

Central Corridor Light Rail Transit

Metropolitan Council Project Update

April 9, 2008



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Central Corridor Light Rail Transit



Washington Avenue Transit/Ped Mall

- Traffic analysis
- Bus route scenarios

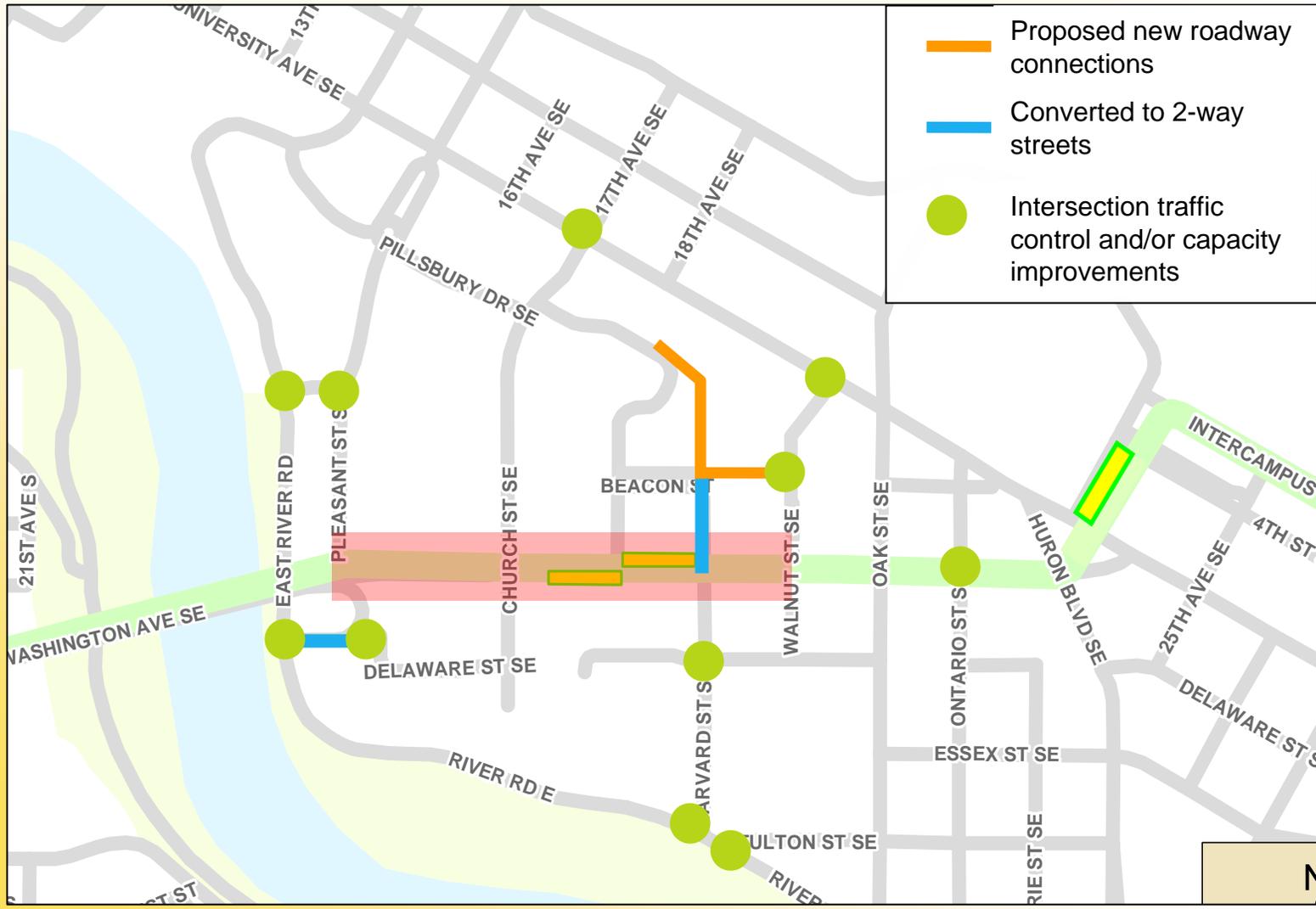
Traffic Analyses Overview

Central Corridor Light Rail Transit



- 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 with transit/pedestrian mall,
- 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

