

# Central Corridor Light Rail Transit

**Community Advisory Committee**

February 15, 2007



*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

## Central Corridor Light Rail Transit

# Preliminary Engineering Recap



- Make decisions about the scope of the project
- Refine sources and uses of funds
- Meet Federal Cost Effectiveness Index (CEI) guidelines

**Central Corridor**  
Light Rail Transit

Included in current cost est.

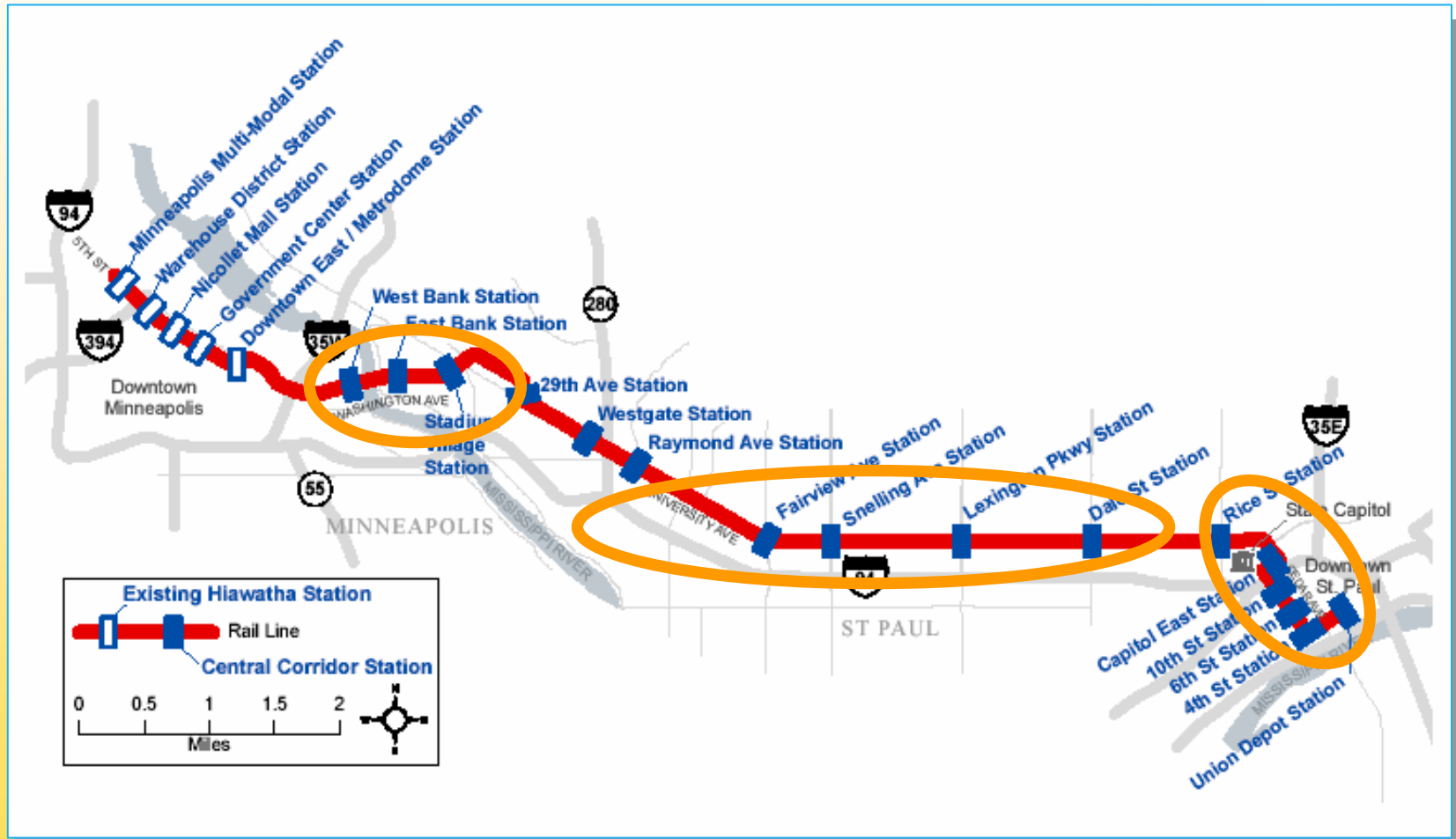
# Initial Series of Discussions Recap

<b>Project Component</b>	<b>Est. Cost</b>
University East Bank Tunnel	\$155M
St. Paul Fourth St. to Union Depot	\$ 72M
University Ave. Reconstruction	\$ 55M

\* Not a comprehensive list of scope issues.

