

**SOUTHWEST**

Green Line LRT Extension



# Green Line Extension Light Rail Vehicle Overview

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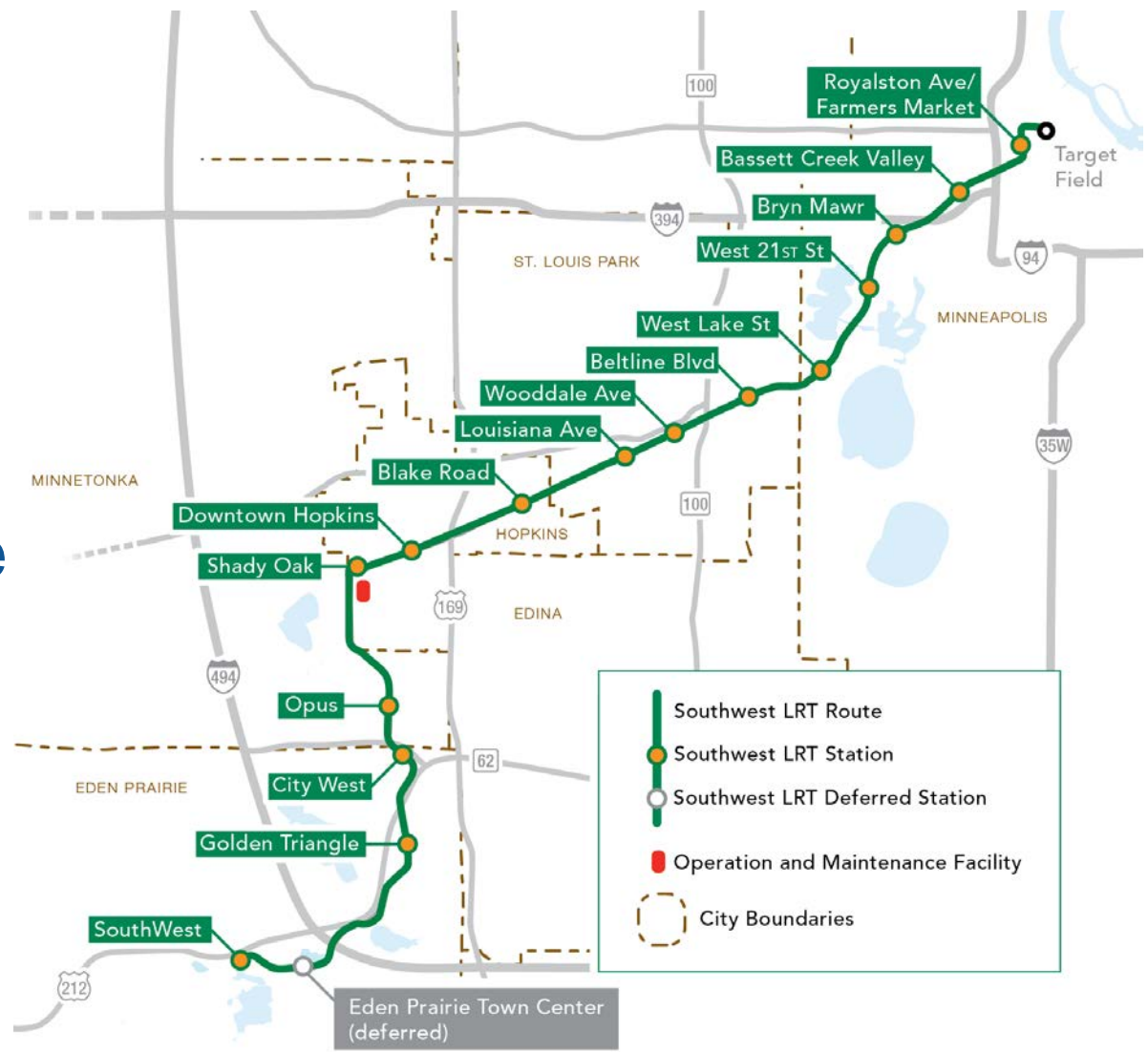
# Today's Topics

- LRV Procurement Background
- Proposed Type III Design Overview
- Next Steps: TAAC Engagement



# METRO Green Line Extension

- Opening in 2021
- 14.5 miles
- 15 new stations
- 34,000 weekday boardings (2040)
- One-seat ride from Eden Prairie to St. Paul



# Background

- February 2015
  - TAAC reviewed proposed amendments to the Transitway Guidelines to add language about wheelchair spaces and companion seating
    - “Effective January 1, 2015, Minnesota Statute 473.4056 established that all light rail vehicles must meet or exceed the standards established in the Americans with Disabilities Act. The statute also established that all vehicles must include two dedicated spaces for wheelchair users in each car and seating for a companion adjacent to each of the wheelchair-dedicated spaces.”
  - Met Council approved amended Transitway Guidelines



# Background

- April 2016
  - TAAC participated in Green Line Extension station design workshop to provide feedback on layout and features



# Approved Modified Type II Seating



Removed bike racks

Added Companion Seating

Dedicated space for wheel chairs

# Procurement Overview

- September 2015: Proposals solicited
- March 2016: One proposal received
- September 2016: Evaluation panel recommendation
- October 2016: Met Council approve award of LRV contract



# LRV Development Timeline

2017

- Design and Engineering

2018

- Production

2019

- Delivery of First Vehicle

2020

- Delivery of Last Vehicle

2020

- Integrated Testing, New Operator Training

2021

- Passenger Operations



# Vehicle Features



# Proposed Type III LRV

“A” Section

“C” Section

“B” Section



# Middle Section (“C” Car) Interior



Type II Design



Type III Design



# Type II Design

Type 2 LRV current center section minimum clearance is 24". The last row of seats in the "A & B" sections have a minimum clearance of 27".



Type 3 LRV center section seating layout shown on the next slide, has longitudinal seating along the outside walls. The last row of seats in the "A & B" sections remains to maintain seating capacity, but opens up overall minimum clearance an extra 3" to 27".



# Type III Design



# Wheelchair Accessibility

Standard wheelchairs will be able to move through entire low floor area including middle section (“C” car)



Longitudinal Seating in the C-Car for Improved ADA Access

Low Floor Section is Fully ADA Accessible for Improved Passenger Flow

# Next Steps: TAAC Engagement

- Tentative 2017 Schedule:
  - January-March: Propose hosting a design workshop
  - Early Summer: Review preliminary design plans
  - Late Summer/Early Fall: Present final design plans



# More Information

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