Central Corridor Light Rail Transit

Bus Service Scenarios

1: Intermodal Stations

CEI = \$24.09

Ridership = 45,320

Adj. Capital Cost \$924.1 MM



Central Corridor Light Rail Transit

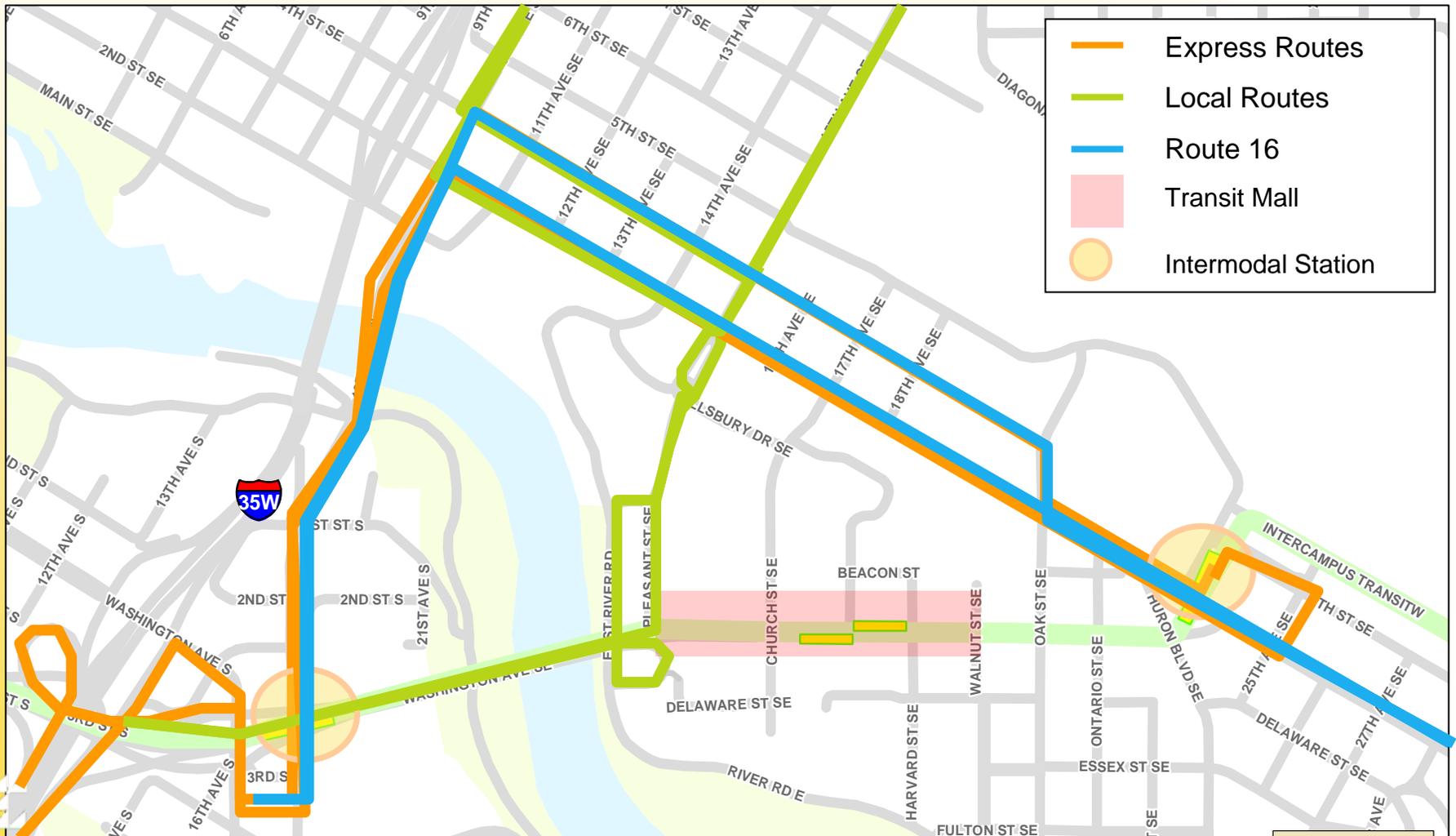
