

## Central Corridor Light Rail Transit (LRT) Key Issues Matrix

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Issue Resolution Scheduled for Fourth Quarter 2007

Issue Resolution Scheduled for First Quarter 2008

Issue No.	Location	Project Elements / Issues for Resolution	Issue Priority	Issue Description / Parameters	Key Concerns	Public Involvement Level (Inform, Input or Influence)*	Involved Public Agencies / Local Units of Government (NOTE: *denotes lead agency, if known)
1	Downtown / Hiawatha Interconnections	Hiawatha / Central Connection	1A	· LRT operational issues at the Central Corridor LRT junction w/Hiawatha LRT.	· Study potential realignment options along the 3rd Street ramp to see if the connection can be improved by grade separation or realigning the downtown inbound track. · Consider signaling concepts that would alert train operators to potential conflicts.	Inform	Metro Transit, Mn/DOT*, City of Minneapolis*, Hennepin County*
2	U of M	Washington Avenue Bridge	1A	· Ability of Washington Avenue Bridge to adequately bear existing traffic conditions as well as future project loads with Central Corridor LRT operations.	· Cost and constructability of repairs, if needed. · If bridge repairs are needed, then cost participation must be determined and coordination with Federal Transit Administration be conducted as to whether repair costs would be attributed to the Central Corridor LRT project as part of Cost Effectiveness Index calculation.	Inform	University of Minnesota*, Hennepin County*, Mn/DOT, Metro Transit
3	U of M	Tunnel vs. At-Grade Alignment - University of Minnesota	1A	· Determine cost-effective alignment through the U of M's East Bank Campus.	· Cost considerations must be balanced against safety and other issues. · U of M has expressed their desire for a tunnel alignment.	Input	University of Minnesota*, Hennepin County, State Historic Preservation Office, City of Minneapolis*
4a	Downtown St. Paul	Downtown St. Paul Alignment Options -- 1) Final Environmental Impact Statement Alignment, 2) 4th to Concourse, 3) Kellogg to Concourse * Diagonal Alignment	1A	· Only one storage track was shown provided in the Draft Environmental Impact Statement. · Hiawatha LRT experience indicates that additional storage is needed in St. Paul. · Ramsey County Regional Railroad Authority/Hennepin County Regional Railroad Authority agreement requires evaluation of three alternatives to Union Depot.	· Additional analysis of end-of-the-line storage requirements is needed.	Input	Ramsey County*, City of St. Paul*
4b	Downtown St. Paul	Potential Station Consolidation - Downtown St. Paul	1A	· The Draft Environmental Impact Statement proposed four stations in downtown St. Paul, which are closely spaced and potentially difficult to site.	· Options to potentially consolidate stations to save capital costs and optimize LRT operations should be studied.	Location - Input Art/Arch - Influence	City of St. Paul*, Ramsey County*
4c	Downtown St. Paul	Potential Downtown St. Paul Redevelopment / Realignment at 4 <sup>th</sup> and Cedar	1A	· The City of St. Paul has expressed a desire to pursue redevelopment of the 4th and Cedar Block. This would result in a realignment of the Central Corridor LRT to cut diagonally across this block.	· Central Corridor Project Office staff must work closely with the City of St. Paul to ensure that the Central Corridor LRT alignment complements land use strategies at this site. · Potential concerns should St. Paul choose to pursue redevelopment include: ensuring that all resource agencies understand and support approach to environmental documentation that may be required.	Input	City of St. Paul*, Ramsey County*

