

# Making Tracks



Nov. 2007

## CCMC members learn how two other communities build light rail

When members of the Central Corridor Management Committee toured light rail transit systems in Salt Lake City and San Diego on Nov. 5-6, they learned how two communities took different approaches to build LRT lines through college campuses. In Salt Lake City, the line operates at street level through the University of Utah. In San Diego, the LRT line operates in a tunnel because San Diego State University is on a hilltop. Building tracks up and down a hill where trains would have to traverse steep grades was not an option. Members of the CCMC, which advises the Metropolitan Council on the Central Corridor LRT Project, also learned traffic and parking demand decreased significantly at both colleges with the introduction of LRT lines. At San Diego State, parking demand dropped so much that the school is considering converting excess parking lots into buildings.

## New proposed West Bank station location result of public input

Suggestions from the public resulted in a shift in the proposed location of the West Bank station. Central Corridor LRT Project staffers presented the new proposed location on Washington Avenue under the 19<sup>th</sup> Street overpass this month to six stakeholder groups, including the Cedar-Riverside Business Association and a special community meeting that drew members of the Somali and Oromo communities. The new proposed location is about a block west of the original proposed station and is more accessible, with eight planned pathways including two elevators to provide backup access for the disabled in case one elevator malfunctions. Sharon Johnson of Midwest Mountaineering and the business association said she appreciates the new location because it provides better pedestrian access. In early 2008, staff will go back to the community to solicit input on design of the West Bank station.

## Six proposed station locations set for Westgate area east to Dale Street

Central Corridor LRT Project engineers have set proposed locations for the Westgate, Raymond, Fairview, Snelling, Lexington and Dale stations following three months of public meetings this fall. Public input significantly assisted in the selection of the Snelling-University Avenue intersection for the Snelling station. Project staffers had considered two other locations at Pascal and University and Asbury and University. Advantages of the Snelling-University location include better LRT-bus connections and retention of left-turn lanes. Engineers can now begin designing the tracks and identifying impacts on underground utilities for this six-mile segment of the corridor.

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

Questions or Comments? Call the Met Council comment line at 651-602-1500 or e-mail us at [data.center@metc.state.mn.us](mailto:data.center@metc.state.mn.us)

