

SOUTHWEST

Green Line LRT Extension



Corridor Management Committee

March 6, 2013





Today's Topics

- Legislative Update
- Principles for Southwest LRT Major Scoping Decisions
- Technical Issue #1 – Eden Prairie Alignment
- Communications and Outreach Update
 - BAC / CAC Report

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Legislative Update





Principles for Southwest LRT Major Scoping Decisions



Draft SWLRT Scoping Principles

- Purpose
 - Establish a set of decision-making principles that are clear and transparent
 - Address concerns raised in the DEIS public comment process
 - Evaluate alternatives in a consistent manner



Scoping Principles Apply to Project Elements

- Location of LRT track
- Location of freight rail track
- Location/layout of stations and station access
- Location/layout of park and ride facilities
- Location of pedestrian/bike trails impacted by project
- Layout of roadway features:
 - Turn lanes, lane widths, traffic signals
- Location/layout of OMF
- Identification of LRT systems elements



Draft SWLRT Scoping Principles (cont.)

- Comply with current federal and state laws, rules, and guidelines
- Follow Regional Transitway Guidelines, regional policies and regional plans adopted by the Metropolitan Council and follow best business practices of the Council
- Follow SWLRT Design Criteria, including criteria for safety & security
- Positively impact (increase) the Federal Transit Administration (FTA) rating criteria
- Positively impact (increase) ridership
- Positively impact (increase) land use, economic development and access to affordable housing by coordinating with local station area plans



(cont.) Draft SWLRT Scoping Principles

- Positively impact (increase) equity so that community benefits and burdens are equally shared
- Positively impact (increase) environmental benefits
- Positively impact (increase) use of the intermodal transportation network including bus, light rail, trails and sidewalks
- Positively impact (decrease) or not impact the project schedule
- Positively impact (decrease) capital cost
- Positively impact (decrease) operating cost
- Actively engage and encourage input from interested and impacted stakeholders

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Technical Issue #1: Eden Prairie Alignment