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5	System-Wide Issues	Design for 2- or 3-Car Trains / Platforms	1A	<ul style="list-style-type: none"> <li>Determination must be made as to whether Central Corridor LRT will initiate operations with 2- or 3-car trains.</li> <li>Impacts of 3-car platforms on street operations, parking and land use.</li> </ul>	<ul style="list-style-type: none"> <li>Draft Environmental Impact Statement analysis assumed 2-car train operations.</li> <li>If 3-car operations are required then stations, systems components, vehicle procurement, and maintenance and storage assumptions will have to be re-examined and updated. Will need 31 trains for 2-car operations · 42-44 cars for 3-car operations.</li> </ul>	Inform	Cities of St. Paul and Minneapolis, Hennepin and Ramsey Counties, University of Minnesota
6	System-Wide Issues	Right-of-Way for Systems Components - signal bungalows, etc. on Federal Transit Administration radar	1A	<ul style="list-style-type: none"> <li>The Draft Environmental Impact Statement did not account for Right-of-Way requirements relative to traction power substations or signals and communications bungalows.</li> </ul>	<ul style="list-style-type: none"> <li>Consideration must be given to siting these facilities and accounting for their impacts relative to Right-of-Way acquisition and other social, environmental and economic impacts.</li> </ul>	Inform - Technical Features Input - Selected Features	Cities of St. Paul and Minneapolis, University of Minnesota, Hennepin County
7	I-35 / 3rd Street Interchange	Proposed 3 <sup>rd</sup> Street Interchange I-35W Reconstruction action plan	1A	<ul style="list-style-type: none"> <li>Reconstruction of 3rd Street Interchange by Mn/DOT and City of Minneapolis.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that Central Corridor LRT design at this location reflects and does not preclude or conflict with changes desired by Mn/DOT and Minneapolis.</li> </ul>	Inform	Metro Transit/Mn/DOT, Hennepin County, University of Minnesota
8	System-Wide Issues	Design Standards	1A	<ul style="list-style-type: none"> <li>System design standards must be established, including baseline criteria for station design which will include the public art program.</li> </ul>	<ul style="list-style-type: none"> <li>Standardized design is optimal, but may be difficult given considerations at the U of M and in the Capitol Area.</li> <li>Station design standards must balance cost effectiveness against community oriented design desires.</li> <li>The best configuration for station platforms (center or split) needs to be standardized, to the greatest extent possible.</li> <li>Other features such as fencing, catenary pole design and placement and downtown street paving treatment.</li> </ul>	Inform - Technical Features Input - Selected Features Influence - Public Art Component	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties, Mn/DOT, University of Minnesota, State Historic Preservation Office
9	U of M	West Bank Station Location	1B	<ul style="list-style-type: none"> <li>Potential relocation / reconfiguration of station.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that station location adequately serves forecast demand while meeting local neighborhood needs and requirements.</li> </ul>	Location - Input Art/Arch - Influence	Hennepin County*, University of Minnesota*, City of Minneapolis*
10	U of M	Station Alignment Impacts (ranked 1B as it relates to resolution of tunnel vs. at-grade alignment)	1B	<ul style="list-style-type: none"> <li>Stadium Village station location must be relocated from Draft Environmental Impact Statement location due to Gophers Stadium construction. Also, location of East Bank Station must be confirmed relative to resolution of tunnel vs. at-grade alignment.</li> </ul>	<ul style="list-style-type: none"> <li>Street realignments associated with Gophers Stadium construction must also be considered as part of designing station location alternatives.</li> <li>Desire expressed by U of M to connect Stadium Village station to a larger Intermodal Station serving U of M shuttle buses located above grade. Concerns re: this proposal relate to cost sharing / Cost Effectiveness Index issues.</li> </ul>	Location - Input Art/Arch - Influence	University of Minnesota, Hennepin County, City of Minneapolis, State Historic Preservation Office

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11	Snelling / University Intersection	Snelling Avenue Station	1B	· Station location and configuration at Snelling / University must be finalized.	· Potential station location will require bus transfer accommodations. · Pedestrian and traffic movements must be accommodated, along with the City's redevelopment plans. · Potential design / reconstruction to avoid LRT service disruptions in the future.	Location - Input Art/Arch - Influence	City of St. Paul, Ramsey County*, Mn/DOT
12a	Capitol Area	Capitol Area Historic Status and Capitol Area Architectural and Planning Board (CAAPB) Approval Status · Station Alignment	1B	· Impacts resulting from LRT construction and operations to the historic structures in the CAAPB area.	· Maintenance of access to the State Capitol and potential building impacts must be analyzed. · The CAAPB has statutory approvals over stations, trackwork and other improvements (this includes all 3 stations from Rice to the first station south of I-94).	Inform	· CAAPB, State Historic Preservation Office
12b	Capitol Area	Capitol East -- Station / Alignment Relocation from Columbus	1B	· Since publication of the Draft Environmental Impact Statement, the State of Minnesota and the CAAPB have done work to relocate the station from Columbus to Robert Street.	· Building setbacks on Robert Street have been established to accommodate the station. · The Final Environmental Impact Statement and engineering work must account for and accommodate the station relocation.	Location - Input Art/Arch - Influence	· CAAPB*, State Historic Preservation Office
12c	Capitol Area	Rice Street Station	1B	· Draft Environmental Impact Statement plans call for a center platform station · Confirm station location and configuration	· Final station configuration must be determined · Traffic analysis of intersection operations must be conducted. · There is the potential for the station to affect the Ford Building, which is eligible for listing on the National Register.	Location - Inform Art/Arch - Influence	· Capitol Area Architectural and Planning Board*, State Historic Preservation Office
13	Capitol Area	Cedar Street Bridge	1B	· Confirmation of adequacy of bridge structure to accommodate Central Corridor LRT operations.	· A detailed analysis of this issue will be required to affirm the assumption of adequacy. · Additional analysis of traffic operations on Cedar Street is required. · Accommodation of utilities using this structure must be accounted for.	Inform	· Capitol Area Architectural and Planning Board*, State Historic Preservation Office, Mn/DOT
14	Downtown St. Paul	Utility Impacts - political /cost issue Standalone impacts re: alignment impacts	1B	· Cedar and 4th Streets have significant utilities (including District Energy) that may have to be relocated. · Potential impacts on Kellogg Blvd. and 2nd St. utilities, if any.	· Alternatives that avoid relocation should be developed as a means of avoiding substantial expense. · A considerable degree of information on utilities has already been gathered and will serve as a good starting point for this work.	Inform	Metropolitan Council Environmental Services, City of St. Paul*, Ramsey County

