

SOUTHWEST

Green Line LRT Extension



Corridor Management Committee

February 3, 2016



Today's Topics

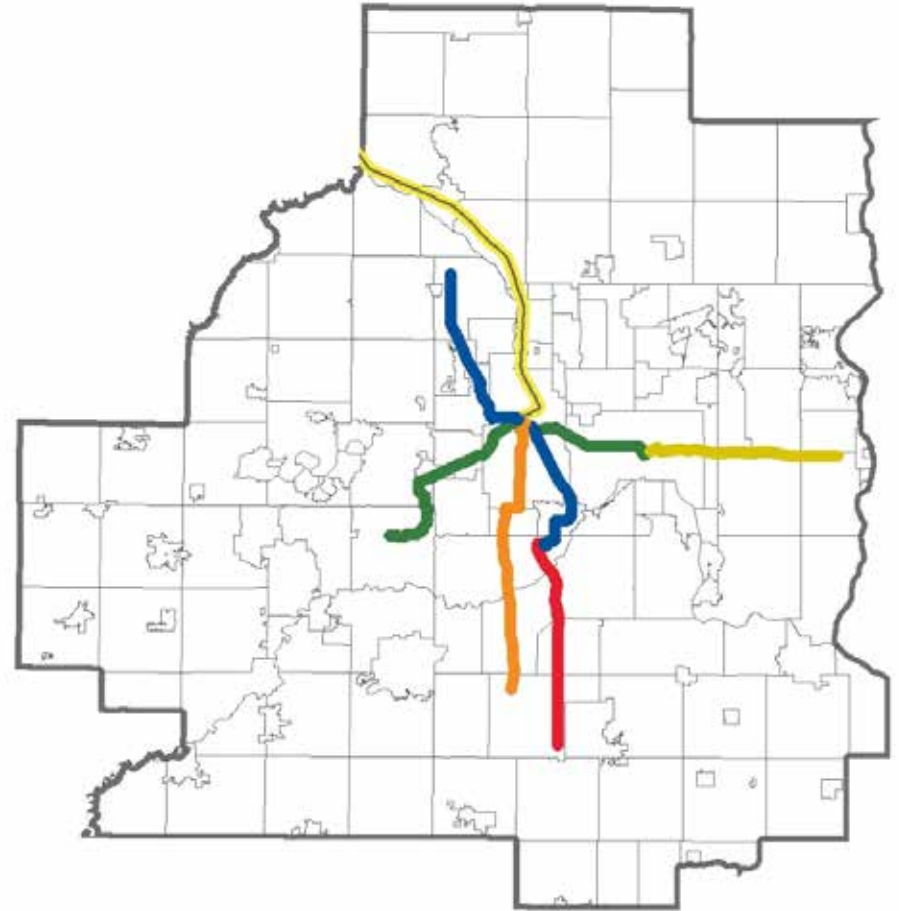
- Chair's Update
- 2016 Look Ahead
- Section 4(f) Update
- Station and OMF Renderings
- Station Naming



Chair's Update

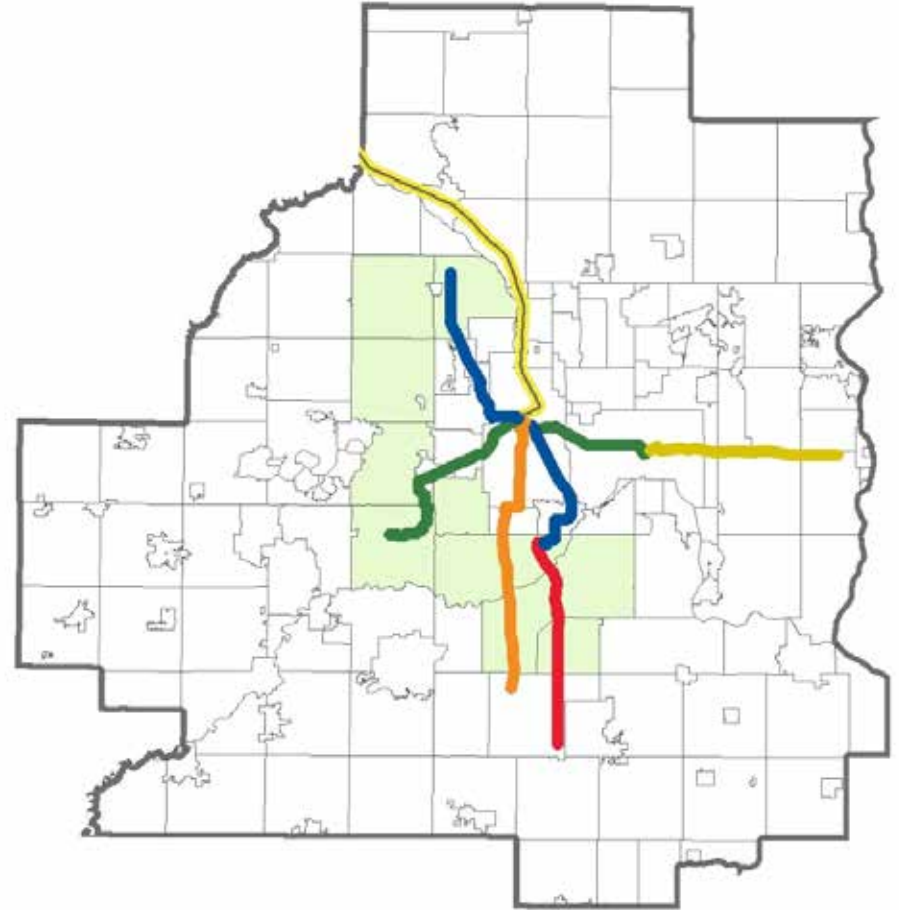
2040 METRO System Provides Access to Growing and Diverse Population

