

Central Corridor Light Rail Transit

Central Corridor Management
Committee

April 9, 2008



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Today's Agenda



- Washington Ave. Transit/Ped Mall
- University Ave. Design Elements
- Public Comments on SDEIS Scope
- Municipal Consent Calendar
- Northern Alignment Overview

Central Corridor Light Rail Transit



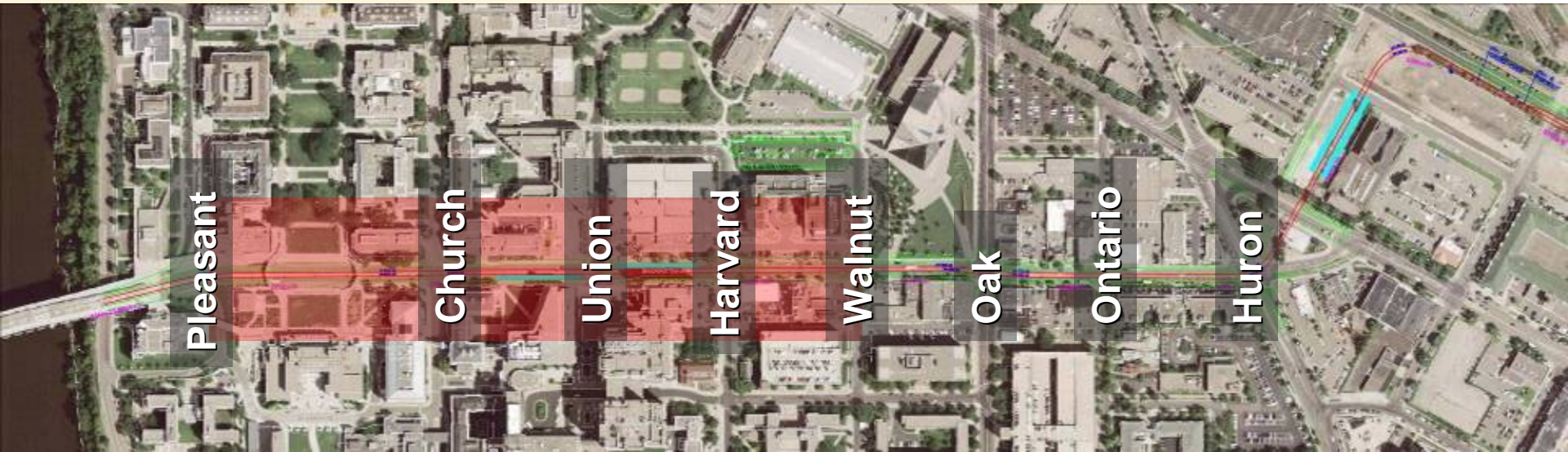
Washington Avenue Transit/Ped Mall

Traffic Analyses Overview



- Study 1: Operation of Wash Ave with LRT and traffic, 2014
- Study 2: Impacts due to shortened tunnel, 2014
- Study 3: Small area study, function of 48 intersections, 2030
 - LRT at grade, transit/pedestrian mall, closed to auto traffic
- Study 4: Intra-campus Roadway Network

