

# Central Corridor Light Rail Transit

Community Advisory Committee

March 20, 2008



*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

## Central Corridor Light Rail Transit

# Today's Agenda



- Chair's Report
- University Ave. Design
- Next Steps

## Central Corridor Light Rail Transit



# University Avenue Design

# University Ave. Design Principles



- Mandatory for rail operations and vehicle movement
  - LRT Stations
    - 3-car platforms
    - Location
    - Configuration
  - Median crossings and left turns lanes for vehicle movements
  - 2 WB and 2 EB traffic lanes

# University Ave. Design Principles



- Desirable project elements that need to be balanced
  - Non-signalized pedestrian crossings
  - Secondary access to stations
  - On-street parking
  - Interim use of area to be occupied by future infill station infrastructure
  - Closely spaced lane shifts minimized

# University Avenue 3-Car Platforms



- **Concern:** Future capacity
  - Construction impacts if platforms extended later
- **Solution:** Start with 3-car platforms

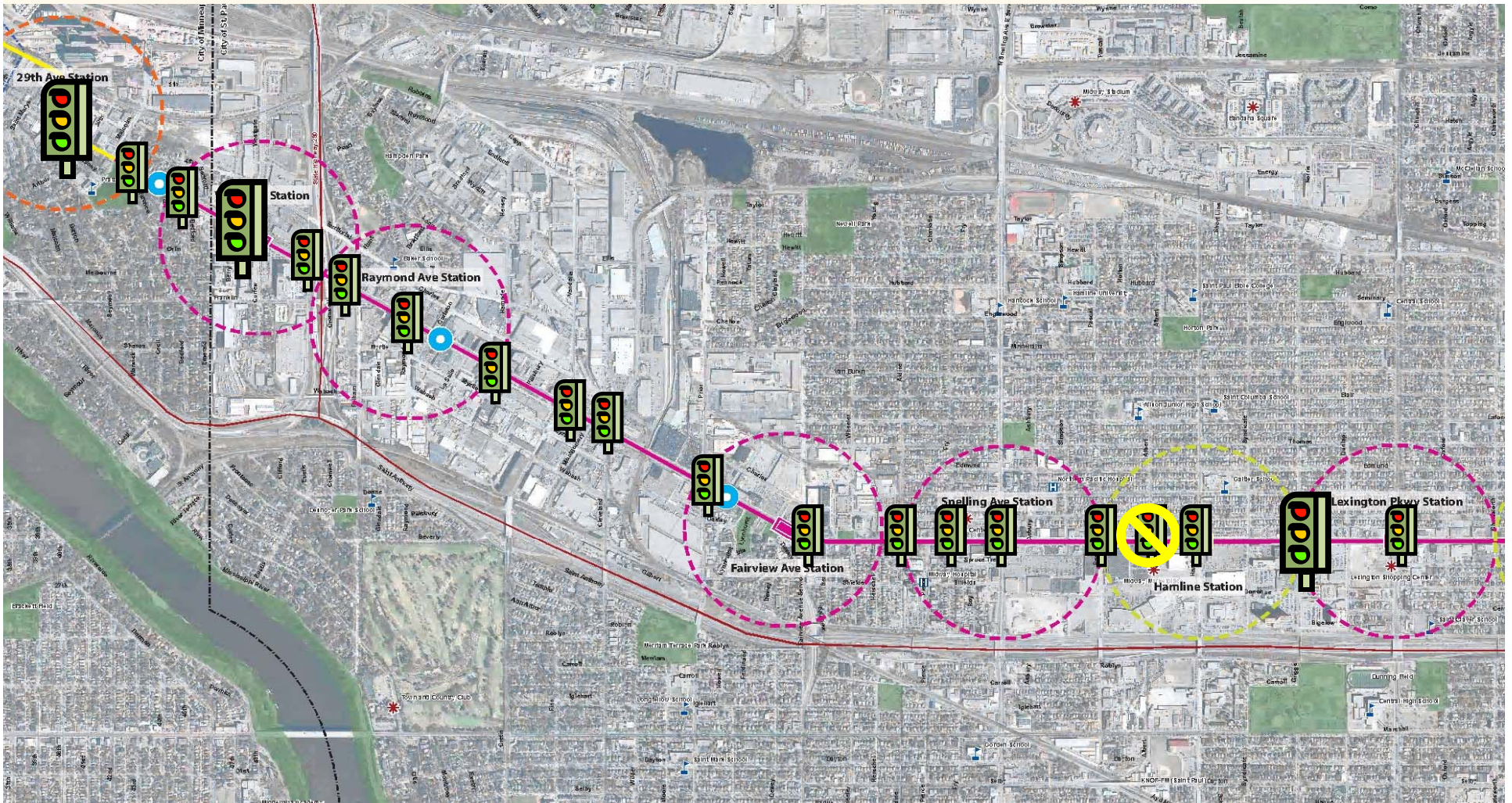
# University Avenue Vehicle Crossings



- **Concern:** Median crossings and left turns for vehicle movements
- **Solution:**
  - Add 7 traffic signals, remove 1
  - Include left turns
    - Only on green arrow
    - U turns permitted
  - Extend turn lanes

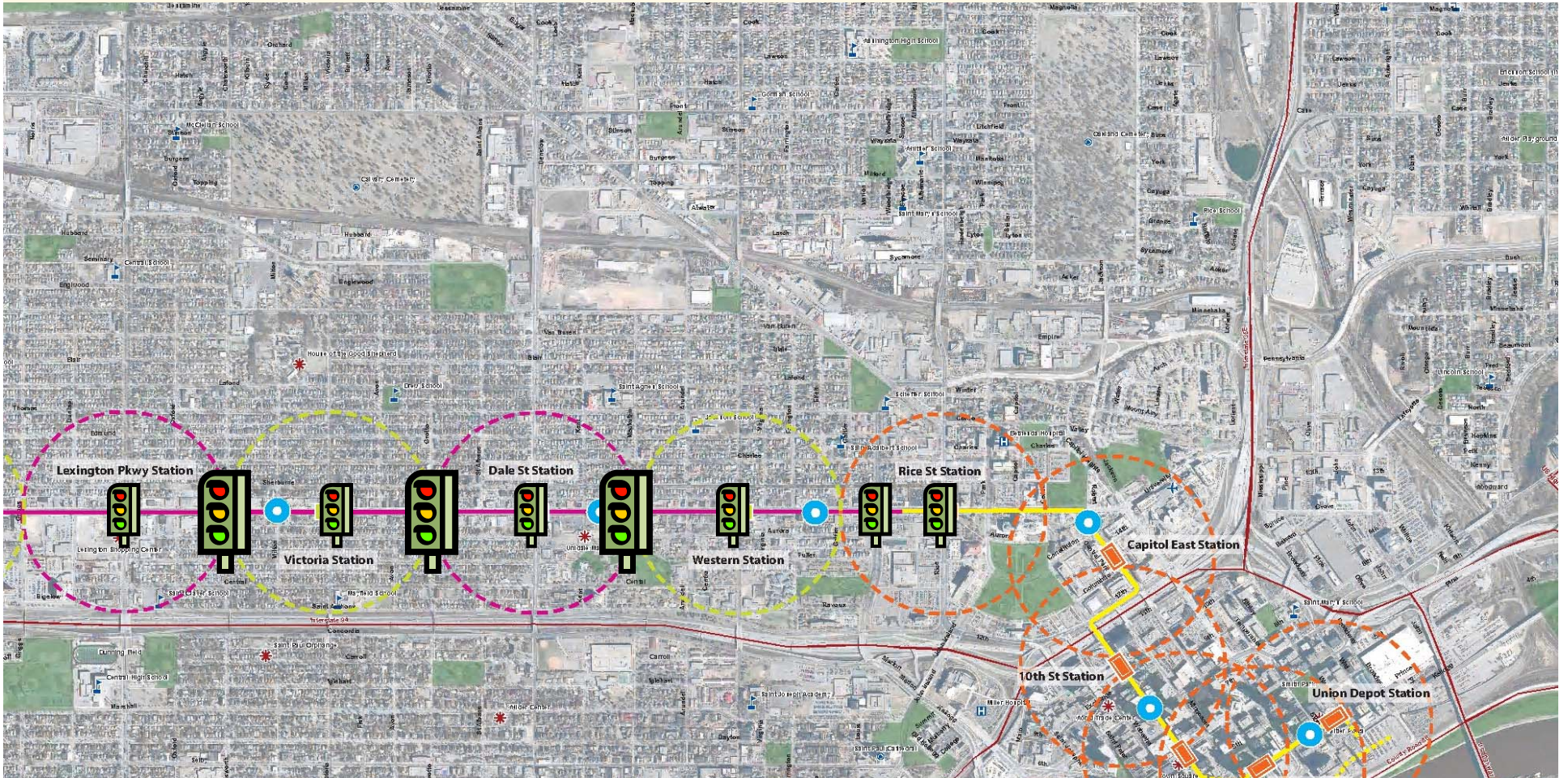
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# University Avenue Vehicle Crossings



