

Central Corridor Light Rail Transit

Community Advisory Committee

November 20, 2008



*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

Today's Agenda



- Reports
 - Chair
 - CAC members
 - Outreach activities
- Technical Reports
 - 2009 Traffic Improvements and Utility Relocation
 - Traffic Modeling
 - Washington Ave Transit/Ped Mall
 - West Bank

Public Art Process



- October - Met Council approved 5 artists teams
- November - CCPO creating Station Advisory Committees
- December-January – Conduct community visioning sessions
- January – April – Artist design public art with public input

Open Houses



- Purpose
 - Provide public an opportunity to talk to project engineers
 - Inform the public of current plans and changes before publishing the FEIS
- Five open houses in December
 - 12/1 5-7 pm, Model Cities
 - 12/2 11 am-1 pm, Alliance Bank Center
 - 12/3 5-7 pm, Central Presbyterian Ch.
 - 12/4 6-8 pm, Brian Coyle Center
 - 12/6 12-2 pm, Goodwill Easterseals

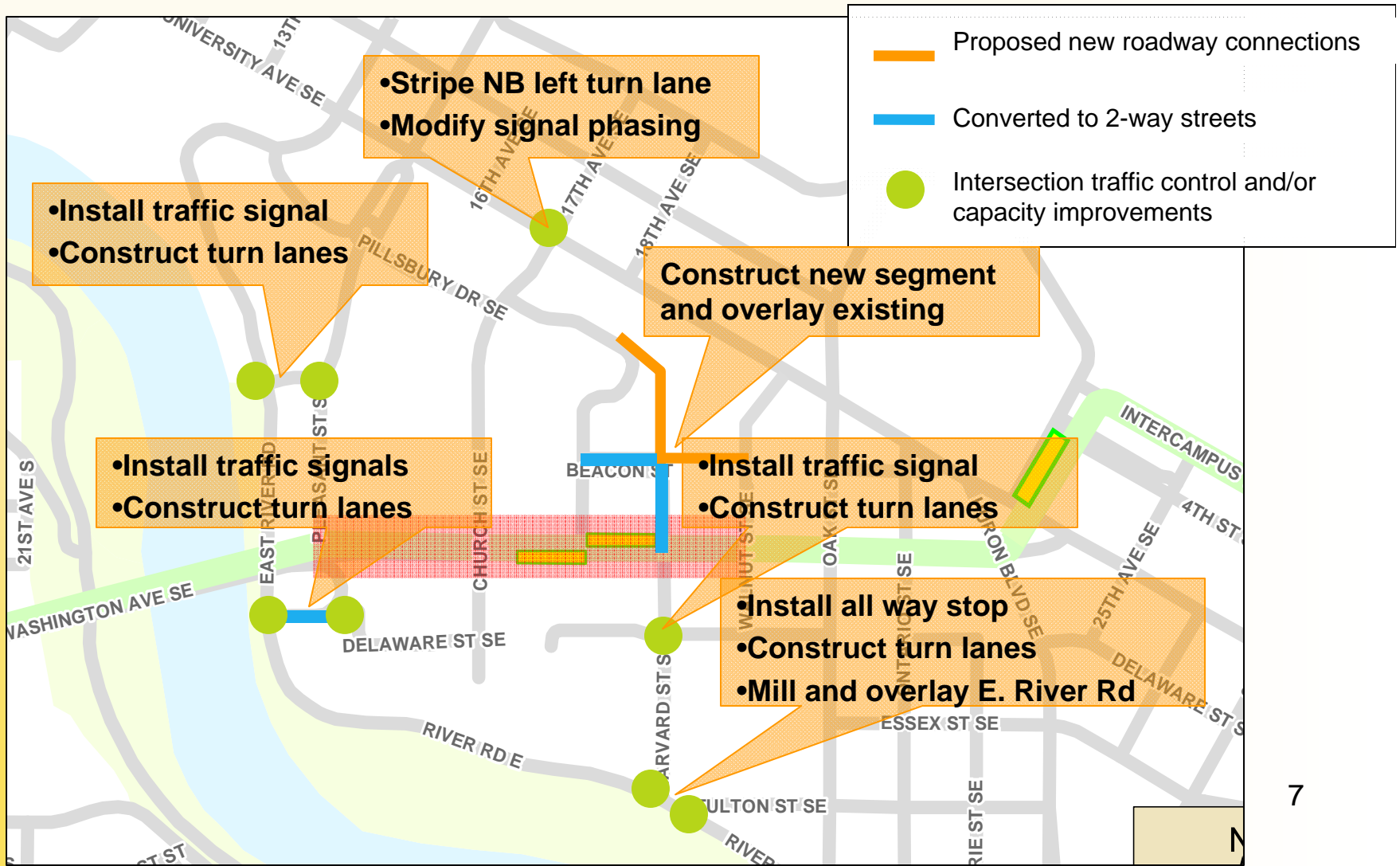
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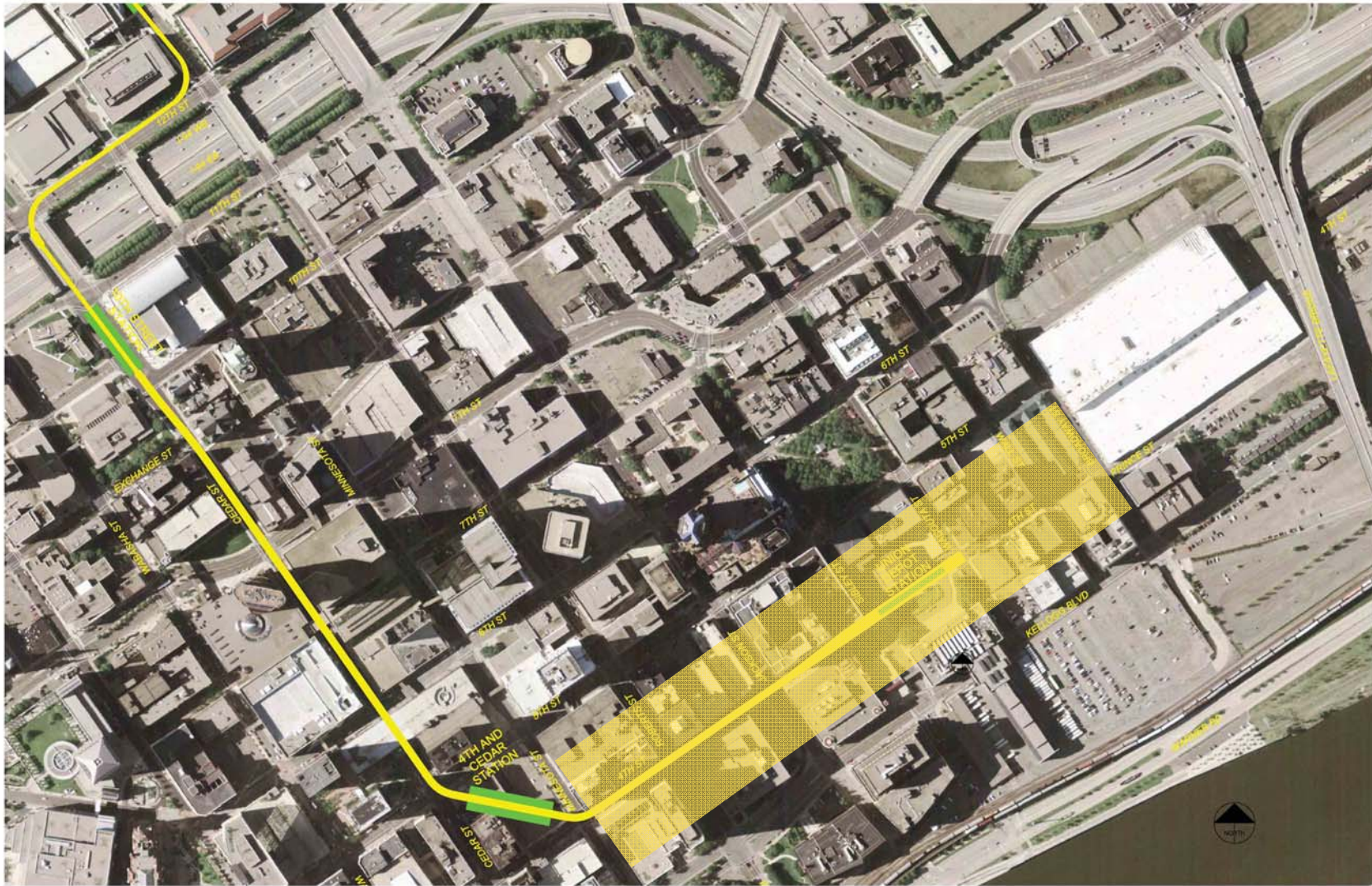
2009 Traffic Reroute Improvements and Early Utility Relocation

