

Central Corridor
Light Rail Transit

News Advisory



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Part of Wash. Ave. on East Bank to close in mid-May

Bus routes to be detoured to University, Fourth

Sidewalk access will be maintained to businesses, U of M buildings

MINNEAPOLIS - April 15, 2011 – Construction will begin May 16 along Washington Avenue on the East Bank as crews begin transforming it from a busy campus traffic thoroughfare to a transit-pedestrian mall.

In a month, construction will close Washington to vehicle traffic between Pleasant and Oak streets until fall 2012. Metro Transit bus services will continue during construction but there will be detours to University Avenue and Fourth Street and major bus stop closures starting May 14. When the Central Corridor Light-Rail Transit line begins service in 2014, only trains, buses, pedestrians, cyclists and emergency vehicles will be allowed on the new mall between Pleasant and Walnut.

Work includes:

- Closing western half of Oak Street at the intersection of Washington. Once the western half is complete, crews will move to the east half of the intersection. Two-way traffic will be maintained on Oak Street throughout construction.
- Maintaining pedestrian crossings across Washington on the pedestrian bridges in front of Coffman Memorial Union, Church, Union, Harvard, Walnut, and Oak streets.

- Maintaining two-way traffic on either Harvard or Walnut.
- Maintaining sidewalk access to University of Minnesota buildings and surrounding businesses.
- Installing signage to direct people through the East Bank.

In 2011, construction activities on Washington will include:

Installing fencing and traffic control
Removing existing bus shelters and sidewalk furnishings
Demolishing existing road, curbs and gutters
Relocating public and private utilities
Restoring roadway and installing new curbs and gutters
Reconstructing sidewalks
Installing embedded track at intersection of Washington and Oak
Starting construction of East Bank Station in front of Moos Tower

Crews will minimize nuisances that are common during utility and road construction, such as dust and dirt, noise and vibrations and utility disruptions.

How to get around

Before work begins, more detailed information about how to get around the East Bank during construction will be made available at www.centralcorridor.org and distributed via a weekly electronic construction update. The public can sign up for those emailed updates at <http://www.metrocouncil.org/transportation//ccorridor/CCLRTSubscribe.htm>

Metro Transit information

For construction-related changes to Metro Transit bus routes and stops, visit www.metrotransit.org/construction

Marketing help

Marketing tools being used to help businesses during construction include the Central Corridor Perks Card. The public can sign up for discounts at participating businesses on or near the corridor during construction and beyond at <http://www.centralcorridorperks.com/en/Pages/WELCOME.aspx>

People who take Metro Transit buses to the East Bank may be interested in a customer loyalty program being offered through Metro Transit called *Ride to Rewards*. The program provides points to Metro Transit bus riders for shopping at businesses that are enrolled in the program. Visit www.ridetorewards.com to learn how to participate.

Got questions?

Members of the public who have general concerns or questions are encouraged to contact Jessica Hill, a community outreach coordinator, at jessica.hill@metc.state.mn.us or (651) 602-1840 or call the 24-hour construction hotline at (651) 602-1404.

About the Central Corridor LRT Project

The Central Corridor Light Rail Transit Project will link downtown St. Paul and downtown Minneapolis along Washington and University avenues via the state Capitol and University of Minnesota. Construction began in 2010 on the planned 11-mile Central Corridor line, and service will begin in 2014. The line will connect with the Hiawatha LRT line at the Metrodome station in Minneapolis and the Northstar commuter rail line at the new Target Field Station. The Metropolitan Council would be the grantee of federal funds. The regional government agency is charged with building the line in partnership with the Minnesota Department of Transportation. The Central Corridor Management Committee, which includes the mayors of St. Paul and Minneapolis, commissioners from Ramsey and Hennepin counties and the University of Minnesota, provides advice and oversight. Funding is provided by the Federal Transit Administration, Counties Transit Improvement Board, state of Minnesota, Ramsey and Hennepin counties' regional railroad authorities, city of St. Paul, Metropolitan Council and the Central Corridor Funders Collaborative. For details, visit www.centralcorridor.org