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# University Avenue Vehicle Crossings



# University Avenue Pedestrian Crossings



- **Concern:** Pedestrian access across University Ave.
- **Solution:** Pedestrian crossings every 1/8 mile or 1 block
  - Signalized crossings at traffic crossings ~1/4 mile
  - Non-signalized crossings in-between to access stations

# University Avenue Pedestrian Crossings



- Signalized Crossings
  - ¼ Mile Spacing
  - “Walk/Don’t Walk”
  - Pedestrian Activation

# University Avenue Pedestrian Crossings



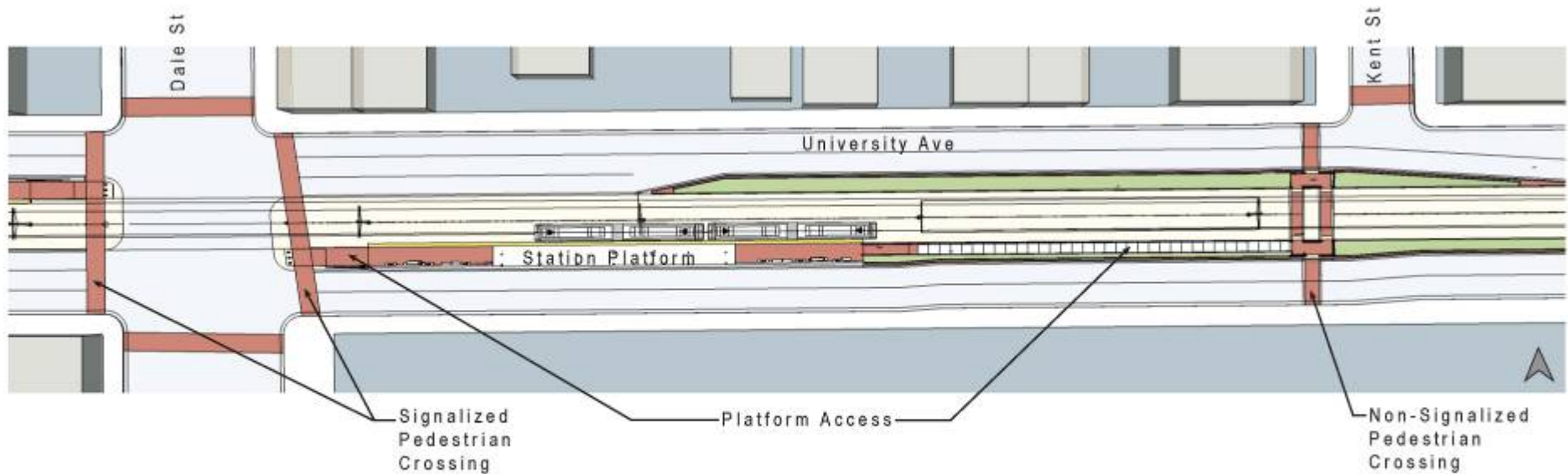
- Non-signalized Crossings
  - ¼ mile spacing in between signalized crossings
  - Active warning devices to alert people to trains
  - Area for pedestrian refuge
    - Check for trains
    - Wait for break in traffic

