

Mayor Tyra-Lukeas
(2 pages)

SW LRT Station Areas Quick Facts

Town Center

- This station serves our most transit dependent residents
- 1,057 Rental Housing Units in the station area (1/2 mile), and
- 44% of these units (465) are occupied by households earning 60% below the Area Median Income (AMI) (Marquette Advisors, Housing Gaps Analysis pg. 101)
- 53% of the population in the station area identifies as non-white (Maxfield Housing Inventory Report, pg. 456)
- “The non-white minority populations are among the highest along the corridor” (Maxfield Housing Inventory Report, pg. 456)
- 5,400 employees within the ½ mile station area; EP Center, Emerson Rosemount, Costco, and hundreds of other office, retail, and restaurant positions (Marquette Advisors, Housing Gaps Analysis pg. 101)

Southwest

- Already an established transit destination (over 900 vehicle ramp, plus off-site overflow parking)
- 1,041 housing units within the ½ mile station area (majority are multifamily rental housing units), 8,748 housing units within the 1 mile station area (Marquette Advisors, Housing Gaps Analysis pg. 106)
- The median household income of the ½ mile station area is at 60% of the AMI (Maxfield Housing Inventory Report, pg. 459)
- 53% of the population within the ½ mile radius identifies as non- white. Again, “The non-white minority populations are among the highest along the corridor” (Maxfield Housing Inventory Report, pg. 459)
- 2,885 jobs within the ½ mile radius; Optum Insight Tech Drive campus, MTS Systems, the Flagship Corporate Center, Wells Fargo, and LifeTime Athletic. (10,450 jobs within the 1 mile radius) (Maxfield Housing Inventory Report, pg. 459)

Mitchell

- Population within the ½ mile radius is 270, 1 mile radius is 7,549 (Maxfield Housing Inventory Report, pg. 464)
- 154 rental units in the ½ mile station area, 45% of which are income restricted to 80% or below AMI (Marquette Advisors, Housing Gaps Analysis pg. 110)
- 22% of the population within the ½ mile radius identify as non-white (Maxfield Housing Inventory Report, pg. 464)
- 5,000 jobs within the ½ mile radius; EATON Hydraulics Corporate, EP School District, EP Middle School, EP Transportation facility, and numerous office and bank locations. (Marquette Advisors, Housing Gaps Analysis pg. 110) 10,414 jobs within the 1 mile radius (Maxfield Housing Inventory Report, pg. 464)

Station	% Minority (1/2)	Maxfield Report pg. #
Royalston	60%	384
Van White	49%	389
Penn	11%	394
21 st Street	11%	399
West Lake	15%	404
Beltline	20%	409
Wooddale	15%	414
Louisiana	38%	419
Blake Road	52%	424
Downtown Hopkins	36%	429
Shady Oak	28%	434
Opus	30%	439
City West	16%	444
Golden Triangle	17%	449
Town Center	53%	454
Southwest	53%	459
Mitchell	22%	464
*Maxfield Research, Demographic Analysis included in Station Profiles Appendix		
**Non-White is classified as; Black, American Indian, Asian, or Other		

Southwest LRT Potential Scope/Budget Reductions

Hopkins Comments/Concerns:

Shady Oak Station

Safety. Eliminating the park and ride from this station will leave the platform behind large industrial properties with very limited activity and no eyes on the station at any time of day, creating a very unsafe station area. The drop-off on 5th will create additional conflicts with the train and OMF track crossings.

Access. Without an access to the platform from Excelsior Boulevard, the station will be very difficult to find for most riders. You might be able to see the platform from Excelsior, but you would not be able to get to it without going onto private property (Hopkins Tech Center). A rider getting off at this station – going to Ubah Medical Academy, Central Park or Mainstreet – would either need to walk a significant distance or trespass on private property to get to their destination.

Development potential eliminated. As an offset to the tax base loss at the OMF, the SPO agreed through the Cooperative Agreement to maximize development opportunities at the Shady Oak Station through the remnant parcel configuration and disposition. Without the acquisition of the Hopkins Tech Center property, there is no available redevelopment opportunity at the immediate station. Further, it will negatively impact the ability to accomplish redevelopment of the surrounding properties, including those in Minnetonka.

Environmental conditions will continue without clean-up. The contamination that exists on the Hopkins Tech Center site was not caused by the current owners and will not be cleaned up without a redevelopment of the site. It is in the public's interest to clean up the site and protect the environment.

Waste of local and regional resources. Current planning, funded by both Hopkins and Minnetonka (along with funds from the Met Council LCDA program) has resulted in \$1.3-\$1.8 mil in cost savings and a dynamic station design. Through this planning work, redevelopment opportunities have been identified that will create active, transit-oriented uses at the platform, setting the stage for redevelopment to happen in the broader station area. These plans cannot be realized without a park and ride component and access via 17th Avenue Extension.