- Population Growth 1970s-2010
- Forecasted Population Growth 2010-2040
- Areas of concentrated poverty



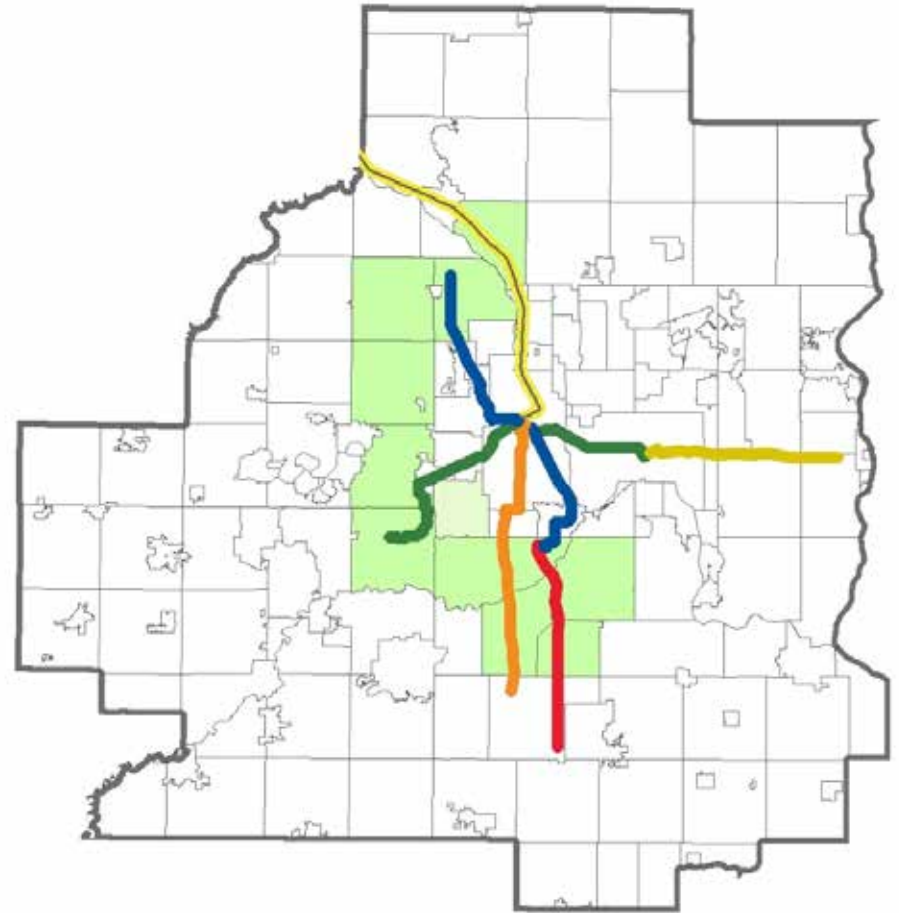
Top 10 Growing Cities 1970's

- Brooklyn Park
- Maple Grove
- Plymouth
- Minnetonka
- Eden Prairie
- Edina
- Bloomington
- Burnsville
- Apple Valley
- Eagan