Washington Avenue Transit/Ped Mall



Traffic Study 4

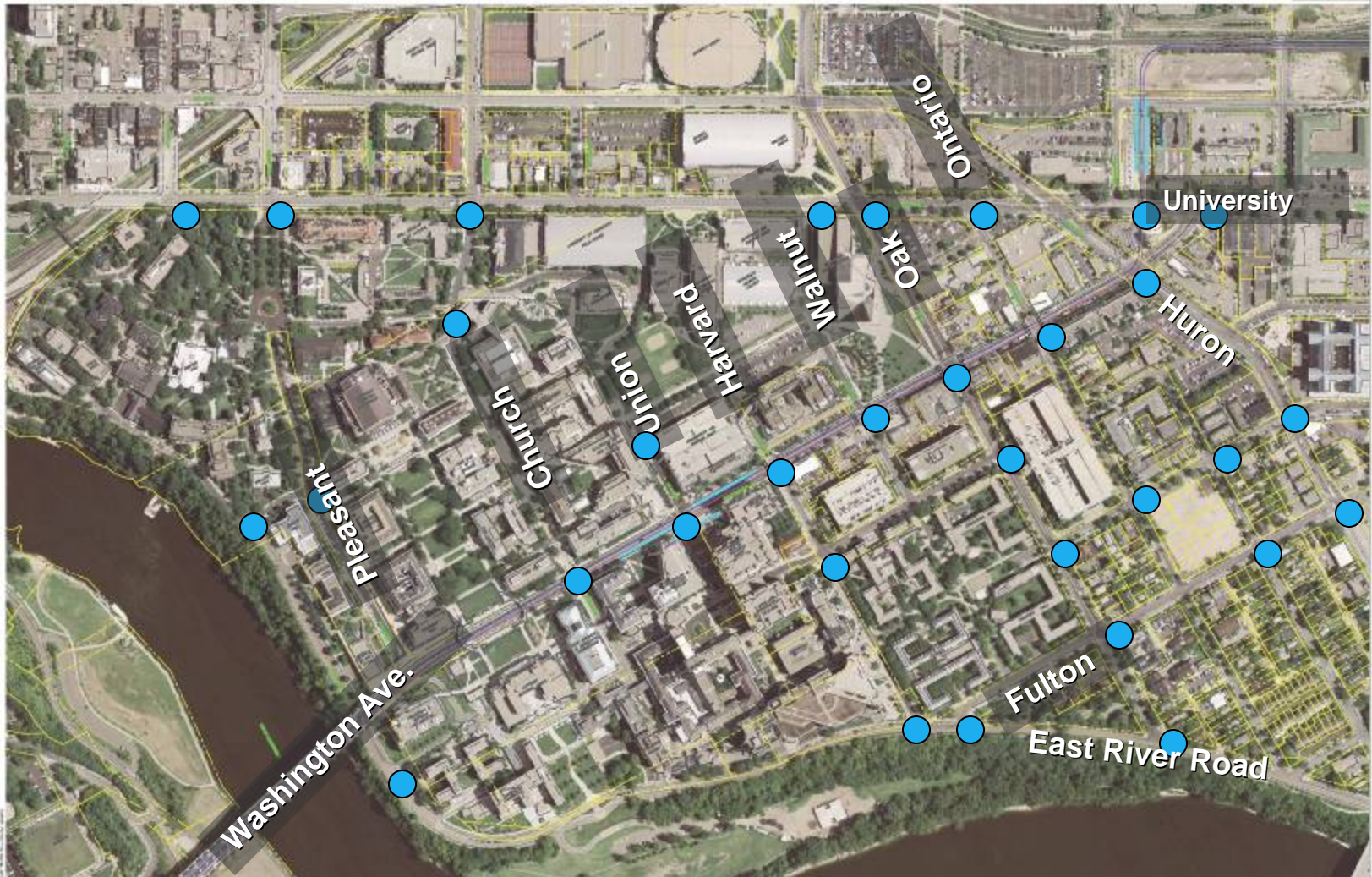
Intracampus Roadway Network



- Assemble PM turning movement counts at 32 intersections within or adjacent to campus
- Reassign traffic volumes from Washington Ave. intersections impacted by transit/ped mall
- Identify critical intersections after traffic reassignment
- Develop roadway/intersection modifications required

