

# Central Corridor Light Rail Transit

Community Advisory Committee

June 19, 2008



*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

# Today's Agenda

- Reports
  - CAC members
  - Outreach coordinators
- Project Update – Chair Bell
- Streetscape – Dan Soler



## Central Corridor Light Rail Transit



# Outreach Coordinator's Report

# Outreach Coordinators Report

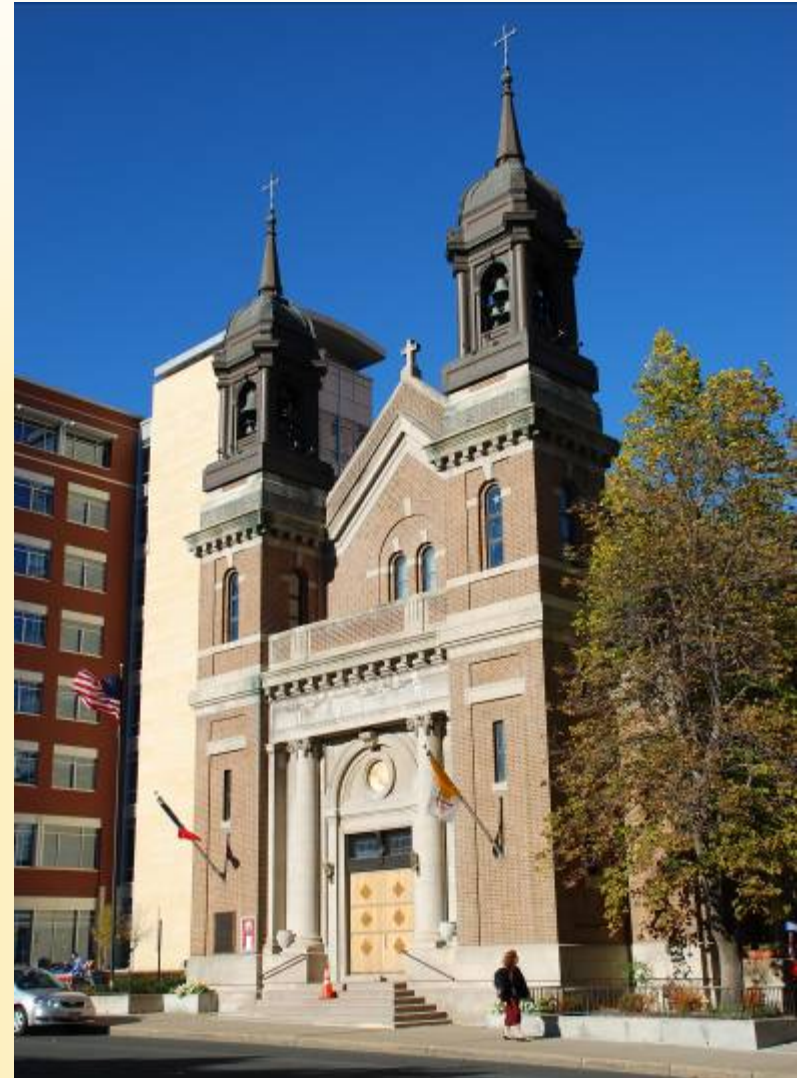


Pete Vang, the new chair of the Hmong Business Association and business manager of Vang Dental Clinic in St. Paul, spoke May 29 during the first public hearing on preliminary design plans for the Central Corridor LRT Project. Vang said he was concerned how businesses will fare during construction.

## Central Corridor Light Rail Transit

# Outreach Coordinators Report

St. Louis the King of France Catholic Church Parishioners spoke at the St. Paul and Ramsey County public hearings about concerns over access, noise, vibrations and safety. Dana Dellis and project engineers have met several times to discuss their concerns and potential solutions.



# Central Corridor Light Rail Transit



## Project Update

### Chair Bell

# Central Corridor Light Rail Transit



## Streetscape

# Central Corridor Design Review



- System design - 2007
  - Track location
  - Station location and layout
- University Avenue design elements – March & April 2008
  - Roadway features
  - Sidewalks
  - Pedestrian crossings
  - System elements

# Central Corridor Design Review

- Station Design - May 2008
  - Context
  - Street running alignment
  - Patron access, experience



# Streetscape Ties the Other Design Elements Together

## Civil Design

Lane width  
Turn lanes  
Curb  
Gutter  
Median

## Streetscape

Lighting  
Landscaping  
Median treatment  
Sidewalks  
Crosswalk treatment  
Signage

## System Design

Station location  
Station layout  
Track width  
Track placement

## Station Design

Station access  
Components  
Shelters  
Public art

# Public Concerns Related to Streetscape Design



- Make it easy to maintain
- Pedestrian protection from vehicles
- ADA compliance
- Stormwater management
- Weather extremes
- Road spray and salt
- Ability to find way to & from station
- Opportunity to green the avenue<sup>2</sup>