Bus Service Scenarios

2A: 10th Avenue

CEI = \$24.56

Ridership = 44,780

Adj. Capital Cost \$924.1 MM



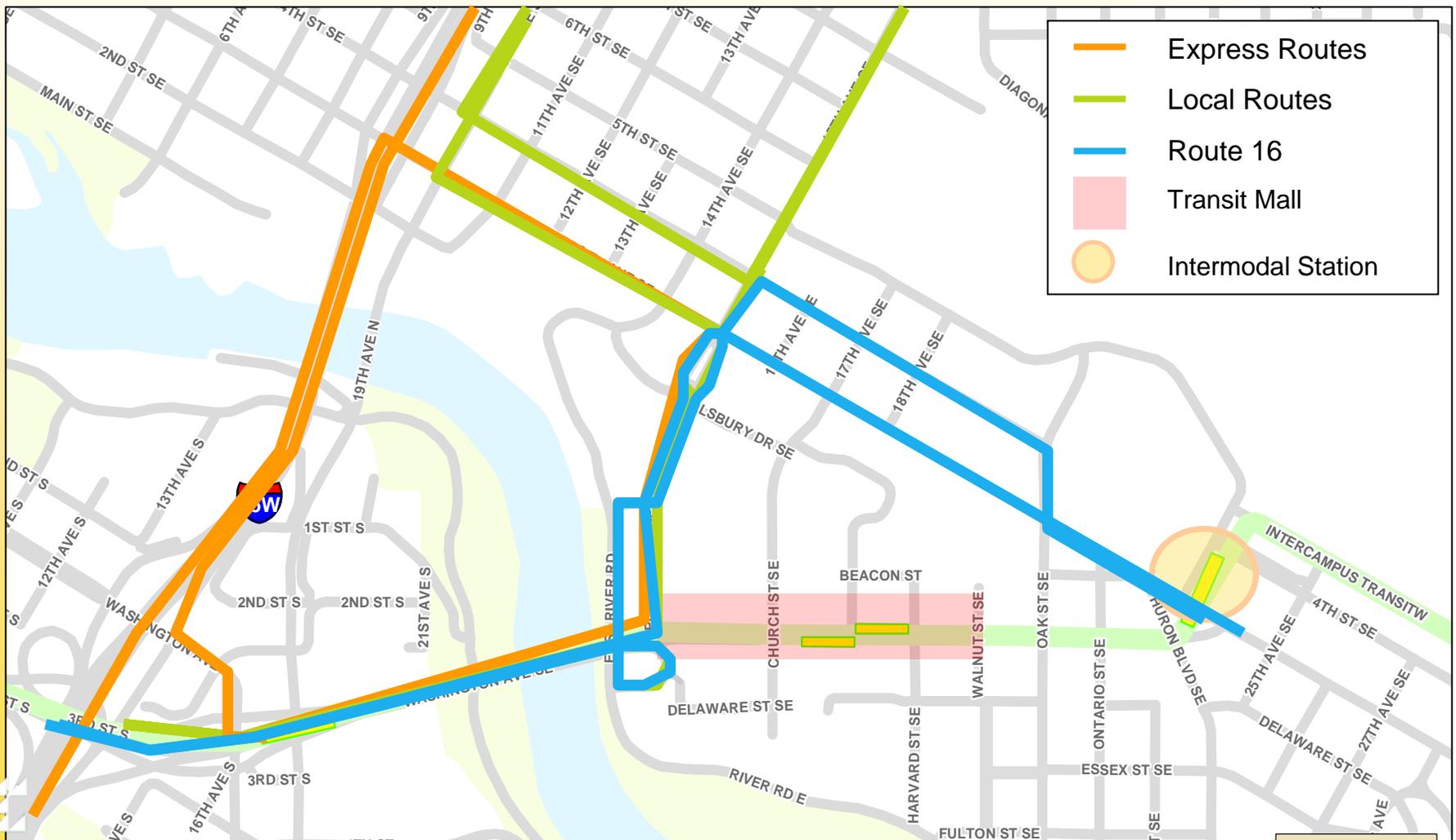
Central Corridor Light Rail Transit