# University Avenue Station Access



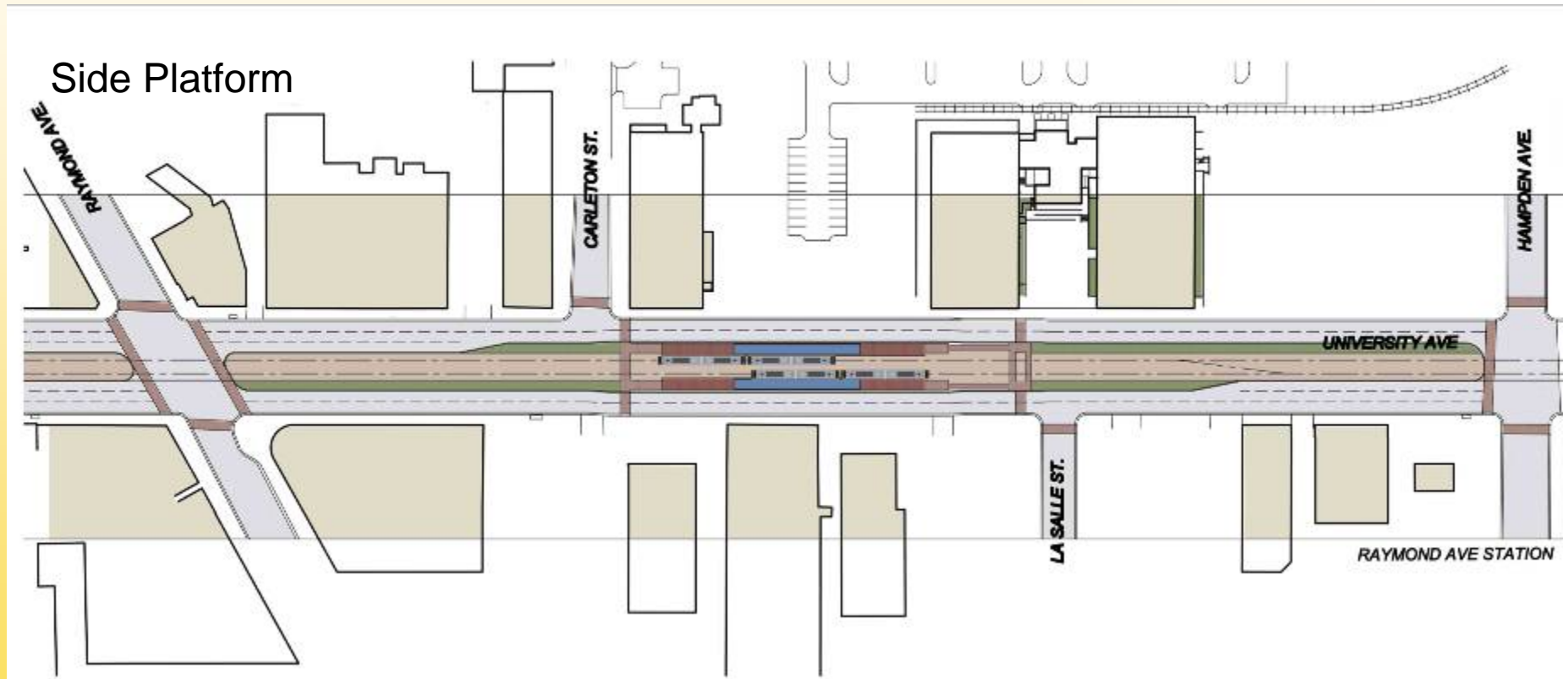
- **Concern:** Access to stations
  - Handicap accessible
  - Access to platform only via one end
- **Solution:**
  - Maintain Access via signalized and non-signalized street crossings
  - Add connection to platform from non-signalized crossing
  - Changed Raymond and Fairview station configurations to address both concerns