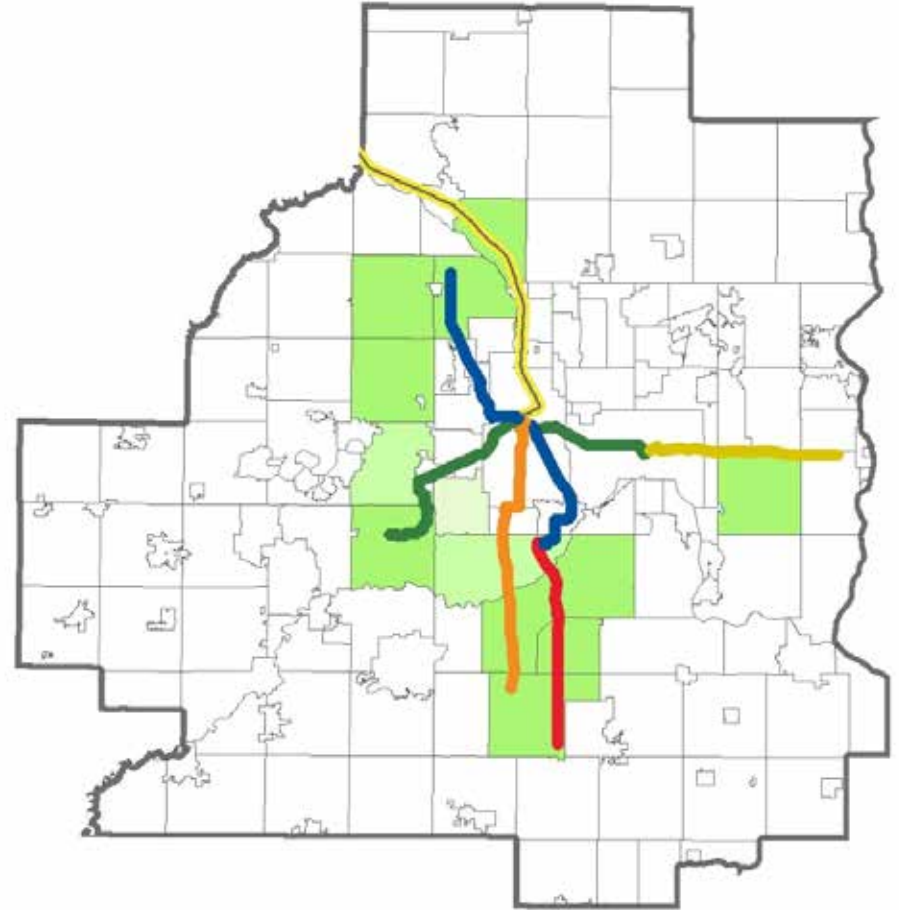
Top 10 Growing Cities 1980's

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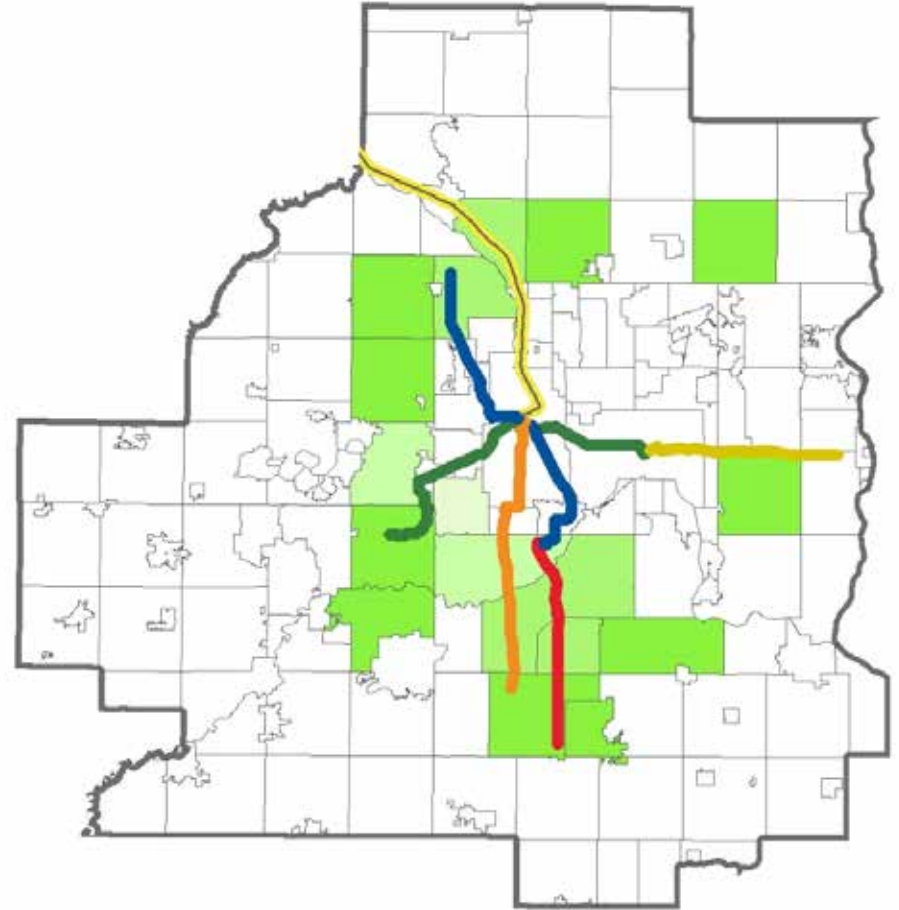
Top 10 Growing Cities 1990's

