

Making Tracks



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Two Pages

More chances for public feedback before Central Corridor LRT plans are decided

Seven meetings to provide community updates followed by three listening sessions for Metropolitan Council members to receive public feedback are planned early next year before the Met Council makes decisions on the Central Corridor Light Rail Transit project. The Met Council must make decisions by the end of February on proposed features, such as the routes through downtown St. Paul and the University of Minnesota and reconstruction of University Avenue. This timetable is necessary so preliminary engineering can be completed to meet the Federal Transit Administration's September application deadline for permission to enter final design in 2009. Construction would begin in 2010 and revenue service in 2014. For a schedule, see Meetings at www.centralcorridor.org

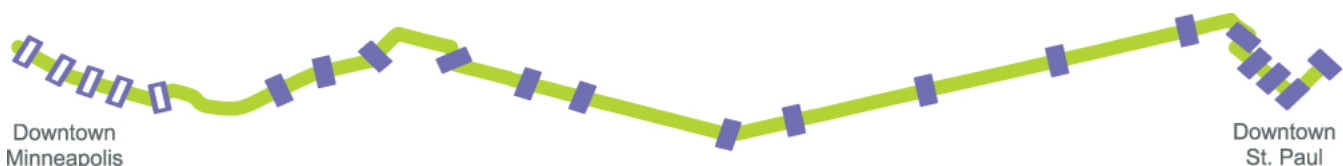
Met Council must decide whether to design line for up to three-car trains in future

Planners need to be sure that the Central Corridor LRT system being designed today can be expanded in the future as ridership grows. That is why project staffers are studying whether to build three-car train platforms so the system will have capacity for growth, even though the system is expected to begin operating with two-car trains. Analysis of the expected ridership indicates that when the line opens in 2014 there will be enough peak-hour capacity with two-car trains to handle the demand. By 2030, however, two-car trains may not have enough capacity, in which case three-car trains will be required, at least during rush hours. Planners assume a normal capacity of about 112 passengers per car to ensure riders are not overcrowded. That means two-car trains every 7.5 minutes can carry about 1,792 passengers in an hour.

Potential stations at Western, Victoria and Hamline would have drawbacks, benefits

While adding stations at Western, Victoria and Hamline on University Avenue would improve public access and increase future development opportunities in nearby areas, preliminary engineering shows several disadvantages. Additional stations would decrease ridership on the line overall, reduce travel time savings, increase costs and reduce the project's cost effectiveness. Ridership would decrease on the line overall by about 400 passenger boardings on an average weekday. Stations at Western and Victoria would have lower ridership in comparison to all other stations on the line. The additional stations would shift riders from adjacent proposed stations due to close proximity. Additional stations would cost \$5.5 million each in 2007 dollars. Adding stations would raise the Federal Transit Administration's Cost Effectiveness Index from \$26.05 to between \$26.33 and \$26.55 cost per user benefit hour. The project needs to be under \$24 to receive an FTA recommendation for final design and construction funding.

More





Women, minorities own 16 subcontractors working on Central Corridor LRT Project

Sixteen women-owned and minority-owned subcontractors, including 13 based in the Twin Cities and three that worked on the Hiawatha LRT line, are working on the Central Corridor LRT Project. More women-owned and minority-owned subcontractors will be hired when construction begins in 2010 on the biggest one-time public works project in state history. These subcontractors work for New York-based engineering firm DMJM Harris, which is providing preliminary engineering, final design and design support services, and HDR Engineering Inc., which will complete the project’s final environmental impact statement. DMJM Harris’ contract, which has a total value of nearly \$91 million, and HDR’s \$3.2 million contract have a Disadvantaged Business Enterprise participation commitment of 17 percent, meeting the target established by the Metropolitan Council’s Office of Diversity.

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

