

# Central Corridor Light Rail Transit

**Business Advisory Council**

February 18, 2008

**Community Advisory Committee**

February 21, 2008



*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

# Today's Agenda

- Review recent public involvement
- Technical reports
  - Vehicle maintenance facility (VMF)
  - 29<sup>th</sup> Avenue Station
- Project scope scenarios
- Next Steps



## Central Corridor Light Rail Transit



# January Informational Meetings and February Listening Sessions

# Public Update Meetings



- Held 7 meetings at different dates, times & places on corridor
- Presented project overview
- Provided opportunity for public to talk to engineers
- Talked with over 400 people
- Showed video of presentation on cable access & website

# Listening Sessions



- 4 listening sessions
- 300+ people attended
- 88 people spoke
- 100 emails and letters received
- 2 petitions submitted

# Summary of Comments



- Add stations at Hamline, Victoria, Western
- Don't add additional stations
- UofM East Bank
  - Build a tunnel
  - Run at Grade
    - With auto traffic
    - With transit/pedestrian mall
  - Look at northern alignment

# Central Corridor Light Rail Transit



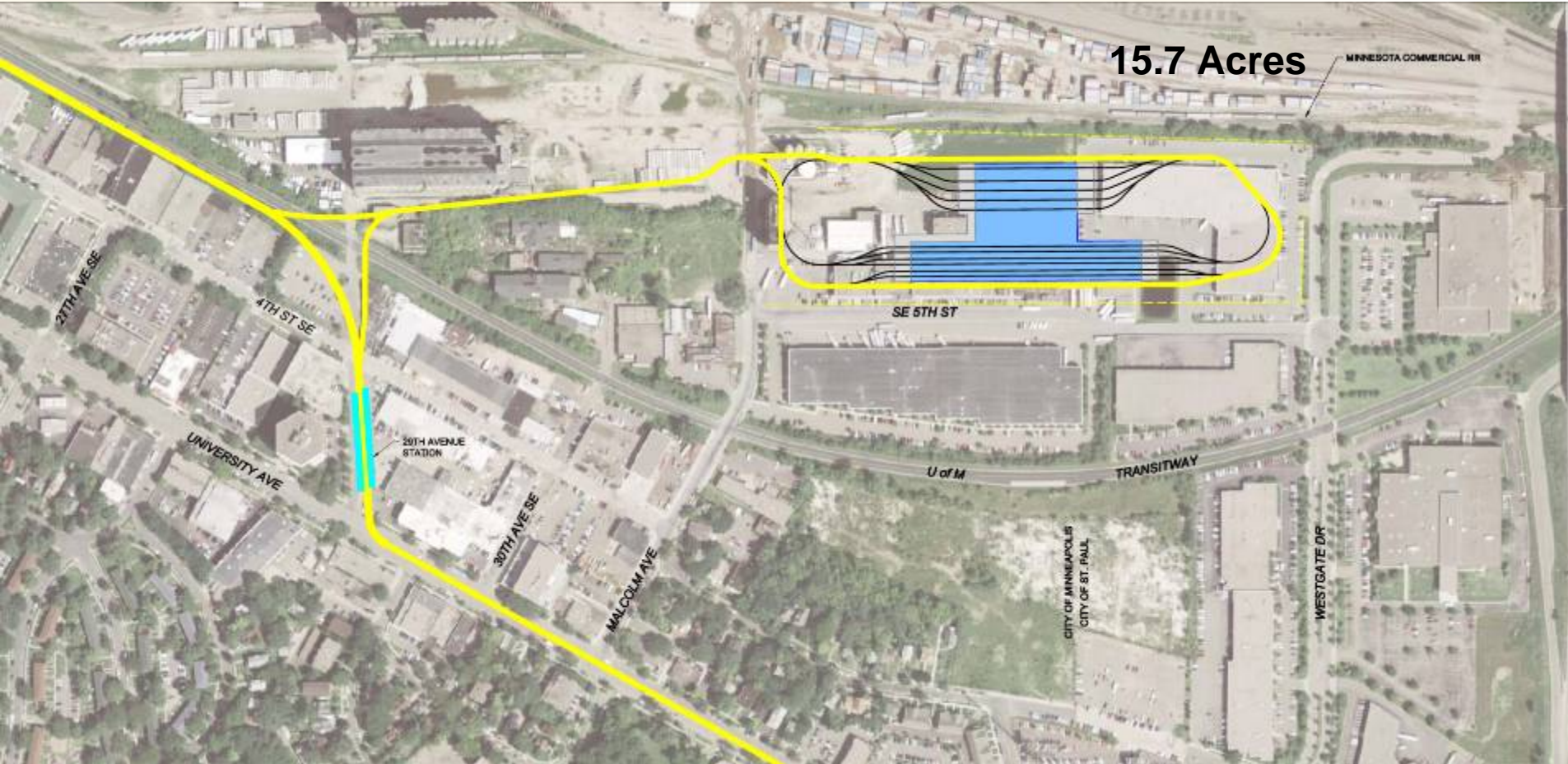
## Vehicle Maintenance Facility

# Vehicle Maintenance Facility



- DEIS proposes expanding Franklin O&M Facility
- Franklin O&M expansion needed to accommodate Hiawatha fleet expansion to 3-car trains
- Need Central O&M facility
  - Storage/routine maintenance
  - Need ~15-20 acres
  - Evaluated two potential sites

