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**Welcome**  
To the Southwest Light Rail Project  
August 2009

**PUBLIC OPEN HOUSES**



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# SOUTHWEST transitway



## Locally Preferred Alternative (LPA)

One that best meets the Purpose and Need for the Southwest LRT\*

## Purpose and Need Statement

- Improved Mobility;
- Competitive, reliable transit options to attract choice riders and serve transit dependents;
- Improved reverse commute transit service.

\*Southwest Transitway Alternatives Analysis (AA), Chapter 3, 2006.



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## LPA Evaluation Measures\*

- **Planning Compatibility** defined as consistency with the growth & development plans for the region.
- **Performance** defined as transit system impacts and improvements, ridership (total, new riders, reverse commute), capital and operating costs, and efficiency and effectiveness.
- **Implementation Factors** defined as construction complexity, property acquisitions/displacements, permits, and other potential impacts.
- **Critical Environmental Resources** defined as potential impacts to historic and cultural properties, parks, wetlands and water bodies, threatened and endangered species, hazardous/contaminated sites, geology, and properties in proximity to the project for noise and vibration.

## LPA Evaluation Ratings

- Strongly supports project purpose
- ◐ Supports project purpose
- Does not support project purpose

\*Consistent with Federal Transit Administration's (FTA) New Starts Evaluation and the National Environmental Policy Act (NEPA) Guidance.



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# Southwest Transitway Locally Preferred Alternative (LPA) Decision-Making Process



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**Mid-August 2009**  
Open houses in Minneapolis, St. Louis Park, Hopkins, Minnetonka, & Eden Prairie

PUBLIC MEETING

**Late August 2009**  
Southwest Technical Advisory Committee Makes LPA recommendation to the PAC

The TAC is composed of planning and engineering staff from each city along the LRT line, as well as representatives from the Metropolitan Council, and local agencies.

**September 17, 2009**  
Policy Advisory Committee Public Hearing

PUBLIC MEETING

**Late September/Early October 2009**  
Southwest Policy Advisory Committee makes route recommendation to HCRRA

The PAC is composed of elected officials from Hennepin County, the Metropolitan Council and each city along the LRT line, as well as representatives from the business community and local agencies.

**Mid-October 2009**  
Hennepin County Regional Railroad Authority requests amendment to Metropolitan Council Transportation Policy Plan

**Late Fall 2009**  
Metropolitan Council Public Hearing on Transportation Policy Plan Amendment

PUBLIC MEETING

**End of 2009**  
Metropolitan Council amends Transportation Policy Plan to show Southwest LRT locally preferred alternative.

