

Central Corridor Light Rail Transit

Community Advisory Committee

September 20, 2007



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Community Advisory Committee

- **Purpose**
 - Advise Corridor Management Committee (CCMC)
 - Provide input and feedback to staff
 - Issues related to planning, design & construction
- **Responsibilities**
 - Advise CCMC on issues such as station design, parking, accessibility and construction mitigation
 - Facilitate greater citizen participation
 - Provide feedback on structure and effectiveness of communication and public involvement efforts



- Reports
 - Chair's reports
 - Staff reports
- Review key issues
 - Involvement level
 - Timeline
- Start station location and configuration discussion

Public Involvement Kits



- Community Outreach Coordinator assignments
- Print materials
 - Brochures
 - Comments cards
 - Frequently asked questions
- Public involvement log
- Geographic based small groups

Central Corridor Light Rail Transit



Project Issues

Rich Rovang
Deputy Project Director

Central Corridor Light Rail Transit

Building on Years of Work



- Scoping documents
- Alternatives Analysis
- Draft Environmental Impact Statement
- Public outreach and formal hearing process
- New Starts application
- City's land use planning activities

Building on Years of Work

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- Supplemental technical documents
 - Station site characteristics
 - Economic impact analysis
 - Construction mitigation & staging
 - Travel demand & ridership studies
 - Traffic analysis
 - Preliminary operations plan
 - Utilities studies

Level of Public Involvement - Recap



- Will vary depending on the issue
 - Technical
 - Outside factors
- Each decision assigned a level
 - Inform
 - Input
 - Influence



- **Definition**
 - Present technical information and analysis to the public
 - Decision based on technical principles
- **Objective**
 - Assist the public in understanding the issues, alternatives and solutions

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Inform in 2007



- Hiawatha/Central connection (#1)
- Bridges
 - Washington Ave. (#2)
 - Cedar St. (#13)
 - TH 280 (#16)
- 2 or 3-car trains (#5)
- 3rd St/35W interchange (#7)
- Design standards – technical features (#8)

Inform in 2008

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- Utilities (#14) and impacts (#36)
- Traffic signalization (#17a)
- Maintenance & storage (#18)
- Minneapolis multimodal station (#19)
- Minneapolis LRT operations (#20)
- Metrodome Station (#21)
- Clearance of MCCR bridge (#26)
- Snelling/University Intersection (#28b)
- Vibration (#22 and #31)
- Operations plan (#37)



- **Definition**
 - Ask the public for information about different aspects of the project
 - Make technical decisions with information from the public about local characteristics
- **Objective**
 - Understand public concerns as project is engineered and designed

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Input in 2007



- Right of way for system elements (#6)
- Reconstruction of University Ave. (#17b)

Input in 2008

First Tier

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- Tunnel versus at grade through the UofM (#3)
- Downtown St. Paul
 - Alignment options to Union Depot (#4a)
 - Station consolidation (#4b)
 - Cedar St/4th St realignment (#4c)

Input in 2008

Second Tier

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- Traffic impacts (#28a)
- Business & neighborhood impacts (#29a)
- Parking (#32)
- Access (#33)
- Street crossings (#34)
- Pedestrian, bike & transit connections (#35)



- Definition
 - Public included in the development of alternatives and selection of the preferred solution
- Objective
 - Community reflected in Central Corridor LRT project

Influence

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- 2007
 - Design Standards - Station design public art components (#8)
- 2008
 - Public art
 - Architectural features of stations

Stations



- September – location and configuration
 - Snelling (#11, input)
 - Westgate (#24, inform)
 - Raymond (#25, inform)
 - Fairview (#27, inform)
 - Lexington (inform)
 - Dale (inform)



- **October**
 - Design standards of consistent features (#8)
 - Rice stations (#12c, inform)
 - Capitol East (#12b, input)
 - 10th Street (inform)

Stations



- **By January**
 - West Bank (#9, input)
 - East Bank and Stadium Village (#10, input)
 - Potential station at Victoria (#15a, input)
 - Potential station at Western (#15b, input)
 - 29th Ave. (#23, input)

