

Central Corridor Light Rail Transit

Community Advisory Committee

December 20, 2007



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Central Corridor Light Rail Transit

Downtown St. Paul Alignments Studied

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



Downtown St. Paul Capital & Operating Cost Difference from DEIS

Alternative	DEIS plus diagonal	4 th and Wacouta	4 th and Broadway	2 nd St. Viaduct
Change in Capital Cost (\$)	(2.63) M	32.2M	42.1 M	57.8 M
Change in Op. Cost (\$)	(76,000)	806,000	1,088,000	679,000

Downtown St. Paul Travel Time Difference from DEIS

Alternative	DEIS plus diagonal	4 th and Wacouta	4 th and Broadway	2 nd St. Viaduct
Change in Travel Time (min)	(0:28)	1:58	2:47	(0:53)

Downtown St. Paul Ridership Difference from DEIS

Alternative	DEIS plus diagonal	4 th and Wacouta	4 th and Broadway	2 nd St. Viaduct
Change in Ridership	(990)	170	150	(780)

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

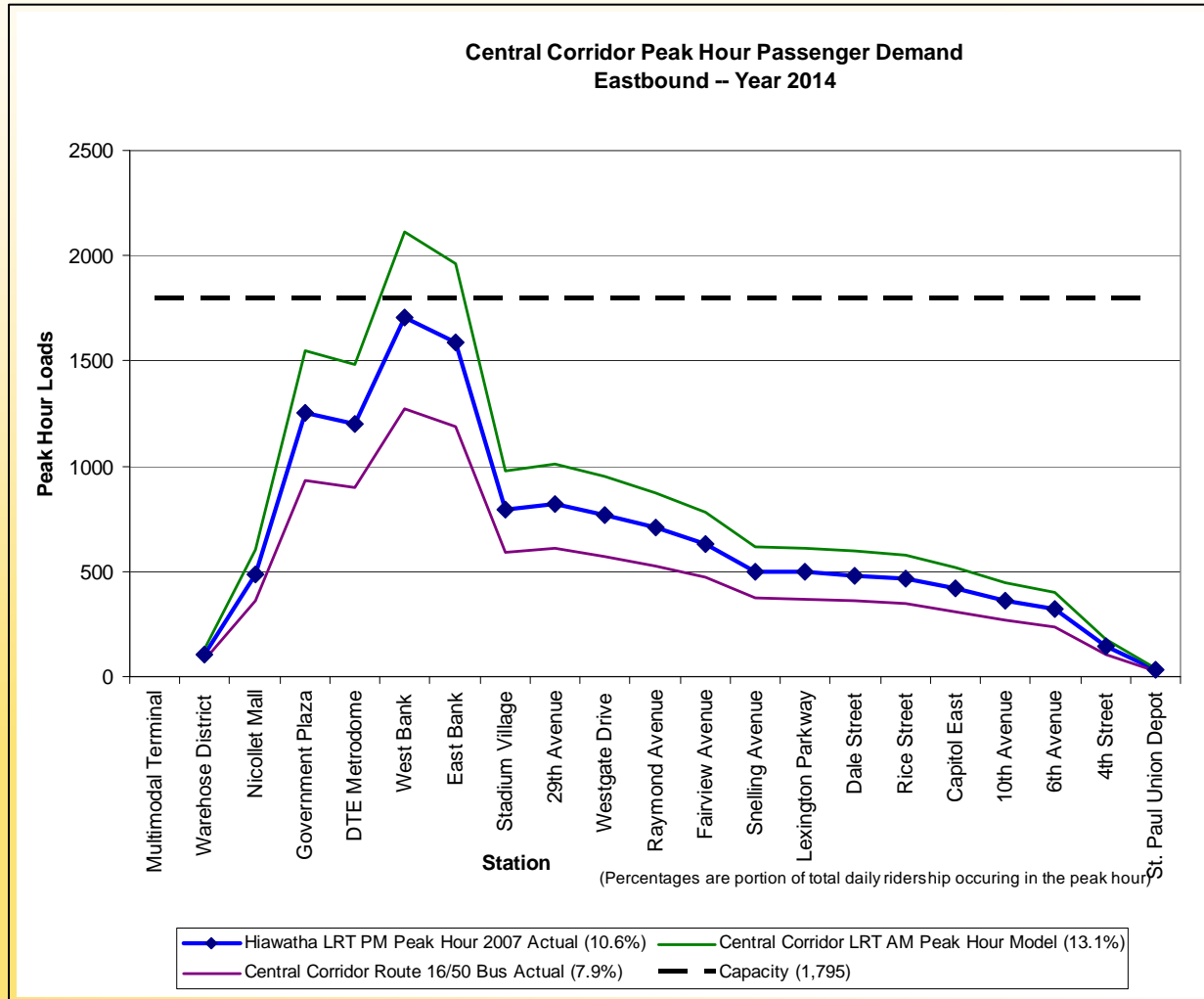
2 or 3-Car Trains and Platforms



- 2-car train capacity
- Peak hour passenger demand
- Capacity is adequate in 2014

