



Cedar Lake Parkway/I-394 Light Rail Alignment Assessment Technical Memorandum

May 2016

Southwest LRT Project Technical Memorandum

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The Council did not previously consider the alignment proposed by Mark McGree within his comment on the Supplemental Draft Environmental Impact Statement (EIS) (Attachment 1) mainly due to an inherent understanding that the proposed alignment would result in environmental impacts associated with residential property acquisition and Section 4(f) impacts. Since the submission of the proposed alignment alternative on the Supplemental Draft EIS, the Federal Transit Administration (FTA) and the Metropolitan Council (Council) developed and evaluated a proposed light rail alignment along Cedar Lake Parkway, between West Lake Street and south of I-394 (to avoid Project impacts within the Kenilworth Corridor west of West Lake Street). Beyond that description, Mr. McGree did not specify other characteristics of the proposed light rail alignment. To prepare an evaluation of the proposed alignment, the Council developed a representative light rail alignment that would meet the general description provided. That representative alignment is illustrated in the attached exhibit (Attachment 2). In summary (from south to north), the light rail alignment would enter a shallow tunnel just north of West Lake Street and then cross under the existing freight rail tracks and Cedar Lake Parkway, veering west with a tunnel portal located between Cedar Lake Parkway and the south end of Cedar Lake. The proposed light rail alignment would continue to generally parallel Cedar Lake Parkway and the southern and western shore of Cedar Lake to just north of West Franklin Avenue. The light rail alignment would then turn east, crossing over the northwest corner of Cedar Lake on an aerial viaduct. From the viaduct, the proposed light rail alignment would travel east within Cedar Lake Park, between the north shore of Cedar Lake and the Wayzata Subdivision, to the Cedar Lake Junction where it would meet up with the Project's proposed alignment into downtown Minneapolis. At various locations along the proposed light rail alignment, Cedar Lake Parkway would be realigned (generally west) to accommodate the light rail alignment and to avoid encroachments within Cedar Lake. As conceptually designed, the proposed light rail alignment would meet the Council's design standards, including 15 mile-per-hour curves and maximum grades.

Based on the proposed light rail alignment along Cedar Lake Parkway, FTA and the Council and have determined that this alternative route would substantially increase some adverse environmental impacts, compared to the Project. Those impacts would include adverse effects to and the use of portions of Cedar Lake Park and Cedar Lake Parkway, both of which are federally-protected Section 106 historic and Section 4(f) park properties. In particular, the proposed light rail alignment would use approximately 7.6 acres of Cedar Lake Park, which is owned and managed as a significant park and recreation area by the Minneapolis Park and Recreation Board, compared to the Project's use of approximately 0.4-acre use of the Kenilworth Lagoon/Grand Rounds Historic District (both Section 106 protected properties). In addition, the proposed Cedar Lake Parkway alignment would result in the displacement of multiple residences on the west side of Cedar Lake Parkway due to the relocation of Cedar Lake Park to the west to accommodate the light rail alignment (associated with the acquisition of approximately 1.7 acres of residential property, which would fully displace a condominium complex and result in partial acquisitions of 31 other properties), compared to the Project, which would result in no displacement of residences.

Further, because the proposed light rail alignment would increase the length of the light rail alignment and because it would involve several tighter radius curves than under the Project, light rail travel time in this segment would increase under the proposed alignment change, compared to the Project. The increased light rail travel time would tend to reduce Project ridership.

Because the proposed light rail alignment alternative would increase the noted adverse environmental impacts, increase light rail travel times, and tend to reduce Project ridership, compared to the Project, the Council and FTA dismissed the proposed alternative light rail alignment along Cedar Lake Parkway/ I-394 from further study.

Attachment 1

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Kadence Hampton

Sent:
To:
Subject:

I used to live in the Kenwood neighborhood and was a regular bus rider. I do not think I would walk to the current proposed corridor to ride the train. I would continue to ride the bus. Hence, I do not think that 21st station would pick up much ridership even if MTC stopped running a bus through Kenwood.

So, I have another route suggestion. I understand that Lake St is forecasted to be the busiest station. So run the train to there and then turn it North to run along Cedar Lake Pkwy until it meets the rail corridor just S of 394. This path catches Benilde HS and Jones-harrison traffic. This path eliminates the Kenwood corridor, the project biggest headache with its cost and environmental concerns.

If you rejected this alternate path, please refer me to documents that eliminated it.

I no longer live in Kenwood having moved to Bloomington after 10 years in Denver, where I rode the train to work.

Thanks for the attention.