Traffic Study 4

Intra-campus Roadway Network



Traffic Study 4 Intra-campus Roadway Network



Bus Service Scenarios

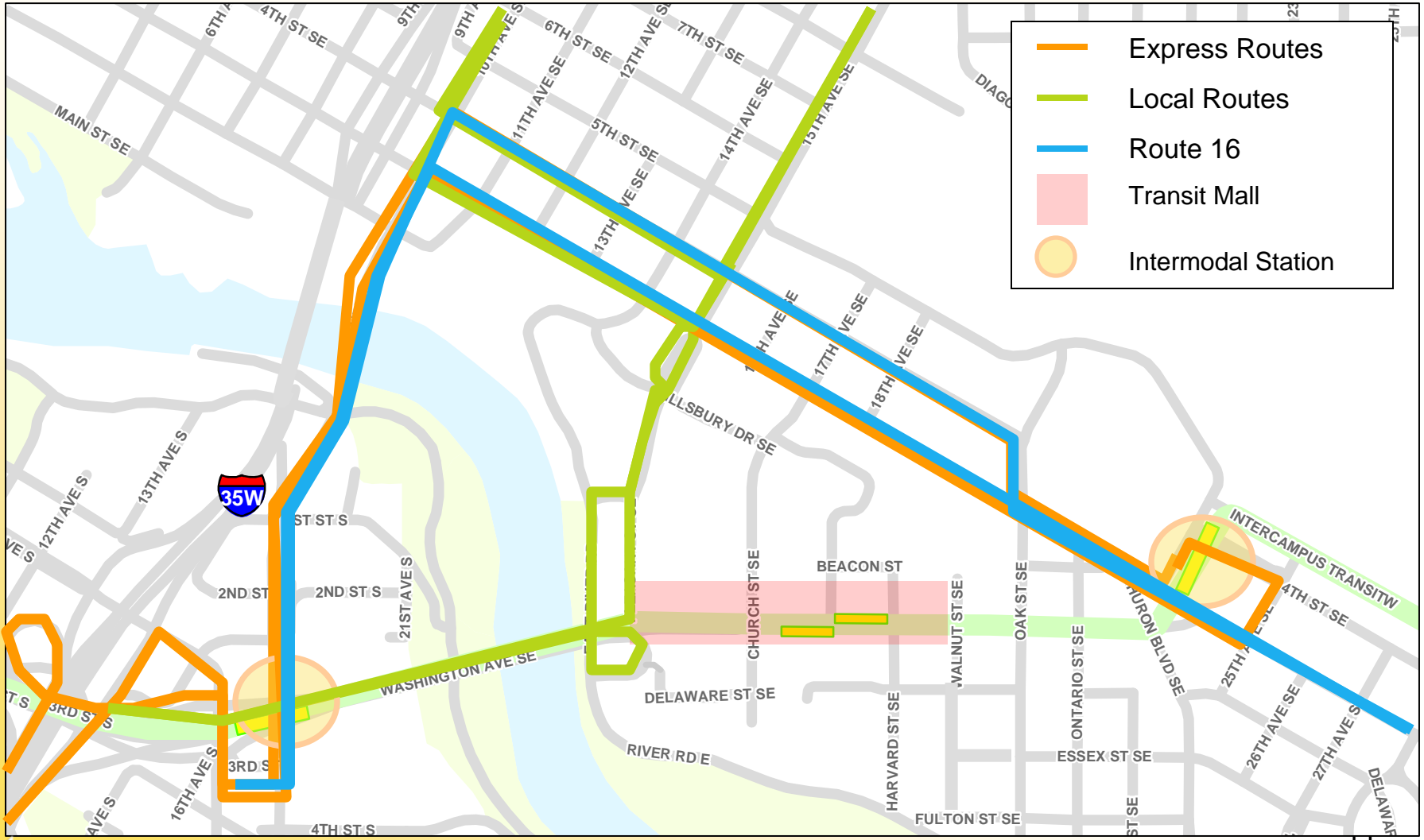


- Scenario 1: Buses terminated at intermodal stations at edge of campus
- Scenario 2A: Buses rerouted to 10th Ave. Bridge
- Scenario 2B: Buses rerouted to Pleasant St.
- Scenario 3: Buses remain on Washington Ave. transit/ped mall