# Potential Location Minneapolis SEMI



15.7 Acres

MINNESOTA COMMERCIAL RD

SE 5TH ST

U of M

TRANSITWAY

CITY OF MINNEAPOLIS  
CITY OF ST. PAUL

WESTGATE DR

20TH AVENUE  
STATION

30TH AVE SE

MALCOLM AVE

UNIVERSITY AVE

4TH ST SE

27TH AVE SE

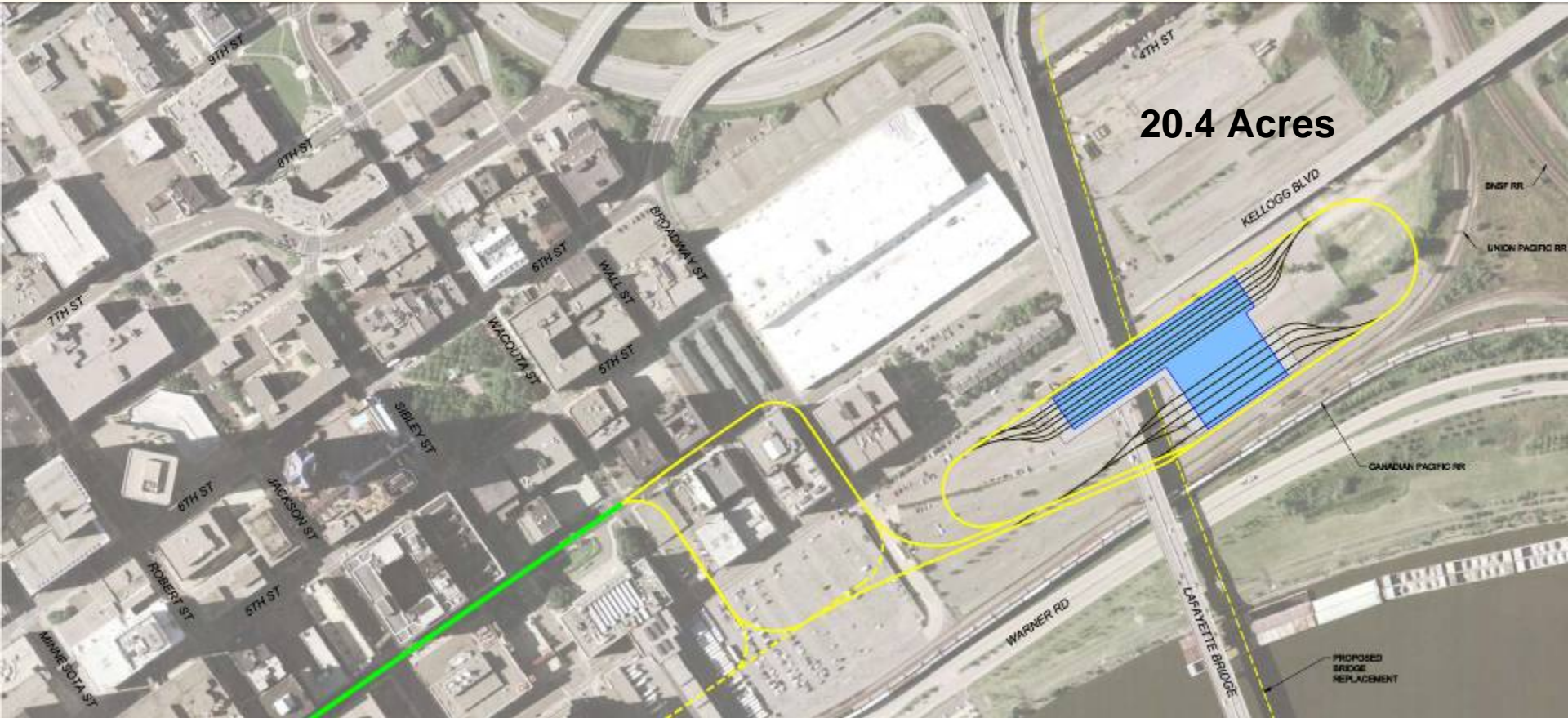
# Potential Location Minneapolis SEMI



- Private ownership, would require acquisition
- Current uses include
  - Commercial
  - Warehouse
  - Operating and abandoned railroads
  - Rail yards and maintenance
- Minneapolis SEMI Small Area Plan calls for mixed use redevelopment

# Potential Location St. Paul Lowertown

Central Corridor  
**Light Rail Transit**



# Potential Location

## St. Paul Lowertown



- In public ownership
- Former tracks for St. Paul Union Depot
- Under Lafayette bridge,
  - Considered for replacement
  - Requires construction coordination w/ MnDOT
- Within St. Paul Airport Safety Zone
- Redevelopment plans to the north and west
- Portions of site subject to potential flooding, requires mitigation

