

SOUTHWEST

Green Line LRT Extension



Minneapolis City Council Transportation and Public Works Committee Public Hearing on Southwest Light Rail Transit Project

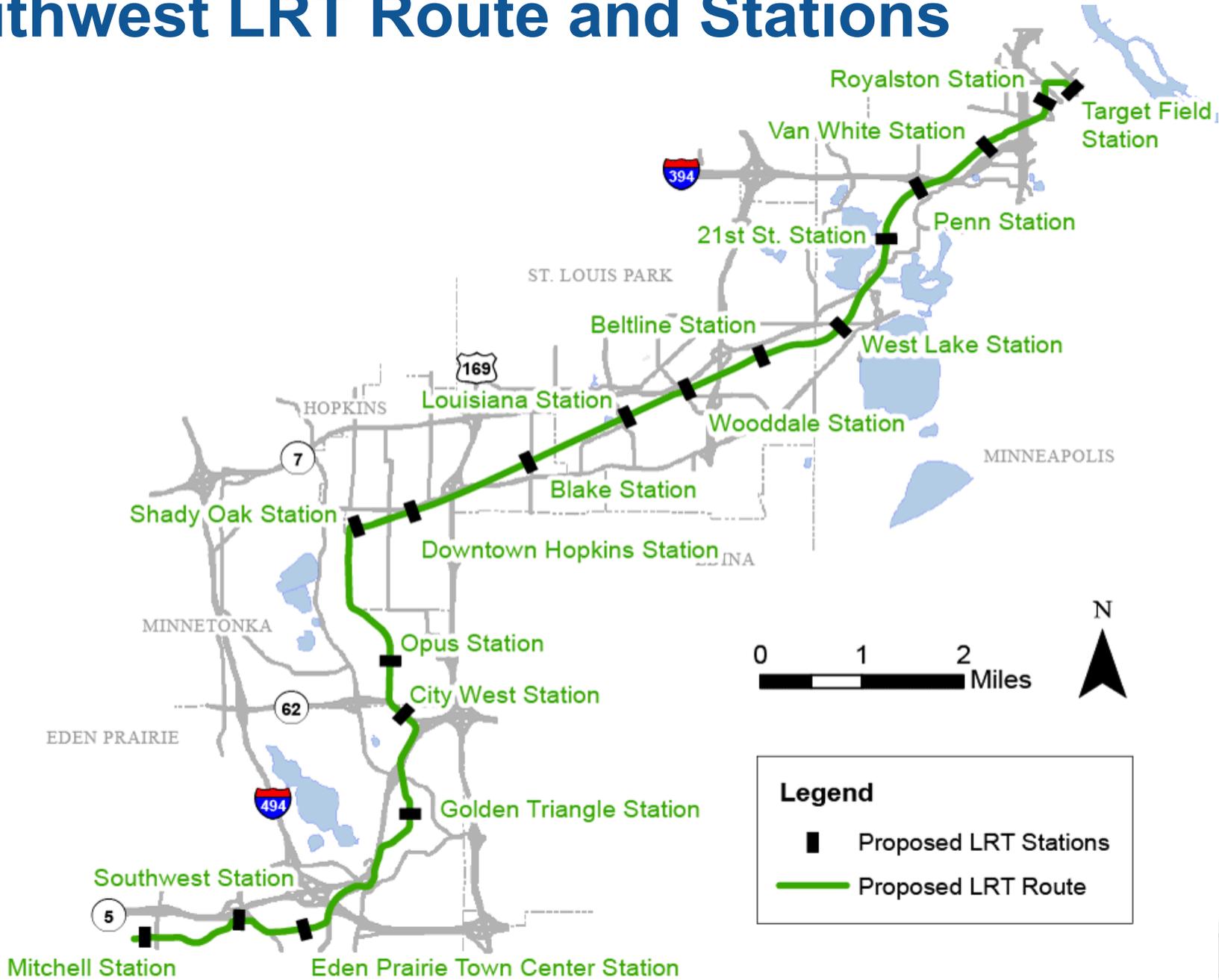
August 19, 2014



Purpose of Tonight's Municipal Consent Public Hearing

- Provide the public an opportunity to comment to the City of Minneapolis on preliminary design plans