# University Avenue Typical Split Station Platform

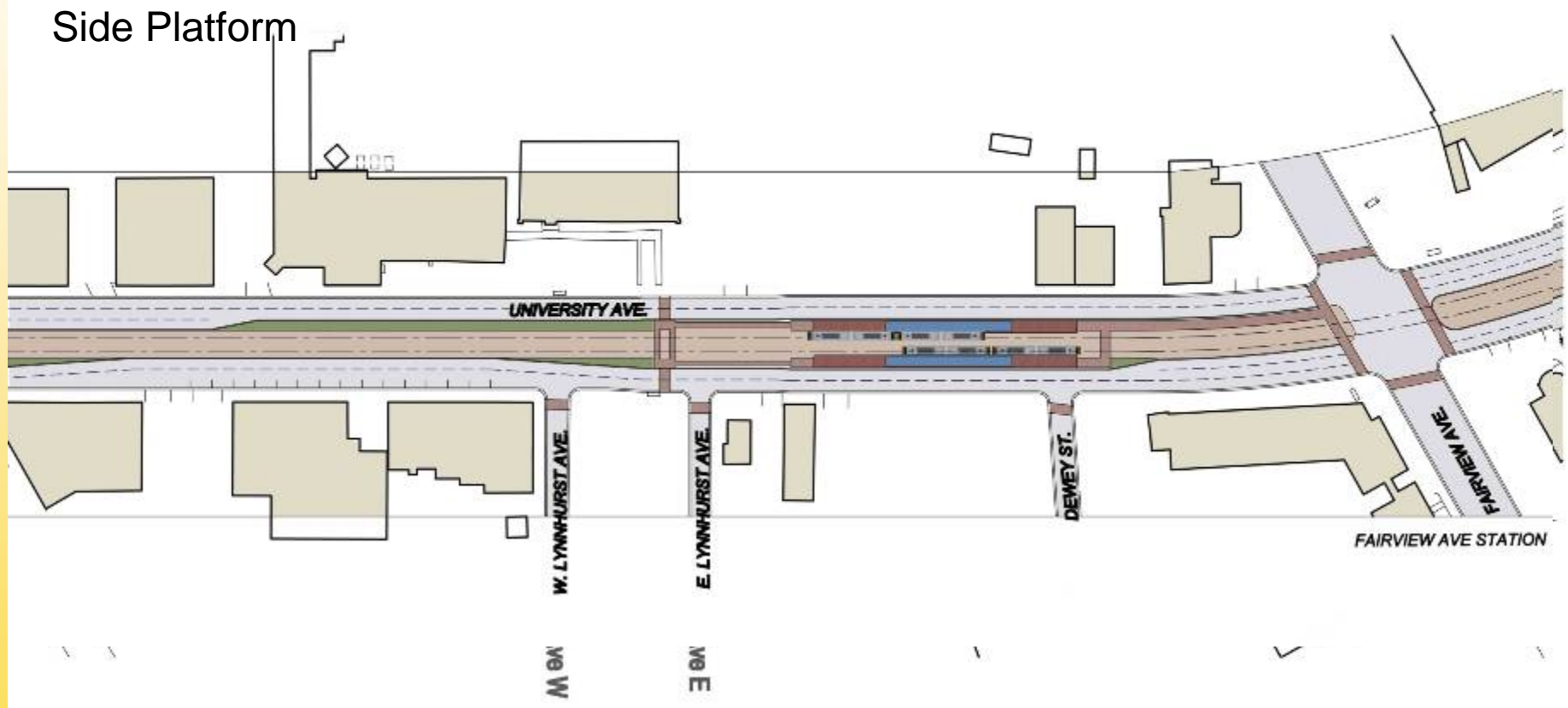


TYPICAL SPLIT ACCESS TO PLATFORM

# University Avenue Station Access Raymond Ave. Station



# University Avenue Station Access Fairview Ave. Station



## University Avenue On-Street Parking



- **Concern:** Loss of on-street parking
- PE analysis shows additional reduction in on-street parking
  - 1150 existing spaces
  - 625 lost due to mandatory project elements
  - 360 additional lost if all desirable elements included in project

## University Avenue On-Street Parking



- **Solution:** Retain as many spaces as possible, balanced with other desirable project elements
- Study other parking alternatives

# University Avenue Infill Stations



- **Concern:** Interim use of infill station area
- **Solution:** Rough in the underground infrastructure for future stations