# Central Corridor Light Rail Transit

# Existing Conditions



Cedar and 10<sup>th</sup> Street



University Avenue



University and Western



University and Rice



University and 30<sup>th</sup> Avenue



Intersection of 12<sup>th</sup> St. and Robert

# Streetscape Design Principles



- Accessible
- Secure and safe
- Pedestrian experience and aesthetics
- Maintainable and durable
- Sustainable

# Streetscape Design Accessibility



- Comply with ADA requirements
  - Pedestrian curb ramps
  - Tactile warnings
  - Slope of station access
  - Sidewalk and crossing width
  - Audible warnings
- Consider surface materials

# Streetscape Design Security and Safety



- Include adequate lighting
- Illuminate pedestrians at station access points and walkways
- Create clear sight lines
- Encourage people to cross tracks at designated spots

# Streetscape Design Lighting



Street Light



Pedestrian Light

# Streetscape Design Station Area Railings



# Streetscape Design

## Sidewalk Design



**St. Cloud, MN**



**St. Paul, MN**

# Streetscape Design Way Finding Signs



**Vicinity Kiosk**

**Directional  
Wayfinding Sign**

# Streetscape Design Way Finding Signs



# Streetscape Design Sustainability



- Stormwater management techniques
  - Comply with Capitol Region Watershed District requirements
  - Incorporate pervious surfaces where possible

# Streetscape Design Maintainability

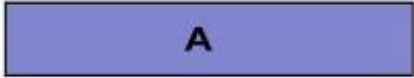
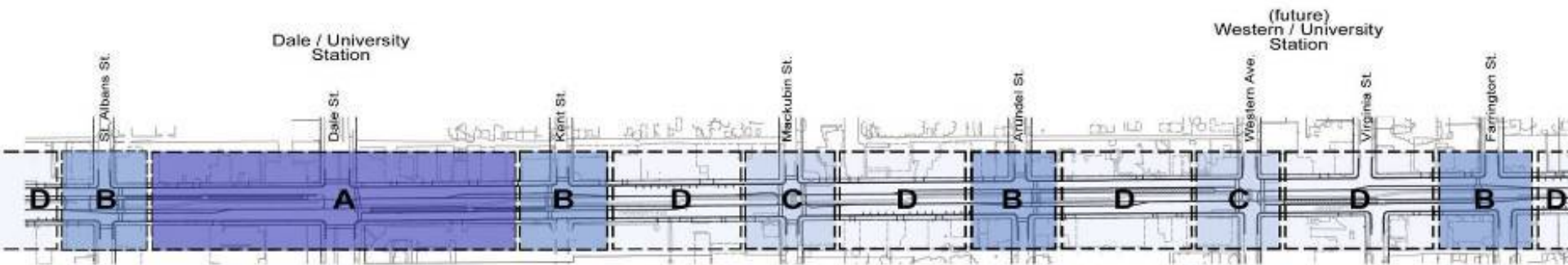


- Include materials that withstand weather extremes
- Incorporate low maintenance landscaping
- Select plant materials that are able to survive harsh conditions and are salt tolerant

# Putting It All Together



- Track design
- Roadway design
- Station design
- Streetscape design



**Station Area**

This area should have the highest level of pedestrian street crossings and primary platform access, which suggests streetscape designs that allow for efficient and unimpeded pedestrian movements and provide for the highest level of detailing and special features.

**Non-Signalized Ped Crossing Area**

These areas should have a high level of pedestrian activity due to street crossings and far-side platform access, which suggests streetscape designs that provide for safe and deliberate crossing opportunities and a high level of detailing and features.

**Signalized Intersection**

These areas should have a moderate to high level of pedestrian activity due to street crossings and far-side platform access, which suggests streetscape designs that provide for safe a deliberate crossing opportunities and a corridor-wide consistent level of detailing and features.

**Transition Area**

These areas should have the lowest level of pedestrian activity because of limited to no street crossings and no direct access to platform, which suggests streetscape designs that provide for sufficient pedestrian support and conform and basic primary elements to ensure some level of corridor-wide design consistency.



- Create streetscape design
  - Downtown Saint Paul
  - Capitol area
  - Washington Avenue
  - Cedar Riverside/West Bank area
- Continue streetscape design for University Avenue
  - Seek public input
  - Determine spacing of elements
- Estimate costs and refine plans

# Discussion



- Identify two elements of the streetscape you would like to see in the design.
- Discuss why those elements are important to you.

## More Information

Check out our website:

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

Contact Central Corridor Project Office:

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