Southwest LRT Route and Stations



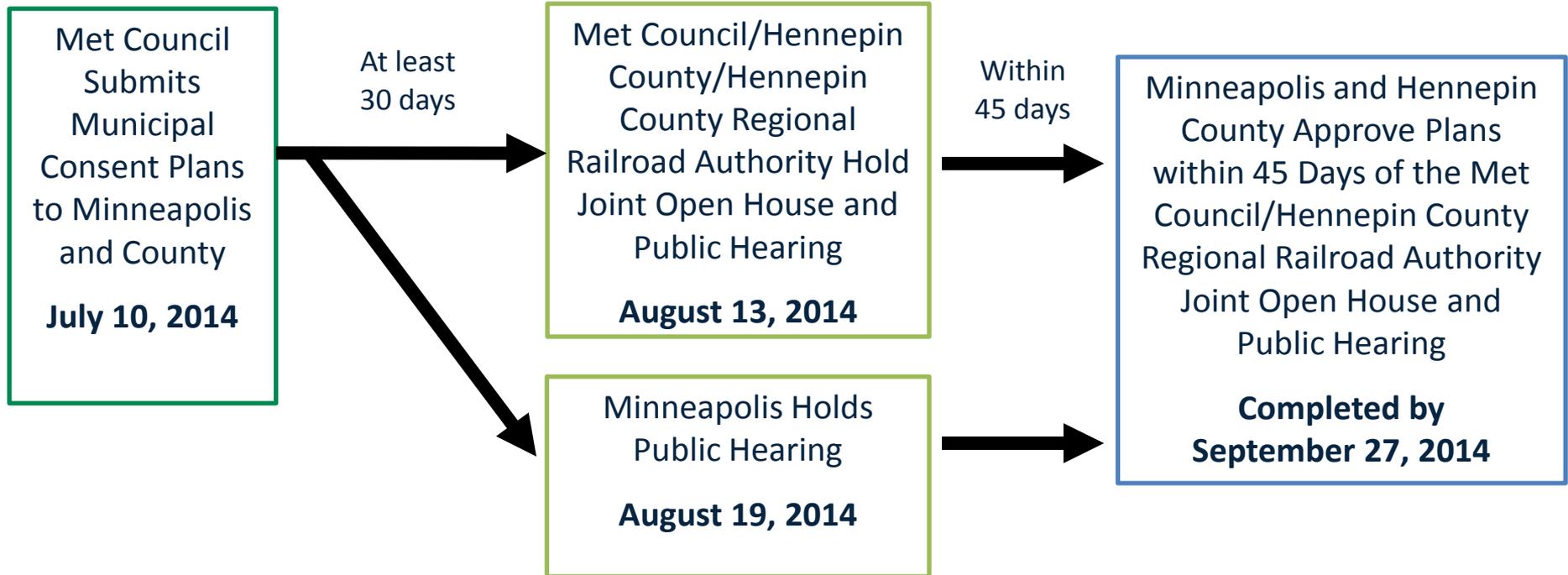
Met Council Approved Project Scope and Budget

- SWLRT Scope:
 - 17 stations, including a 21st Street station at-grade
 - 15.8 miles of new LRT double track
 - LRT shallow tunnel in Kenilworth Corridor south of channel with LRT bridge over channel and at-grade north of channel
 - Operations and Maintenance Facility located in Hopkins
- SWLRT Budget: \$1.623B - \$1.653B

Municipal Consent Process

- Minnesota Statute 473.3994
- Local jurisdictional review and approval of physical design component of preliminary design plans

Minneapolis and Hennepin County Municipal Consent Schedule



Municipal Consent Hearings and Actions

Community	Public Hearing	Action	Passed
St. Louis Park	May 19	July 14	Yes
Eden Prairie	May 20	July 14	Yes
Joint Met Council & HCRRA	May 29	n/a	n/a
Minnetonka	June 2	June 23	Yes
Hopkins	June 3	June 17	Yes
Hennepin County	June 17	July 8	Yes*
Met Council/Hennepin County/HCRRA	August 13	n/a	n/a
Hennepin County	August 13	August 19	TBD**
Minneapolis	August 19	August 29	TBD

*Eden Prairie, Minnetonka, Hopkins & St. Louis Park

** Minneapolis Only

Minneapolis Physical Design Components

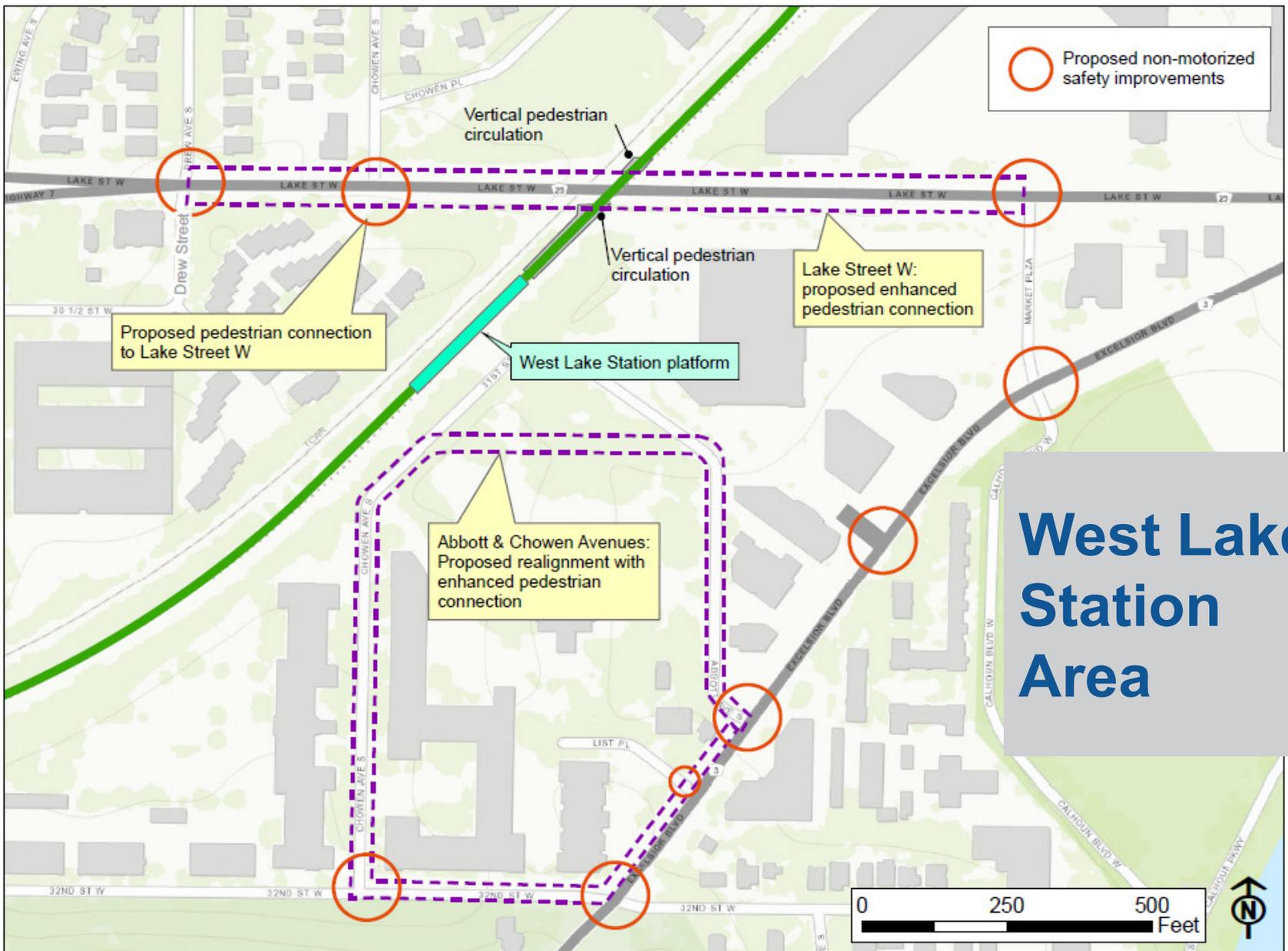
- May – June: Representatives of Minneapolis and Met Council met to discuss the April 22 Municipal Consent design plans:
 - Sessions facilitated by retired federal Judge Arthur Boylan
 - Outcome reflects an understanding between the two parties for the project to move forward