# University Avenue Lane Shifts



- **Concern:** Safety concerns with lane shifts
- **Solution:** Minimize closely spaced lane shifts

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# University Ave. Alt. A

## Central Corridor Light Rail Transit

# University Ave. Alt. A



- Incorporates mandatory design features
- Adds non-signalized crossing locations
- Maintains more on street parking
- Shifts travel lanes frequently

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# University Ave. Alt. B

## Additional Median Space

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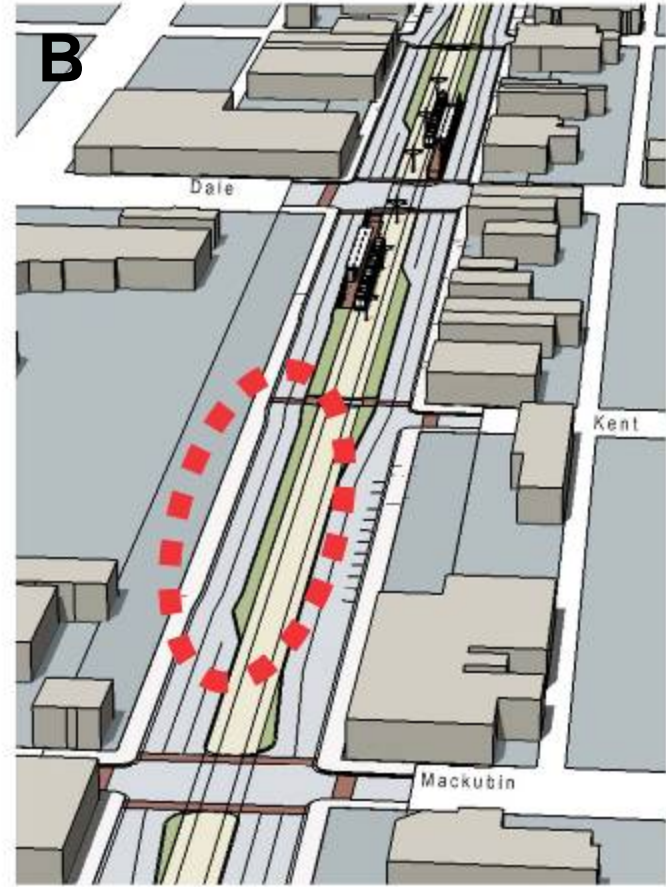
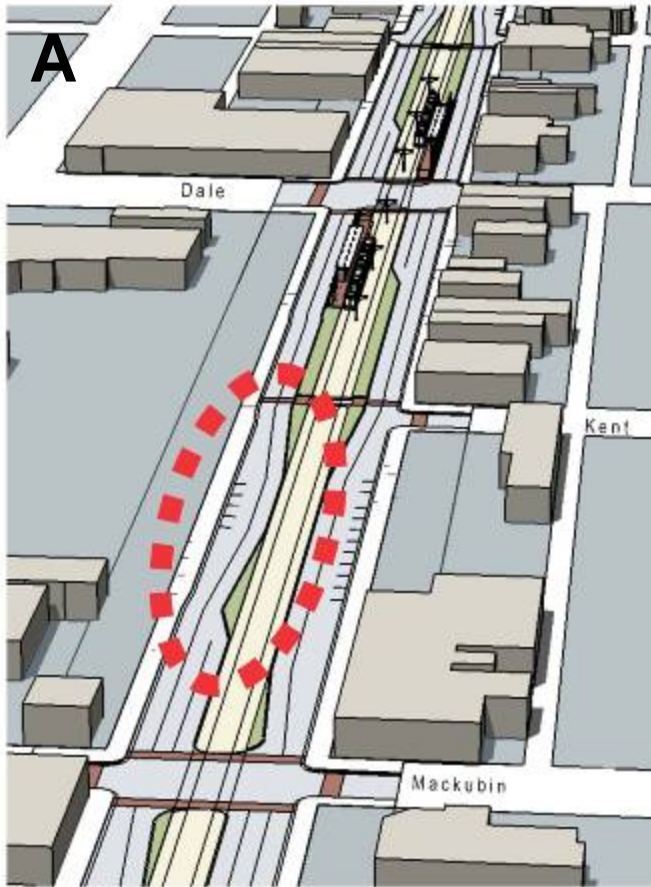
# University Ave. Alt. B Additional Median Space