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- Woodbury



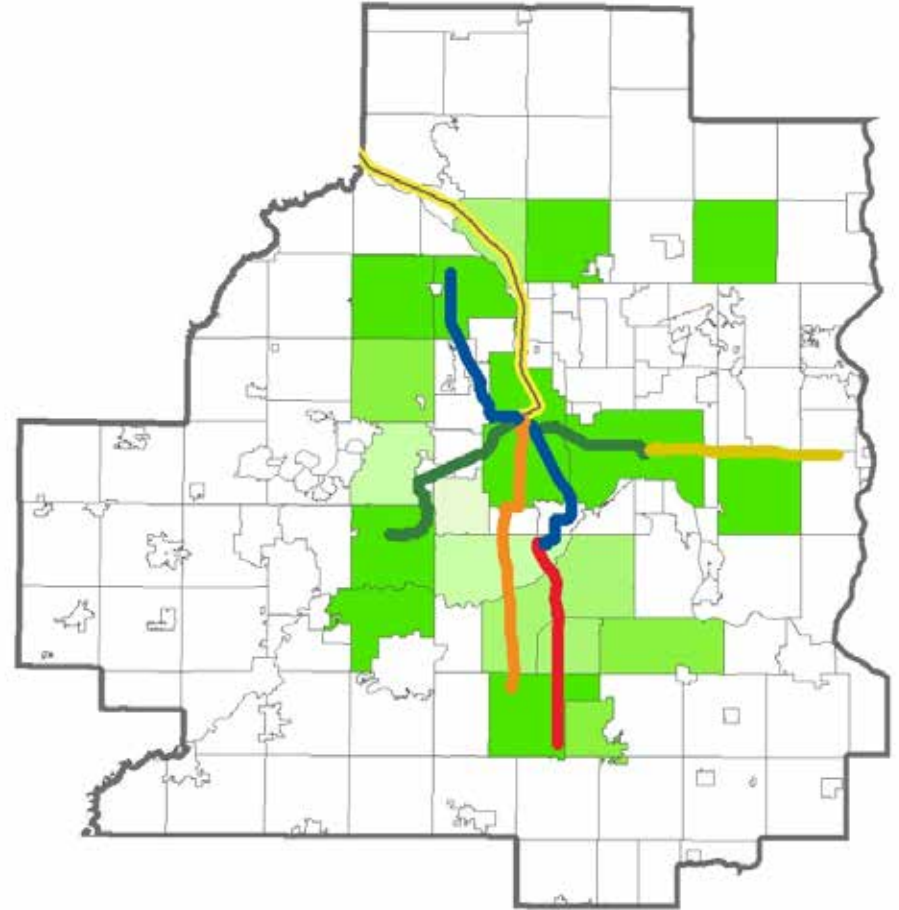
Top 10 Growing Cities 2000's

- Blaine
- Maple Grove
- Plymouth
- Eden Prairie
- Shakopee
- Lakeville
- Farmington
- Rosemount
- Woodbury
- Hugo