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15a	Lexington to Victoria (St. Paul)	Potential Added Station at Victoria	1B	· Interest has been expressed by the City of St. Paul and others to add a station at Victoria to increase access and stimulate business.	· Impacts of station addition to parking, ridership, travel time and capital costs must be analyzed. · Alternatives examined should include the potential to construct foundations and other preparatory work in anticipation of eventual station addition while not constructing this station as part of the initial phase of Central Corridor LRT construction / operations.	Input	St Paul, Ramsey County, Housing Redevelopment Authority, Metro Transit*
15b	Dale to Western Ave.(St. Paul)	Potential Added Station at Western	1B	· City of St. Paul and others have expressed a desire to add a station at Western Avenue.	· Impacts of station addition to parking, ridership, travel time and capital costs must be analyzed. · Alternatives examined should include the potential to construct foundations and other preparatory work in anticipation of eventual station addition while not constructing this station as part of the initial phase of Central Corridor LRT construction / operations.	Input	St Paul, Ramsey County, Housing Redevelopment Authority, Metro Transit*
16	TH 280 to Snelling (St. Paul)	TH 280 Bridge Structure	1B	· Adequacy of bridge structure to accommodate LRT operations must be confirmed.	· Detailed analysis of bridge structure must be conducted. · Analysis of traffic operations at the juncture of TH 280 is needed.	Inform	St Paul, Ramsey County
17a	System-Wide Issues	Traffic Signalization	1B	· Develop a communications timing system that is compatible with Mpls./St. Paul signal systems and optimizes performance of LRT, pedestrians/bicyclists and vehicle needs throughout the system.	· Air quality, traffic impacts to north/south streets, LRT communications with signal systems for optimal performance.	Inform	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties, University of Minnesota and Mn/DOT
17b	System-Wide Issues	Reconstruction of Entire Right-of-Way Width	1B	· Determine the extent of reconstruction of University Avenue and construction mitigation plans.	· Cost implications and construction impacts of building face-to-face reconstruction must be balanced with the ability to provide a cost effective project. · Creative financing options could be considered to provide for street and sidewalk improvements that would provide pedestrian and community amenities but are not required as part of Central Corridor LRT operations.	Input	Cities of St. Paul and Minneapolis, Hennepin and Ramsey Counties, University of Minnesota
18	System-Wide Issues	Maintenance and Storage Facility Needs	1B	· If required by the Central Corridor LRT project, a site and other requirements for this facility, must be identified.	· Right-of-Way requirements and other impacts associated with construction of this facility must be accounted for in the Final Environmental Impact Statement.	Inform	City of St. Paul, Ramsey County Regional Rail Authority
19	Downtown / Hiawatha Interconnections	Access to Downtown Intermodal Station	2	· Use of 5th Street N. as a second boarding platform for Central Corridor LRT trains.	· Safety and crowd control during stadium events. · Pedestrian connections to new development in surrounding neighborhood.	Inform	· Metro Transit, City of Minneapolis*, Hennepin County*

