

# Making Tracks



Feb. 2008

## St. Paul, Ramsey County drop request that terminus be at Union Depot concourse

Project partners are making progress toward agreement on the scope of the Central Corridor LRT line. St. Paul and Ramsey County leaders have agreed to a compromise that calls for an eastern terminus in front of Union Depot rather than the depot's rear concourse. The compromise also calls for extending tracks to a vehicle maintenance facility on county-owned land near the concourse, making it easier for a concourse connection in the future. In addition, their plan asks that the infrastructure be provided for three future additional stations on University Avenue. Meanwhile, Minneapolis Mayor R.T. Rybak has endorsed a transit-pedestrian mall for the University of Minnesota's East Bank where trains would run at street level instead of in a more costly tunnel. Rybak's announcement coincided with the Central Corridor LRT Project's release of draft scenarios, showing only one plan at \$909 million that would meet federal constraints and be operable. To meet University of Minnesota officials' concerns, this scenario includes \$20 million in additional mitigation costs for rerouting traffic. The Met Council will determine the project's scope Feb. 27 following a meeting of the Central Corridor Management Committee earlier that day.

## St. Paul Lowertown, Minneapolis potential locations for vehicle maintenance facility

Locations in St. Paul's Lowertown and Minneapolis have been evaluated for a vehicle maintenance facility for the Central Corridor LRT Project. The Lowertown location is advantageous because it is on publicly owned land that Ramsey County would donate to the project so an extension could be built in the future to get trains to the nearby rear concourse of the Union Depot. The location would be under the Lafayette freeway bridge, which is scheduled for replacement in a few years when a maintenance facility would need to be built. Consequently, construction of a maintenance facility during that time would require close coordination with the state Department of Transportation. The Minneapolis location north of the University of Minnesota transitway has multiple private owners, making acquisition of the land very difficult. Hiawatha LRT trains have their own operations and maintenance facility, which the Draft Environmental Impact Statement proposed expanding for Central Corridor trains. But the Hiawatha facility lacks space to accommodate both the expansion of that fleet to three-car trains in the future and the Central Corridor LRT's fleet. A Central Corridor operations and maintenance facility will need 15 to 20 acres for storage and routine maintenance.

## Planners evaluating alternatives for 29<sup>th</sup> Avenue station

Maintaining through traffic on 29<sup>th</sup> Avenue Southeast, providing access to buildings and parking lots and accommodating traffic and pedestrian movements are issues for planners evaluating locations for the 29<sup>th</sup> Avenue station. Planners ruled out the location proposed in the Draft Environmental Impact Statement and an alternate location due to significant impacts to properties. They are now evaluating two other locations. A third meeting with stakeholders in the Prospect Park neighborhood is planned for 7 p.m. to 9 p.m. Feb. 28 at St. Frances Cabrini Church, 1500 Franklin Avenue SE, in Minneapolis.

For more information about the project, visit: <http://www.centralcorridor.org/>

Questions or Comments? Call the Central Corridor LRT Project main number at 651-602-1940 and ask for an outreach coordinator or e-mail us at [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us)