Bus Service Scenarios 2B: Pleasant Street

CEI = \$24.57

Ridership = 45,040

Adj. Capital Cost \$909.1 MM



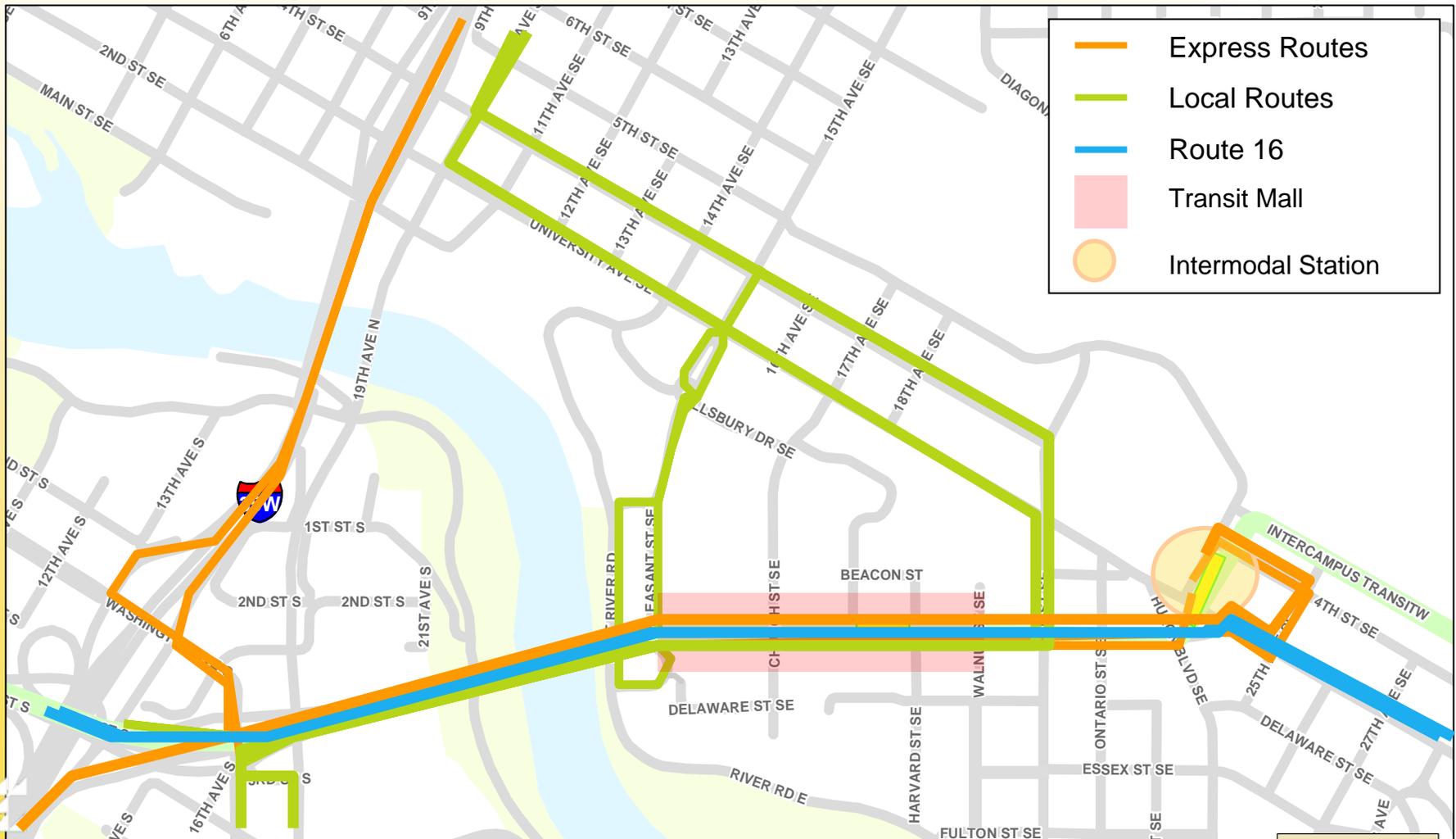
Central Corridor Light Rail Transit

Bus Service Scenarios 3: Buses on Washington Ave.