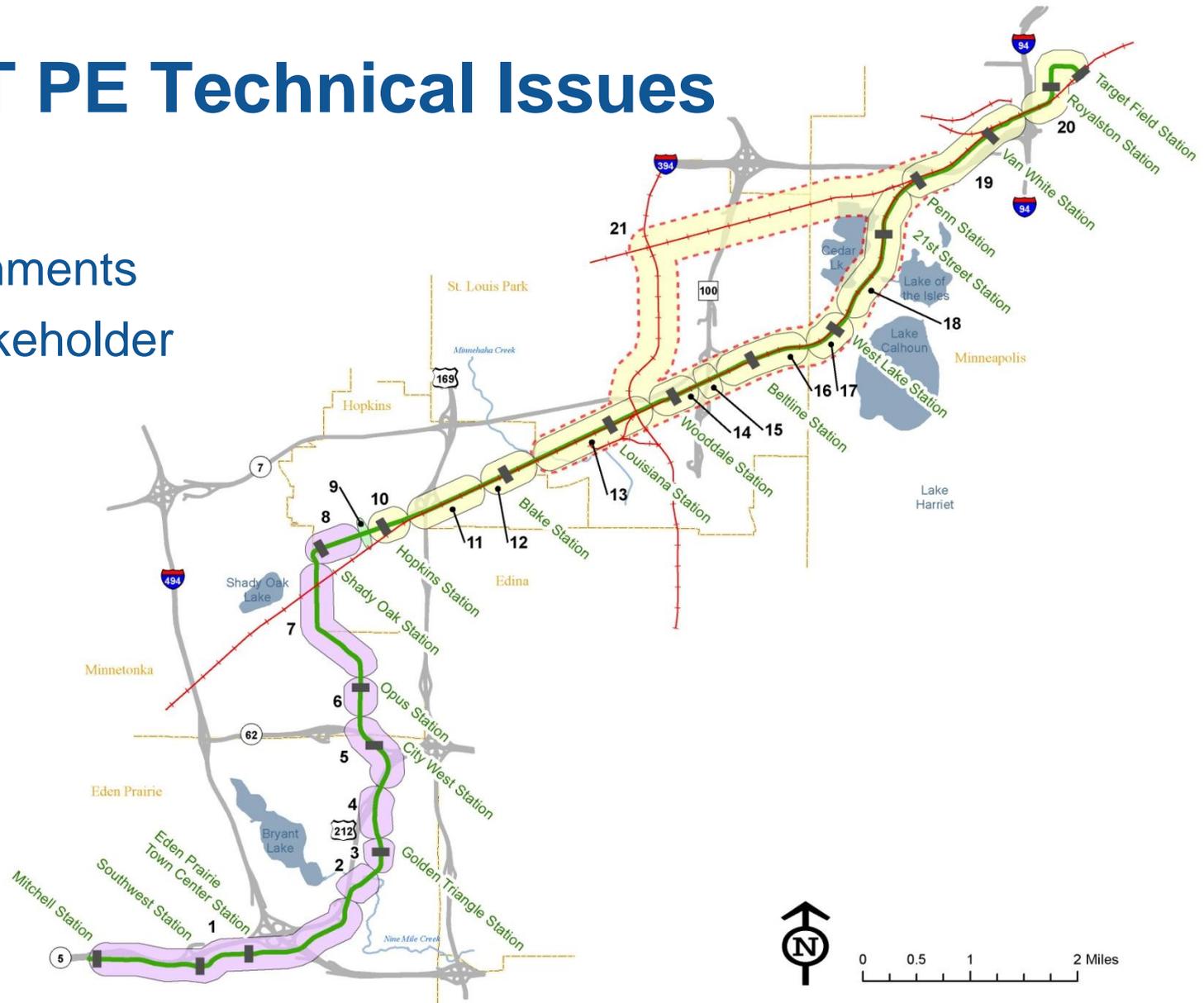




SWLRT PE Technical Issues

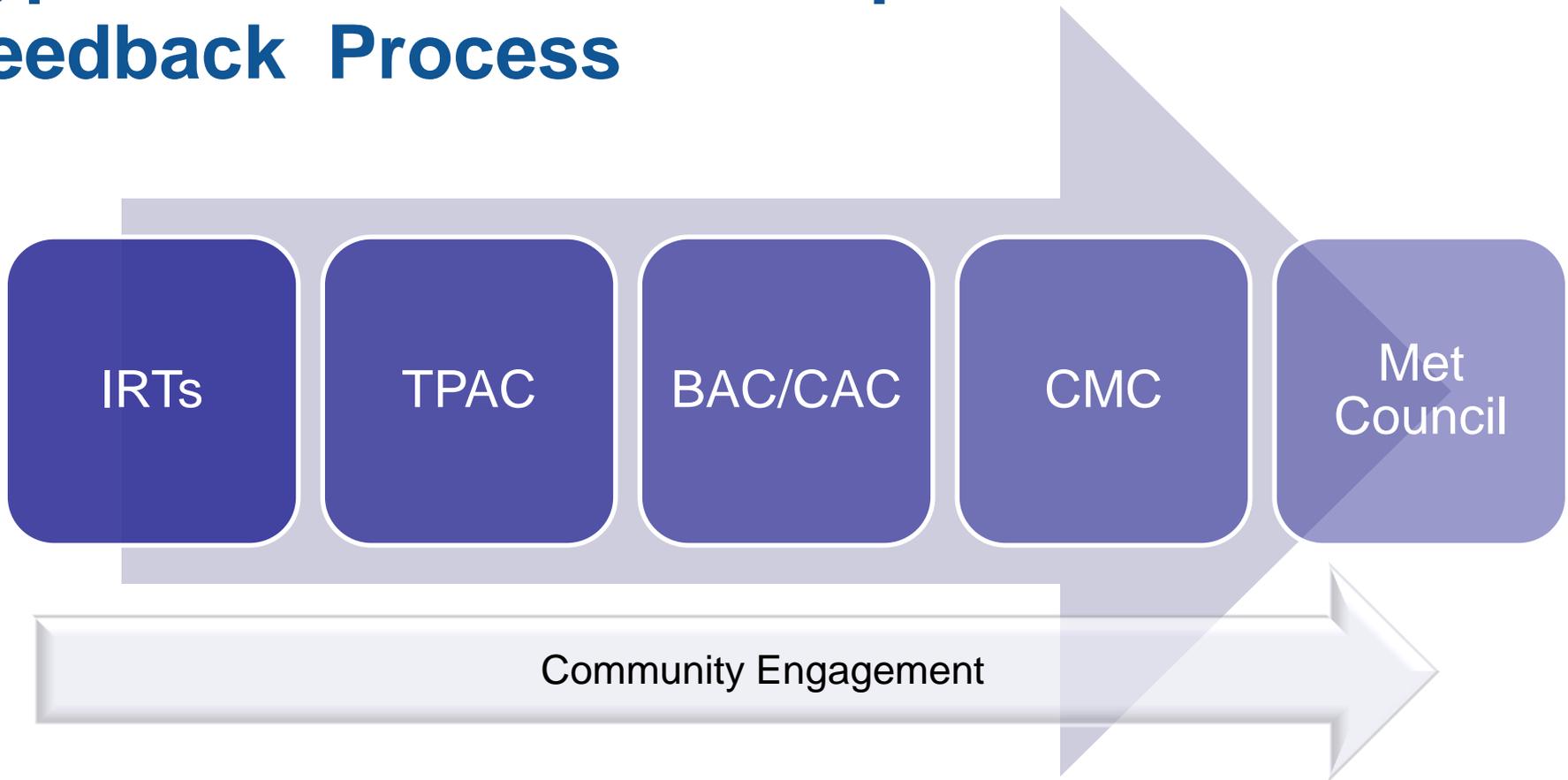
Based on:

