Metropolitan Council, Hennepin County and Hennepin County Regional Railroad Authority
Joint Public Hearing on SWLRT Municipal Consent
August 13, 2014
Agenda

• 4:30 PM Open House
  ▪ Opportunity for the public to ask questions of project staff

• 5:30 PM Public Hearing
  ▪ Welcome and brief project overview
  ▪ Opportunity for the public to comment on plans
Purpose of Today’s Municipal Consent Public Hearing

• Provide stakeholders an opportunity to comment to the Metropolitan Council, Hennepin County and Hennepin County Regional Railroad Authority 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

- **Met Council Submits Municipal Consent Plans to Minneapolis and County**
  - **July 10, 2014**

- **Met Council/Hennepin County/Hennepin County Regional Railroad Authority Hold Joint Open House and Public Hearing**
  - **August 13, 2014**

- **Minneapolis Holds Public Hearing**
  - **August 19, 2014**

- **Minneapolis and Hennepin County Approve Plans within 45 Days of the Met Council/Hennepin County Regional Railroad Authority Joint Open House and Public Hearing**
  - **Completed by September 27, 2014**
### Municipal Consent Hearings and Actions

<table>
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<tr>
<th>Community</th>
<th>Public Hearing</th>
<th>Action</th>
<th>Passed</th>
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<tbody>
<tr>
<td>St. Louis Park</td>
<td>May 19</td>
<td>July 14</td>
<td>Yes</td>
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<tr>
<td>Eden Prairie</td>
<td>May 20</td>
<td>July 14</td>
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<td>Joint Met Council &amp; HCRRA</td>
<td>May 29</td>
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<tr>
<td>Minnetonka</td>
<td>June 2</td>
<td>June 23</td>
<td>Yes</td>
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<td>Hopkins</td>
<td>June 3</td>
<td>June 17</td>
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<tr>
<td>Hennepin County</td>
<td>June 17</td>
<td>July 8</td>
<td>Yes*</td>
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<td>Hennepin County</td>
<td>August 13</td>
<td>August 19</td>
<td>TBD**</td>
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<tr>
<td>Minneapolis</td>
<td>August 19</td>
<td>August 29</td>
<td>TBD</td>
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*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
- Operations and Maintenance Facility (OMF) location
- Freight track location
- System elements
Kenilworth Corridor/21st Street Station Area

North shallow LRT tunnel proposed to be eliminated

At-grade 21st Street Station proposed to be restored -- See 21st Street Station map

Enhanced restoration area with Kenilworth Trail

Proposed improved intersection control

Freight track safety improvement example
21st Street Station Area

- Proposed connection to East Cedar Beach
- Proposed enhanced pedestrian connection
- Proposed pedestrian wayfinding
- At-grade 21st Street Station proposed to be restored
- Proposed connection to Kenilworth Trail
- Proposed enhanced pedestrian connections
Penn Station Area

- Proposed non-motorized safety improvements
- Proposed enhanced pedestrian connection
- Proposed signage and lighting on existing trail
- Penn Station platform
Royalston Station Area

- Proposed non-motorized safety improvements
- Proposed enhanced pedestrian connection
- Royalston Station platform
- Proposed Royalston Station improvements:
  - Painted tubular overhead catenary system poles
  - Embedded track

Example of painted tubular overhead catenary system poles and embedded track

Distance scale:
- 0 Feet
- 250 Feet
- 500 Feet
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:
  - Verbal testimony and written comments at today’s hearing
  - 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
Next Steps After Municipal Consent

- Station design and public art
- Streetscape design
- Utility relocation design
- Design advancement:
  - LRT track features
  - Roadway details
  - OMF features
  - Bridges and tunnels
  - System elements
  - Freight rail features
More Information

Online:
www.SWLRT.org

Email:
SWLRT@metrotransit.org

Twitter:
www.twitter.com/southwestlrt