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Station Location and Configuration

Denny Probst
DMJM Project Manager

Today's Discussion



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

Review Snelling alternatives

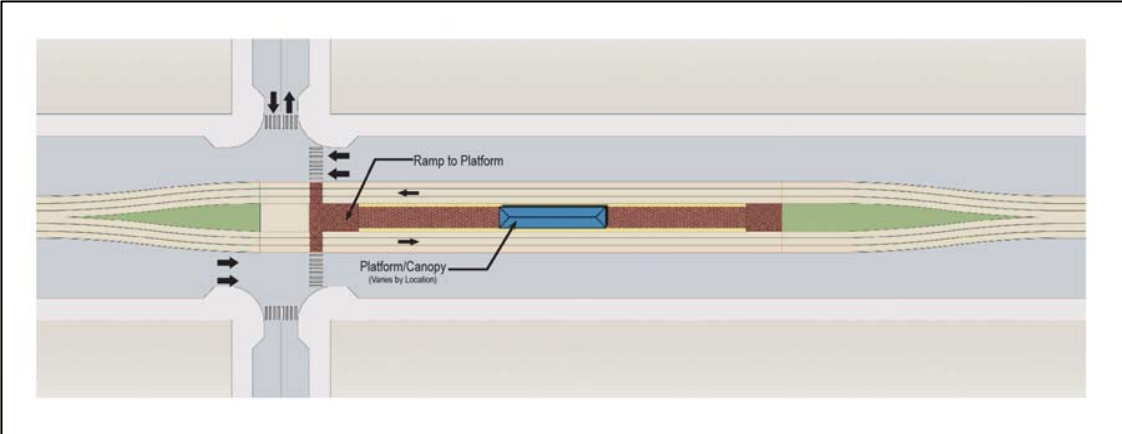


- Previous work on stations
 - Alternatives Analysis/DEIS (2006)
 - Research
 - Ridership models
 - Transit connections
 - Public involvement (ongoing)
 - Station site characteristics (2005)

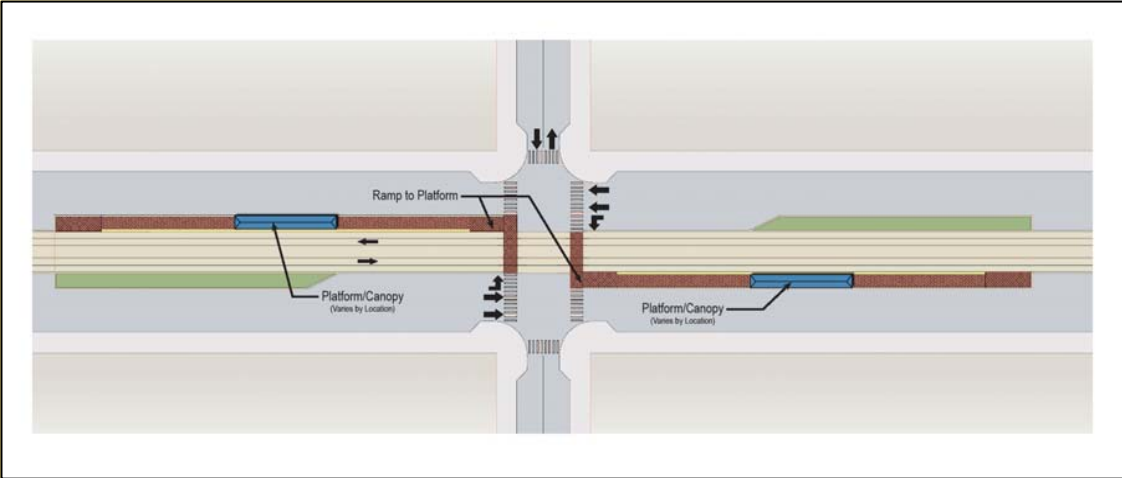
Central Corridor Stations

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Center Platform



Split Platform



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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