# Central Corridor Light Rail Transit

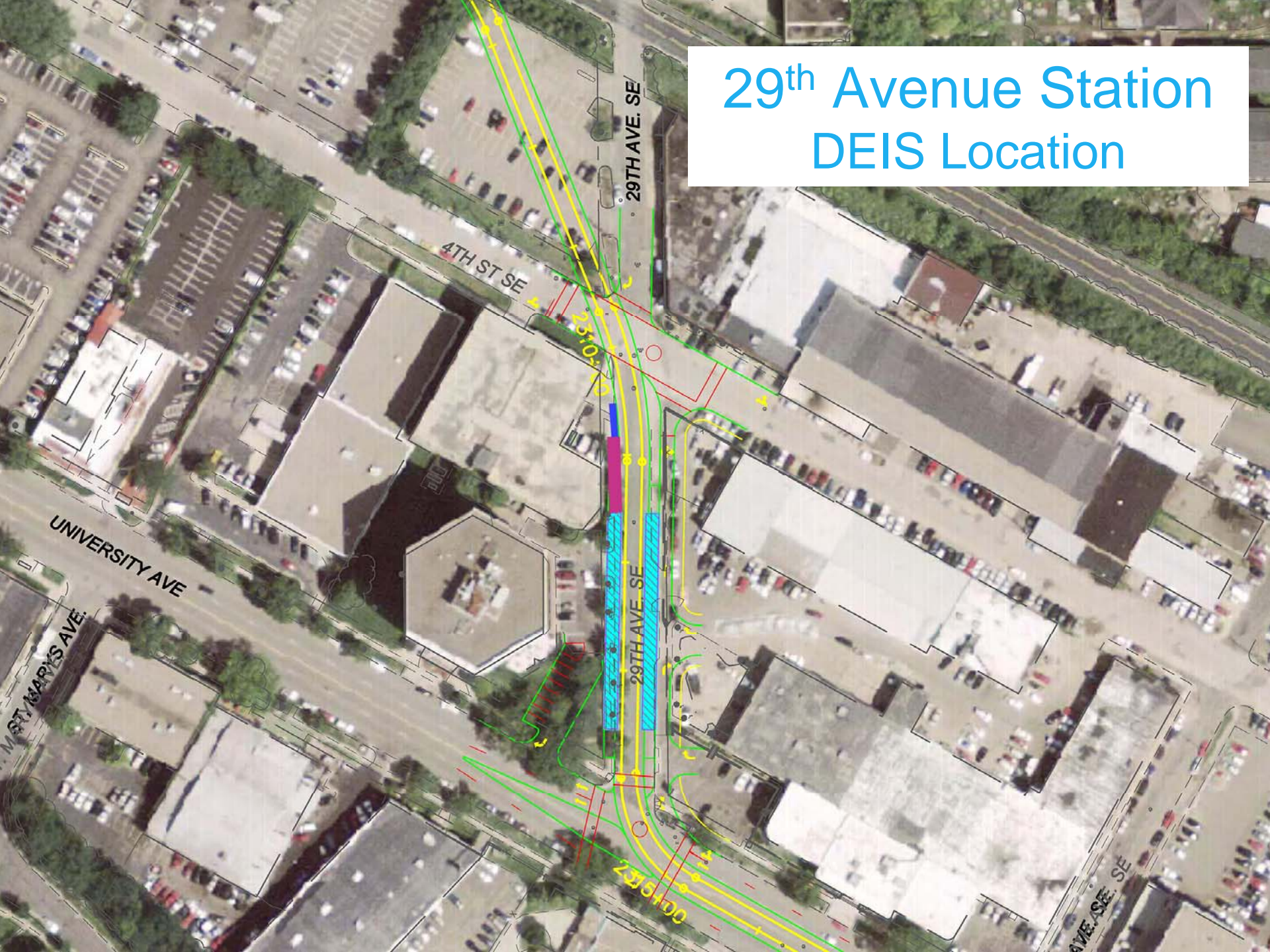


## 29<sup>th</sup> Avenue Station

Feb. 2008 CAC & BAC

13

# 29<sup>th</sup> Avenue Station DEIS Location



# 29<sup>th</sup> Avenue Station DEIS Design Issues

- Maintain through traffic on 29<sup>th</sup> Avenue
- Access to buildings and parking lots
- Traffic and pedestrian movements



# 29<sup>th</sup> Avenue Station Revised Location A



17', CL TRACK  
TO EDGE OF BLDG.

15', EDGE OF PLATFORM  
TO EDGE OF BLDG.