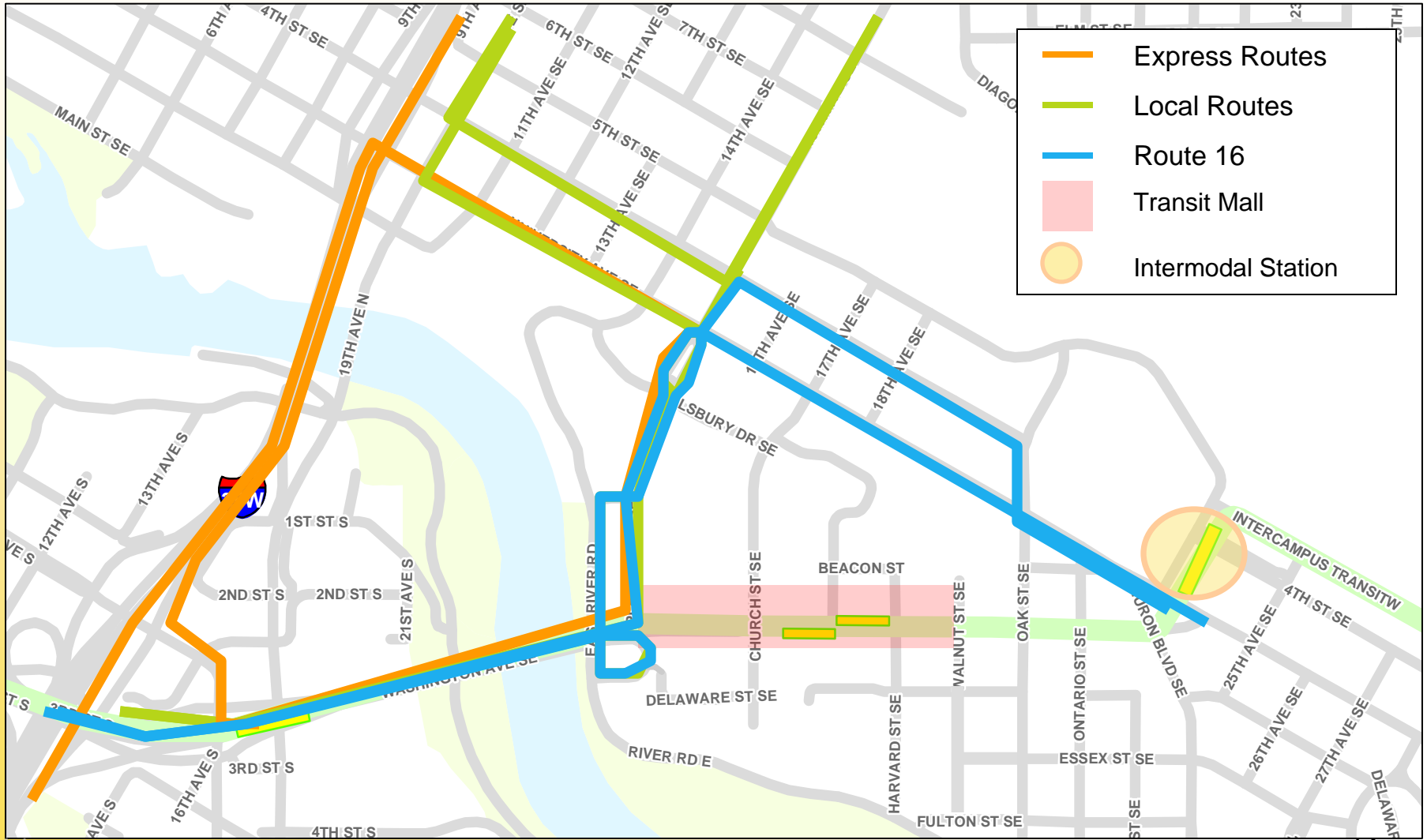
Bus Service Scenarios 1: Intermodal Stations