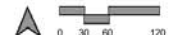
- Pedestrian access at existing Dale St. signal
- Bus stops on University and Dale
- Traffic through lanes and left turn lanes
- On-street parking near station

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



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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

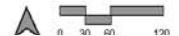
- Pedestrian access at existing Lexington signal
- Bus stops on University and Lexington
- Traffic through lanes and left turn lanes
- On-street parking near station

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



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Fairview Station



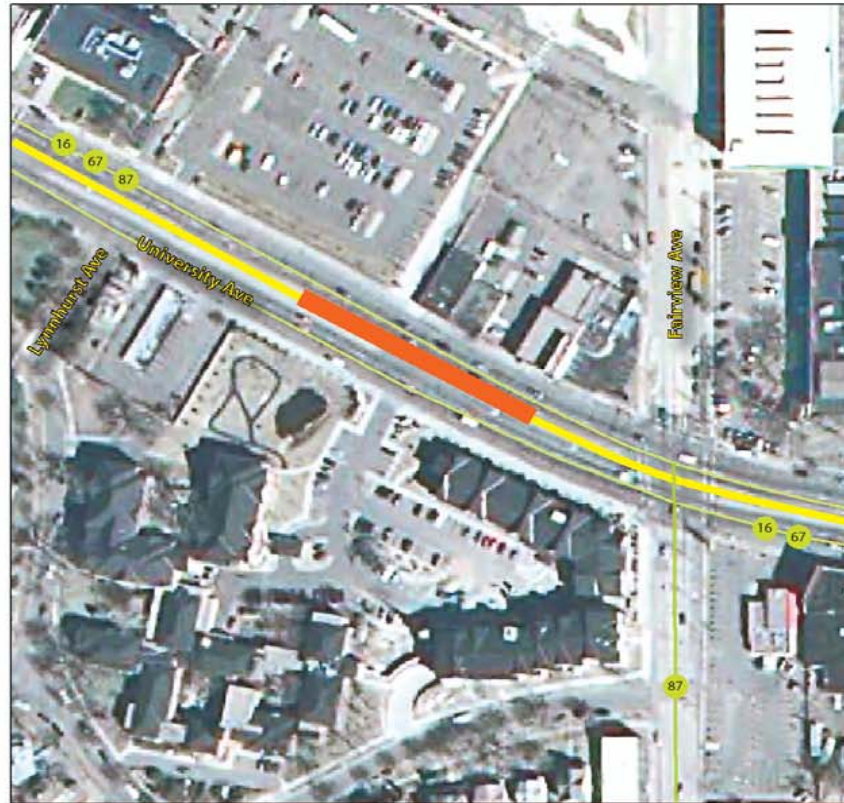
Adjacent uses include this public school.