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20	Downtown / Hiawatha Interconnections	Downtown LRT and Traffic Operations	2	· Central Corridor LRT and Hiawatha LRT trains operating with peak headways of 3.75 minutes.	· Traffic operations at downtown intersections. · Update traffic simulation with new future year forecasts. · Determine strategies to optimize LRT operations (e.g., schedule adjustments, dropback operators, improved signal progression.	Inform	Metro Transit, City of Minneapolis*
21	Downtown / Hiawatha Interconnections	Downtown East Metrodome Station	2	· LRT operational issues for inbound Central Corridor LRT train departures.	· Sight distance issues for train operators due to curve onto 5th Street. · Identify operator rules, check-in/check-out signaling or adjusting the LRT signal phases to minimize the potential for trains to be stopped at this intersection.	Inform	Metro Transit Operations, State Historic Preservation Office
22	University of Minnesota	Vibration and electromagnetic fields	2	· Research facilities at the U of M are extremely sensitive to vibrations and may be affected by LRT operations.	· Options for track design to minimize vibration impacts should be considered. · Ford and Jackson Halls are eligible for the National Register and both vibration and visual impacts will have to be accounted for. · The U of M is concerned about the potential visual impacts of LRT on the pedestrian mall.	Inform	University of Minnesota, State Historic Preservation Office
23	Prospect Park Neighborhood (Mpls)	29 <sup>th</sup> Avenue Station Location / Configuration	2	· Evaluate placement of station relative to final preferred alignment alternative through the U of M campus. · Detail design issues associated with tunnel	Alignment should address issue of narrower right-of-way along University Avenue (100-feet)	Location - Input Art/Arch - Influence	City of Minneapolis, University of Minnesota, Hennepin County
24	Westgate Area (St. Paul)	Station Location at Westgate	2	· Confirm station location and configuration	· Traffic and station access	Location - Inform Art/Arch - Influence	City of St Paul, Ramsey County
25	TH 280 to Snelling (St. Paul)	Station Location / Configuration at Raymond Avenue	2	· Confirm station location and configuration	· In addition to traffic and station access, potential impacts to the Raymond/University historic district and numerous historic buildings along University must be considered.	Location - Inform Art/Arch - Influence	City of St Paul, Ramsey County, State Historic Preservation Office

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26	TH 280 to Snelling (St. Paul)	Clearance Issue to Minnesota Commercial Railroad Bridge (MCRR)	2	· The Draft Environmental Impact Statement identified the need to address clearance issues at the MCRR Bridge and called for raising the bridge to provide clearance.	· The Draft Environmental Impact Statement did not account for the need to keep the railroad operational during construction. · Options to change grades on University should be examined as a means of providing clearance while keeping the Railroad in operation. · The MCRR Bridge is eligible for listing on the National Register; identifying a viable alternative that leaves the bridge in place will avoid the need for mitigation. · Horizontal clearance needed to accommodate LRT, 2 lanes of traffic and pedestrians.	Inform	State Historic Preservation Office, Mn/DOT
27	TH 280 to Snelling (St. Paul)	Station Location / Right-of-Way Impacts at Fairview	2	· Confirm station location and configuration	· Alternatives must be developed and analyzed and must also account for potential 4(f) issues at Dickerman Park.	Location - Inform Art/Arch - Influence Right-of-Way - Inform	City of St Paul, Ramsey County
28a	Snelling / University Intersection	Traffic Impacts	2	· Traffic operations at Snelling and University warrant special concern due to operational issues at high traffic volumes, significant turning movements and air quality concerns that already exist.	· Ramsey County Regional Railroad Authority and the City of St. Paul have reviewed alternatives to address these issues. · Alternatives must be reviewed and integrated into the issue resolution process.	Input	City of St Paul, Ramsey County, Mn/DOT
28b	Snelling / University Intersection	Intersection Configuration / Operations	2	· Alternatives developed have identified a potential grade separation of Snelling/University or establishing a "ring road" system to eliminate left-hand turns.	· Central Corridor Project Office staff must work closely with Ramsey County and the City of St. Paul to ensure that the preferred alternative selected for the reconstruction of Snelling/University is compatible with LRT operations. · Other concerns that must be resolved include: timing and staging of Snelling Avenue improvements and ensuring that all resource agencies understand and support approach to environmental documentation, specifically that the reconstruction will be a separate action unconnected to Central Corridor LRT construction.	Inform	City of St Paul, Ramsey County