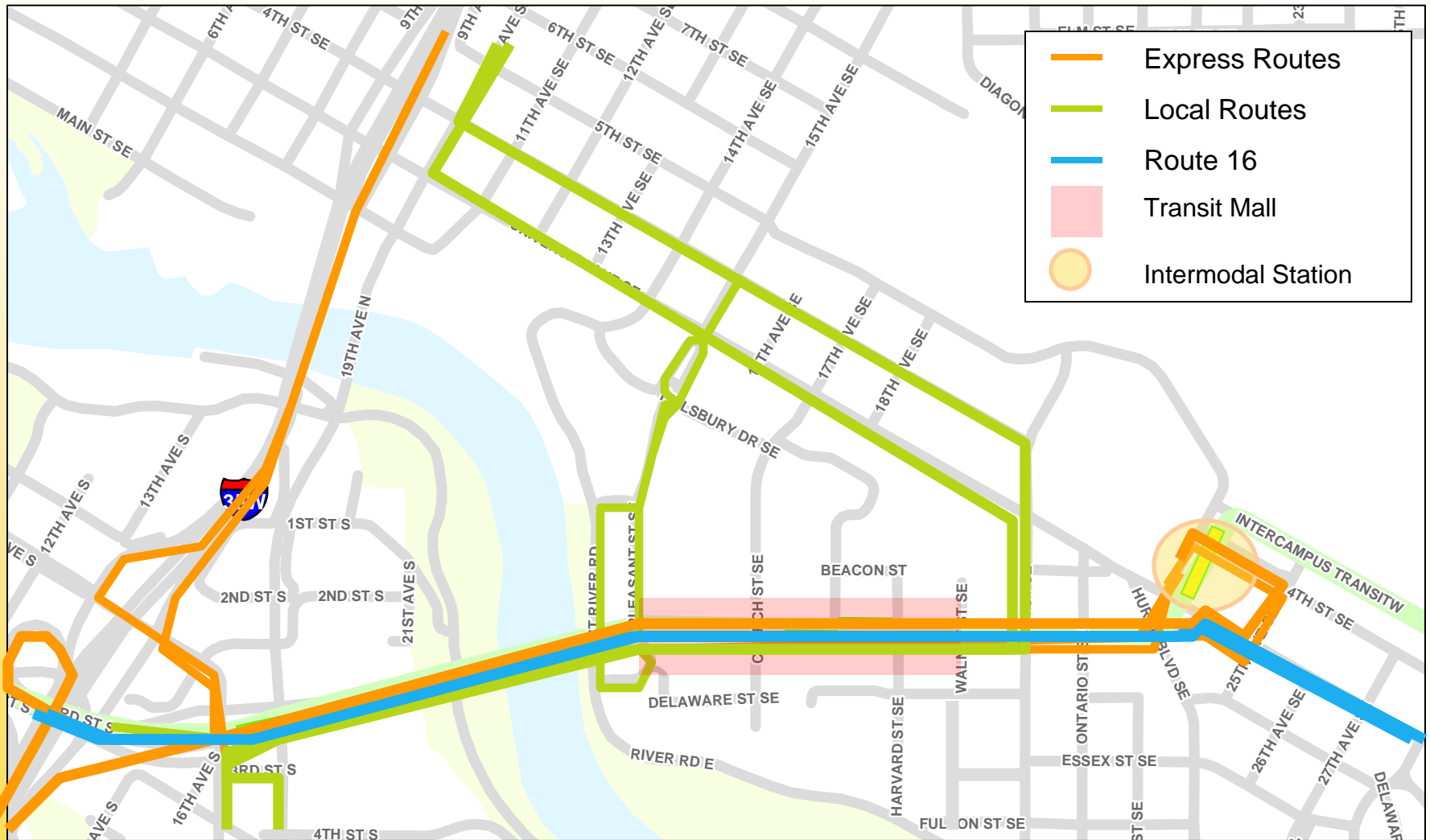
Bus Service Scenarios 2A: 10th Avenue



Bus Service Scenarios 2B: Pleasant Street



Bus Service Scenarios 3: Buses on Washington Ave.



Transit/Ped Mall Scenarios

Ridership, Cost and CEI

	Scenario B	Transit/Ped Mall Scenarios			
		1	2A	2B	3
		Buses terminate at edges of campus	Bus service via 10 th Ave.	Bus service via Pleasant	Buses remain on transit/ped mall
Capital Costs	\$909.1 MM	\$909.1 MM	\$909.1 MM	\$909.1 MM	\$909.1 MM
Cost Effectiveness Index	\$23.80	\$24.09	\$24.56	\$24.57	\$23.92
Ridership Estimate	41,970	45,320	44,780	45,040	42,960

Intermodal Station Construction Costs	NA	\$15 MM	\$15 MM	NA	NA
Adjusted Capital Costs	\$909.1 MM	\$924.1 MM	\$924.1 MM	\$909.1 MM	\$909.1 MM

Stakeholder Identified Improvement Needs



- Identify transportation improvement needs in area near the UofM
- Determine which are required as result of project
- Determine responsible agency for improvements not directly required as result of the project

Stakeholder-Identified Improvement Needs

	CCLRT*	Key Stakeholder Participation
Washington Avenue Transit Mall	X	UofM, Mpls, Metro Transit, Henn.
Free Fare Zone Stadium Village to West Bank	X	UofM, Metro Transit, Henn., Ramsey, Mpls
Granary Road - I35W to TH 280		Mpls , St. Paul, UofM, MPRB
U of M Fairview Hospital Loading Dock	X	UofM , MPRB, Mpls
Traffic Light Improvements on Washington Ave. and other intersections	X	Mpls, Henn.
Intersections directly impacted by CCLRT (Study #3)	X	Mpls, Henn., St. Paul, UofM, MPRB
Intersections not directly impacted by CCLRT (Study #3)		Mpls , Henn., MPRB, MnDOT