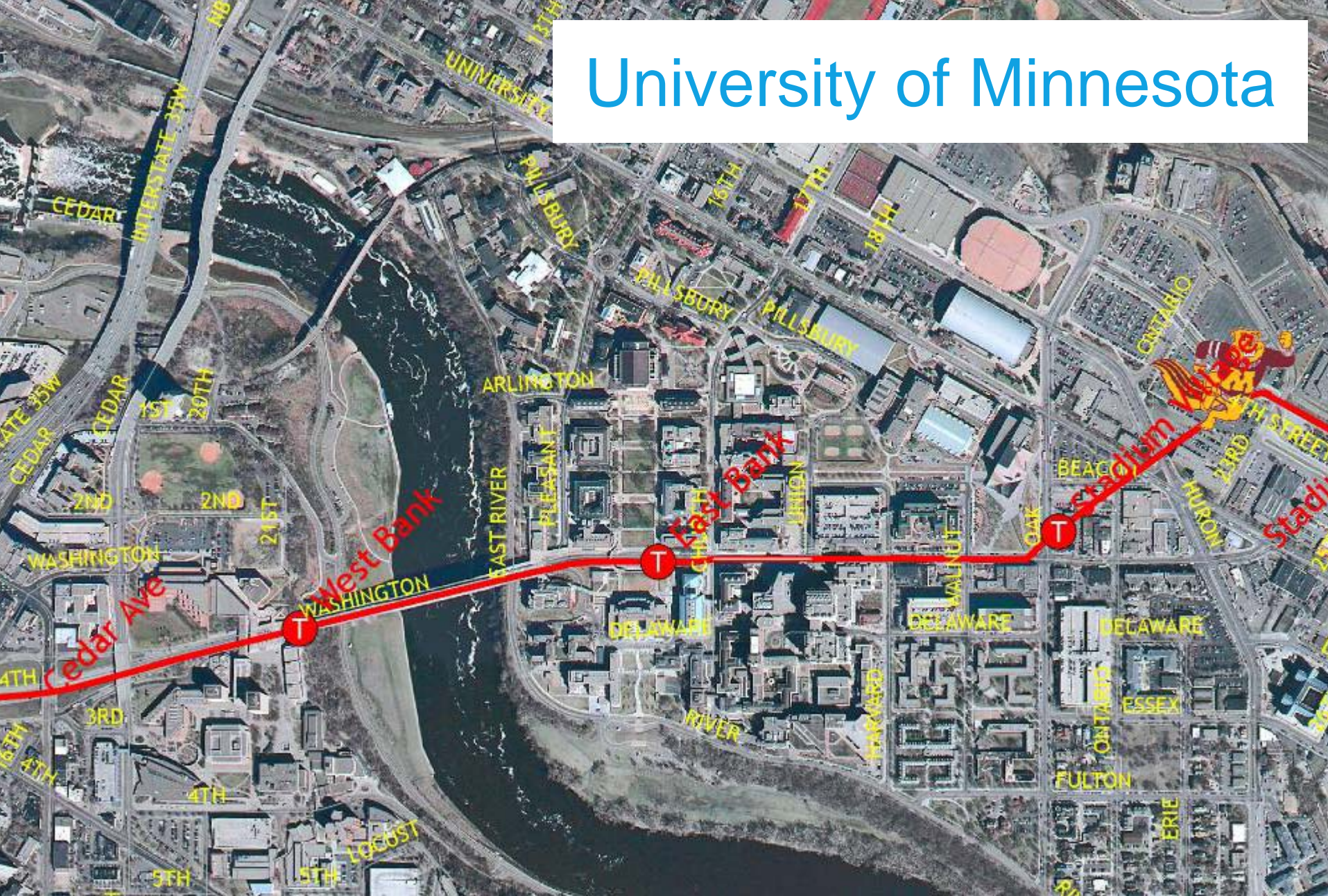
# Central Corridor Light Rail Transit

# Closer Look at Three Areas



Alignment and stations as shown in the Draft Environmental Impact Statement dated April 3, 2006

# University of Minnesota



Alignment and station location as proposed in Draft Environmental Impact Statement 5 Dated April 2002. Subject to minor adjustments during the preliminary engineering phase.

## Central Corridor Light Rail Transit

# University of Minnesota Alignment



- Median alignment
- Route
  - From downtown via 3<sup>rd</sup>/4<sup>th</sup> Street to Washington Ave.
  - Connects to U of M transitway
  - Connects to University at 29<sup>th</sup> Ave.

# University of Minnesota Stations

## Central Corridor Light Rail Transit



- West Bank
  - Washington Avenue
- East Bank
  - In front of Coffman Union
- Stadium Village
  - Oak Street and University
- 29<sup>th</sup> Avenue
  - NW quadrant of intersection with University

# University of Minnesota Issues Identified

## Central Corridor Light Rail Transit



- Corridor-wide issues
  - Noise/Vibrations
  - Impact of station sites
  - Transportation impacts
  - Utility impacts
- Section specific issues
  - Football stadium
  - Pedestrian connections & safety
  - Underground pedestrian tunnels

