

PROJECTED TIMELINE

2007-08

Route and station locations finalized, costs refined, and local funding sources identified and committed

2008

Federal Transit Administration (FTA) determines whether project goes into final design

2009

FTA determines whether to approve a full funding grant agreement

2010-13

Construction

2014

Service on Central Corridor LRT begins

U OF M TRANSPORTATION FACTS

- Twin Cities campus attracts 80,000 people on a typical school day
- 68 percent of students, staff, and faculty use transportation alternatives to get to campus each day
- 20,300 University students and 2,000 faculty and staff use discounted bus passes
- The free inter-campus bus service generates 3.8 million trips annually
- The U fleet is one of the largest users of E85 (ethanol) in the United States
- Campus outpatient health clinics generate over 400,000 visits each year

JOIN U ON BOARD

Become a U on Board supporter and receive all the latest information about the Central Corridor LRT project and its effect on the University. Notices of public forums and other information will be sent via e-mail. Visit our Web site and join today!

www.lightrail.umn.edu

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UNIVERSITY
OF MINNESOTA

Driven to DiscoverSM

The University of Minnesota is partnering with the Metropolitan Council and other agencies to bring to life a new light rail transit line that will serve the Twin Cities campus. The Central Corridor line will run from downtown Minneapolis to downtown St. Paul, through the heart of the Twin Cities campus, serving students, faculty, staff, visitors, and community members.

UNIVERSITY'S GUIDING DESIGN PRINCIPLES

The optimal operation of the Central Corridor line is vital to a strong regional multi-modal transportation system.

Safety is fundamental to the successful operations of the line.

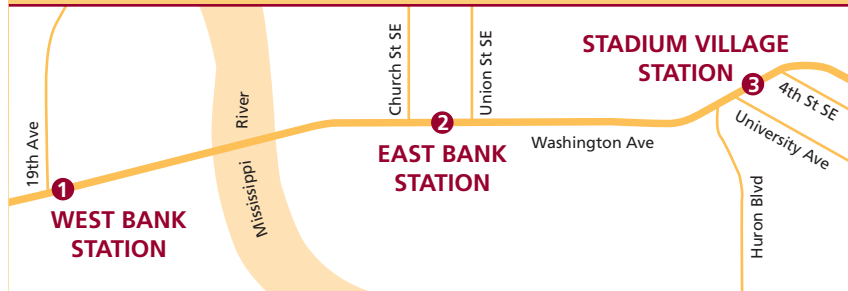
The line should realize development opportunities while reducing impact on the urban environment.

The functionality and aesthetics of the University campus must be enhanced.

Disruptions to campus life and operations should be minimized.

Potential Station Locations

Approximately one-half mile from each other, the three proposed campus-area LRT stations are along Washington Avenue.



1 West Bank Station
Located on the western edge of campus to interface between campus and the Cedar-Riverside neighborhood.

2 East Bank Station
Located at the juncture of the Northrop Mall area and the Academic Health Center area, between Church Street and Union Street.

3 Stadium Village Station
Located between the neighborhood and commercial areas of Stadium Village, adjacent to the future TCF Bank Stadium.

2 Washington Ave and Union St