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2009 Traffic Reroute Improvements



2009 Early Utility Relocation



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Downtown Saint Paul Traffic Modeling

Downtown Saint Paul Traffic Modeling



- Determine impacts to roadway and intersection operations in the Downtown Saint Paul area
- Used SYNCHRO software to model traffic
 - 2008 existing
 - 2014 no build and 2014 with LRT
 - 2030 no build and 2030 with LRT

Study Analysis and Methodology



- Studied on-corridor and off-corridor intersections in the Downtown Saint Paul area
- Methodology
 - Existing conditions analysis based on traffic count
 - Future year analysis based on the Regional Travel Demand Model

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Study Area

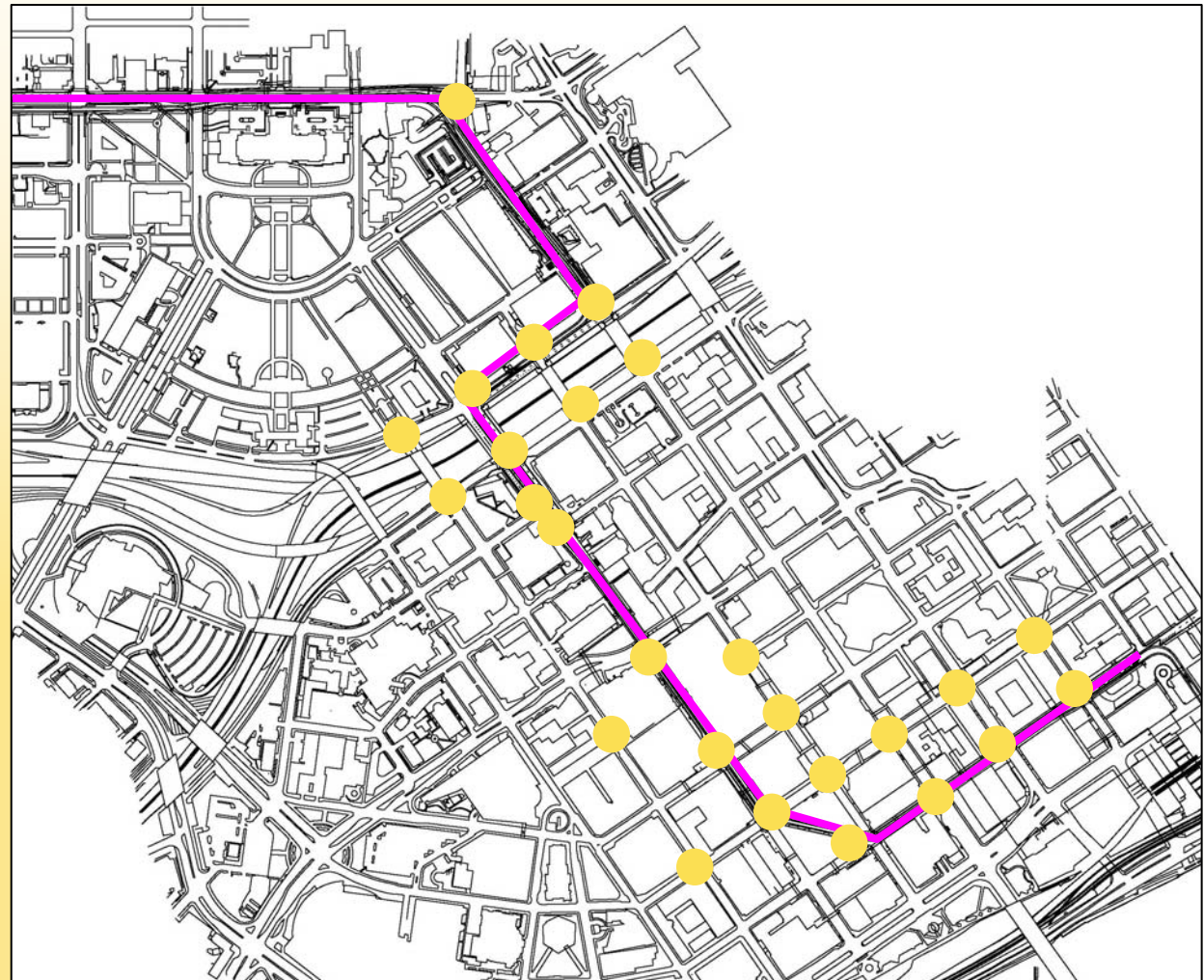
- Intersection studied



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Findings

No Level of
Service E or F
for any
scenarios
modeled



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University Ave. Traffic Modeling

Traffic Modeling University Ave.



- Determine impacts to roadway and intersection operations between 29th and Robert
- Used VISSIM and SYNCHRO software to model traffic
 - 2008 existing
 - 2014 no build and 2014 with LRT
 - 2030 no build and 2030 with LRT

Traffic Modeling University Ave.