Minneapolis and Met Council Design Agreement

- Includes enhanced non-motorized connections around Minneapolis SWLRT stations
- Improves and enhances park-like setting in Kenilworth Corridor
- Reinstates the at-grade 21st Street Station
- Eliminates the north Kenilworth shallow LRT tunnel
- Captures \$30 M savings to overall project budget

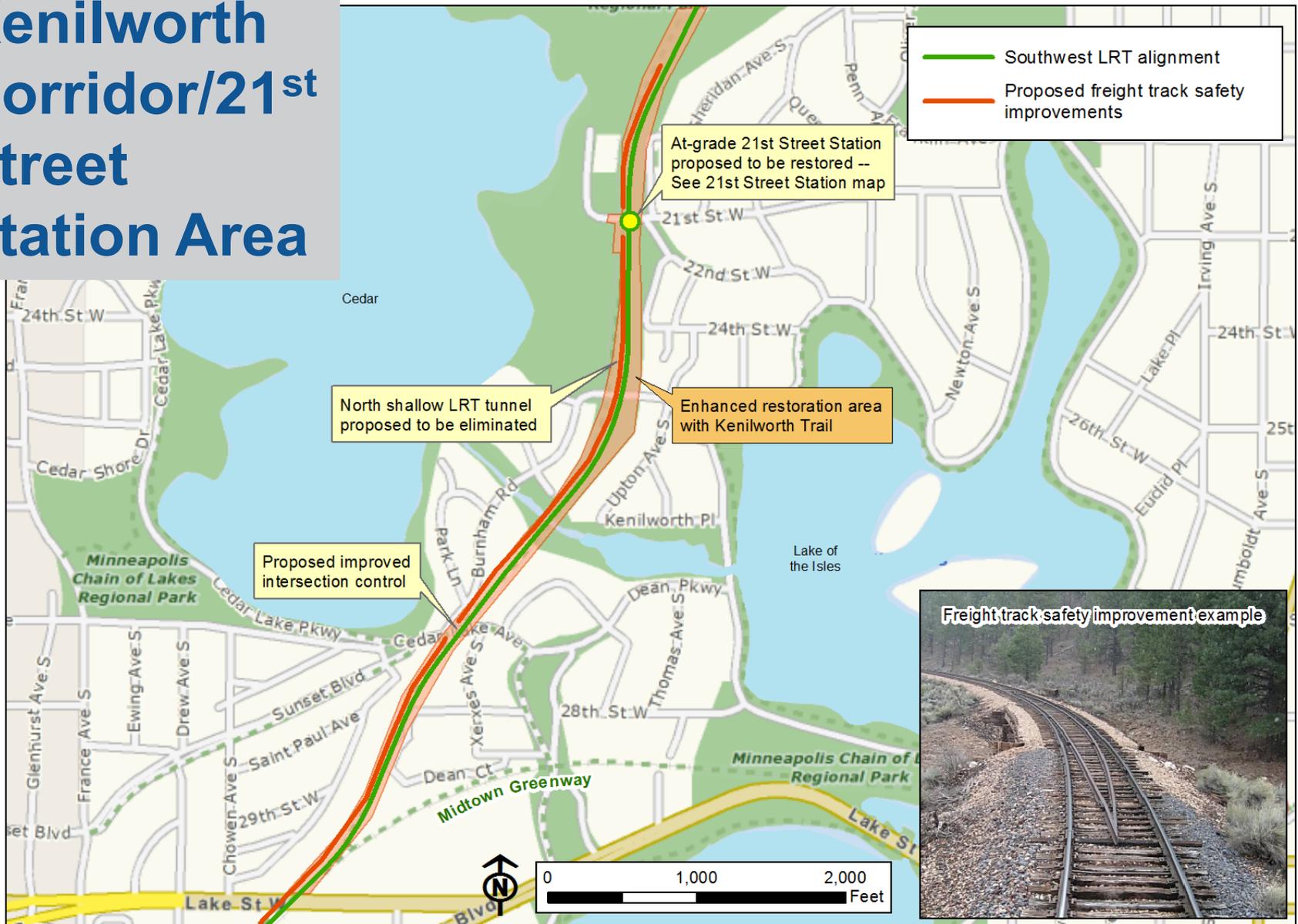
Physical Design Components

- LRT track location
- Station location and layout
- Roadway features
 - Turn lanes
 - Lane widths
 - Traffic signals
- Sidewalks
- Pedestrian crossings
- Freight track location
- System elements



West Lake Station Area

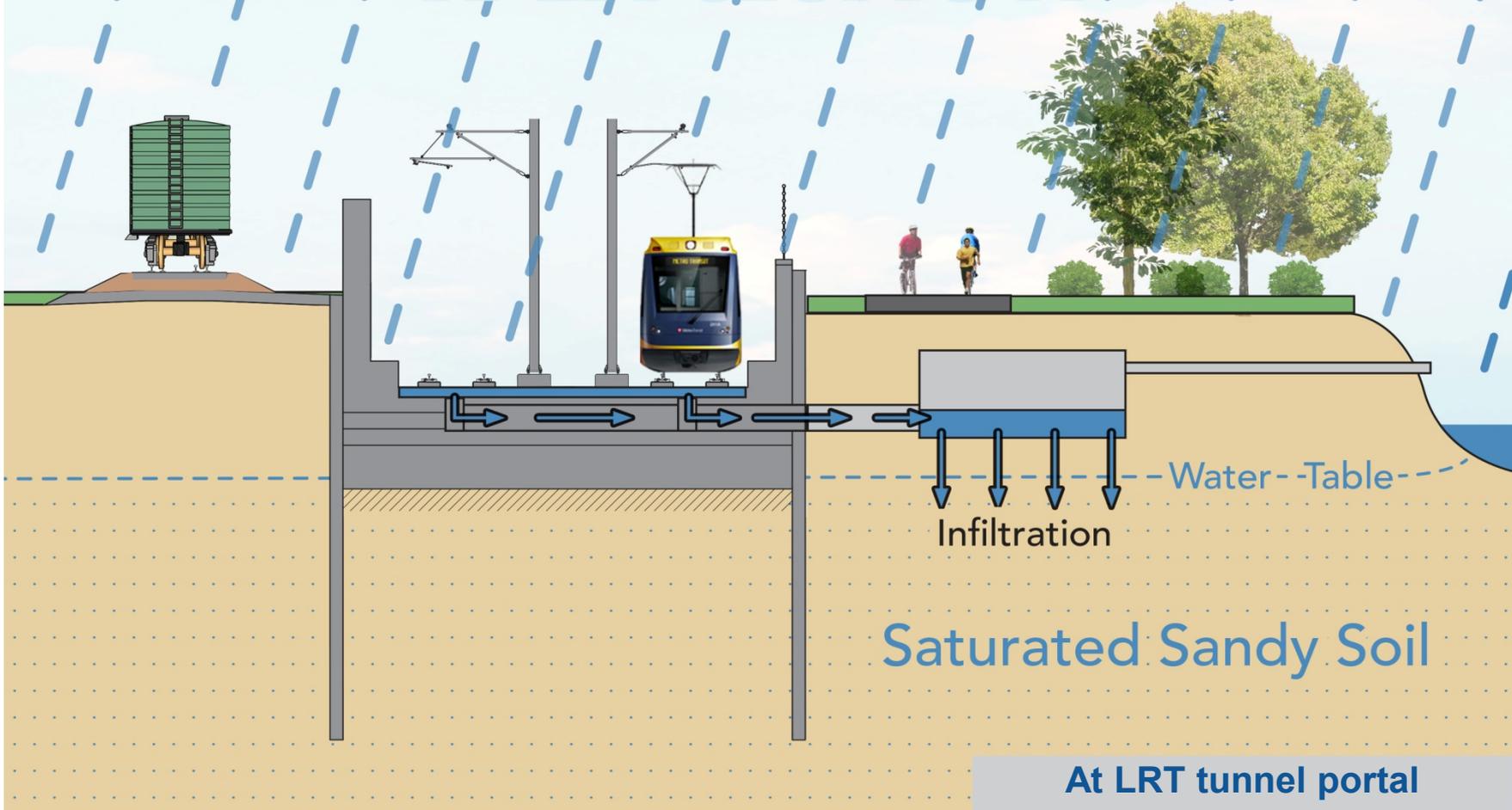
Kenilworth Corridor/21st Street Station Area