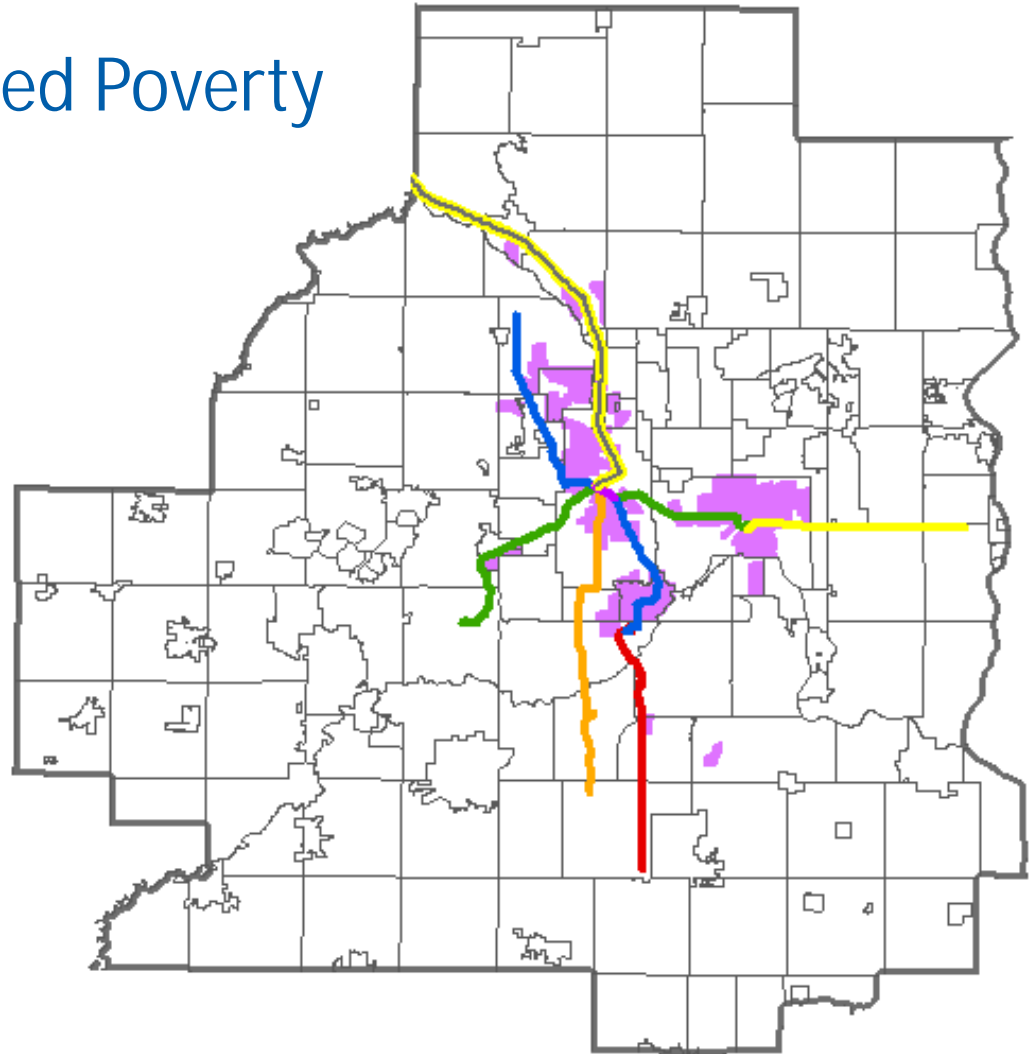
Top 10 Growth Cities 2010-2040

- Blaine
- Brooklyn Park
- Maple Grove
- Eden Prairie
- Shakopee
- Lakeville
- Woodbury
- Hugo
- Minneapolis
- St. Paul