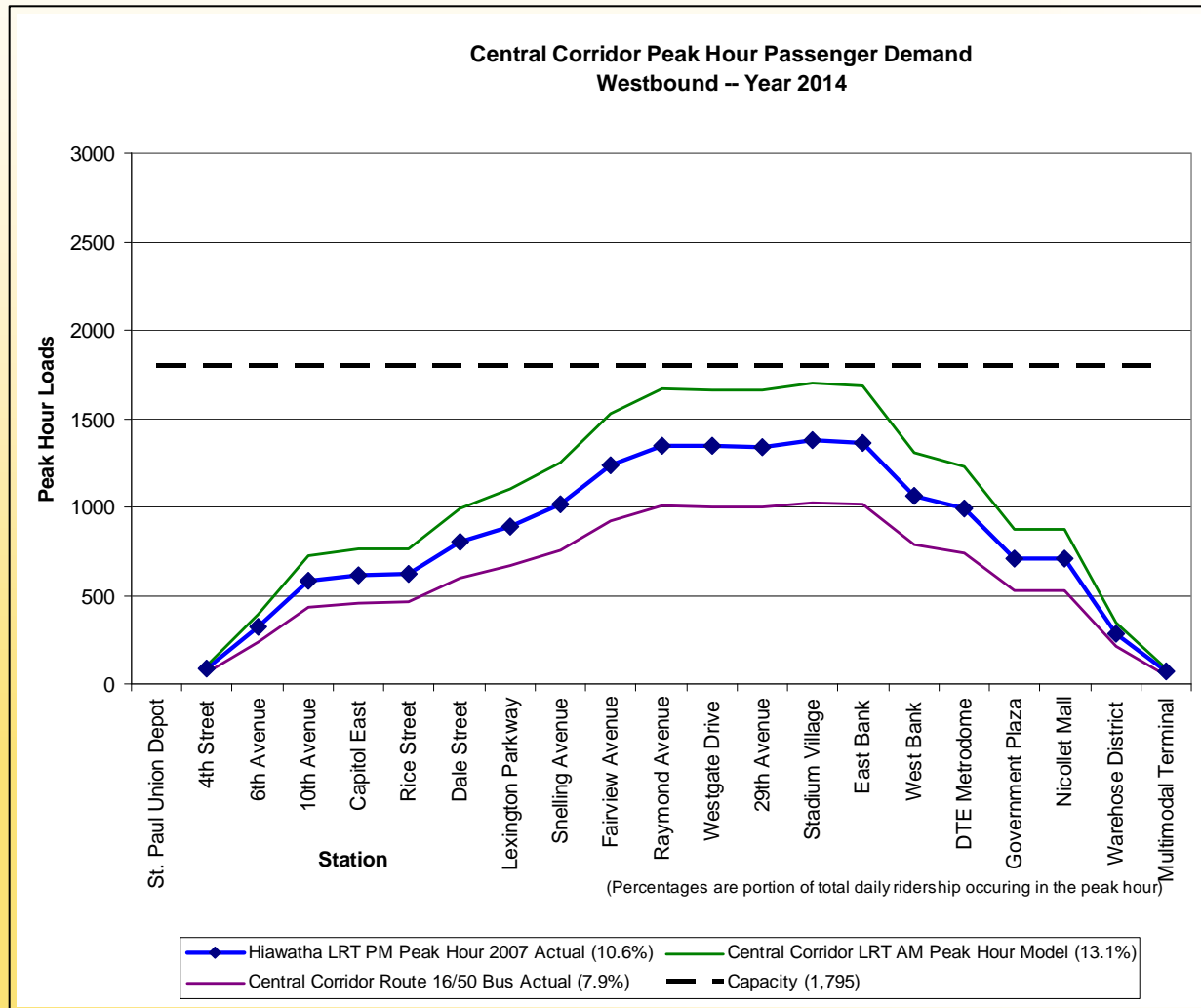
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Peak Hour Passenger Demand Eastbound -- Year 2014