- DEIS comments
- Other stakeholder input





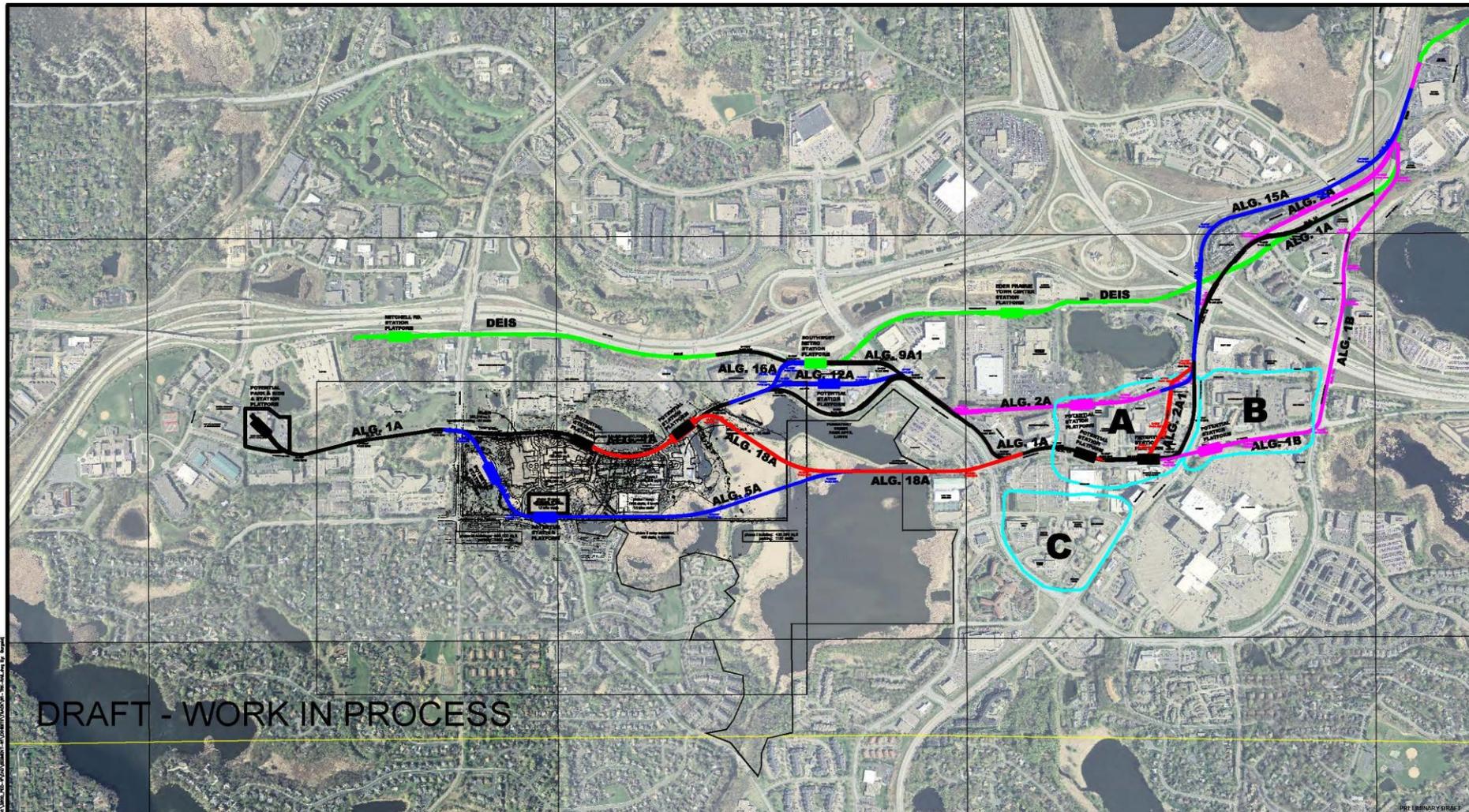
Typical Technical Issue Input / Feedback Process





