

Making Tracks

Summer
2014

FINAL
ISSUE



METRO Green Line weekday ridership already tops 2015 projections

METRO Green Line ridership has already exceeded expectations in its first month.

In the first four weeks, there were 30,264 average weekday rides, exceeding the 27,500 average weekday projections for 2015.

Ridership is expected to increase when the fall semester starts at the colleges and universities on the line and the Minnesota Vikings begin playing at TCF Bank Stadium.

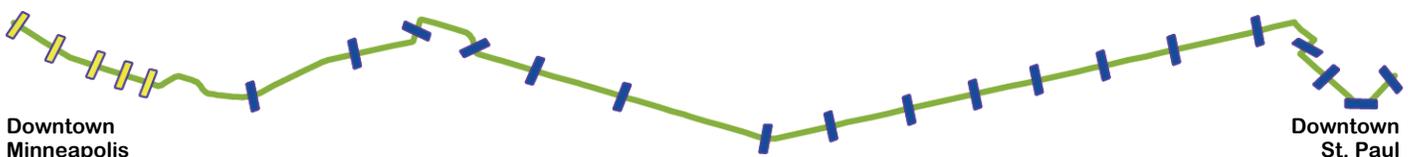
Trains began rolling just after 10 a.m. June 14, kicking off a celebration that included 107,039 free rides on the Green Line throughout the weekend.

For schedules and more, see: www.metrotransit.org/greenline



Opening day

Crowds wait for a ride on opening day at Target Field Station





Six this year

Dylan Adams owns Agharta Records, 2512 University Ave., in St. Paul between Raymond Avenue, Westgate stations. His store is among six new businesses that opened on the corridor in the first half of this year.

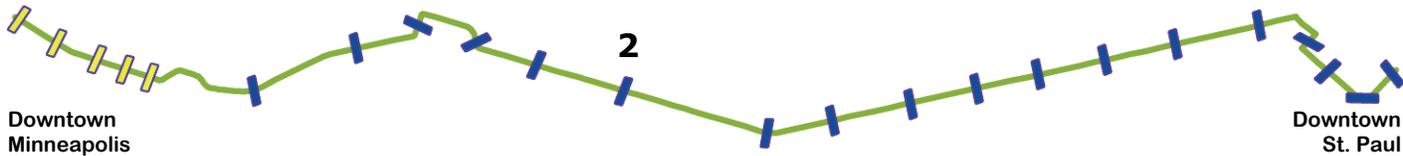
134 new businesses opened between March 2011-June 2014

The Central Corridor added 134 businesses between March 2011 and June 2014, with six opening in the first half of this year.

The Central Corridor Project Office began conducting a business census in late winter 2011 before LRT construction began the first day of spring 2011 on University Avenue.

The project office identified more than 1,400 corridor businesses — both retail and non-retail — on the entire corridor.

While 134 businesses opened, 90 closed, 25 moved within the corridor and 31 moved off of the corridor.

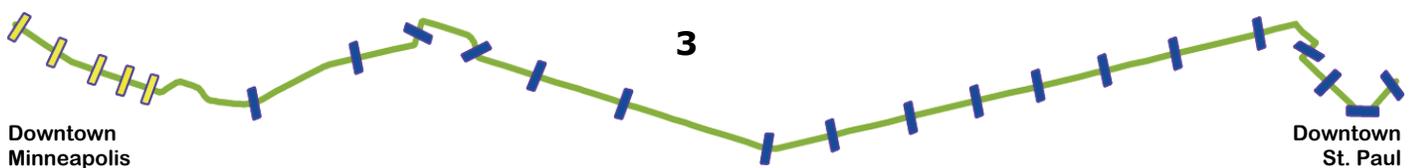


IT'S OFFICIAL!

Local, state and federal officials joined Metropolitan Council Chair Sue Haigh (center) in cutting the ribbon for the first train on opening day June 14 at Union Depot Station.



Metropolitan Council Chair Sue Haigh (left) and Minneapolis Mayor Betsy Hodges (seated) cheer as Metro Transit Deputy General Manager Mark Fuhrmann (middle), who oversaw engineering and construction of the Green Line, presented a ceremonial key to Metro Transit chief operations officer Vince Pellegrin at the June 14 opening ceremony.





Opening weekend scenes

People boarded Green Line light rail trains more than 107,000 times during the line's opening weekend. A crowd waits at Union Depot Station on June 14 to watch the first trains depart.



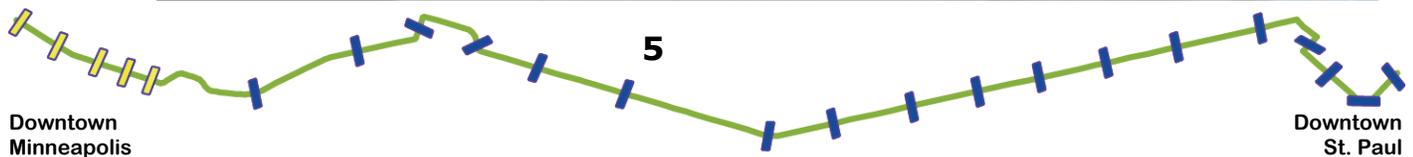
Cardboard models of light rail trains were a hit with young riders (above).

The Minnesota Twins mascot (right) joined in opening day festivities at Target Field Station.



The 4onthefloor (right) was among headliners at Union Depot where bands were moved indoors to the depot's concourse due to rain on opening day.

Dancers (below) entertained crowds in the Union Depot headhouse.





Farewell newsletter

The METRO Green Line's opening marks the end of the line for Making Tracks, which provided news on engineering decisions, construction milestones and access to businesses during construction.

To find information about METRO Green Line operations, visit [**www.metrotransit.org/greenline**](http://www.metrotransit.org/greenline)

For questions or concerns, call the customer service hotline at 612-373-3333.

For news about the Southwest LRT Project (Green Line Extension), see News at www.swlrt.org and look for the Extending Tracks newsletter.

About the project: The METRO Green Line links downtown St. Paul and downtown Minneapolis along Washington and University avenues via the state Capitol and the University of Minnesota. Construction began in late summer 2010 on the planned 11-mile line, and service began June 14, 2014. The line connects with the Blue Line at the Downtown East Station in Minneapolis and the Northstar commuter rail line at Target Field Station. The Metropolitan Council is the grantee of federal funds. The regional government agency was charged with building the line in partnership with the Minnesota Department of Transportation. The Central Corridor Management Committee, which includes commissioners from Ramsey and Hennepin counties, the mayors of St. Paul and Minneapolis and the University of Minnesota, provided advice and oversight. Funding was provided by the Federal Transit Administration, Counties Transit Improvement Board, state of Minnesota, Ramsey and Hennepin counties' regional railroad authorities, city of St. Paul, Metropolitan Council and the Central Corridor Funders Collaborative. For more information, visit [**www.metrotransit.org/greenline**](http://www.metrotransit.org/greenline)