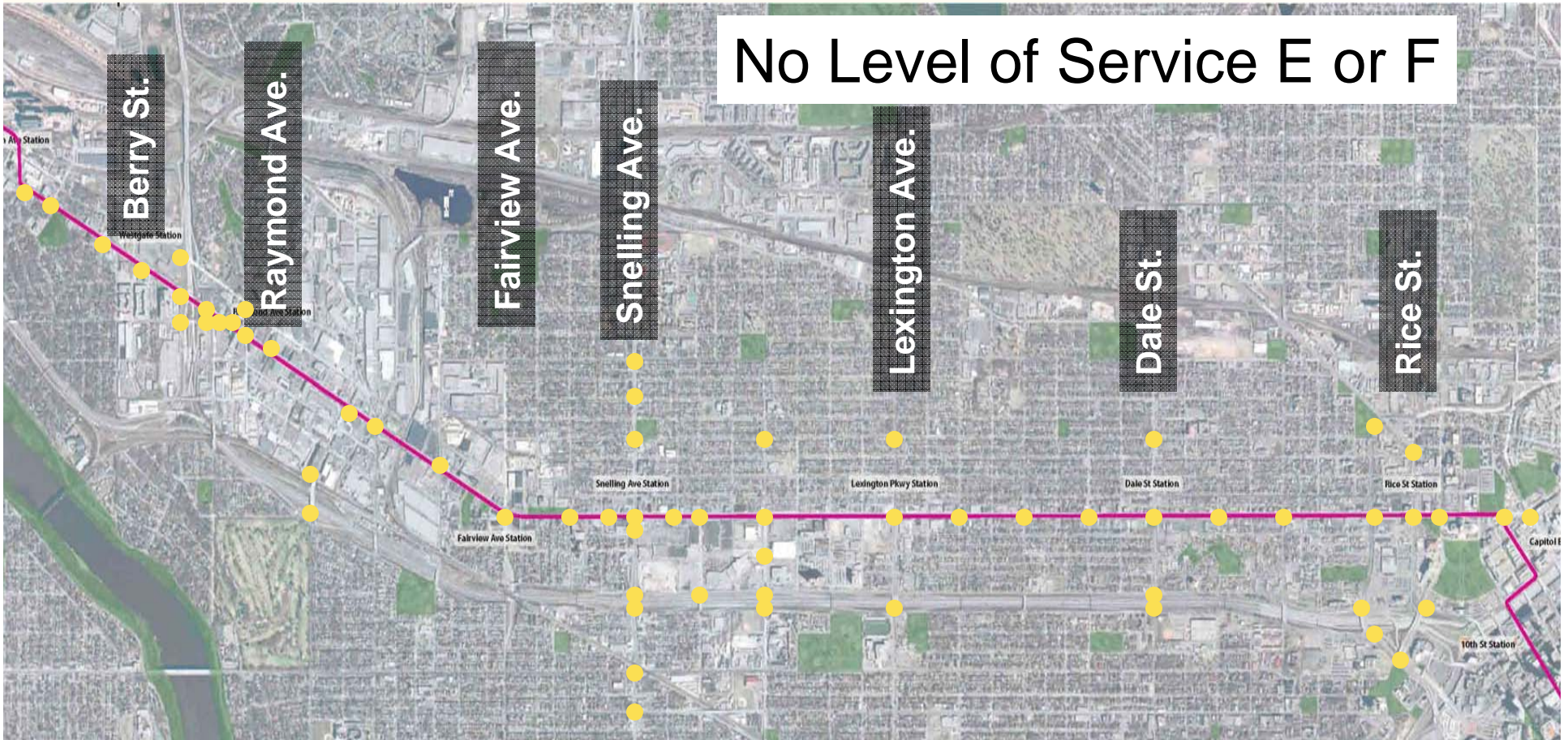


- Studied 61 intersections
 - 31 off-corridor
 - 30 on-corridor
- Looked at AM and PM peak traffic volumes

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VISSIM Traffic Modeling 2008 and 2014 - AM and PM