Areas of Concentrated Poverty

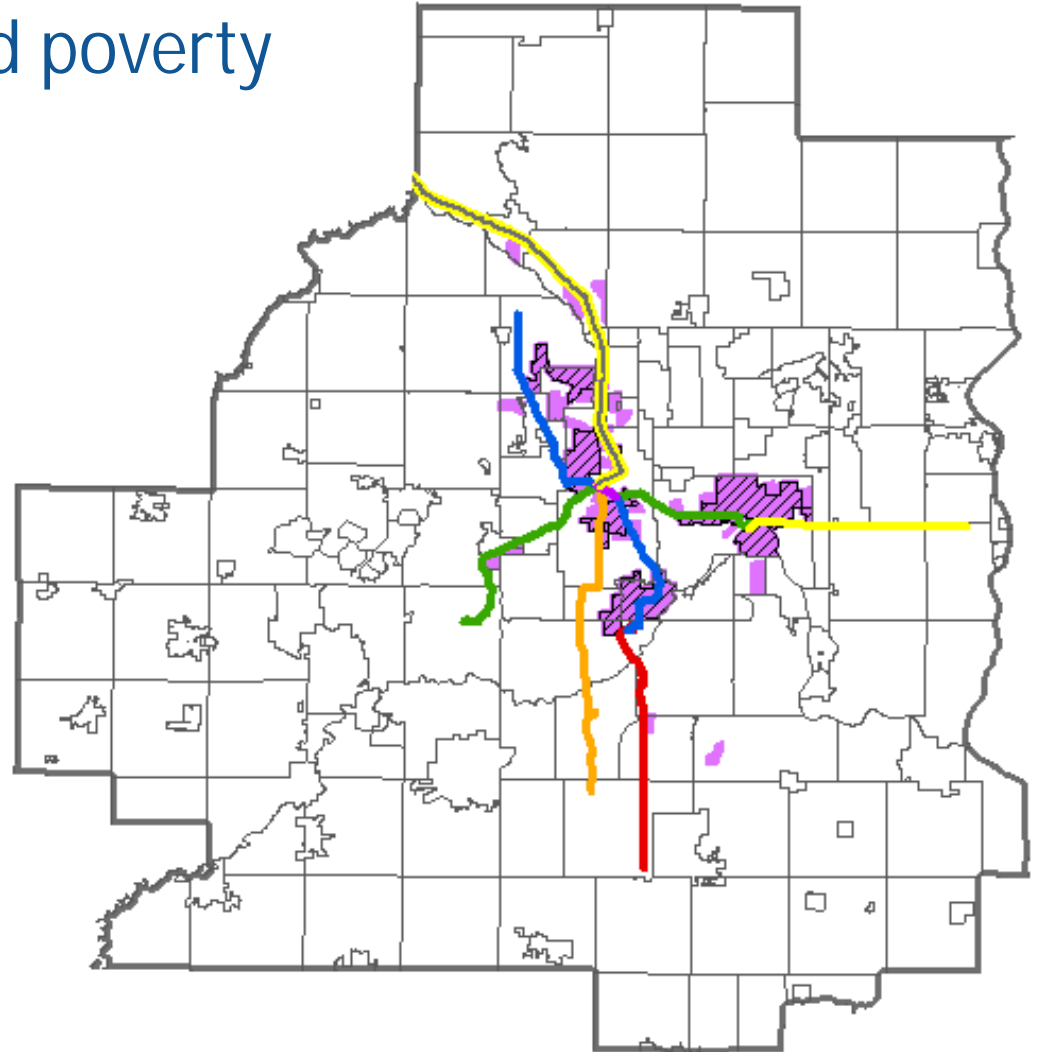
Areas of Concentrated Poverty



Areas of Concentrated Poverty

 Areas of concentrated poverty

 Areas of concentrated poverty where > 50% of residents are people of color



2016 Look Ahead

2015 Completed Milestones

- **July** CMC recommended and Met Council approved a revised project scope and cost estimate of \$1.774B
- **Aug 3** Submitted New Start Application Update
- **Sept 25** Received Municipal Consent on revised scope from all 5 cities and Hennepin County
- **Sept 28** Completed 60% Civil and OMF Design Plans
- **Oct 5** Submitted Notice of Intent to apply for Entry into Engineering
- **Oct 21** Held Construction Contractor Kick-off Event
- **Oct 28** Completed 60% System Design Plans

Major Project Milestones

Element	Timeframe
Complete 90% Civil Design Complete	January 2016
Final Environmental Impact Statement	April 2016
Record of Decision	June 2016
Entry Into Engineering	September 2016
Letters of No Prejudice (LONP) from FTA	Pre-FFGA
Anticipated Start of Prep for Civil Construction	Fall 2016
Anticipated Start of Systems Construction	Winter 2016/2017
Anticipated Start of OMF Construction	Spring 2017
Full Funding Grant Agreement	Mid 2017
Heavy Construction	2017-2019
Revenue Service	2020

Section 4(f) Update

Amended Draft Section 4(f) Evaluation

- Two new Section 4(f) properties identified in the amended document
- Public can review document:
 - § City of Minnetonka, SPO
 - § Project website
 - § Select community/reference libraries
- 45 day comment period began January 11 and ends Feb 25

Amended Draft Section 4(f) Evaluation

Section 4(f) Property	Non-de minimis Use	De minimis Impact	No Use	Existing Property Acreage	Acres Permanently Used	% of Property Used
Unnamed Open Space B		.		49.0	1.0	2.0%
Opus Development Area Trail Network		.		9.6	0.0*	0.0%*

* Approximately 1.5 acres of the Opus development area trail network will be removed due to the Project and it will be replaced with approximately 1.8 acres of new trails with the same connections and functions, for a net increase of 0.3 acres of additional trail area within the Opus development area trail network.