- Incorporates mandatory design features
- Adds non-signalized crossing locations
- Creates straighter street alignment
- Provides more continuous opportunities for median green space or stormwater treatment
- Reduces on street parking

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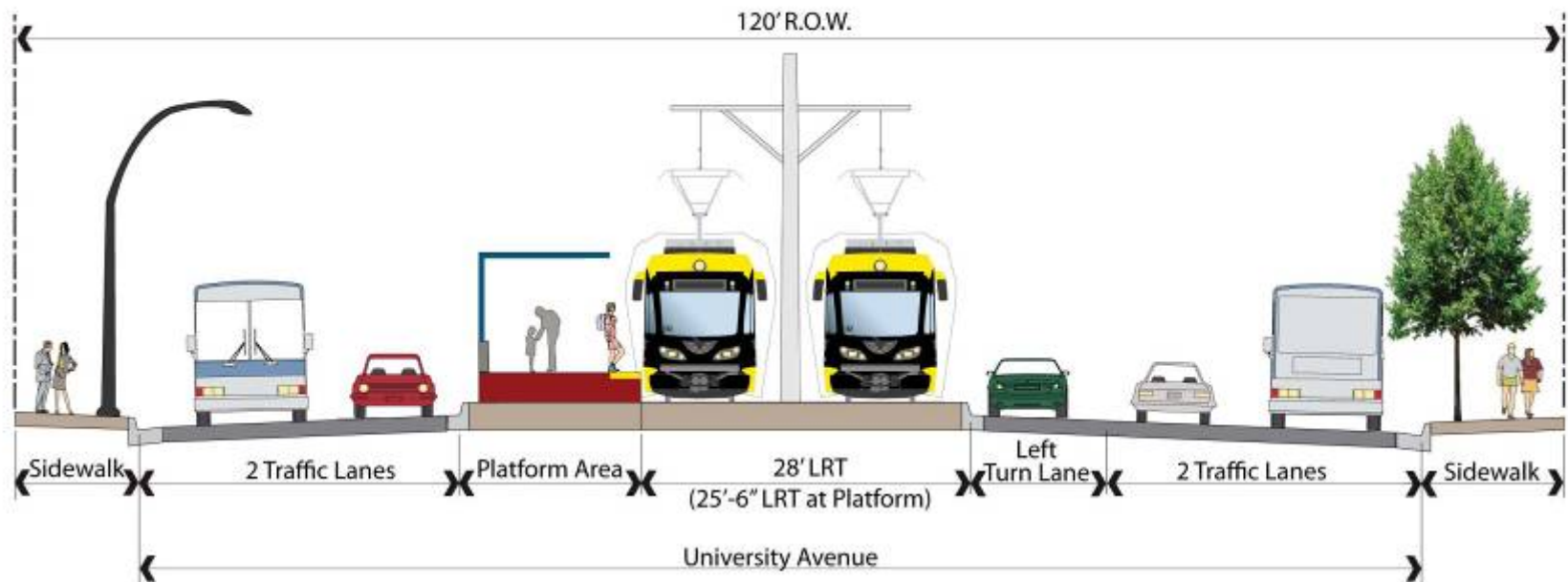
# University Avenue Two Alternatives