CEI = \$23.92

Ridership = 42,960

Adj. Capital Cost \$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

Central Corridor Light Rail Transit



University Avenue Design Elements

University Ave. Design Principles

Central Corridor Light Rail Transit



- 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

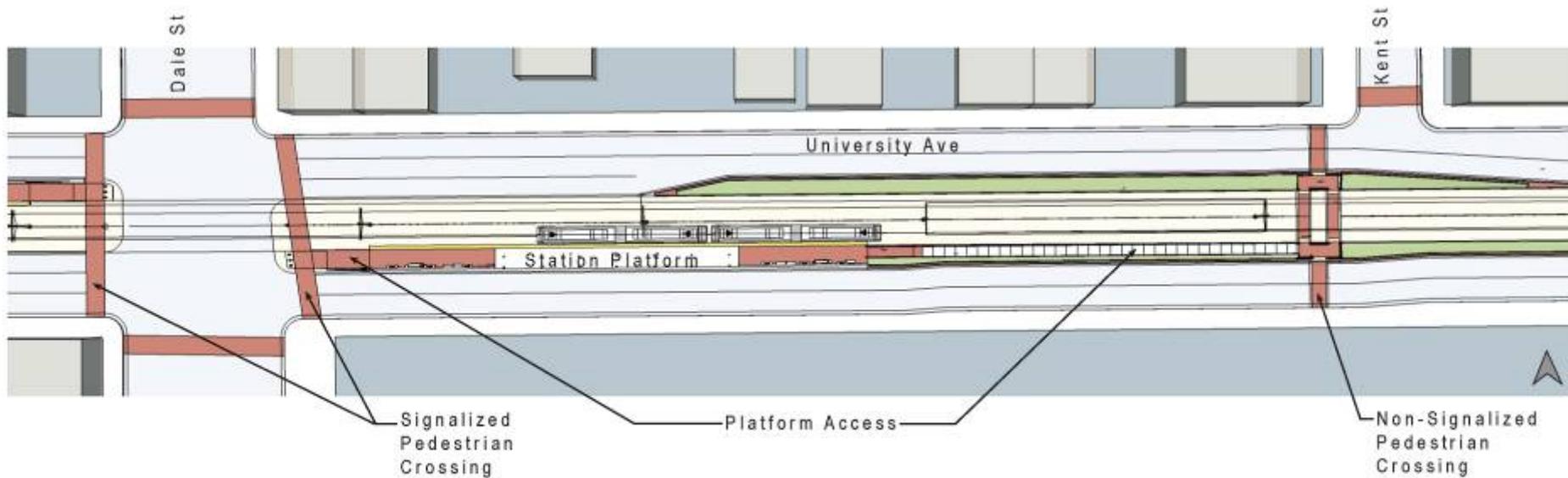
University Ave. Design Principles

Central Corridor Light Rail Transit

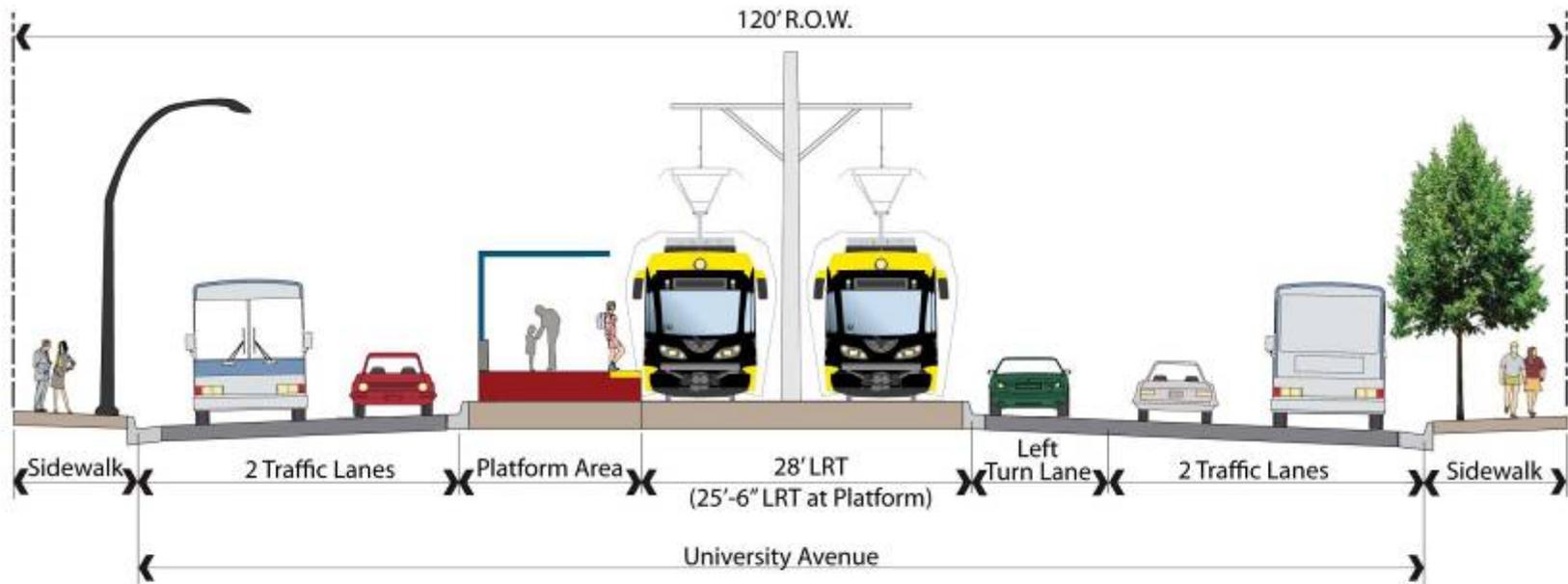


- Desirable project elements that need to be balanced
 - Non-signalized pedestrian crossings
 - Secondary access to stations
 - On-street parking
 - Closely spaced lane shifts minimized
 - Preserve use of street area to be occupied by future infill station