No Level of Service E or F

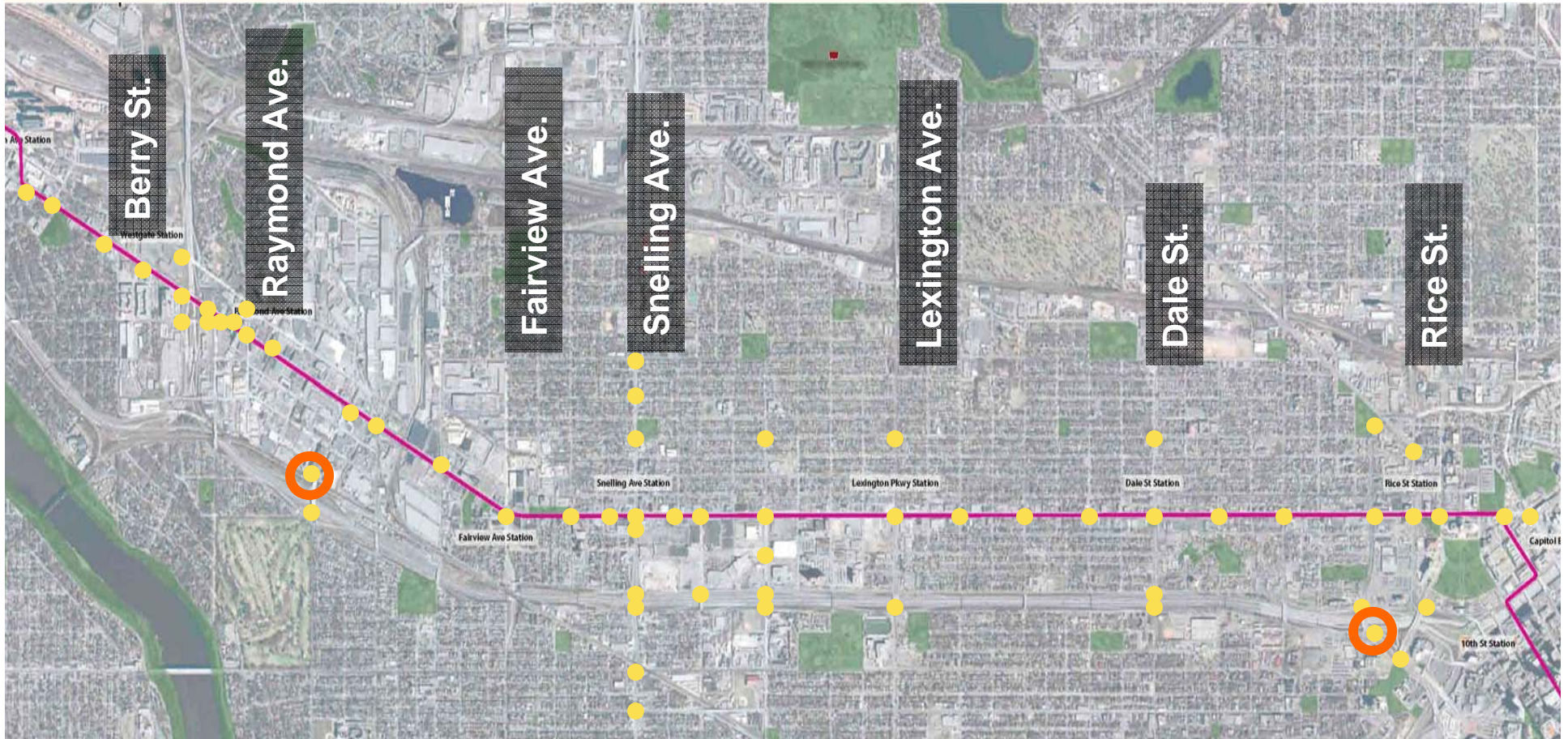


○ LOS E or F

● Intersection studied

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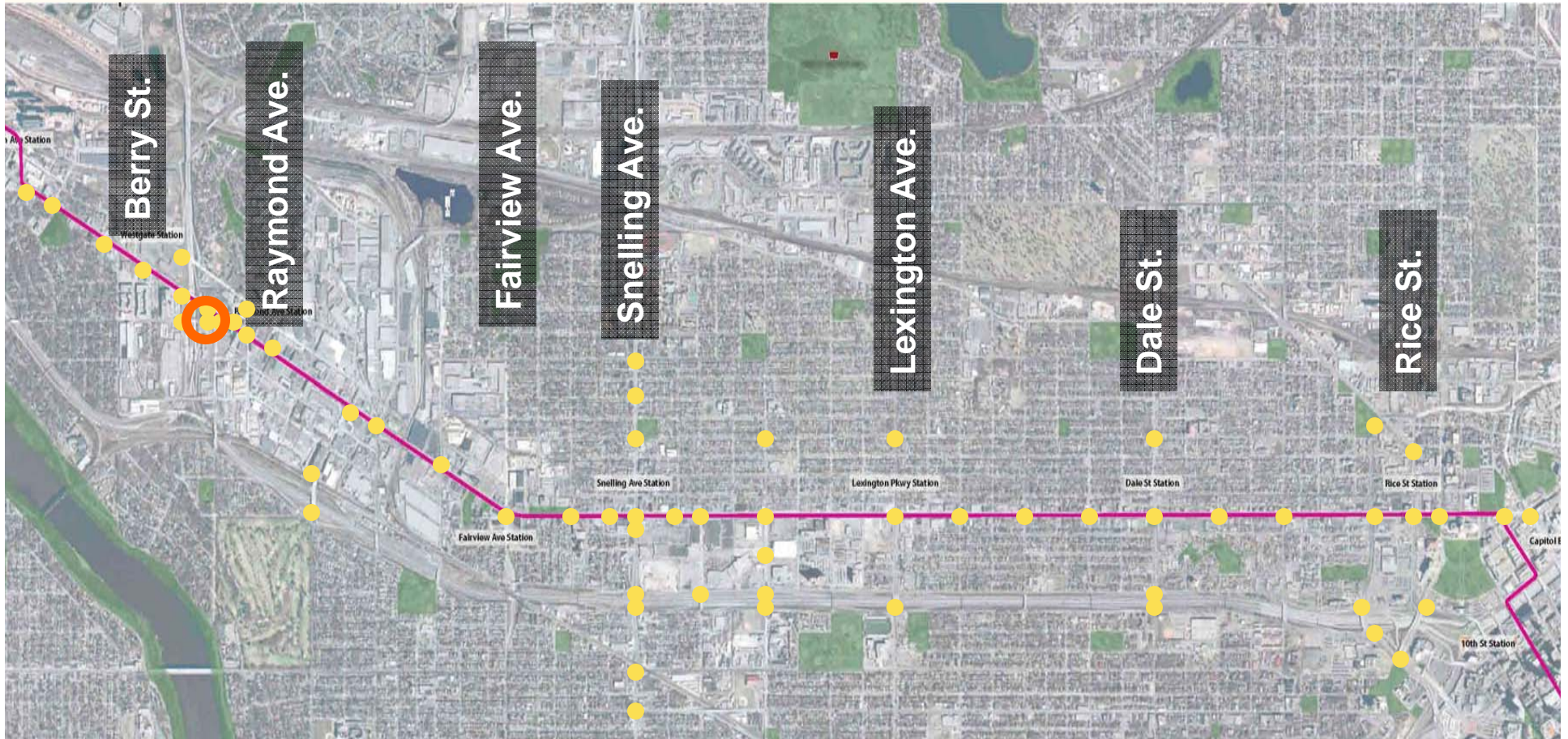
VISSIM Traffic Modeling 2030 No Build



