

From: Harwood, James
Sent: Thursday, May 15, 2014 4:22 PM
To: 'Bagley, Lester'
Cc: Cima, James; Donald Becker; Jones, Pat
Subject: RE: Downtown East LRT Station

Lester:

As requested, below you will find a summary of Metro Transit's preliminary discussions and evaluation of the LRT concept referred to in your email below. The idea, as we understand it, is to operate two "temporary" platforms in lieu of the Downtown East station for stadium events and restrict the trains from moving through the DTE block. Metro Transit has identified significant capital costs and operating concerns associated with this concept.

Capital Costs/Infrastructure

The concept would require construction of new temporary platforms (four platform edges), new double-crossover rail switches and potential relocation of existing switches due to platform location. Temporary platforms, at a minimum, would require poured concrete pads w/ foundations and footings and would require some of the amenities of regular station platforms including signalization, lighting, and security cameras. It should be noted that platforms are approximately 300' in length and cannot be located on a curve. This restricts the location of an eastern platform within the property across 4th Street. Queuing space required to accommodate the 12,000+ transit riders at each location would require use of a significant amount of property. This would include the site across 4th Street from the Stadium that may be best suited for other development as well as large portion of the proposed public park that would not be able to be used for other programming. Portions of 4th Street (adjacent to Stadium) and 5th Street (adjacent to Park) would also need to be closed for temporary platforms and to allow for queuing.

We believe the total capital costs associated with this option could be between \$12M and \$15M.

Event Operating Capacity

This concept also eliminates the ability to provide the additional (or special) three car train sets that are utilized to accommodate the post event transit riders as the staging areas for each line are now bisected. Additionally, the ability to maintain the regular event transit service is limited due to the added time required to move trains through an additional system of switches and conflicts between inbound/outbound train traffic. This limits our ability to serve the transit riders post game and would not allow us to meet the anticipated demand.

Transit operations

There would be great impacts to our regular service transit riders. There is a base ridership that runs to and from downtown continuously throughout the day. Those riders would be forced to exit the train at a temporary platform west of Park Ave and walk three to four blocks to a temporary platform east of Norm McGrew Ave. This would not only be a significant inconvenience for these transit riders, it would not meet ADA requirements for our facilities and service.

In general, utilizing an operating scenario as described above would limit the ability to serve stadium events and make it near impossible to maintain a schedule of regular service. The concept also comes at a significant capital costs as stated above and would lead to additional operating costs above and beyond what is anticipated. Based upon the summary above, we do not plan to pursue this concept any further.

I'd be happy to discuss in more detail if requested.

Best Regards,

Jim

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-----Original Message-----

From: Bagley, Lester [mailto:BAGLEYL@[REDACTED]]
Sent: Tuesday, May 13, 2014 11:33 AM
To: Harwood, James
Cc: Cima, James; Donald Becker
Subject: Downtown East LRT Station

Jim - At the last meeting I attended a couple weeks ago at the MSFA to discuss the challenges we all face with the LRT station, you said that Metro Transit had done some preliminary analysis of shifting LRT stops away from the stadium on game days. You indicated you had a study or some written analysis on this. Please forward this to Jim Cima, Don Becker and me (copied here). Let me know if you have questions. Thanks. - Lester

Sent from my iPhone

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