Feedback

- Presented to Technical Project Advisory Committee on Feb. 14
- Presented to Business Advisory and Community Advisory Committees on Feb. 21
- Continue seeking feedback from businesses along alternatives under consideration
- Planning public open house to be held in May



DRAFT - WORK IN PROCESS



SOUTHWEST LRT
TECHNICAL ISSUE #1 - EDEN PRAIRIE ALIGNMENT
FEBRUARY 15, 2013



AECOM

PRELIMINARY DRAFT

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Communications and Outreach Update





SPO Community Outreach Activities

Date	Event/Sponsor	SPO Activity
Feb 11	Southdale Y Service Club	SWLRT presentation given
Feb 14	Harrison Neighborhood Association Meet and Greet	Staff participated
Feb 18-21	Meetings with Eden Prairie Businesses	Staff shared project information
Feb 21	North Loop Resident Meet and Greet	Staff shared project information
Feb 23	Kenilworth Neighborhood Meeting	SWLRT presentation given
Feb 26	TwinWest Chamber Meet and Greet	Staff attended
Mar 04	Kenwood Neighborhood Association Meeting	SWLRT presentation given



Joint SWLRT Business and Community Advisory Committee Report – Feb 21

- Topics Covered:
 - Welcome by the Chairs
 - Transitional Station Area Action Plans
 - Introduction of Community Outreach Coordinators
 - Overview: SWLRT Preliminary Engineering Technical Issues and Decision-Making Process
 - Workshop: Technical Issue #1 - Eden Prairie Alignment
- Next Meeting:
 - BAC: March 27, 8:00 AM – 9:30 AM; SWLRT Project Office
 - CAC: March 28, 6:00 PM – 8:00 PM; SWLRT Project Office



Joint SWLRT Business and Community Advisory Committee Report – Feb 21

- Eden Prairie Alignment Workshop Themes:
 - Modify alignment and stations to serve the most people
 - Ensure jobs centers are served
 - Alignment should maximize multi-modal connections
 - Alignment should minimize grade crossings and traffic impacts





More Information

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