Central Corridor LRT Update

Making Tracks

March 2008

Non-signalized pedestrian crossings, secondary station access, on-street parking being evaluated

Beginning in April, community outreach staffers for the Central Corridor LRT Project will survey property and business owners on University Avenue for information that will help engineers balance desirable elements such as non-signalized pedestrian crossings, secondary station access, minimization of traffic lane shifts and on-street parking. The initial plan for University Avenue in the Draft Environmental Impact Statement called for the loss of nearly 700 on-street parking spots.

After the Metropolitan Council decided the project's scope in February, project engineers were able to determine that University Avenue from Rice Street to 29th Avenue would lose at least 625 of the 1,150 on-street parking spots to accommodate mandatory features. Mandatory features include retention of two driving lanes in each direction, additional traffic signals, longer left-turn lanes, the station locations and platform lengths. Preliminary engineering also showed up to an additional 360 spots would be lost if all of the desirable elements are incorporated. In March, staffers began asking the public if they want non-signalized pedestrian crossings as frequently as every quarter mile because accommodating these and other desirable elements would mean additional loss of on-street parking.

Engineers log 2,000 hours on four traffic studies related to LRT route options on Washington Avenue

Engineers have spent about 2,000 hours on four traffic studies related to LRT route options on Washington Avenue. The first study examined the effect of running LRT trains at street level with autos. The second study looked at the effect on traffic with LRT trains in a tunnel. A third study compared the function of 48 intersections in and around the University of Minnesota in 2030 with LRT trains at street level with and without autos on Washington Avenue through campus.

A second phase of the third study evaluated LRT's effect on traffic routed off Washington Avenue and onto East River Road. It compared current East River Road traffic levels with East River Road levels once Washington Avenue is converted to a transit-pedestrian mall. The fourth study, which is still underway, is looking at what will happen to 32 intersections within or adjacent to campus once traffic on Washington Avenue is rerouted to campus streets.

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

Questions or Comments? Call the Central Corridor LRT Project's Comment Line at 651-602-1645 or e-mail us at centralcorridor@metc.state.mn.us