Negative Impact on the commuter. Negative impact on other stations. This has been designed as a commuter station. Without a park and ride facility, it will not function this way which will leave the commuter with limited options for accessing LRT. For commuters coming from points West, Northwest and North, the Shady Oak Station is the first station they could use to access LRT. Without a parking facility they may try to find parking at another station, furthering congestion and parking demand at Downtown Hopkins and Blake (if those P/R still exist), or

Southwest LRT cost reduction matrix as of 6/3/15

Cost category:		(In millions)				
Cost ID	Description	Lowest	Med A	Med B	Highest	Option A
End of line options:						
45	End line at Southwest Station	115.00				
46	End at Eden Prairie Town Center (per PE plans)		190.00			
47	End at EP Town Center (w/station at EP Road/Flying Cloud Drive)			230.00		230.00
48	End at Golden Triangle				370.00	
Interim stations:						
24	Defer Royalston Station	4.00				
23	Delete Royalston Station and ped. Improvements		6.00			
41	Defer Penn Station	12.00				
40	Delete Penn Station & area pedestrian improvements		14.00			
22	Defer 21st Station	4.00				4.00
21	Delete 21st Station & assoc. pedestrian connections		6.00			
Park & Rides:						
34	Delete Mitchell Rd Park & Ride	23.00				
1	Reduce Park & Ride at Southwest Station to 2020	3.00				
35	Delete Southwest Station Park & Ride		13.00			
2	Reduce Park & Ride at Golden Triangle to 2020	0.35				0.35
3	Delete Park & Ride at Golden Triangle		1.00			
4	Reduce Park & Ride at City West to 2020	0.15				0.15
5	Delete Park & Ride at City West		0.75			0.75
6	Reduce Park & Ride at Opus to 2020	0.05				0.05
7	Delete Park & Ride at Opus station		0.55			0.55
37	Delete Shady Oak Park & Ride	25.00				
	Reduce size of Shady oak Park & Ride					3.00
10	Reduce Park & Ride at Hopkins Downtown to 2020	0.20				0.20
36	Delete Downtown Hopkins Park & Ride		10.00			1.50
11	Reduce Park & Ride at Blake Station to 2020	0.85				0.85
12	Convert Ramp to Surface lot at Blake and reduce to 2020	4.60				4.60
13	Delete Park & Ride at Blake Station		6.00			
14	Reduce Park & Ride at Louisiana to 2020	0.25				0.25
15	Delete Park & Ride at Louisiana		0.70			
17	Convert Ramp to Surface lot & Reduce P&R at Beltline to 2020	6.25				6.25
18	Delete Park & Ride at Beltline		6.00			
19	Use Henn. Co. Regional Rail property for Beltline Park & Ride	2.80				
Development Potential:						
20	Delete vertical circulation at West Lake Station (at grade crossing)	5.00				5.00
38	Delete Joint Development at Blake Station	13.00				13.00
49	Delete CP Rail Swap	5.00				
Trail Structures:						
8	Remove 2 Ped. Underpasses at Opus Station	1.00				1.00
16	Delete Trail underpass under freight at Louisiana station	0.55				0.55
39	Delete Trail/Ped bridge crossing of LRT & Freight at Beltline Station	13.00				13.00
42	Delete No. Cedar Lake Trail Bridge at Penn Station	12.00				12.00
Landscaping, Art, Furnishings:						
26	Reduce Station site furnishing project wide by 50%	0.53				0.53
27	Reduce Station art project wide by 50%	1.80				
28	Reduce Station art project wide by 100%		4.00			4.00
29	Reduce Landscaping project wide by 50%	8.00				
43	Reduce Landscaping project wide by 75%		11.00			11.00
Operations:						
44	Reduce Light Vehicle fleet size by two vehicles	10.00				10.00
32	Reduce O & M facility scope (store 30 vehicles)	8.00				8.00
31	Modify Non-Revenue LRT Vehicle Storage Bldg at OMF	0.25				0.25
33	Modify Cold Storage Bldg at OMF	0.50				0.50
30	Replace Duct Bank with Cable Trough	7.10				7.10
9	Modify Track and Shady Oak Station	1.30				1.30
25	Modify LRT Bridge at Glenwood	1.50				1.50
TOTAL						341.23

North Minneapolis Transit Service



Transit Shelters

- Non-Metro Transit
- Metro Transit
- ◻ Planned 2014

Weekday Boardings by Stop

Fall 2013 Data

- 1 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- 101 - 250
- 251 or more

Route 30 (new!)

Future Transit Improvements

- Blue Line LRT Alignment
- Green Line LRT Alignment
- Penn Ave BRT - C Line