Kenilworth Shallow LRT Tunnel

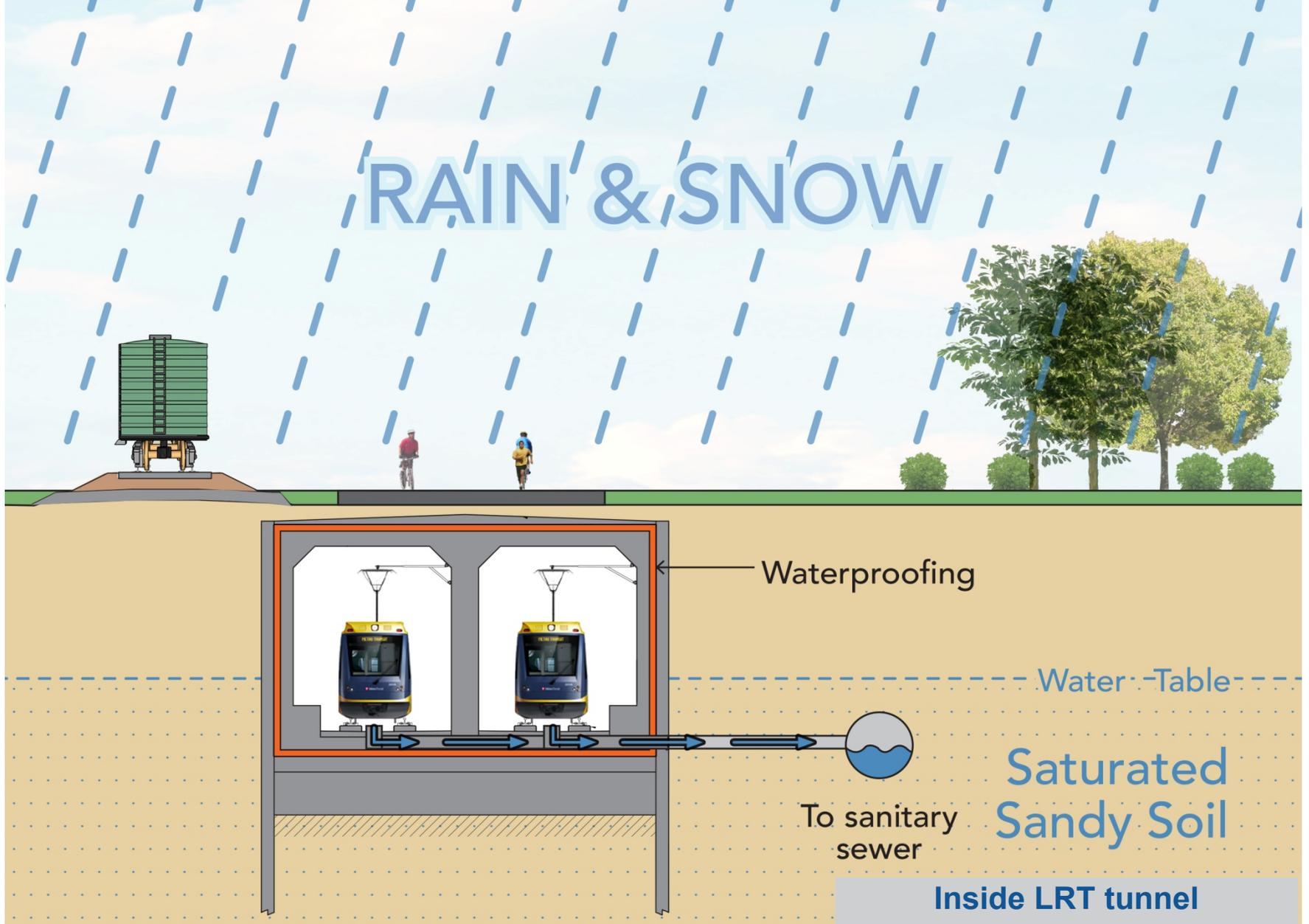
- Independent water resources analysis findings:
 - No fatal flaws with the shallow LRT tunnel design
 - Design tunnel for the 100-year design storm event
 - No “de-watering” will occur; term does not apply to project