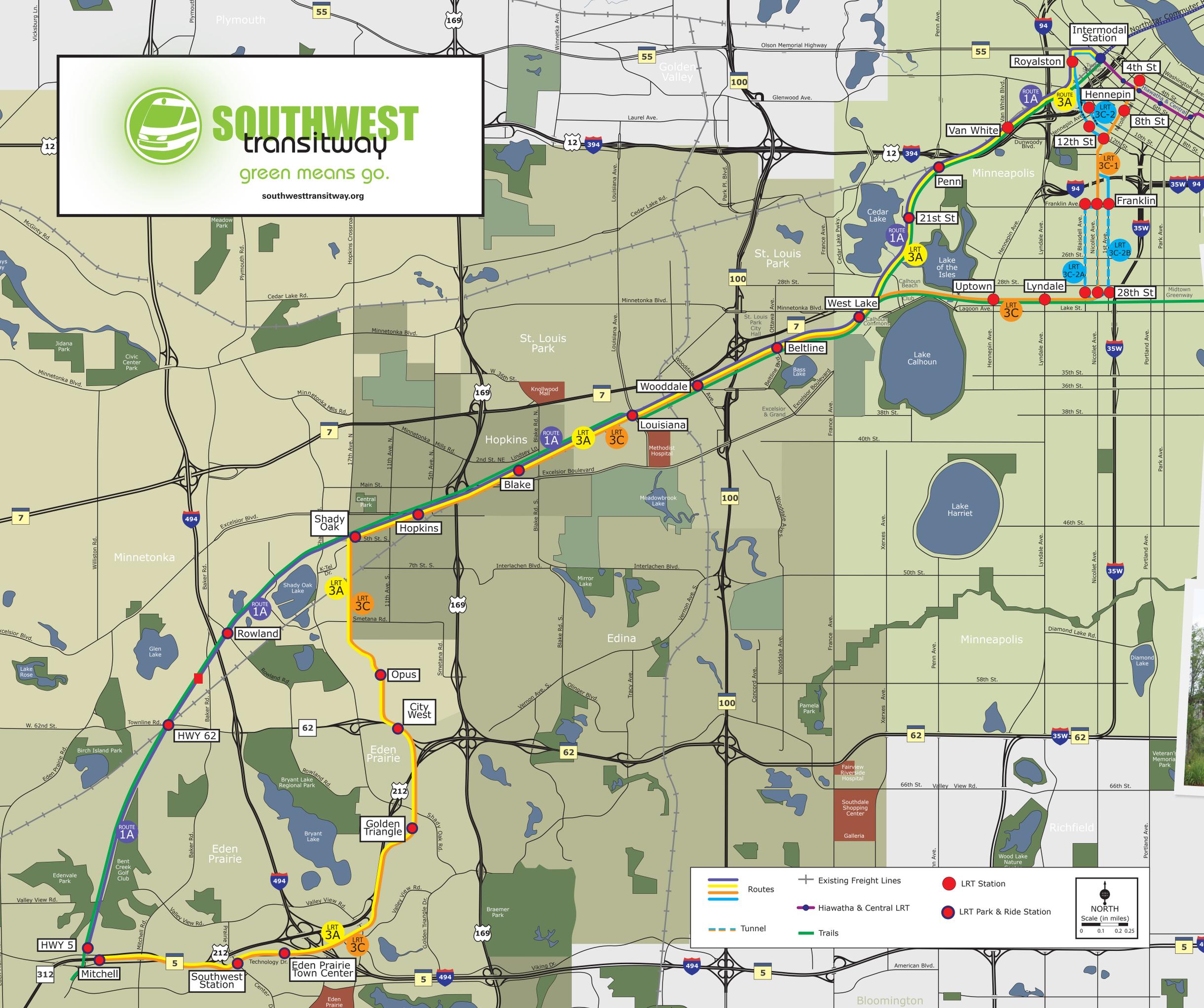


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Routes	Existing Freight Lines	LRT Station
Routes	Hiawatha & Central LRT	LRT Park & Ride Station
Tunnel	Trails	NORTH Scale (in miles) 0 0.1 0.2 0.25