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 RCRR

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

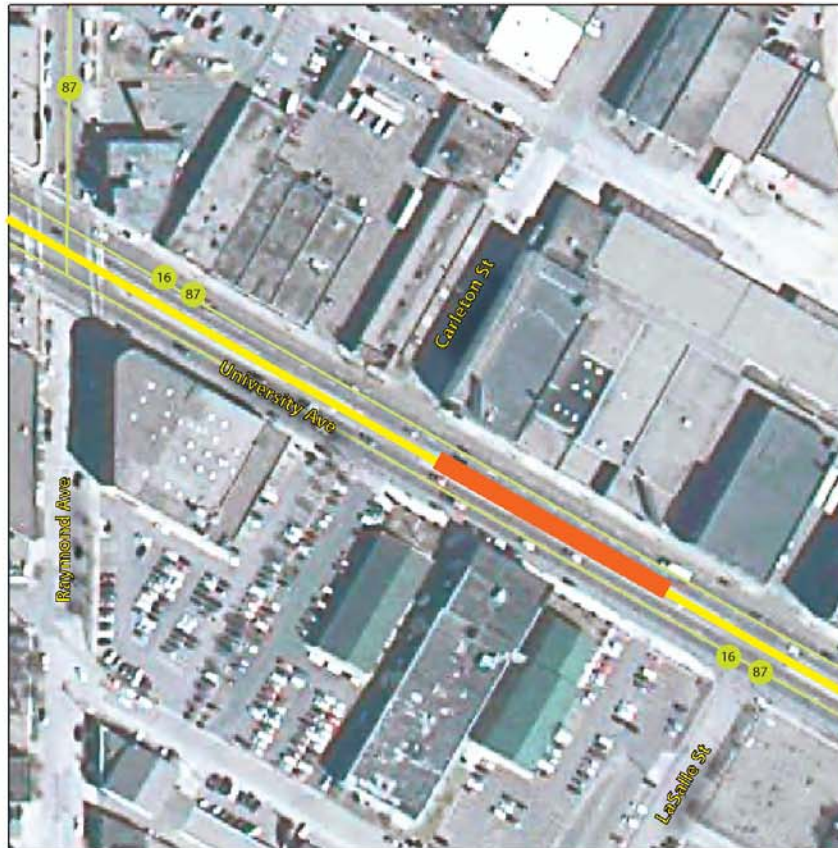
Raymond Station



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 intersection
- Raymond dead-ends to the south; no access or crossing of I-94



Central Corridor Light Rail Transit

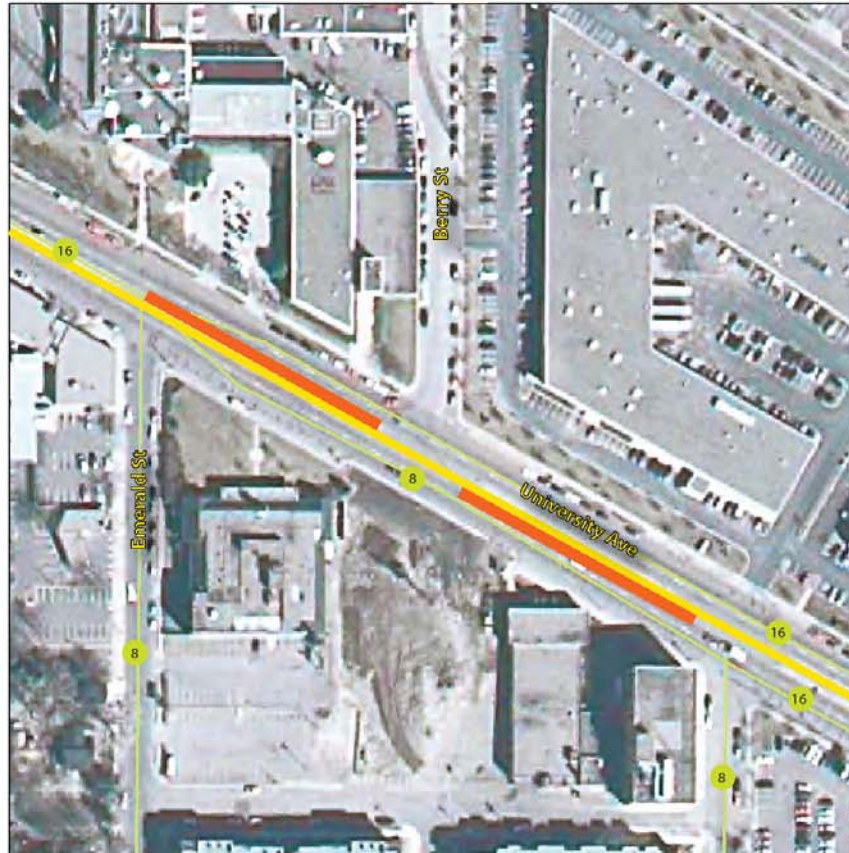
Westgate Station



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

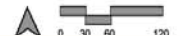
- Pedestrian access at a new Berry Street signal
- Bus stops on University
- Traffic through lanes and left turn lanes
- On-street parking near station