29TH AVE. SE

4TH ST SE

UNIVERSITY AVE

29TH AVE. SE

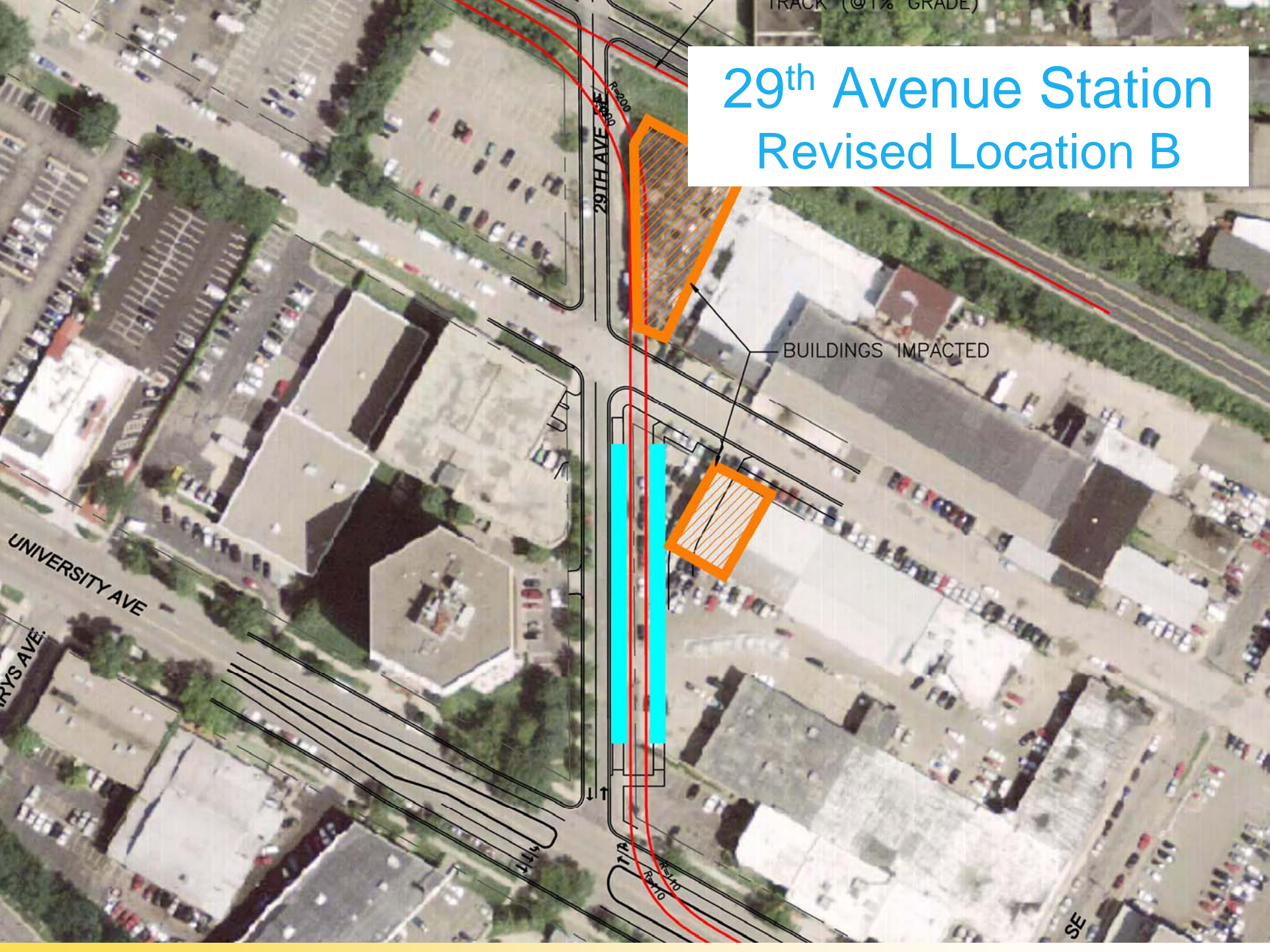
ST. MARYS AVE

HAVE. SE. SE

R-525.00  
R-525.00

R-105.00  
R-102.00

# 29<sup>th</sup> Avenue Station Revised Location B



# 29<sup>th</sup> Avenue Station Next Steps



- Evaluate Location B impacts to adjacent properties
- Evaluate another alternative
  - Through parking lots
  - NW quadrant of 29<sup>th</sup> and 4<sup>th</sup>
- Hold 2/28 public meeting with Prospect Park stakeholders

# Central Corridor Light Rail Transit



## Project Scope Scenarios

# Decision Elements



- East Bank- at grade/tunnel
- Infill stations –Hamline/Victoria/Western
- Union Depot – front/concourse
- Hiawatha connection
- Two track connection to maintenance facility
- Vehicle maintenance facility (VMF)
- Washington Ave. Bridge retrofit
- University Ave. reconstruction savings
- Cedar/4<sup>th</sup> streets intersection
- Additional mitigation
- 2 or 3-car platforms
- Public Art

# Assumptions



- DEIS LRT and bus operating plan
- DEIS LRT train speeds
- Ridership annualization factor of 331
- 30% contingency for construction
- Washington Ave Bridge retrofit based on URS study

# Assumptions



- Property donation
  - RCRRA
  - University of Minnesota
  - State of Minnesota
- No property costs for diagonal in St. Paul
- Private utilities, including District Energy, incur relocation costs

# Project Scope Scenario

## DEIS Baseline

- 2050' tunnel, portal stations on East Bank, Stadium Village
- 16 new stations, no provision for infill stations
- Stop in front of Union Depot
- HLRT connection via Washington Ave./4<sup>th</sup> Street
- Expansion of Franklin O&M facility
- 90° turn at Cedar/4<sup>th</sup> Streets
- 2-car platforms
- Public Art