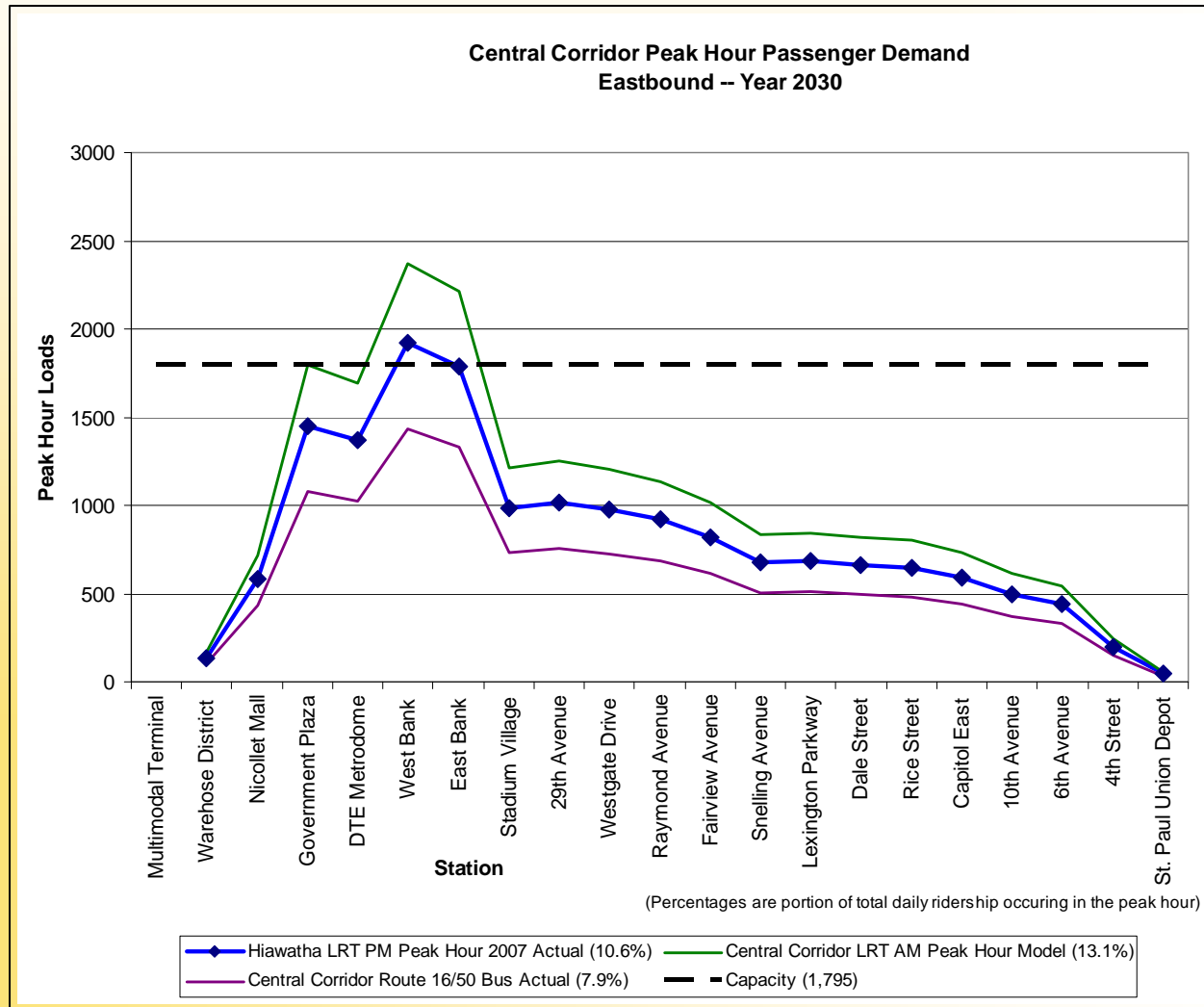
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Peak Hour Passenger Demand Westbound -- Year 2014