Station and Operations and Maintenance Facility (OMF) Renderings

SouthWest Station

View From Technology Drive



Draft – Work in Process

SouthWest Station



Draft – Work in Process



View From Bus/LRT Platform

Golden Triangle Station

View From Park-and-Ride Looking North



Draft – Work in Process

City West Station

View From Plaza Looking East



Draft – Work in Process

Opus Station

View From Bren Rd E Looking South



Draft – Work in Process

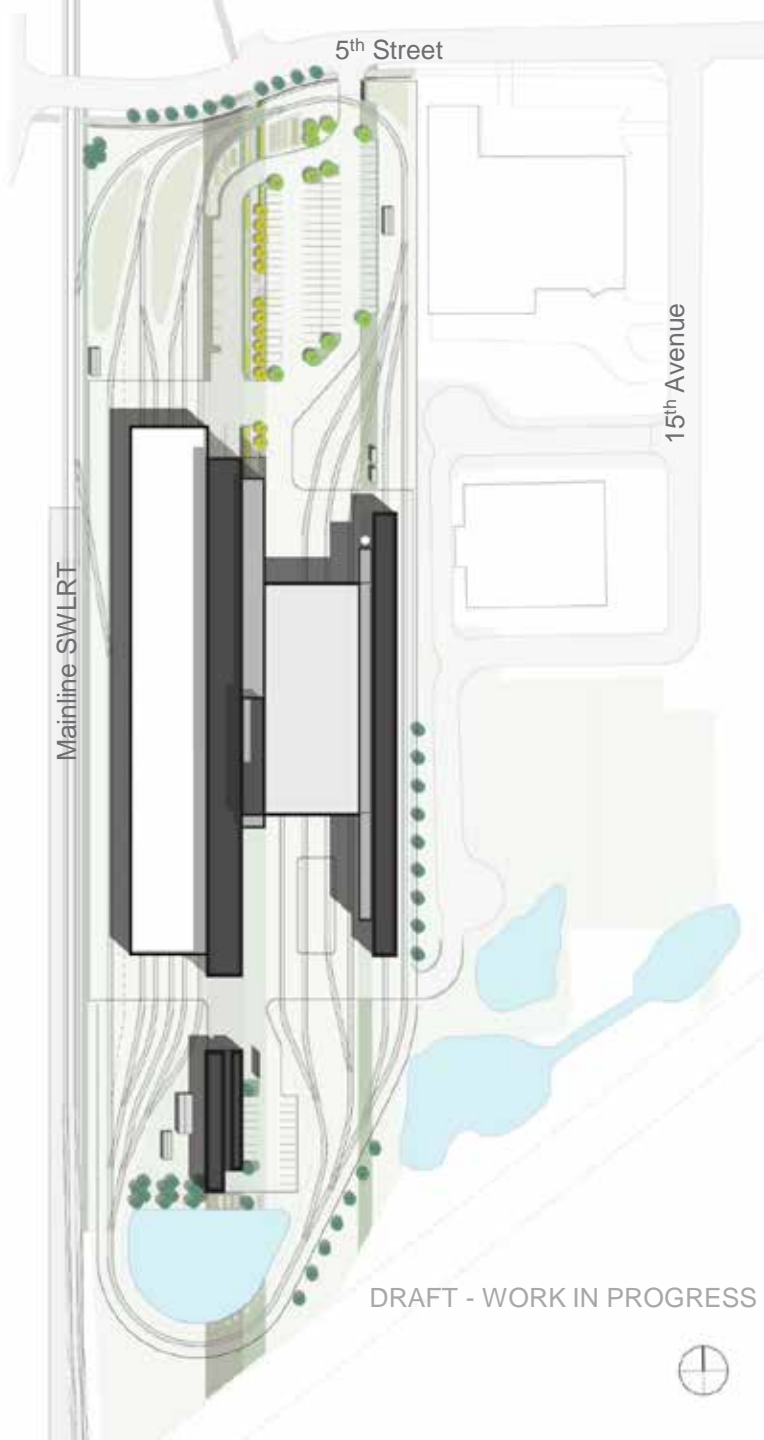
OMF: Site Context



-  LIGHT INDUSTRIAL
-  COMMERCIAL
-  RESIDENTIAL / CIVIC / EDUCATIONAL
-  OPEN PARK SPACE / LANDFILL
-  LAKES + STREAMS
-  OMF BUILDING FOOTPRINT
-  SWLRT STATIONS
-  SWLRT EXTENSION
-  EXISTING FREIGHT LINE
-  EXISTING TRAILS