○ LOS E or F ● Intersection studied

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VISSIM Traffic Modeling 2030 with LRT

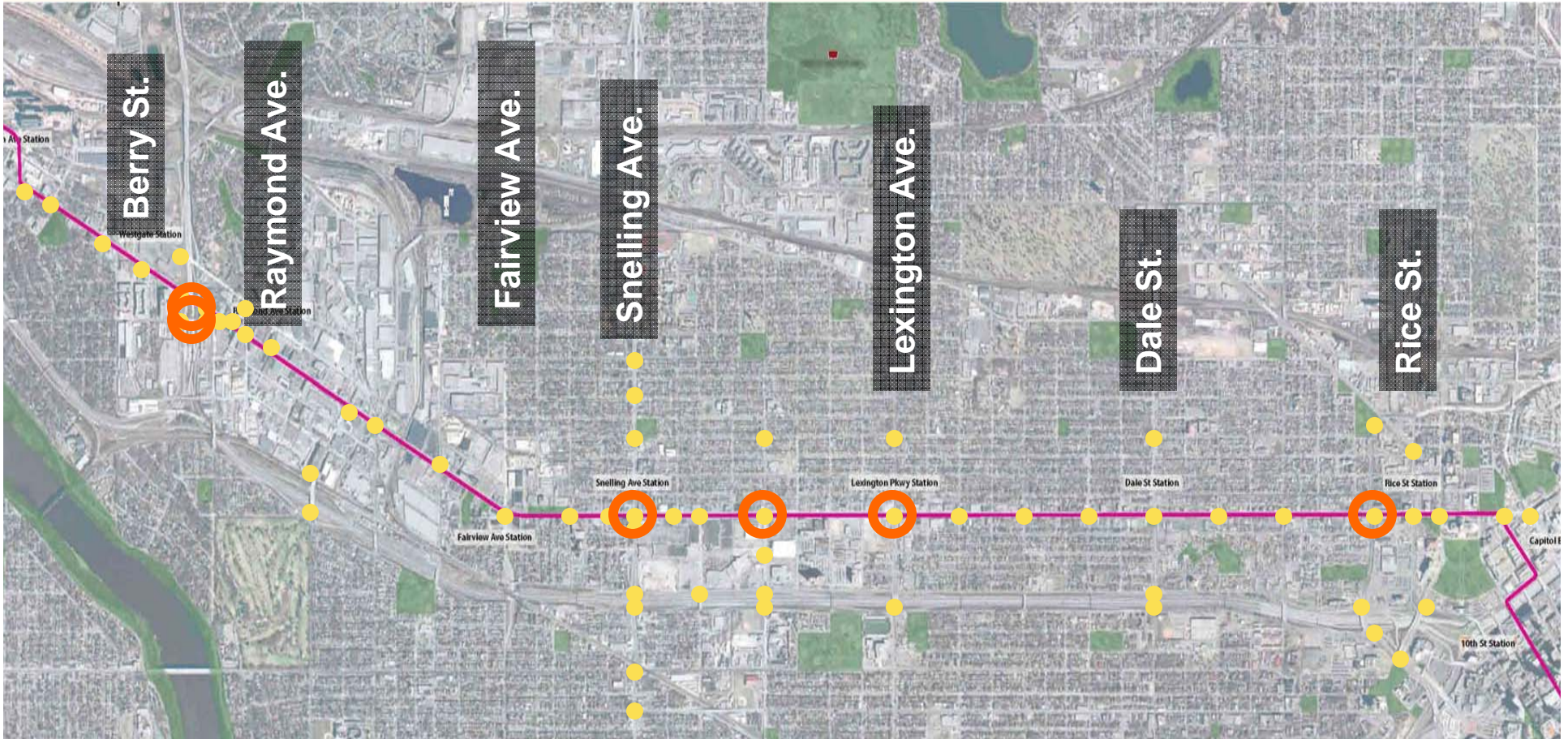


○ LOS E or F

● Intersection studied

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Traffic Modeling SYNCHRO & VISSIM Results 2030 w/ LRT, PM Peak



○ LOS E or F ● Intersection studied

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Traffic Modeling University Ave. Next Steps



- Develop mitigation for impacted intersections
 - Operational
 - Geometric

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Washington Ave. Transit/Pedestrian Mall