University Avenue Typical Access to Platform



University Avenue Cross Section Showing Changes at a Typical Station

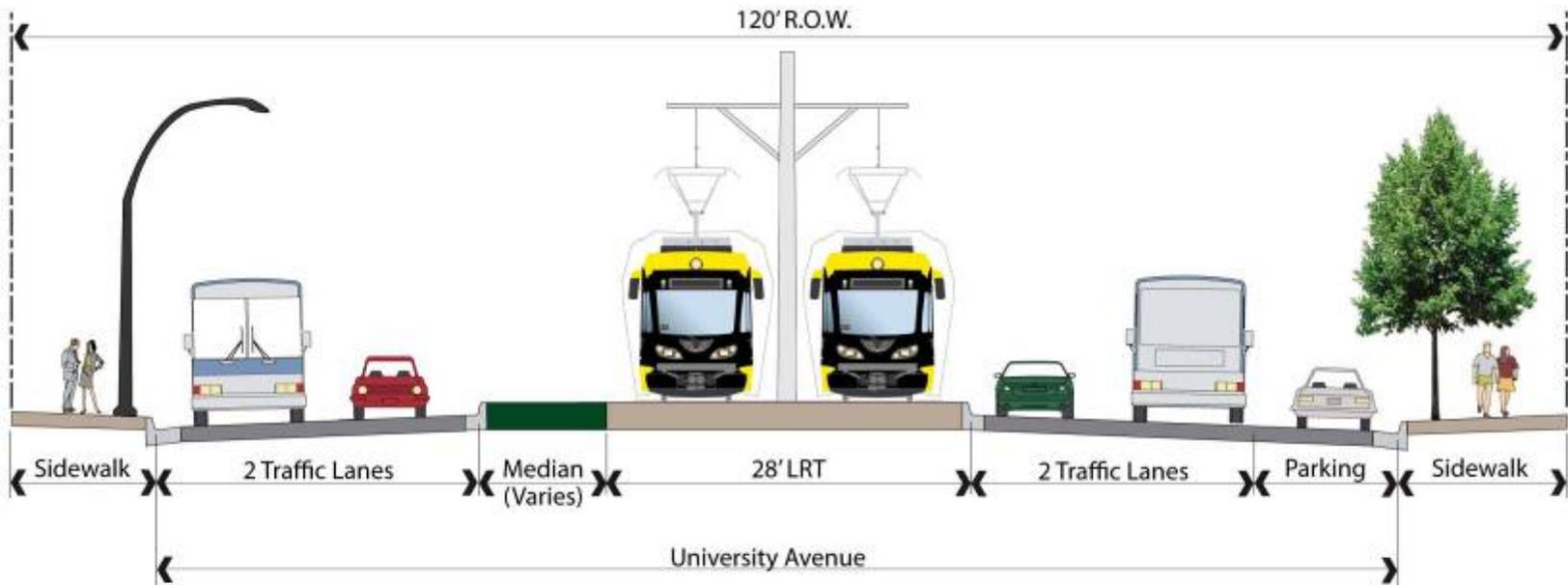


Existing Typical Cross Section Through University Avenue – Station Area