DRAFT - WORK IN PROGRESS

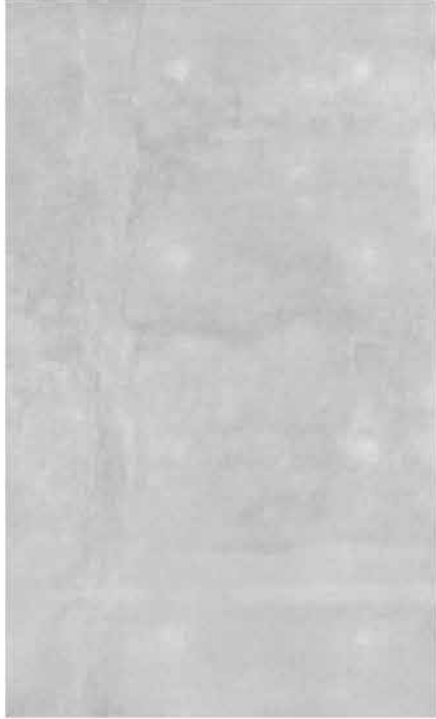
OMF: Site Plan



DRAFT - WORK IN PROGRESS

OMF Palette: Building Materials

METRO TRANSIT / SAFETY YELLOW



PRECAST CONCRETE



BLACK ALUMINUM



POLYCARBONATE PANELS



GLASS

DRAFT - WORK IN PROGRESS

Approach View From North



DRAFT - WORK IN PROGRESS

Approach View From North Parking Lot



OMF View From In-Service Train



DRAFT - WORK IN PROGRESS

OMF View From In-Service Train



DRAFT - WORK IN PROGRESS

SOUTHWEST
Green Line LRT Extension



West View From K-Tel Dr



DRAFT - WORK IN PROGRESS

EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS



West View From K-Tel Dr



Shady Oak Station

View From Park-and-Ride Looking South



Draft – Work in Process

Downtown Hopkins Station

View From Plaza Looking Southeast



Draft – Work in Process

Blake Station

View From Blake Rd Looking Northwest



Draft – Work in Process

Louisiana Station

View From Park-and-Ride Looking Northwest



Draft – Work in Process

Wooddale Station

View From Wooddale Ave Looking Southeast



Beltline Station

View From Walk Looking Northwest



Draft – Work in Process

West Lake Station

View From Trail Looking North



Draft – Work in Process

21st Street Station

View From 21st St Looking West



Draft – Work in Process

Penn Station

View From Trail Looking North



Draft – Work in Process

Van White Station

View From Crosswalk Looking Northeast



Draft – Work in Process

Royalston Station

View From Royalston Ave Looking Southeast



Draft – Work in Process

Station Naming

Background

- Met Council's Transitway Guidelines provide guidance on station naming
- Green Line Extension and Blue Line Extension both include stations with the same name
 - § Van White
 - § Penn
- Station names need to be finalized prior and updated in the 100% design plans for inclusion in the Civil Construction bid documents

Regional Transitway Guidance

- Reflect local geography: major cross-street or landmark
- Easy for general public to recognize, particularly potential transit customers who are not familiar with the region and/or the corridor
- Distinct from names of other stations to extent feasible so that the name does not create confusion for potential customers or emergency responders
- Succinct and use of two names for one station should be avoided

Station Names Consistency with Guidelines

Station	Consistency with <i>Transitways Guidelines</i>
Royalston Ave	Consistent, street
Van White Mem Blvd	Inconsistent, duplicate name with BLRT
Penn Ave	Inconsistent, duplicate name with BLRT
21 st St	Consistent, street
West Lake Street	Consistent, street
Beltline Blvd	Consistent, street
Wooddale Ave	Consistent, street
Louisiana Ave	Consistent, street
Blake Rd	Consistent, street
Downtown Hopkins	Consistent, landmark of downtown Hopkins
Shady Oak	Consistent, landmark of existing industrial park and redevelopment area
Opus	Consistent, landmark of business campus
City West	Consistent, landmark of existing parkway and mixed use area
Golden Triangle	Consistent, landmark of business campus
SouthWest Station	Consistent, landmark of business campus, SWT station

Timeline: Feedback and Council Action

Date	Committee
Jan 14	Technical Project Advisory Committee (TPAC) (complete)
Jan 14-31	Advanced Design Meetings (complete)
Jan 21	SWCW Steering Committee Feedback (complete)
Jan 26	Community Advisory Committee Feedback (complete)
Jan 27	Business Advisory Committee Feedback (complete)
Feb 3	Corridor Management Committee Recommendation
Feb 8	Transportation Committee Recommendation
Feb 24	Metropolitan Council Action

Feedback from Cities and Advisory Cmtes

- Van White Blvd
 - § Suggestions included keep Van White or change to Harrison, Dunwoody or Linden
 - § Name that resonated with most was Dunwoody Blvd because it is primary access to station for bus, cars, bikes and peds from the south
- Penn Ave
 - § Advisory committees supported proposed name of Bryn Mawr
- 21st St
 - § Raised at Community Works Steering Committee
 - § CAC neighborhood rep suggested adding “West”

Feedback from Cities and Advisory Cmtes

- Shady Oak Rd
 - § Keep Shady Oak because it is existing business park and planned for redevelopment that will be branded as Shady Oak
- City West
 - § Suggestions included West 62nd St , Crosstown, Hwy 62 but no concurrence
 - § Keep City West because it is existing parkway with mixed use area including City West Apartments
- Golden Triangle
 - § Keep Golden Triangle because it is a known industrial and business park

Next Steps

- Feb:
 - § Seek approval from Met Council
- March:
 - § Update design plans

More Information

- Online:

www.SWLRT.org

- Email:

SWLRT@metrotransit.org

- Twitter:

www.twitter.com/southwestlrt