* CCLRT Participation subject to FTA approval

Lead agency for project development

Stakeholder-Identified Improvement Needs

	CCLRT*	Key Stakeholder Participation
East River Road	X	Mpls , Henn., MPRB, UofM
East Bank Campus Area Street Connections (Study #4)	X	Mpls, Henn., UofM
Connect 15 th Ave. Across Washington Ave.		Mpls, Henn., UofM
Reroute Huron Blvd. Traffic onto 25th Ave.	X	Mpls, Henn., Metro Transit
Environmental Issues	X	UofM, SHPO
Impact on Freeway System		MnDOT , Mpls, Henn.
Signage and Wayfinding		Mpls , Henn., MnDOT, UofM
Cedar Riverside Small Area Plan		Mpls , UofM, Henn., MnDOT

* CCLRT Participation subject to FTA approval

Bold Lead agency for project development

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University Avenue Design Elements

University Ave. Design Principles



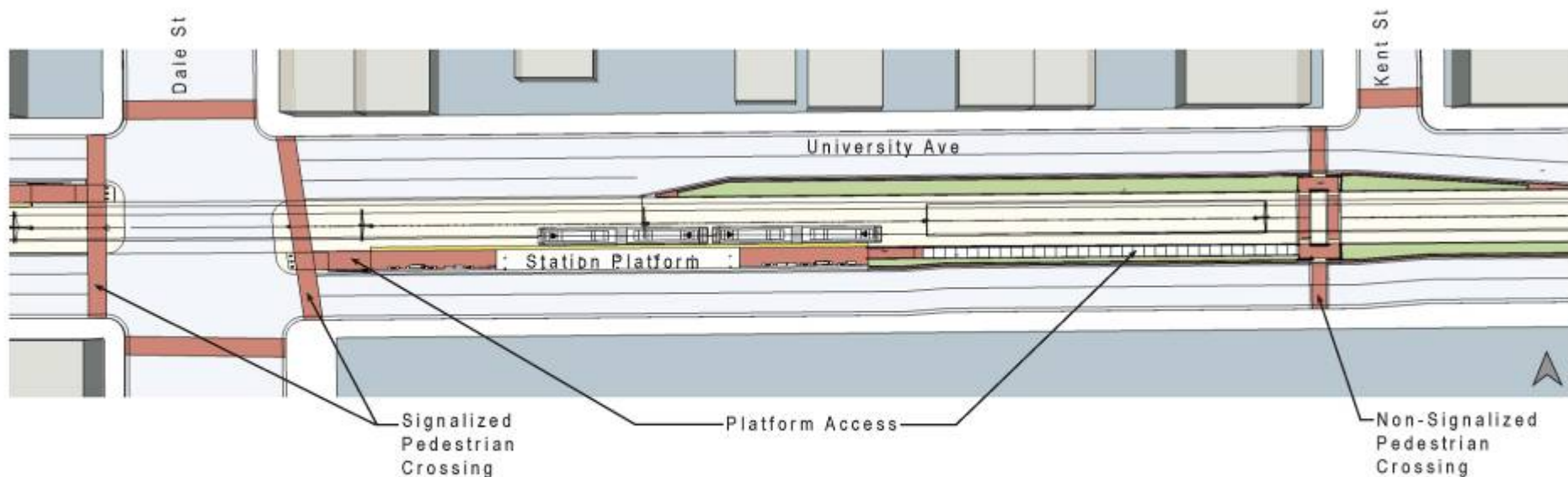
- Mandatory for rail operations and vehicle movement
 - LRT Stations
 - 3-car platforms
 - Location
 - Configuration
 - Median crossings and left turns lanes for vehicle movements
 - 2 WB and 2 EB through traffic lanes