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29a	Lexington to Victoria (St. Paul)	Neighborhood and Business Impacts	2	· Social and economic impacts to businesses and neighborhoods must be considered in the context of the neighborhood's history and the potential for environmental justice impacts.	· Businesses, residents, schools and community centers have voiced concerns about access, parking, and the effects of LRT on the character, livability and affordability of this area. · Central Corridor Project Office Outreach Coordinators have been assigned to this community and their efforts should be integrated with the design/environmental review process. · Adequate pedestrian crossings of University Avenue must be addressed -- assess desirability / feasibility of barrier fencing to prevent dangerous pedestrian crossings.	Input	City of St Paul, Ramsey County
29b	Dale to Western Avenue (St. Paul)	Neighborhood and Business Impacts	2	· Similar social/economic concerns as for the Lexington to Victoria segment.	· Of special concern are new businesses, including many serving the large and very diverse immigrant population that resides in this area. · Adequate pedestrian crossings of University Avenue must be addressed -- assess desirability / feasibility of barrier fencing to prevent dangerous pedestrian crossings.	Input	City of St Paul, Ramsey County
30	Downtown St. Paul	10 <sup>th</sup> Street Station	2	Station location must account for concerns regarding potential impacts to three historic buildings (two churches and a rectory).	· Coordination with State Historic Preservation Office is required. · Preliminary analysis indicates that concerns regarding historic impacts could be alleviated if the station is kept North near the new state building.	Location - Input Art/Arch - Influence	City of St. Paul, Ramsey County, State Historic Preservation Office
31	Downtown St. Paul	Vibration Impacts	2	· Concern has been expressed by the MPR studios and others regarding the potential for CCLRT operations to impact building structures and/or business functions.	· Vibration impacts to structures in downtown St. Paul (including the MPR studios and historic buildings) will be calculated.	Inform	Capitol Area Architectural & Planning Board, State Historic Preservation Office (churches · vibrations with aging stain glass), City of St. Paul, Mn/DOT
32	System-Wide Issues	Parking	2	· Many businesses exist along the corridor that depend on University Avenue to provide on street parking as well as general business access. · Three aspects of parking impacts to be investigated include 1) loss of on-street parking (long-term), 2) loss of parking during construction (short-term) and 3) neighborhood parking impacts that may result due to "hide and riders."	· Both short- and long-term parking and access issues must be resolved. · Innovative staging and coordination with stakeholders will be required to develop a construction staging and access plan that keeps all critical functions in place. · Potential of patrons using existing business, residential and on-street parking for park-and-ride activities, loss of on-street parking impact on adjacent businesses, parking accommodations during construction. · A good local analogue for a project that successfully managed similar concerns is the reconstruction of Lake Street in Minneapolis, which occurred over several years.	Input	Cities of Minneapolis and St. Paul, Ramsey and Hennepin Counties

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33	System-Wide Issues	Access	2	<ul style="list-style-type: none"> <li>Many businesses exist along the corridor that depend on University Avenue to provide on street parking as well as general business access both during construction and after project is complete.</li> </ul>	<ul style="list-style-type: none"> <li>Both short- and long-term parking and access issues must be resolved.</li> <li>Innovative staging and coordination with stakeholders will be required to develop a construction staging and access plan that keeps all critical functions in place.</li> <li>A good local analogue for a project that successfully managed similar concerns is the reconstruction of Lake Street in Minneapolis, which occurred over several years.</li> </ul>	Input	Cities of St. Paul and Minneapolis, Ramsey and Hennepin Counties
34	System-Wide Issues	Street Crossings along University Avenue	2	<ul style="list-style-type: none"> <li>Vehicular access across and through University Avenue will change.</li> </ul>	<ul style="list-style-type: none"> <li>Changes to access must be clearly defined and reviewed with affected agencies/jurisdictional entities and all affected neighborhoods.</li> </ul>	Input	Cities of St. Paul and Minneapolis, Ramsey and Hennepin Counties
35	System-Wide Issues	Pedestrian, Bicycle and Transit Access to Stations	2	<ul style="list-style-type: none"> <li>Access and changes in connectivity for pedestrians, bicyclists and current transit users must be considered.</li> </ul>	<ul style="list-style-type: none"> <li>North-south connections are extremely important to the community. Ensuring that the fabric of the community remains intact while maximizing pedestrian safety is critical.</li> <li>Pedestrian/bicycle crossing to station platforms will need to address safety concerns.</li> </ul>	Input	Cities of St. Paul and Minneapolis, Ramsey and Hennepin Counties
36	System-Wide Issues	Utility Impacts	2	<ul style="list-style-type: none"> <li>Utility relocations will be required along much of the Central Corridor project alignment.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts of relocating these utilities will be accounted for, including the potential of encountering hazardous and contaminated sites.</li> </ul>	Inform	Mn/DOT, Metropolitan Council Environmental Services
37	System-Wide Issues	Operation Plan	2	<ul style="list-style-type: none"> <li>Interlocking and Special Events</li> <li>Storage tracks or maintenance facility locations</li> </ul>		Inform	