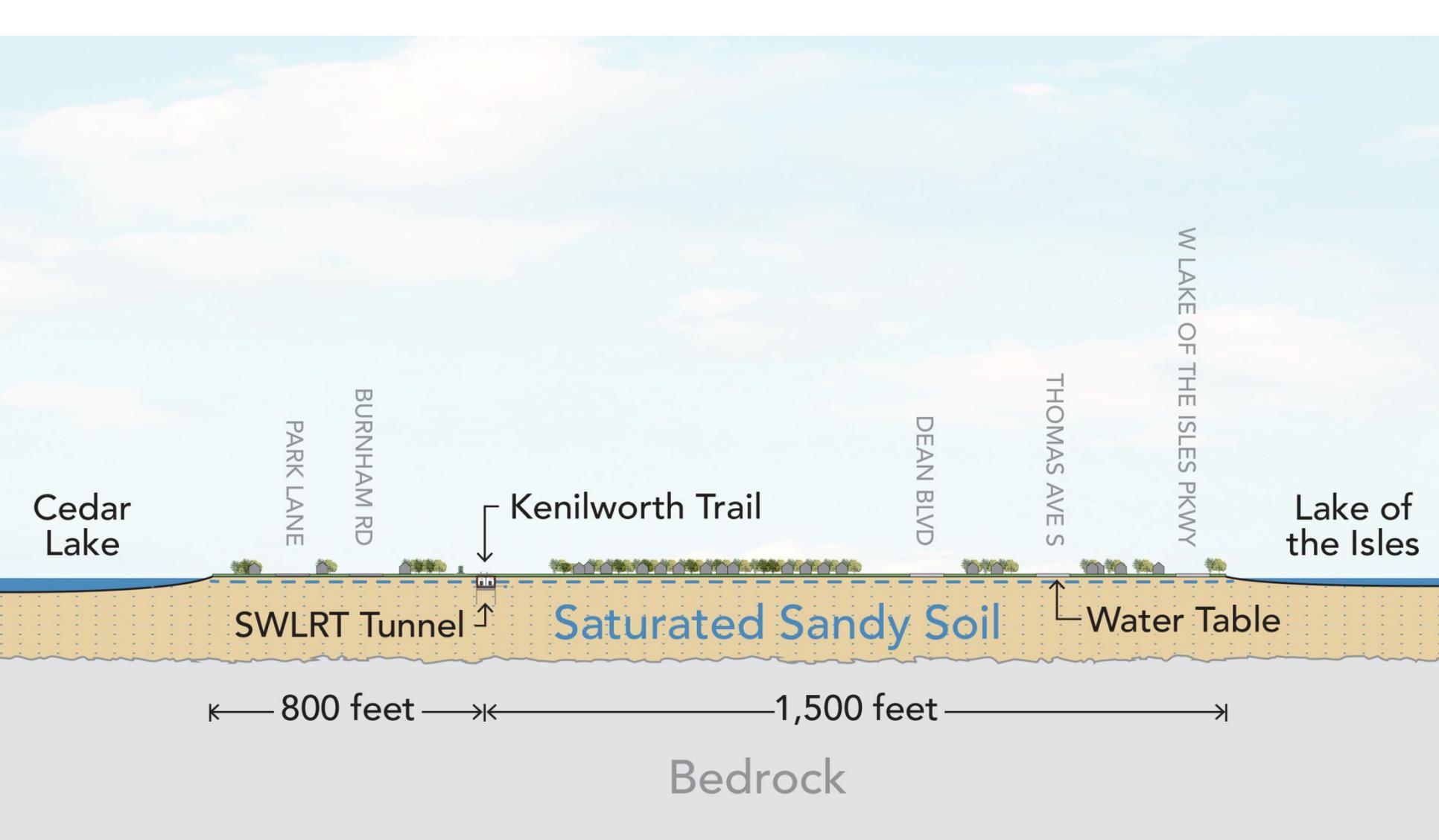
RAIN & SNOW



At LRT tunnel portal

RAIN & SNOW





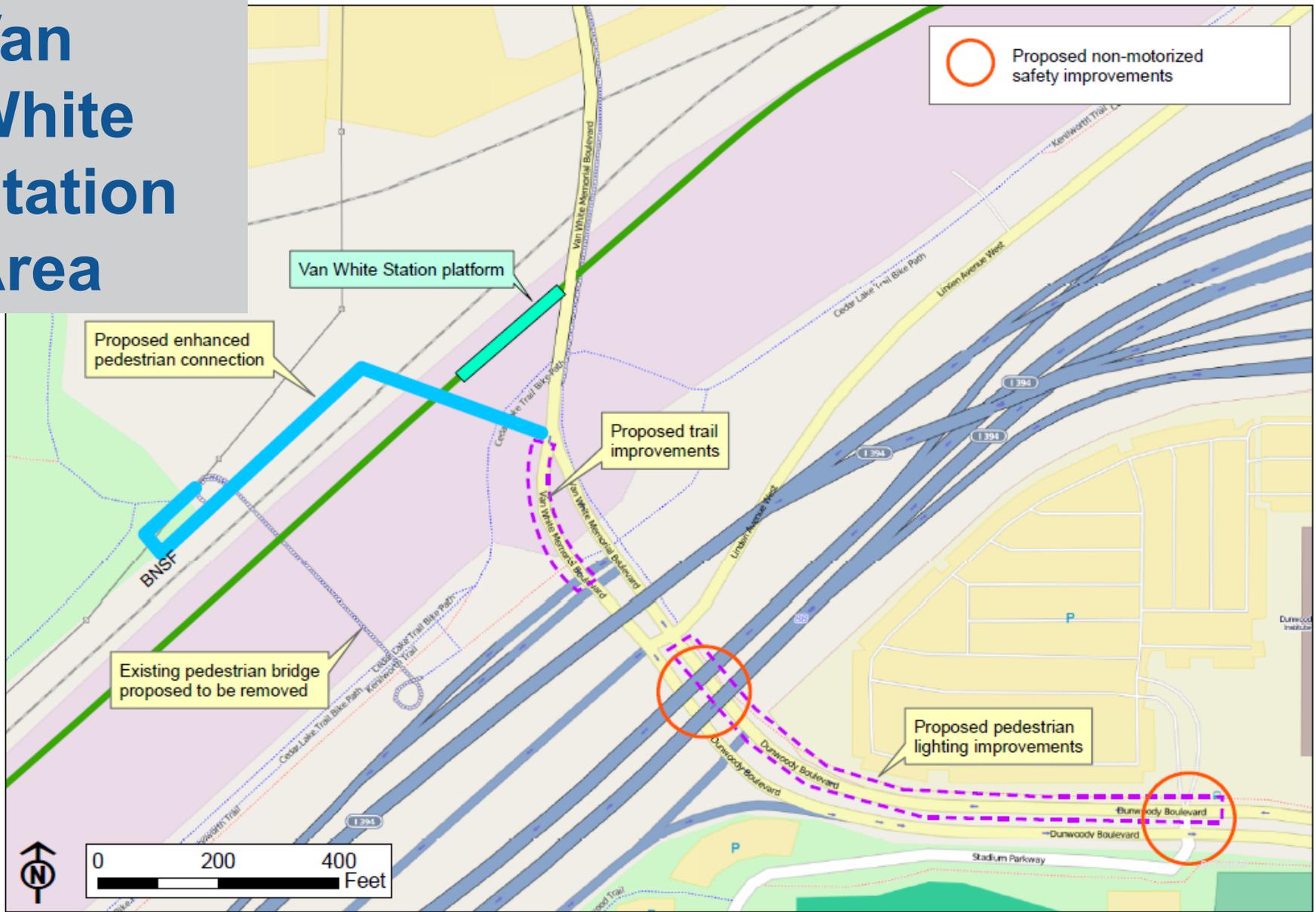
21st Street Station Area



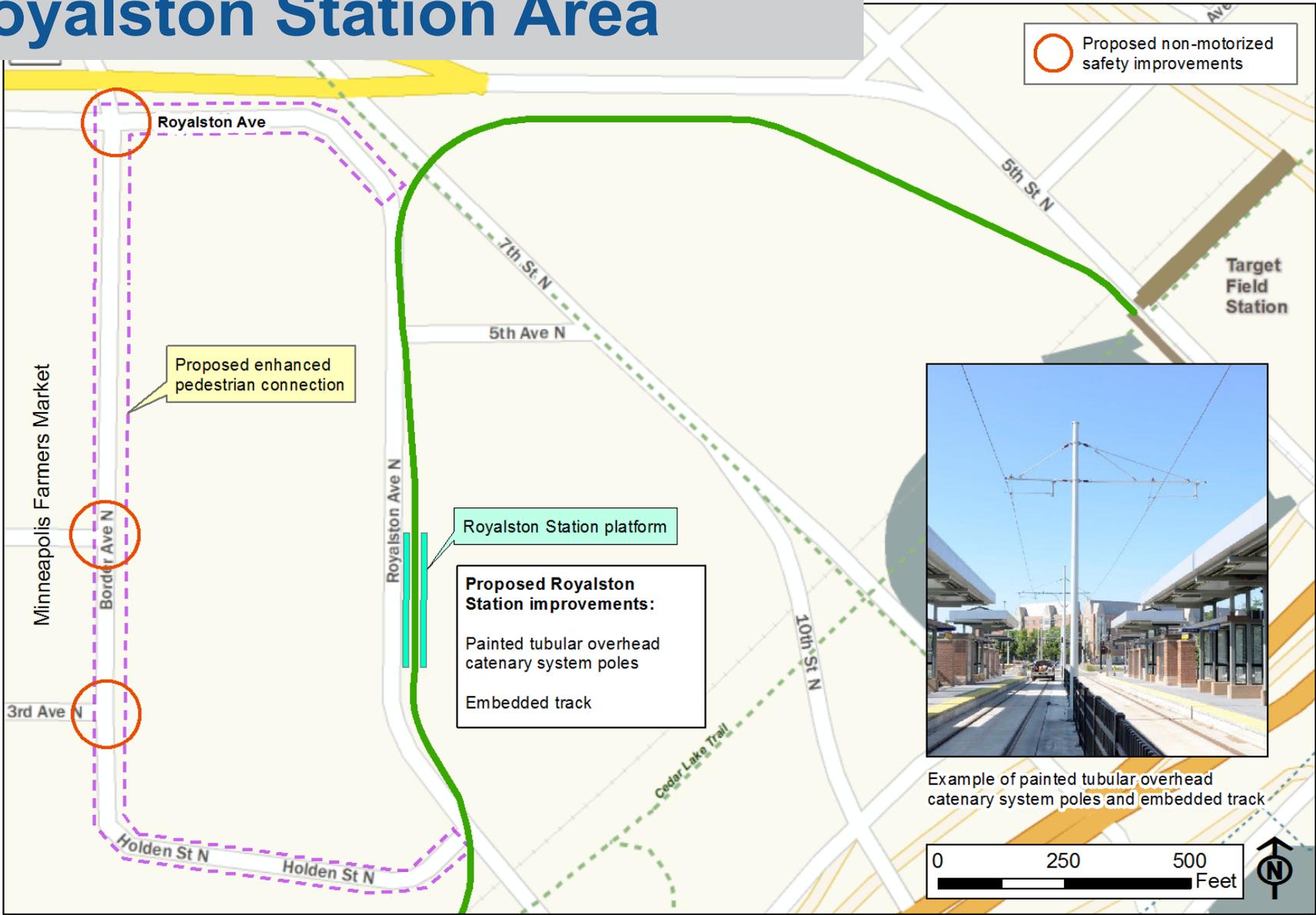
Penn Station Area



Van White Station Area

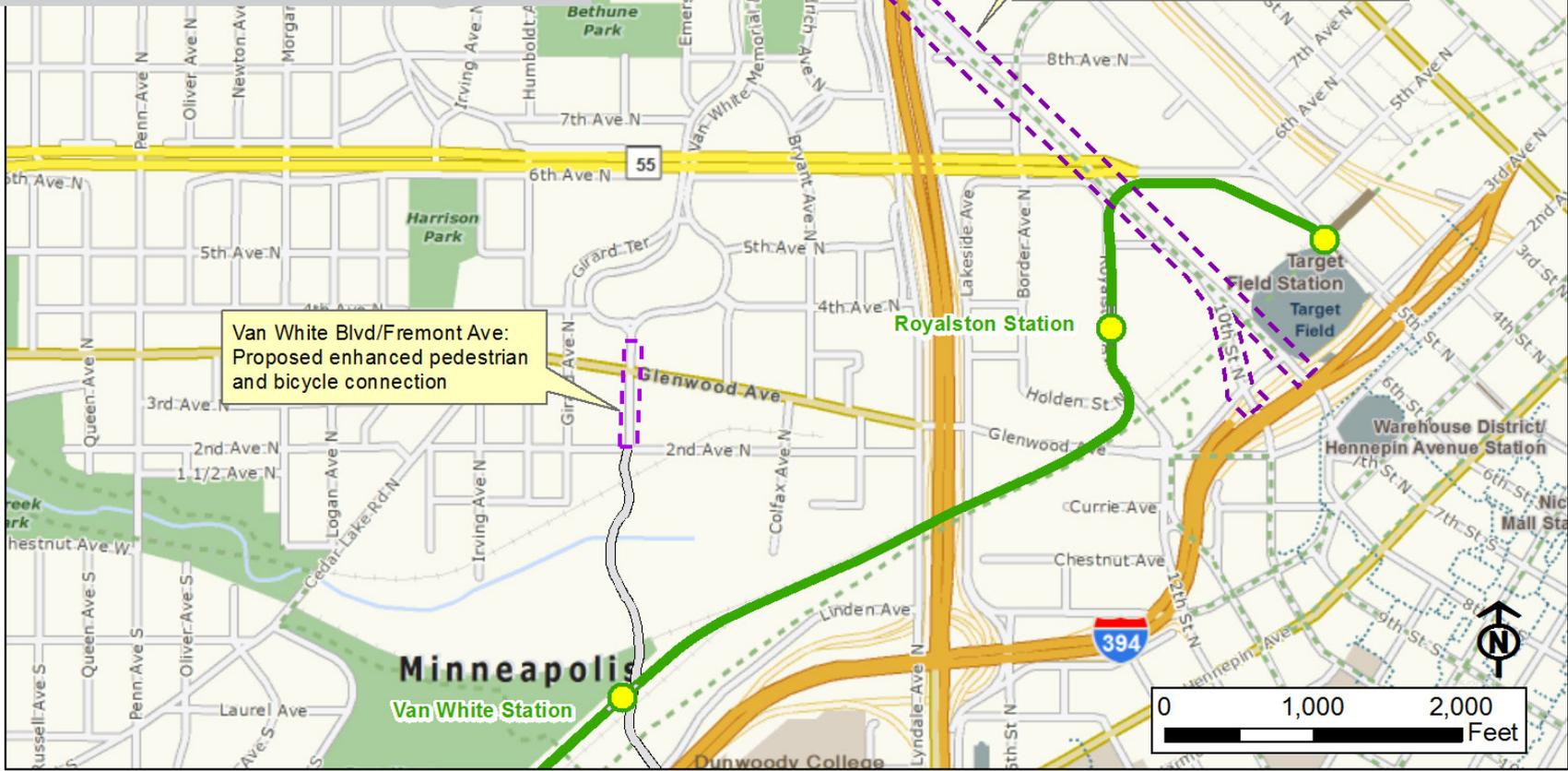


Royalston Station Area



Example of painted tubular overhead catenary system poles and embedded track

Van White/ Royalston/Target Field Station Area Non-Motorized Safety Improvements



Submitting Public Comments

- Public comments will be accepted until 4:30 p.m., August 25, 2014. Submit public comments via:
 - Project's website: swlrt.org
 - U.S. Mail: Southwest LRT Project Office, 6465 Wayzata Boulevard, Suite 500, St. Louis Park, MN 55426 - ATTN: Daren Nyquist
 - TTY: 651.291.0904
 - E-mail: swlrt@metrotransit.org
 - Fax : 612.373.3899

Next Steps

Key Municipal Consent Dates

- August 19: Hennepin County Board Action
- August 19: Minneapolis Public Hearing
- August 29: Minneapolis City Council Action

Design Next Steps

- Municipal consent gives the city an opportunity to comment on the preliminary design plans, which include the general dimensions and location of the light rail alignment and approximate station locations, before additional engineering work is completed in Final Design in 2015
- Final Design work will take into consideration the municipal consent process as well as the environmental documentation

Next Steps After Municipal Consent

- Station design and public art
- Kenilworth Corridor landscape design
- Streetscape design
- Utility relocation design
- Design advancement:
 - LRT track features
 - Roadway details
 - Bridges and tunnels
 - System elements
 - Freight rail features

More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt



Property Ownership in the Kenilworth Corridor

- Preserves public ownership of Kenilworth Corridor over the long term
- Ownership of Kenilworth Corridor and trackage rights agreement remains together under public agency control
- Preserves pedestrian and bicycle trail in the Kenilworth Corridor
- Excess ROW transferred to the Minneapolis Park and Recreation Board after SWLRT Project completion