University Ave. Design Principles



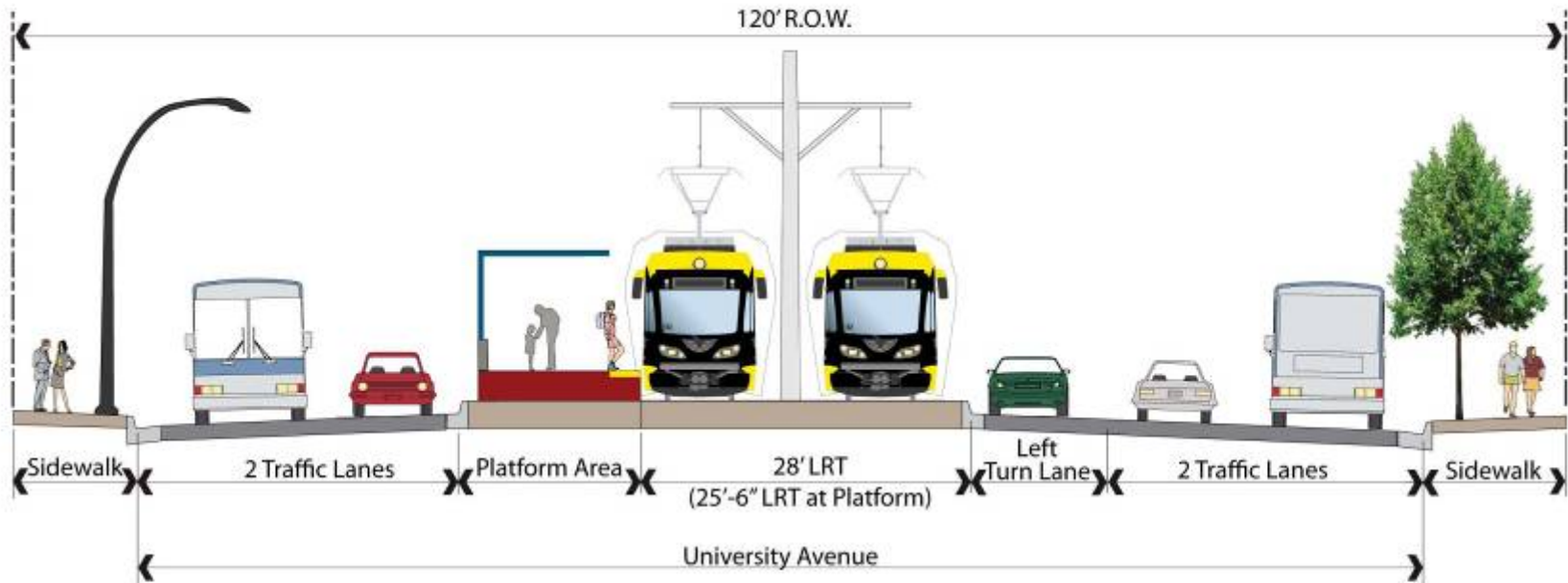
- Desirable project elements that need to be balanced
 - Non-signalized pedestrian crossings
 - Secondary access to stations
 - On-street parking
 - Closely spaced lane shifts minimized
 - Preserve use of street area to be occupied by future infill station