University Avenue

Central Corridor Light Rail Transit

Cross Section Showing Typical Changes to the Roadway



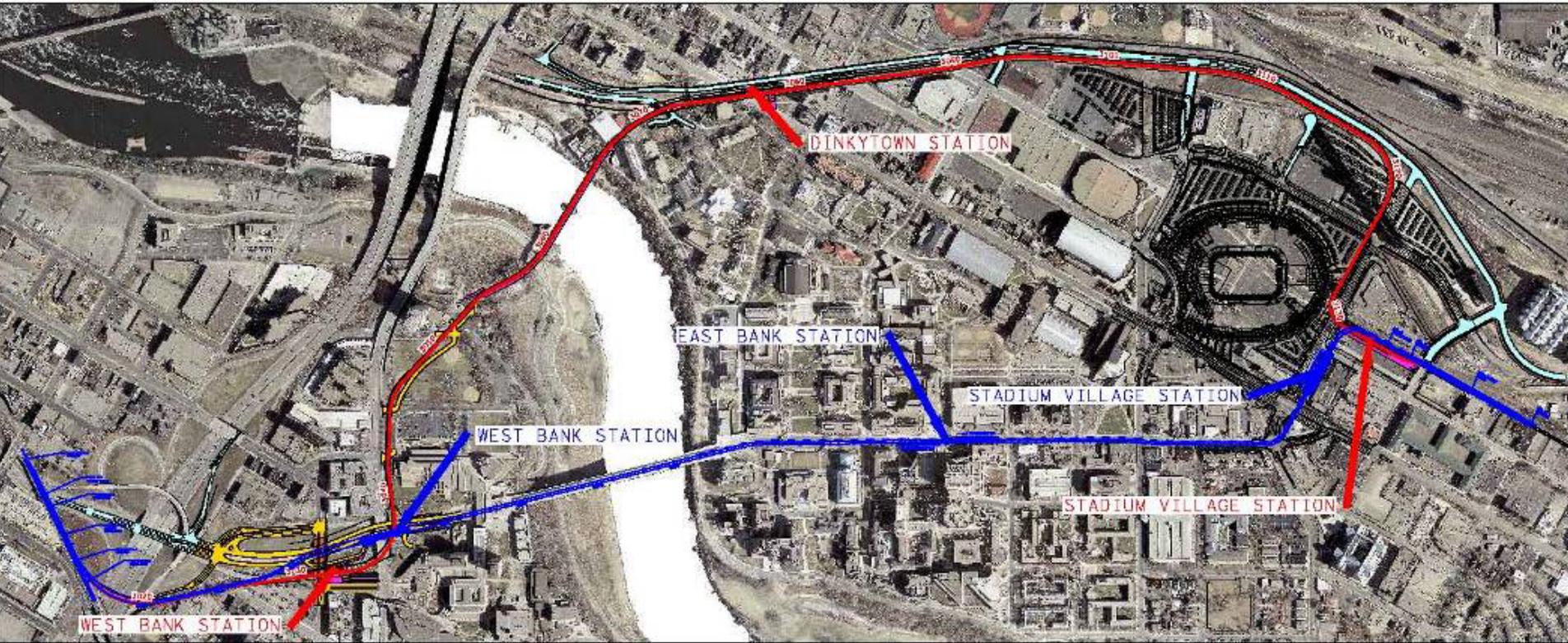
Existing Typical Cross Section Through University Avenue – Non Station Area