**Cost \$990 MM, CEI \$26.05**

# Project Scope Scenario B

## At Grade on Washington

- East Bank at-grade on Washington Ave.
  - Open to traffic, left turns or
  - Conversion to transit/pedestrian mall
- Infrastructure for 3 infill stations, Hamline, Victoria, Western
- Stop in front of Union Depot
- Improved HLRT connection
- Maintenance facility in St. Paul, east of concourse
- Two track connection to maintenance facility
- Washington Ave. Bridge retrofit
- University Ave. reconstruction savings
- Diagonal at Cedar and 4<sup>th</sup> Streets
- Additional mitigation
- 3-car platforms
- Public Art

**Cost \$909 MM, CEI \$23.80**

# Project Scope Scenario G Value Engineered Tunnel

- Washington Ave. 1900' tunnel, East Bank portal station
- Infrastructure for 3 infill stations, Hamline, Victoria, Western
- Stop in front of Union Depot
- Improved HLRT connection
- Maintenance facility in St. Paul, east of concourse
- Two track connection to maintenance facility
- Washington Ave. Bridge retrofit
- University Ave. reconstruction savings
- Diagonal at Cedar and 4<sup>th</sup> Streets
- 3-car platforms
- Public Art

**Cost \$988.6 MM, CEI \$25.62**

# Project Scope Scenarios Summary Matrix

	DEIS	At-grade	Tunnel
East Bank tunnel/at grade	2050'	At grade	1900'
Infill stations (H/V/W)	--	Infrastructure	Infrastructure
Union Depot	In front	In front	In front
Hiawatha connection		Improved	Improved
Vehicle maintenance facility	Franklin Exp.	St. Paul	St. Paul
Connection to VMF	--	2-track	2-track
Wash. Ave. Bridge retrofit	--	\$25 MM	\$25 MM
Univ. Ave. reconstruction	\$55 MM	\$30 MM	\$30 MM
Cedar/4 <sup>th</sup> Sts intersection	On-street	Diagonal	Diagonal
Additional mitigation	--	\$20 MM	--
2 or 3-car platforms	2 car	3 car	3 car
Public Art	\$3.7 MM	\$3.7 MM	\$3.7 MM
Cost	\$990 MM	\$909.1 MM	\$988.6 MM
CEI	\$26.05	\$23.80	\$25.62