University Avenue Typical Access to Platform



University Avenue

Cross Section Showing Changes at a Typical Station

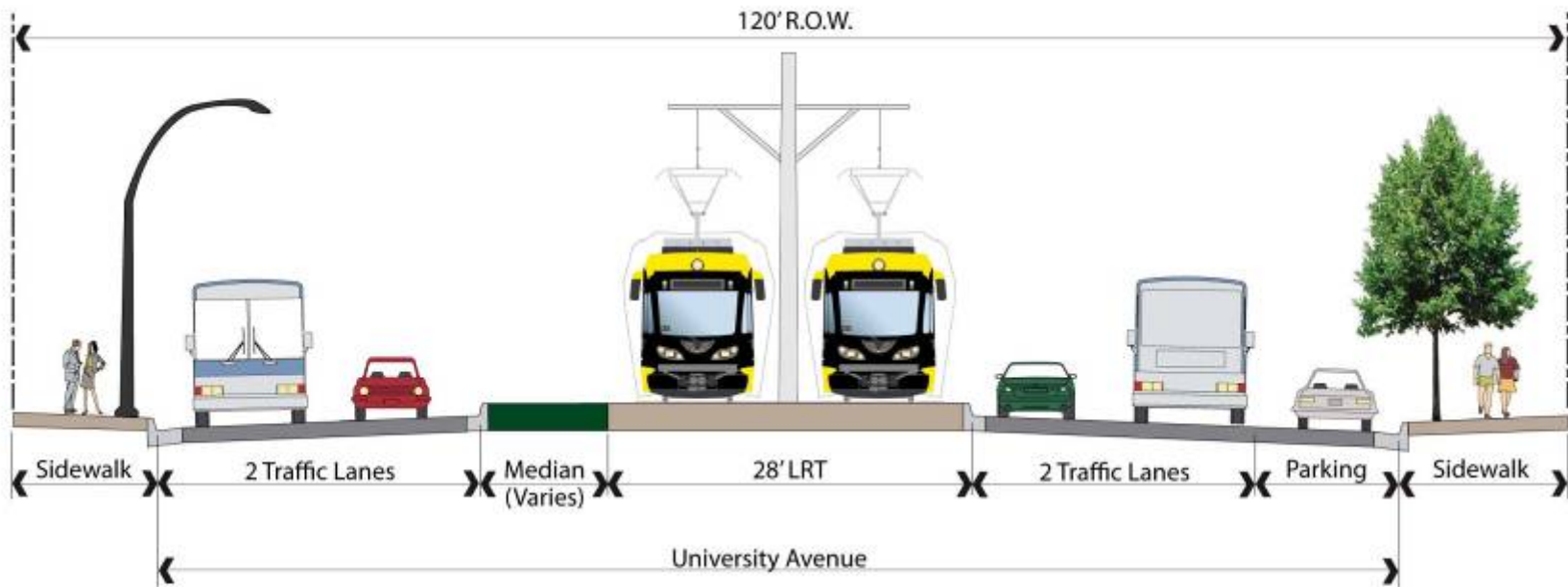


Existing Typical Cross Section Through University Avenue – Station Area

University Avenue

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Cross Section Showing Typical Changes to the Roadway



Existing Typical Cross Section Through University Avenue – Non Station Area

University Avenue Public Comments



- BAC – Asked for feedback
 - Concern over loss of parking
 - Recommend meeting with impacted property/business owners
- CAC – Asked for suggestions on how to balance issues
 - Favor non-signalized ped crossings and secondary platform access
 - Concern over loss of parking
 - Support outreach teams approach to engage public with individual and block level meetings
 - Encourage safety education

University Avenue Next Steps



- ✓ **Late March** - City, CCP & CCPO staff identified most impacted areas
- ✓ **Early April** - Set up meetings with most impacted businesses
- **Mid April** - Hold public meetings
 - 4/16 Hmong & Vietnamese Chambers, Hmong Business Assoc.
- **Late April** – Initiate survey of businesses

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SDEIS Comments on Proposed Scope

Scope Comments Overview

- Written comments received on proposed scope of SDEIS
 - 3 public agencies
 - 9 community groups / organizations
 - Roughly 30 individuals



Public Comments Related to Project Scope



- Analyze/build additional stations (24)
- Northern alignment alternative (5)
- Cleveland Avenue Station (4)
- At-Grade Washington Avenue alignment (3)
- No additional stations (3)
- Maintain Route 16 frequency (2)
- No northern alignment
- Use alternative alignment at Capitol (12th to Rice to University)

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Municipal Consent and SDEIS Calendar

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Timeline Preliminary Design Plans & SDEIS

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>↓ May 27 Mn/DOT/RCRRA/HCRRA hearing(s) on LRT plans</p> <p>↓ May 27 City/County hearing(s) on LRT plans</p>			<p>↓ June 27 Publish NOA in Fed Register</p>				
						<p>↓ July 11 City/County approval of LRT plans</p>	<p>↓ July 21 SDEIS Public Hearing</p>	<p>↓ Aug 11 Comment Period closes</p>	<p>↓ Aug 27 Met Council approves scope and budget for FTA</p>		
											<p>↓ New Starts Submittal</p>

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Northern Alignment Update

SDEIS Schedule Impacts

	CCLRT	Northern Alignment
Define Project Alignment	Feb. 27, 2008	May 14, 2008
Seek FTA Approval of Alignment	9 months from DEIS to PE approval	June/July 2008
Complete Additional Environmental Analysis	Amount of time for SDEIS evaluation	
Noise, Vibration, Air Quality Modeling, EMF	2 months	Sept. 2008
Phase I ESA	3 months	Oct. 2008
Phase I/II Architectural/Archeological Inventory	6-8 months	Feb. 2009
Section 4(f) Parkland and Cultural Resources	6-8 months	Feb. 2009
Social impacts, EJ and property acquisition	6-8 months	Feb. 2009
Publish SDEIS in Federal Register	June 27, 2008	June 2009
Hold Public Comment Period	July 21, 2008	July 2009
Adopt Revised LPA by Met Council	Aug. 27, 2008	Aug. 2009
Submit New Starts Application	Sept. 5, 2008	Sept 4. 2009

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