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Process



- June MOU #1 executed
- July-August
 - Established design groups
 - Developed design principles
 - Developed alternatives
 - Held design charrette #1
 - Held public meeting
- September
 - Refined alternatives
- October-November
 - Evaluated and refined alternatives

Collaborative Groups



- Collaborative groups composed of stakeholder representatives
 - Met Council
 - Hennepin County, Ramsey County
 - University of Minnesota
 - City of Minneapolis, City of Saint Paul
- Group 1: Stakeholder staff – core design group
- Group 2: Stakeholder staff – subject matter experts
- Group 3: Policy level

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Design Principles Group #1 Approved



- Serve as desirable world class civic/academic space
- Meet FTA Cost Effectiveness Index (CEI)
- Provide safe & efficient operations of peds, bicycles, LRT, buses and emergency vehicles
- Accommodate emergency response & access
- Provide pedestrian & passenger comfort in all seasons

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Design Principles Group #1 Approved



- Construct with durable & maintainable materials
- Incorporate sustainable design principles
- Integrate spaces along Wash. Ave.
- Maximize ped realm to extent practical
- Facilitate maintenance operations
- Optimize visual and aesthetic impacts of campus open spaces adjacent to Wash. Ave.

Transit/Ped Mall Options



- Developed two operating concepts
 - LRT has **dedicated lane**; buses/emergency vehicles/bikes share lane
 - LRT and buses **share lane**; emergency vehicles/bikes share bypass lane
- Developed three station configuration concepts
 - A: Center 25' platform with median pedestrian zone
 - B: Split-side 12' platforms
 - E: Center 20' platform with median landscaped zone

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Revised Option Overview



- Single center platform
- Center pedestrian zone
- Design elements
 - Vehicle lane width
 - Curb treatment
 - Pedestrian zone edge treatment

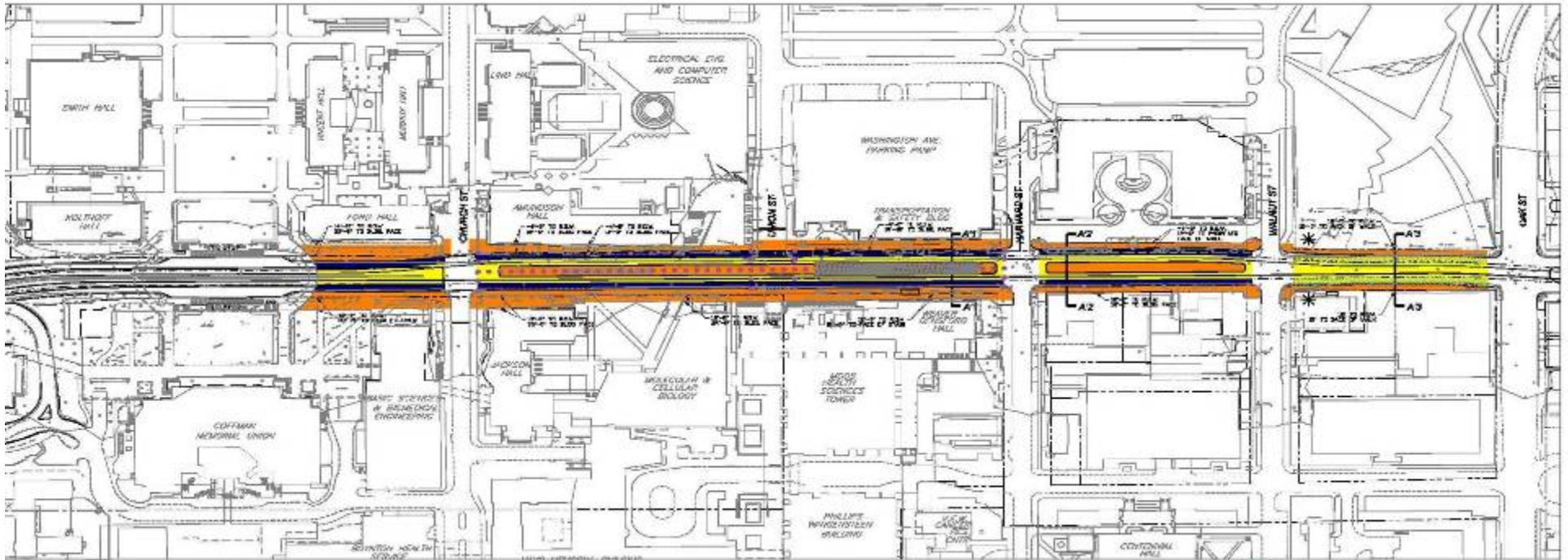
Revised Option Operating Concept



- Trains and buses share lane
- Demonstration plan proposal
 - Shared lane for LRT/buses in each direction for 1 year
 - Dedicated lanes for LRT/buses in each direction for 1 year
 - Evaluate operating concepts based on performance and safety metrics