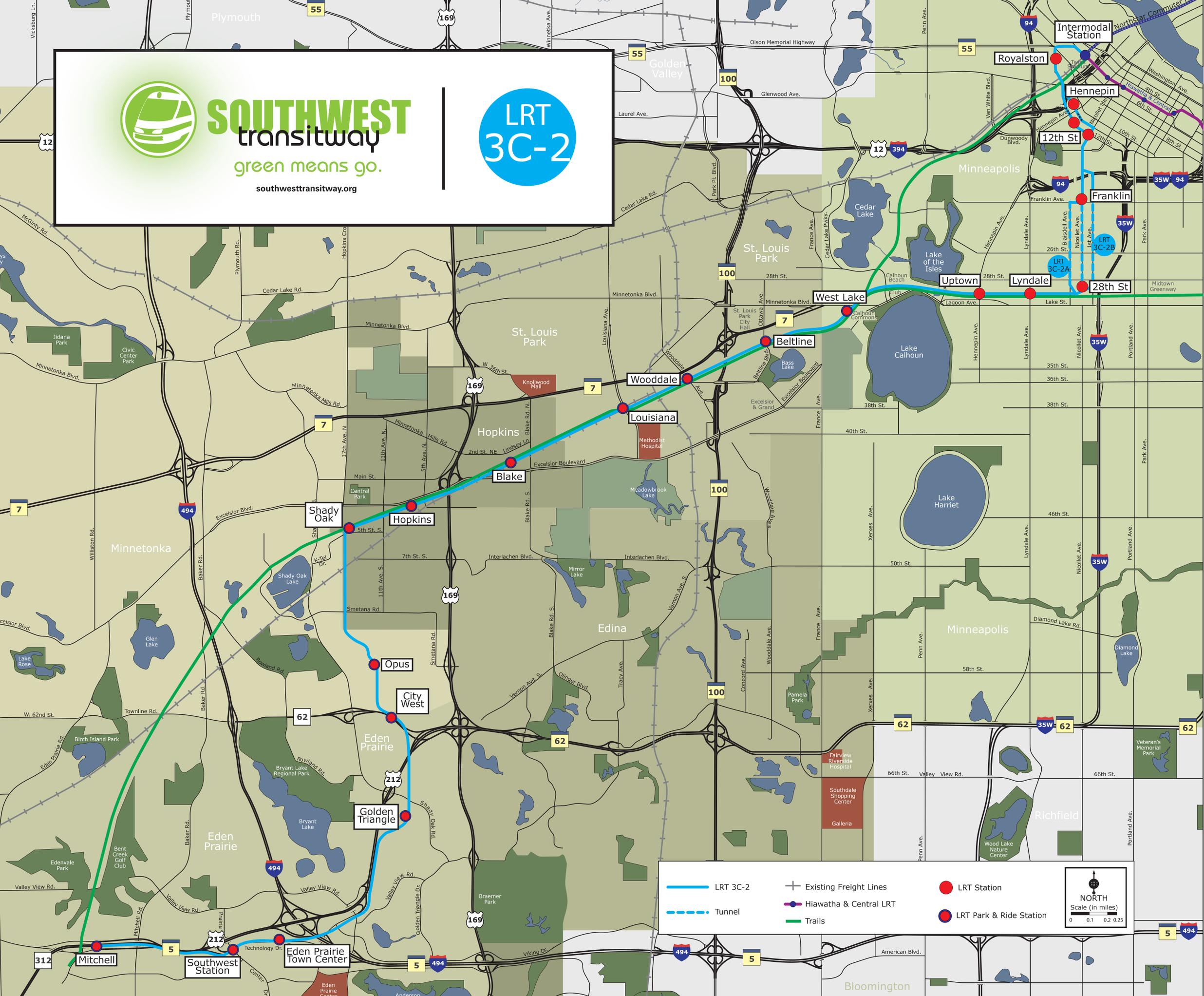




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LRT  
3C-2



LRT 3C-2 (11th/12th Street) would operate on the same alignment as LRT 3C-1 (Nicollet Mall) between the West Lake Station in Minneapolis and Eden Prairie. When the alignment reaches the Midtown Corridor in the vicinity of Nicollet Avenue, it would travel under either Nicollet Avenue, Blaisdell Avenue, or 1st Avenue in a cut-and-cover tunnel between the Midtown Corridor and Franklin Avenue. North of Franklin Avenue, it would operate on-street in the vicinity of 11th/12th Street where it would turn west onto 11th Street operating as a one-way pair between Nicollet Mall and Royalston Avenue. At Royalston, the alternative would use the same routing as the LRT 1A and LRT 3A alternatives, which interline with the Hiawatha and/or Central LRT lines on 5th Street.

## Analysis Results:

### Planning Compatibility

- Incompatible with the Metropolitan Council's Transportation Policy Plan
- Incompatible with Nicollet Mall & Nicollet Ave bus service plans
- Incompatible with MARQ2 (downtown express bus consolidation project)
- Significant interference with I-394 access via 12th St.
- Incompatible with Access Minneapolis Plan (interferes with Nicollet Mall bus service & bike use on Nicollet Mall & Midtown Greenway)

### Performance

- Expands the transit system with significant duplication/competition with existing and planned bus transit service on Lake Street, Nicollet Avenue & in Eden Prairie and Minnetonka
- Is through-routed with other LRT lines on 5th Street which benefits passengers and is operationally efficient
- Strong ridership potential with a significant number of new riders, reverse commute riders, and travel time savings
- High capital and operating costs
- Presents operational inefficiencies due to duplication of service & lack of integration with other LRT lines
- Unlikely to qualify for federal funding

### Implementation

- Significant implementation issues (complex construction with tunnel section and structures, high level of acquisitions/displacements, and high number of required permits)

### Critical Environmental Resources

- Greater number of potential critical environmental resource impacts than other alternatives