University Avenue Next Steps



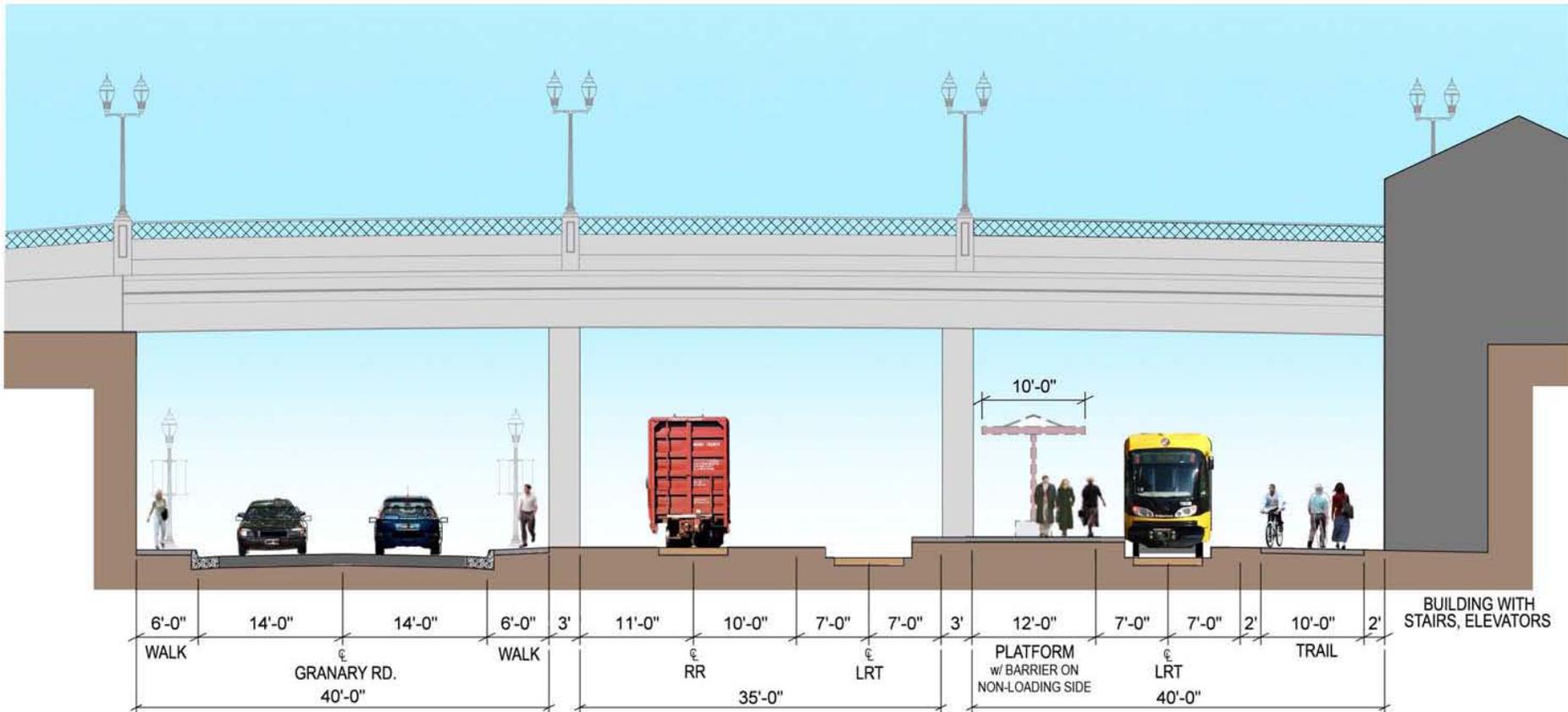
- ✓ **Mid March** – Discuss with CAC and BAC
- ✓ **Late March** - City, CCP & CCPO staff identified most impacted areas
- ✓ **Early April** - Set up meetings with most impacted businesses
- ☐ **Mid April** - Hold public meetings
 - 4/16 Hmong Chamber, Hmong Business Assoc.
- ☐ **Late April** – Initiate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

Northern Alignment Update



Central Corridor Light Rail Transit

Northern Alignment Cross-Section



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