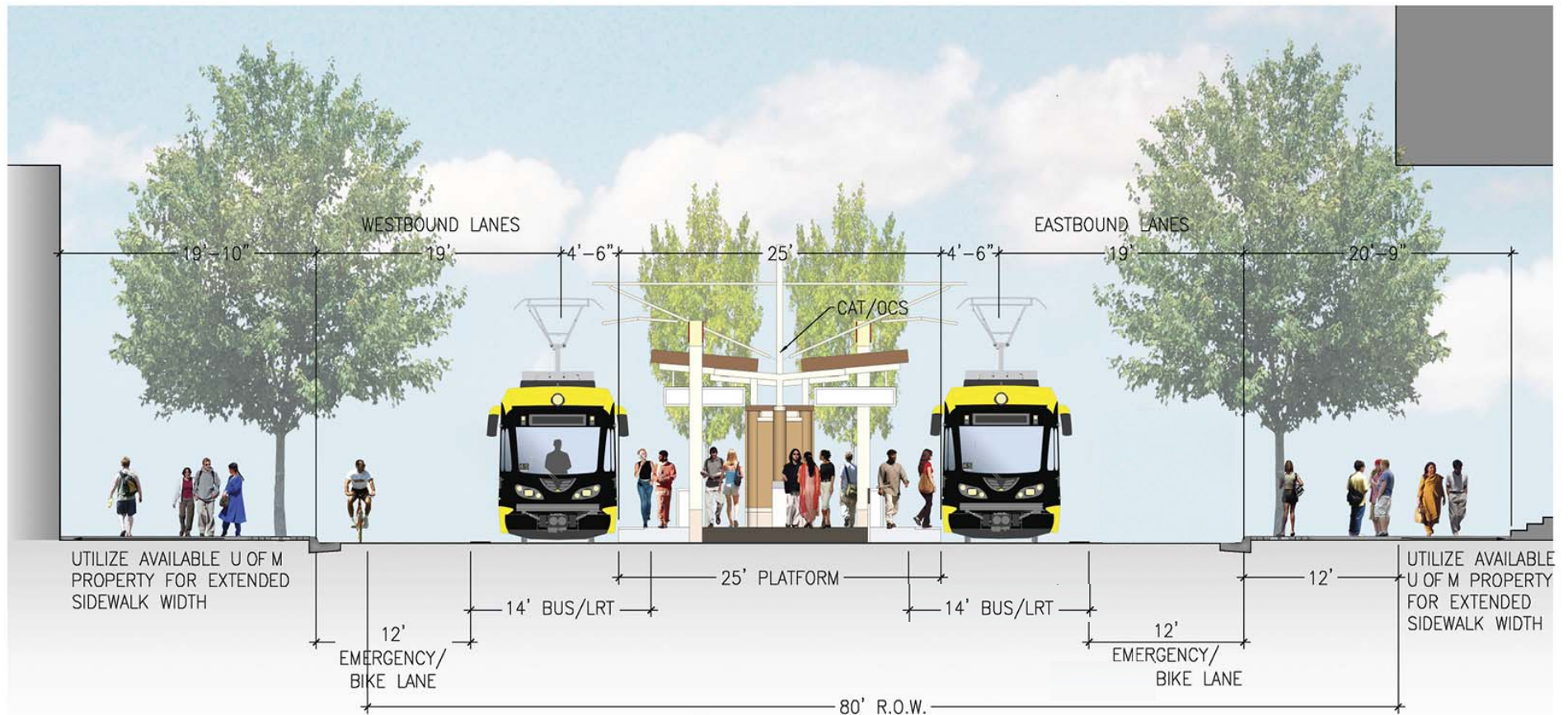
Revised Option

25' Center Platform, 20' Center Pedestrian Zone



Revised Option

25' Center Platform, 20' Center Pedestrian Zone



Revised Option

25' Center Platform, 20' Center Pedestrian Zone



Revised Option

25' Center Platform, 20' Center Pedestrian Zone



Transit/Pedestrian Mall Next Steps



- ✓ Reconvene Group 3 November 10 to identify preferred option
- Hold design charrette in December to finalize design treatments on recommended option – Groups 1 & 2
- Continue to refine design – Group 1

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West Bank Ramp Configurations in 35W/West Bank Area

West Bank/35W Ramp Study Area



West Bank/35W Ramp

Existing



West Bank/35W Ramp

PE Plan



West Bank Ramp Update



- Comments raised on SDEIS and during PE
 - Mn/DOT concerns with ramp geometry
 - Track alignment
 - Development opportunities
 - Access to station

West Bank/35W Ramp

Consolidated Ramps West of Cedar Avenue



West Bank/35W Ramp

Consolidated Washington Ave. Entrance Ramps
and Cedar Ave. Exit Ramps



West Bank/35W Ramp

Preferred Option



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More Information

Check out our website:

- www.centralcorridor.org

Contact Central Corridor Project Office:

- 540 Fairview Avenue North
St. Paul, MN 55104
- Comment Line: 651-602-1645
- Email: centralcorridor@metc.state.mn.us