Mark McGree
Markmcgree@gmail.com

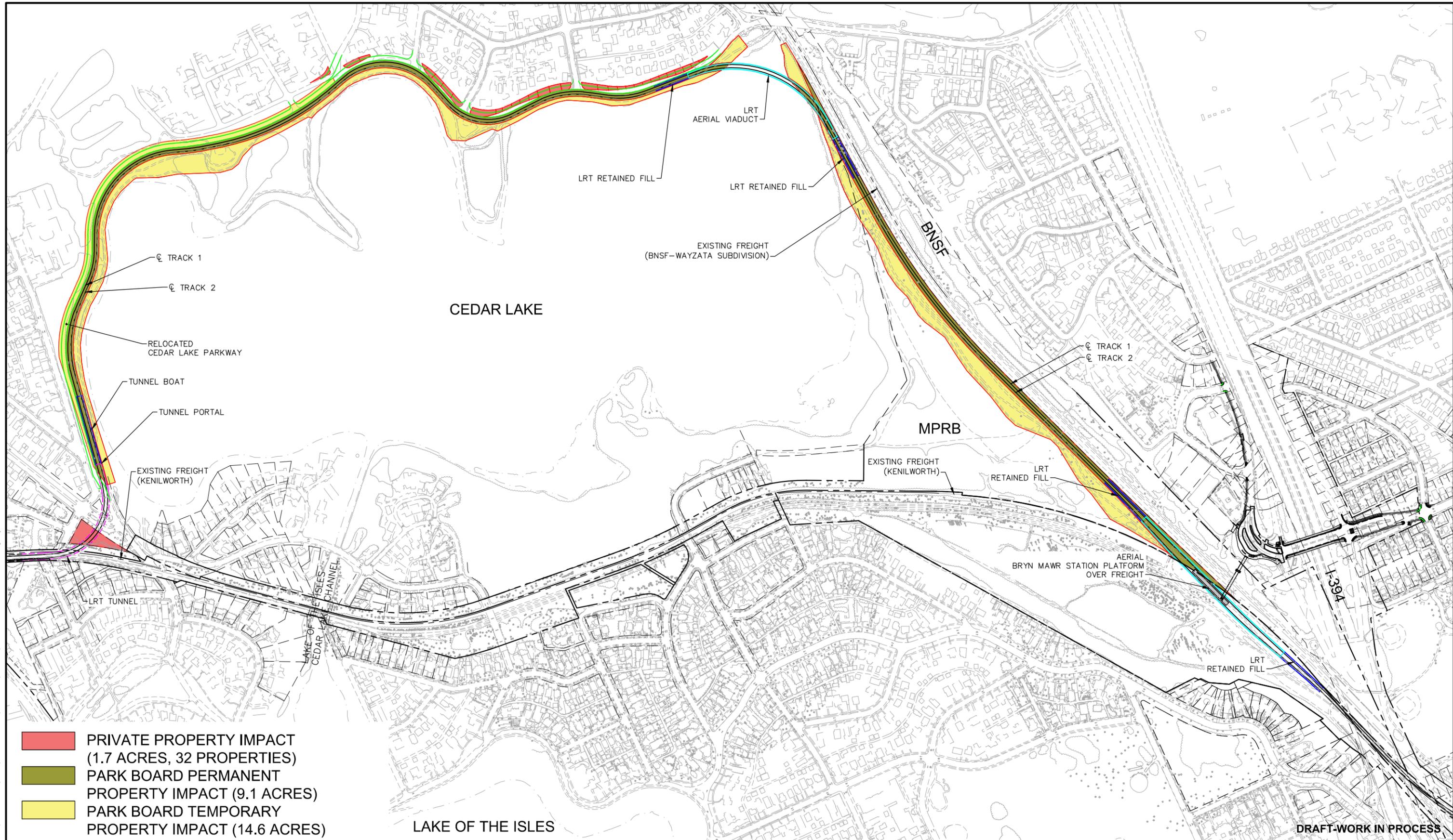
Sent from my iPad

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Attachment 2

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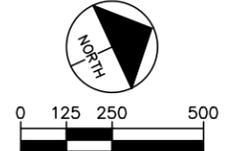
Apr. 19 2016 01:00 pm v:\3400_ADC\CAD\SEGMENT E3\EXHIBITS\TRACK\E3-CLP-ALT-ALIGNMENT.dwg By: Netfca



- PRIVATE PROPERTY IMPACT (1.7 ACRES, 32 PROPERTIES)
- PARK BOARD PERMANENT PROPERTY IMPACT (9.1 ACRES)
- PARK BOARD TEMPORARY PROPERTY IMPACT (14.6 ACRES)

SOUTHWEST LIGHT RAIL
CEDAR LAKE ALIGNMENT OPTION

Rev 0
04/18/2016



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