General Observations

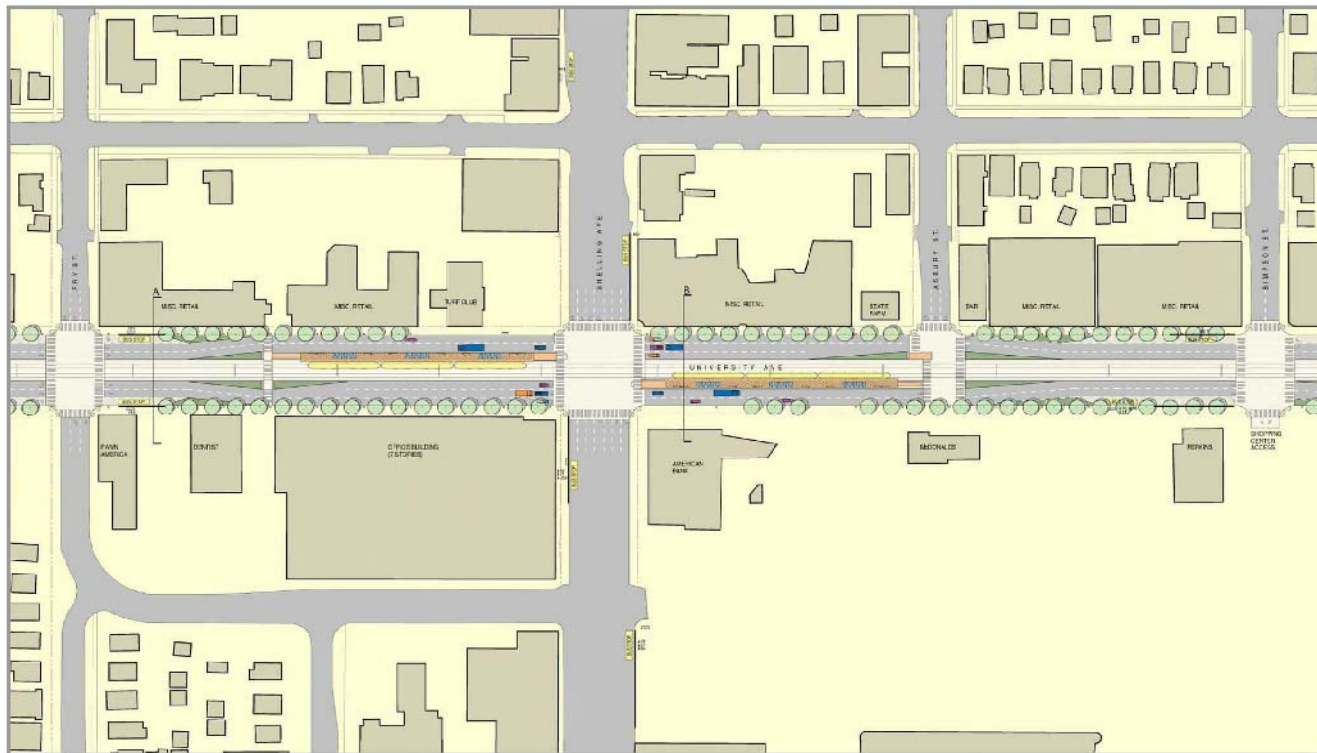
- High ridership potential
 - Existing multi-family residential, mixed-use, office/retail within proximity of station
- Existing high density office destination
- Potential for infill residential development
- Station intermodal interface is good
- Low impact to existing right-of-way

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

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Light Rail Transit



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SNELLING AVENUE STATION
OPTION S-1
SEPTEMBER 14, 2007

DMJM HARRIS | AECOM
EDAW | AECOM

A

Snelling Station Alternative – Simpson



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SNELLING AVENUE STATION
OPTION S-2.1
SEPTEMBER 14, 2007

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EDAW | AECOM

Project Office Next Steps

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

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CAC Homework



- Connect with your Community Outreach Coordinator
- Meet with community groups
 - Handout brochures
 - Complete log
 - Forward comments to COC
- Seek community input about stations
 - Snelling
 - Capitol Area

Central Corridor Light Rail Transit

More Information

Check out our website:

- 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