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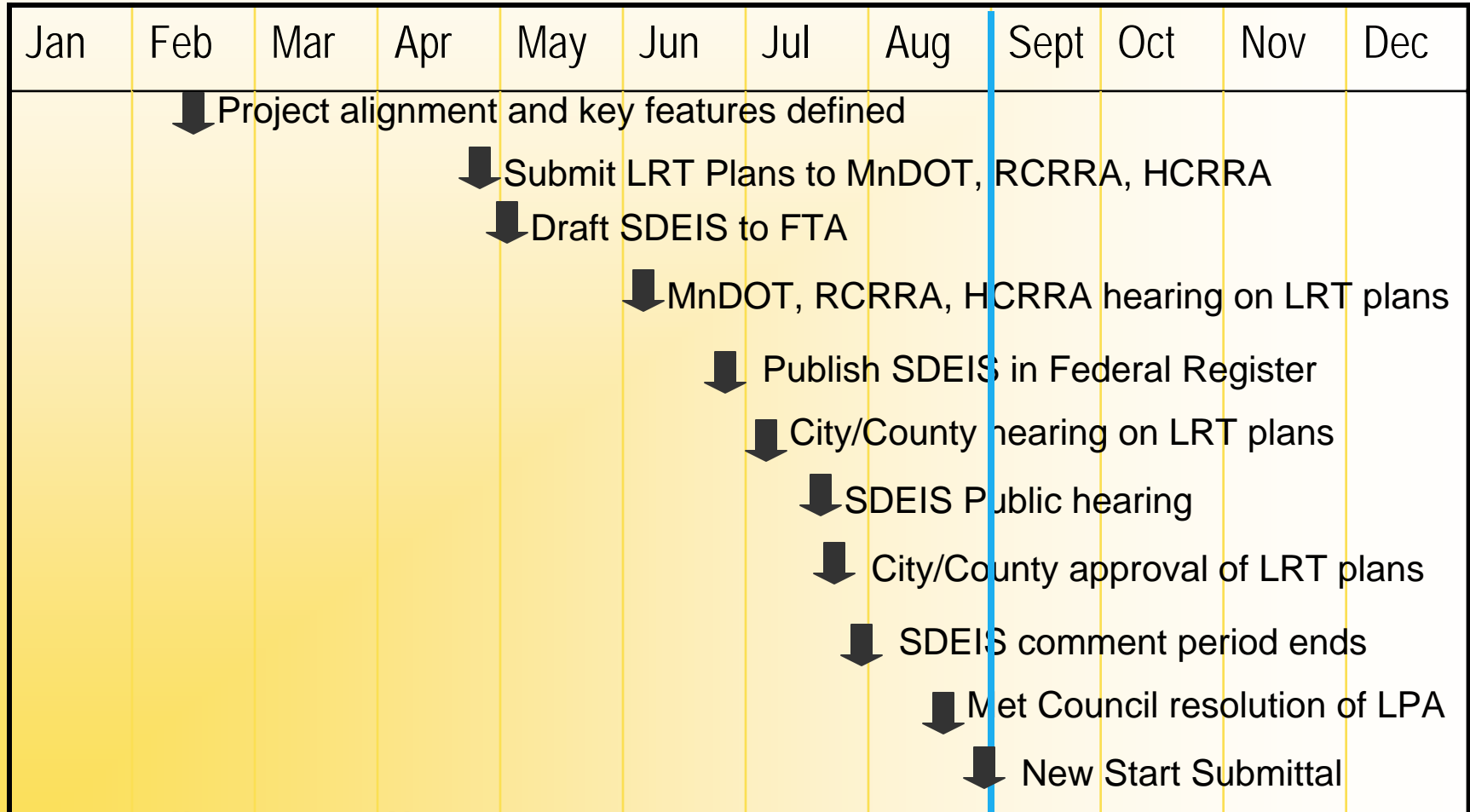


## Schedule of Next Steps

# Central Corridor Light Rail Transit

# 2008 Timeline

FTA  
Submittal  
Deadline



## More Information

Check out our website:

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

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