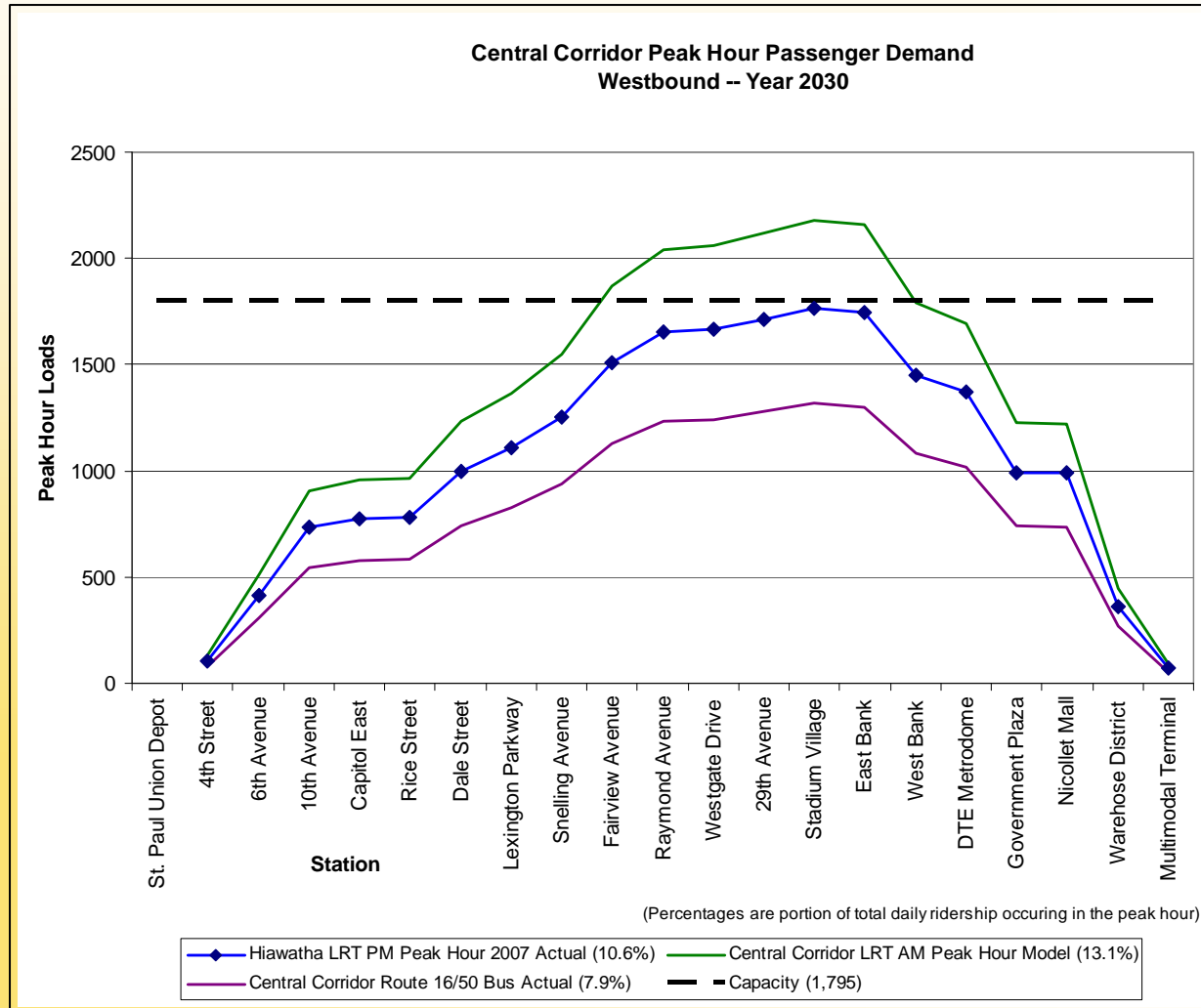
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Peak Hour Passenger Demand Eastbound -- Year 2030



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Peak Hour Passenger Demand Westbound -- Year 2030



Minnesota Commercial Rail Road Bridge

Central Corridor
Light Rail Transit



Hamline, Victoria, Western Study - DEIS



- Identifies 16 stations
- Proposes transit improvements
 - LRT replaces limited stop Rte 50
 - Adds North-South bus connections
 - Adds circulator in Midway
 - Keeps Rte 16
 - 15-20 minutes frequency
 - Existing stops

Hamline, Victoria, Western Study - History



- Community requested additional stations
- CCPO added additional stations as an issue to study in Preliminary Engineering
- CCPO studied impacts of additional stations
 - Ridership
 - Travel time
 - Cost
 - Cost Effectiveness Index (CEI)

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

Hamline, Victoria, Western Study Next Steps



- January 2008
 - 7 Public informational meetings
- February
 - 2 Council listening sessions
 - CCMC discusses options and makes recommendations
 - Met Council makes decision

More Information

Check out our website:

- www.centralcorridor.org

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