## Central Corridor Light Rail Transit

# University Avenue Stations



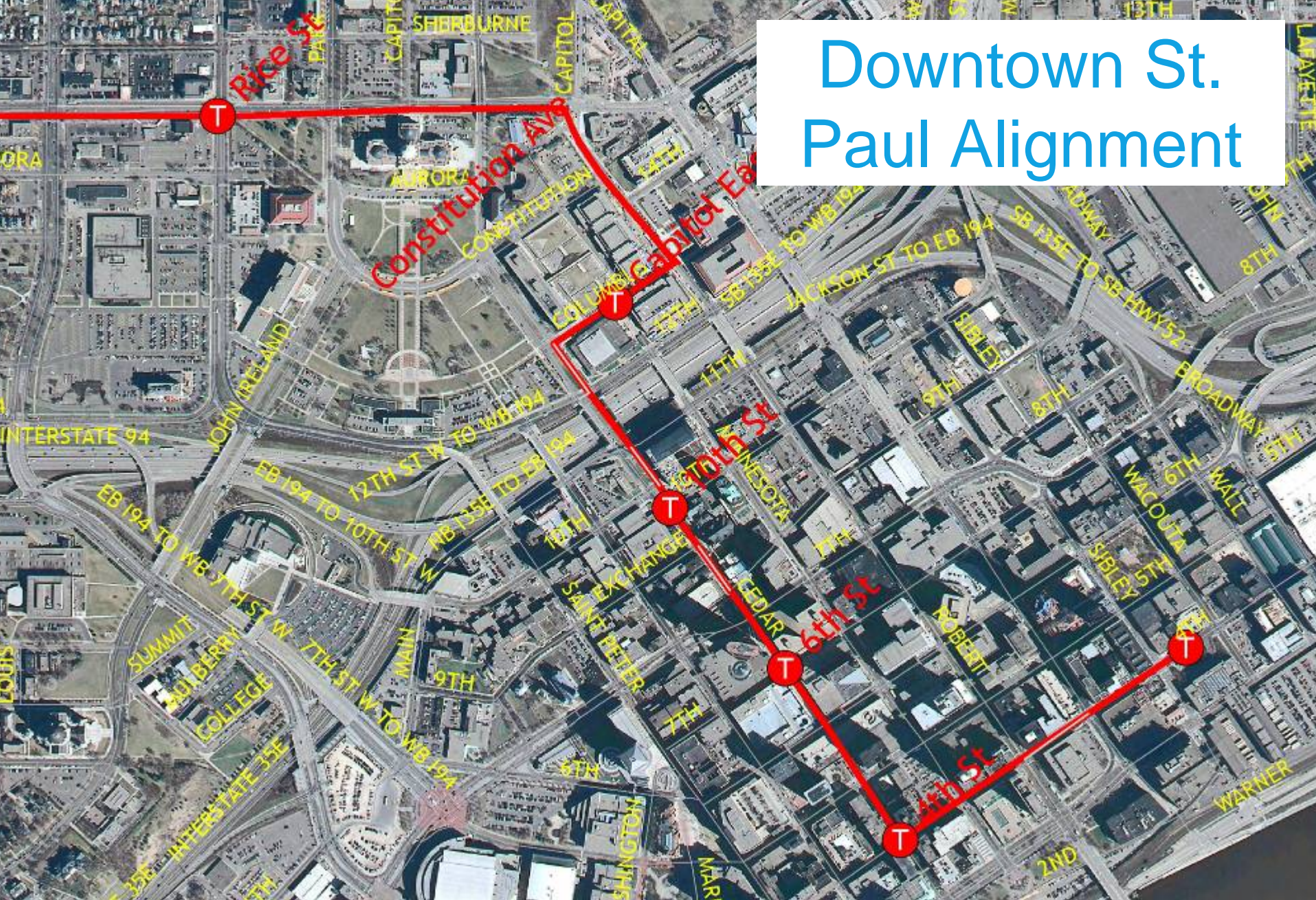
- Westgate
- Raymond Avenue
- Fairview Avenue
- Snelling Avenue
- Lexington Parkway
- Dale Street
- Rice Street

# University Avenue Issues



- Corridor-wide issues
  - Noise/Vibrations
  - Impact of station sites
  - Transportation impacts
  - Utility impacts
- Section specific issues
  - Pedestrian connections
  - Streetscaping
  - Construction impacts

# Downtown St. Paul Alignment



Alignment and station location as proposed in Draft Environmental Impact Statement Dated April 2002. Subject to minor adjustments during the preliminary engineering phase.

# Downtown St. Paul Alignment



- Runs at-grade
- Leaves Capitol area via Robert Street
- 12<sup>th</sup> and Cedar Streets into Downtown St. Paul

# Downtown St. Paul Stations

## Central Corridor Light Rail Transit



- **Capitol East**
  - 14<sup>th</sup> and Robert Street
- **10<sup>th</sup> Street**
  - On Cedar Street
- **6<sup>th</sup> Street**
  - On Cedar Street
- **4<sup>th</sup> Street**
  - Between Robert and Minnesota Sts
- **Union Depot**
  - In front of Union Depot

## Central Corridor Light Rail Transit



# Downtown St. Paul Issues Identified

- Corridor-wide issues
  - Noise/Vibrations
  - Impact of station sites
  - Transportation impacts
  - Utility impacts
- Section specific issues
  - Capitol area standards
  - Depot connection

## Central Corridor Light Rail Transit



# System Capacity

- Draft Environmental Impact Statement includes
  - 16 new 2-car stations
  - Vehicle storage at existing maintenance and storage facility at Franklin and Hiawatha
  - Traction power system

## Central Corridor Light Rail Transit

# System Capacity Issues Identified



- Forecasted riders may require more capacity
  - 3-car stations
  - More traction power substations
  - Adequate storage facility

## Central Corridor Light Rail Transit

# More Information

Check out our website:

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

Contact the Data Center:

- Metropolitan Council  
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