

# MEMORANDUM OF UNDERSTANDING

## Proposed Redesign of a Portion of Southwest Light Rail Project

This Memorandum of Understanding is between the City of Minneapolis (City) and the Metropolitan Council (Council).

After lengthy discussions, the City and the Council have reached an understanding of how certain changes to the Preliminary Design Plan of the Southwest Light Rail Project (Project) within the City of Minneapolis would render the Project more acceptable to the City. In consideration of the mutual agreements set forth herein, the Parties agree as follows:

1. Upon approval by the Council, it will finalize certain design plan changes, as set forth in Exhibit 1 attached hereto. Among the design plan changes is the elimination of the North shallow tunnel and the addition of an at-grade station at 21<sup>st</sup> Street. These two changes will result in a net savings of approximately \$60 million for the Project.
2. Fifty percent of the net savings realized from the changes in paragraph 1 above (\$30 million) will be available to meet the City's proposed physical design changes. The remaining 50 percent will be used to reduce the overall budget of the project. Improvements requested by the City that fall outside the allotted 50 percent will be considered along with other contingency funding requests as the project progresses.
3. It is understood that the proposed design plan changes are subject to acceptance for funding by the Federal Transit Administration.
4. Upon approval by the Council of this MOU and the revised preliminary design plan reflecting the changes set out herein, the municipal approval process set forth in Minnesota Statutes Section 473.3994 as applied to the City will commence again from the beginning of that process. Since the design plan changes contemplated in this MOU do not involve any other municipality, amendments to the Minneapolis portion of the Project, is not intended to change the approval process or timeline already underway for other municipalities.

\_\_\_\_\_  
Metropolitan Council  
Regional Administrator

Date: \_\_\_\_\_

\_\_\_\_\_  
City of Minneapolis

Date: \_\_\_\_\_

## Exhibit 1

### Amendments to the preliminary design of the SWLRT Corridor in Minneapolis

*The following changes are each subject to the eligibility of federal transit funding.*

1. The tunnel south of the water channel will be built as indicated in the current municipal consent package.
2. The tunnel north of the water channel will be removed and a station will be added at 21<sup>st</sup> Street. The 21<sup>st</sup> Street Station will include pedestrian connections to Cedar Lake. Light rail trains will operate at-grade on a bridge over the Kenilworth Channel and at grade north of the channel.
3. The parties agree that the Kenilworth Corridor (Corridor) is located in a park-like setting. In the event that LRT is constructed in the Corridor with co-location of LRT, freight rail and a bicycle and pedestrian trail, the Corridor shall be designed to a park-like level of amenity, not only restoring, but improving pre-existing conditions. Design and restoration shall include but not be limited to native plantings, mature trees and the like. It is understood that the Corridor, along with the bicycle and pedestrian paths located on the Corridor, is a significant part of the City's chain of lakes park system, one of the most prized, highly used recreational attractions in the region and that the parties intend for the Corridor to be landscaped and restored so that it continues to be an asset to the chain of lakes park system. It is agreed that the Corridor shall be restored and constructed consistent with this park-like environment and the proximity to the chain of lakes, to the extent reasonably possible, so as not to impact neighboring parks or water bodies or to impair the existing park-like setting. The Council will select a landscape architect with the City and MPRB serving on the evaluation panel. The City, MPRB and representatives of the affected neighborhoods will participate with the Council in a collaborative design process for the Corridor.
4. Noise mitigation will be added based on the Supplemental Draft Environmental Impact Statement.
5. Add freight rail safety improvement recommendations made by the TranSystems Freight Rail Report as follows:
  - a. Freight Rail guardrail from north of West Lake Station to Cedar Lake Parkway
  - b. Freight guardrail from north of Kenilworth Channel crossing to Burnham Road
  - c. Freight guardrail from west 21<sup>st</sup> Street to 1,000 feet north of West 21<sup>st</sup> Street
6. Royalston Station

- a. Upgrade to embedded track along Royalston Avenue both north and south of the station.
- b. Upgrade to painted tubular overhead catenary poles in Royalston Station area and at station.
- c. Build enhanced pedestrian connections to the Farmer's Market, from both the north and south, via the frontage road and Holden and Border Avenues.

#### 7. Van White Station

- a. Dunwoody Blvd sidewalk improvements including improvements to the under-bridge area and intersection improvements at Stadium Pkwy/Emerson Ave S.
- b. Build a pedestrian bridge to Bryn Mawr Meadows.

#### 8. Penn Station

- a. Improve and enhance pedestrian connections from the Penn Ave station across I-394 and north to Mount View Ave.
- b. Additional ADA compliance improvements to be made at each intersection along Penn continuing north to Cedar Lake Road.
- c. Build additional sidewalks, as enhanced pedestrian connections, along the south side of Wayzata Blvd from I-394 pedestrian bridge at Thomas Ave east to the access to Penn Ave station.
- d. Light and sign the existing trail segment from Cedar Lake Trail to Kenwood Parkway.

#### 9. West Lake Station

- a. Build enhanced pedestrian connections along West Lake Street between Drew Ave S and Market Plaza and along Excelsior Blvd between Market Plaza and W 32<sup>nd</sup> St.
- b. Realign Abbott Ave and Chowen Ave to accommodate development on the HCRRA property as shown the Transitional Station Area Action Plan (TSAAP)

and build “Mid-Town Station” ready.

- c. Build enhanced pedestrian connections along Chowen and Abbott Aves and along the newly realigned street segment.
- d. Conduct an areawide traffic study with partner agencies to assess non-motorized needs and opportunities.

#### 10. Other

- a. Bicycle and pedestrian facilities, to be determined, within three miles of LRT stations to provide the level of access for transit dependent populations who cannot use Park and Ride facilities.

Improvements shall include:

- i. Closing a trail gap along Van White Boulevard/Fremont Ave N between Van White Memorial Blvd and 2<sup>nd</sup> Ave N.
  - ii. Work with City and MPRB staff to redesign the connection of the Cedar Lake Trail and Kenilworth Trail near the Penn Ave station for a more functional connection.
  - iii. Add a “trail actuated signal” or some form of traffic control at the intersection of Cedar Lake Road and the Kenilworth Trail.
  - iv. Connection to “Hidden Beach” from 21<sup>st</sup> St Station including a wayfinding kiosk and wayfinding to the Beach, Franklin Ave and Lake of the Isles.
  - v. Convert the existing 7<sup>th</sup> St bikeway to a protected bikeway facility between 2<sup>nd</sup> Ave N and Plymouth Ave N.
  - vi. Provide a new pedestrian access from The Lakes Citihomes Condos to improved sidewalks along West Lake St.
- b. Lighting and security improvements throughout the corridor in the proximity of station areas.
  - c. High quality aesthetic design, including community engagement, of all fence and railings throughout the corridor with agreements for long term maintenance.