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# University Avenue

## Cross Section Showing Changes at a Typical Station

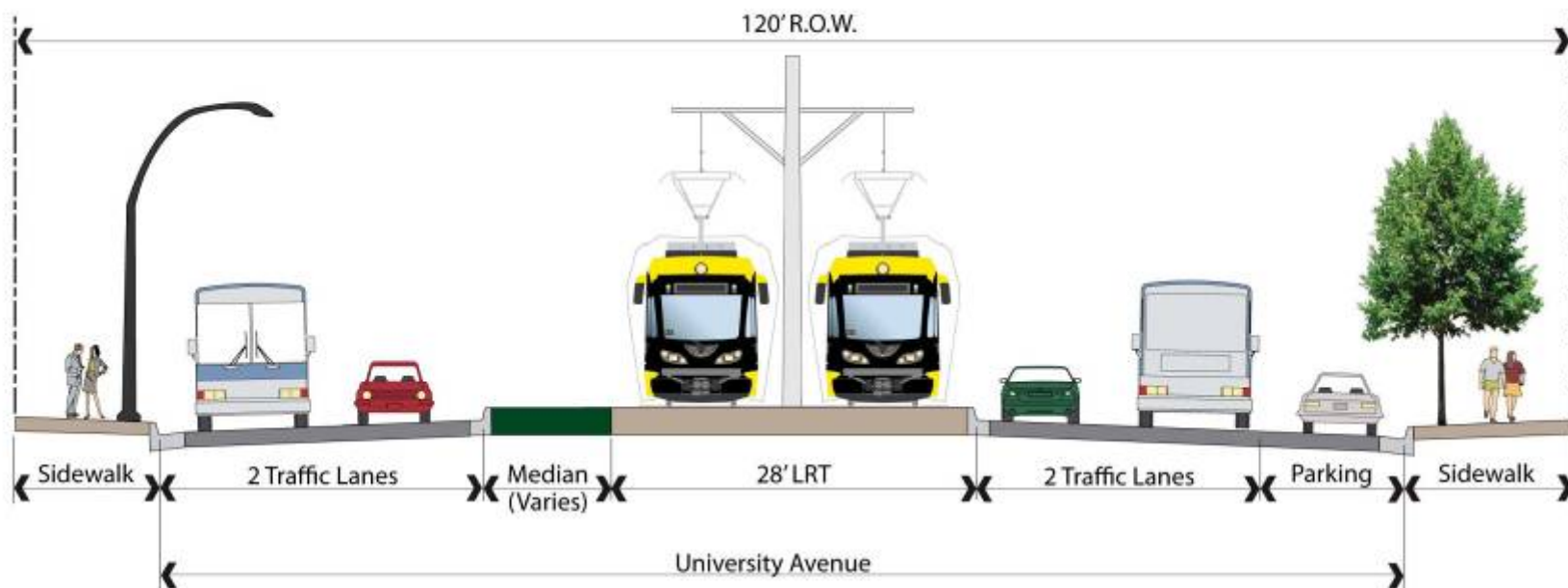


EXISTING TYPICAL CROSS-SECTION THROUGH UNIVERSITY AVENUE - STATION  
Added Sidewalk

# University Avenue

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## Cross Section Showing Typical Changes to the Roadway



EXISTING TYPICAL CROSS-SECTION THROUGH UNIVERSITY AVENUE - NON STATION AREA  
Added Sidewalk

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## Next Steps

## Next Steps



- Identify most impacted areas
- Meet with property owners
- Continue design and engineering, make adjustments
- Seek public input
  - Frequency of non-signalized pedestrian crossings
  - Secondary platform access

## Next Steps



- Work with City to study parking alternatives
  - Better utilize remaining on-street parking
  - Better utilize off-street parking
  - Look into new off street parking
- Address parking impacts/ mitigation in FEIS

# Timeline

## Preliminary Design Plans & SDEIS

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FTA Submittal  
Deadline

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
	<p>↓ Feb 27 Project alignment and key features defined</p>		<p>↓ Apr 25 Submit LRT Plans to Agencies</p> <p>↓ <b>Apr 29 Submit Draft SDEIS to FTA</b></p>	<p>↓ May 27 Mn/DOT/RCRRA/HCRRA hearing(s) on LRT plans</p> <p>↓ May 27 City/County hearing(s) on LRT plans</p>		<p>↓ <b>June 27 Publish NOA in Fed Register</b></p> <p>↓ July 11 City/County approval of LRT plans</p>	<p>↓ <b>July 21 SDEIS Public Hearing</b></p> <p>↓ <b>Aug 11 Comment Period closes</b></p> <p>↓ <b>Aug 27 Met Council decides LPA</b></p>				
											<p>↓ New Starts Submittal</p>

Revised March 11, 2008

## Central Corridor Light Rail Transit

## More Information

Check out our website:

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

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