broadway	2 nd St. Viaduct
Change in CEI from DEIS	(0.39)	0.83	1.21	1.55