

Client: Metropolitan Council

Location: Minneapolis, MN

CTG staff has a long history of involvement in transit planning projects in the Twin Cities area. Those projects have included:

- Hiawatha Corridor Light Rail Project
- Riverview Corridor Major Investment Study
- Southwest Corridor Rail Transit Study
- Northstar Corridor Commuter Rail Advanced Preliminary Engineering
- I-394 MnPass Phase II Planning Study
- Roberts Street Corridor Transit Feasibility Study
- Red Rock Corridor Commuter Bus Service Plan
- Rushline Corridor Alternatives Analysis
- Cedar Avenue Implementation Plan Update
- Central Corridor Light Rail Transit Project



Central Corridor
Light Rail Transit

 Metropolitan Council

For the Central Corridor Light Rail Transit Project, CTG has led transit service planning tasks for the project since early 2004. In the initial phases of the project, key operations tasks addressed by Connetics staff included an evaluation of joint operations of Central Corridor Line and the existing Hiawatha Corridor line service along 5th Street in Downtown Minneapolis, and an analysis of operational issues associated with grade separation needs at Snelling Avenue and University Avenue. As part of the analysis of joint rail line operations, CTG staff developed a rail simulation model for the use of evaluating rail and auto traffic impacts in downtown Minneapolis.

CTG is presently involved in the Preliminary Engineering effort for the Central Corridor project for the Metropolitan Council. Current project tasks include:

- Design of Rail and Bus Operating Plans for New Starts submittal. CTG staff has developed No Build, Baseline/TSM and Build Alternative transit service operating plans to meet Federal Transit Administration New Starts requirements.
- Development of a detailed resource build-up Metro Transit O&M cost model for use in the FTA New Starts submittals and the project's updated financial plan. Developed O&M Cost Estimation Methodology and O&M Cost Results Reports for submittal to FTA for New Starts Application.
- Calculation of an LRT ridership annualization factor that is based on Hiawatha Line ridership characteristics. This annualization factor is to be applied to average weekday ridership forecasts from the regional travel demand model.
- Developed train simulation model to examine and evaluate downtown Minneapolis LRT operations when combined with the existing Hiawatha LRT line, as well as end-of-line operations with combined LRT lines.