Central Corridor
Light Rail Transit

Rail-Volution - Weaving Transit into Existing Communities
October 31, 2009

- Improving mobility
- Easing congestion
- Strengthening our communities
Twin Cities Regional Transit System

Central Corridor
Light Rail Transit

Transitways:
- Red: Complete / Construction / Final Design / Prelim. Engineering
- Orange: Develop as LRT / Busway / BRT / Commuter Rail
- Turquoise: Develop as Arterial Street BRT
- Green: Express Bus Corridors with Transit Advantages

(Adopted 2008)
Central Corridor Alignment and Stations
Central Corridor
Light Rail Transit

Alignment on
Washington Avenue
Central Corridor
Light Rail Transit

Washington Ave.
Passenger Rail History
University of Minnesota Washington Ave.
Central Corridor
Light Rail Transit

Issues

• Traffic impacts
  – Emergency vehicles
  – Buses and UofM circulators
  – 20,000 vehicles/day

• Safety concerns

• Aesthetics and visual impacts
Conducted Four Traffic Analyses

- 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
Central Corridor
Light Rail Transit

Traffic Mitigation

Install traffic signal and construct turn lanes

Stripe NB left turn lane and modify signal phasing

Construct new segment and overlay existing

Install traffic signal and construct turn lanes

Install all way stop

Construct turn lanes

Resurface E. River Rd
Bus Service Scenarios
Reroute off Washington Ave.
Bus Service Scenarios

Central Corridor
Light Rail Transit

Keep on Washington Ave.

- Express Routes
- Local Routes
- Route 16
- Transit Mall
- Intermodal Station

Bus Service Scenarios

Keep on Washington Ave.
Wash. Ave. Transit/Ped Mall Design Process

- 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
Design Principles

• Provide safe & efficient operations of peds, bicycles, LRT, buses and emergency vehicles
• Accommodate emergency response & access
• Provide pedestrian & passenger comfort in all seasons
• Construct with durable & maintainable materials
• Incorporate sustainable design principles
• Integrate spaces along Wash. Ave.
• Maximize ped realm to extent practical
• Facilitate maintenance operations
Central Corridor
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Washington Ave.
Transit/Ped Mall
Washington Ave. Transit/Ped Mall

- 19-10’ WESTBOUND LANES
- 19’ 4’-6” CAT/PCS
- 25’ PLATFORM
- 14’ BUS/LRT
- 12’ EMERGENCY/BIKE LANE
- 80’ R.O.W.
- 19’ 4’-6” EASTBOUND LANES
- 20-9’ UTILIZE AVAILABLE U OF M PROPERTY FOR EXTENDED SIDEWALK WIDTH

Metropolitan Council
Washington Ave. Transit/Ped Mall
Washington Ave. Transit/Ped Mall
Summary

Central Corridor
Light Rail Transit

Traffic Impacts
Conducted four traffic studies that looked at intra-campus roads and surrounding roadways

Safety Concerns
Created transit/pedestrian mall
Removed 20,000 vehicles/day

Aesthetics
Developed design criteria
Created concept design for transit/ped mall
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