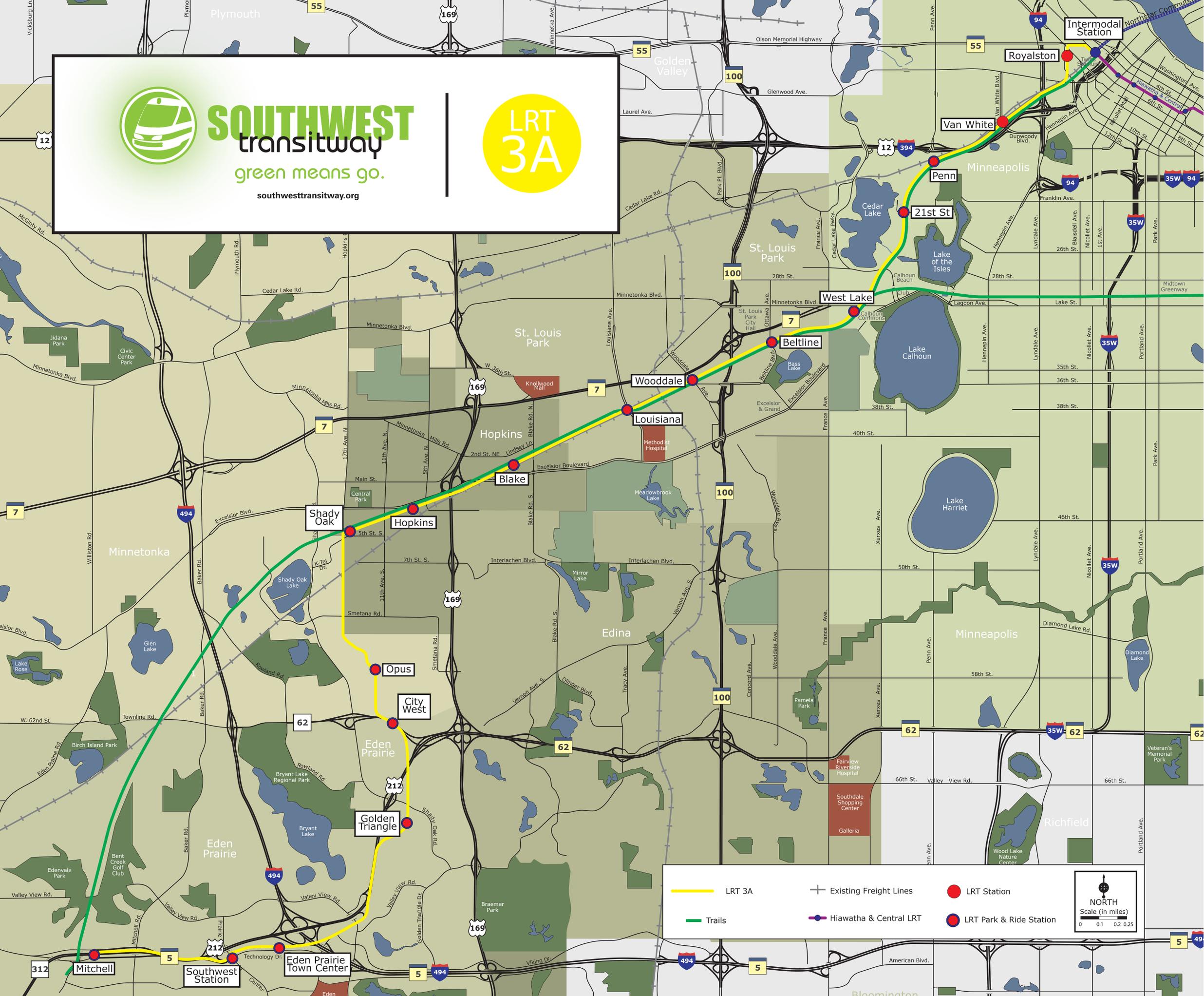
- Strongly supports project purpose
- Supports project purpose
- Does not support project purpose





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LRT 3A	Existing Freight Lines	LRT Station
Trails	Hiawatha & Central LRT	LRT Park & Ride Station

**NORTH**  
Scale (in miles)  
0 0.1 0.2 0.25

This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5th Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park and Hopkins to a new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road. Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21st Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Road.

## Analysis Results:

### Planning Compatibility ○

- Compatible with growth & development plans of cities and the region

### Performance ○

- Expands the transit system with minor duplication/competition with existing and planned bus services in Eden Prairie & Minnetonka
- Is through-routed with other LRT lines on 5th Street which benefits passengers and is operationally efficient
- Strong ridership potential with a significant number of new riders, reverse commute riders, and travel time savings
- Moderate capital and operating costs
- Likely to qualify for federal funding

### Implementation ○

- Few implementation issues (moderate construction complexity, moderate acquisitions/displacements, and moderate permits)

### Critical Environmental Resources ○

- Relatively low potential critical environmental resource impacts

	Strongly supports project purpose
	Supports project purpose
	Does not support project purpose





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LRT  
3C-1

This alternative would operate between downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28th Street), the Midtown corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle areas, along Technology Drive and TH5 terminating at Mitchell Road. Stations are proposed at 4th Street, 8th Street, 12th Street, Franklin Avenue, 28th Street, Lyndale Avenue, Hennepin Avenue (Uptown), West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Road.

## Analysis Results:

### Planning Compatibility

- Incompatible with the Metropolitan Council's Transportation Policy Plan (interferes with Nicollet Mall & Nicollet Ave bus service plans)
- Incompatible with Access Minneapolis Plan (interferes with Nicollet Mall bus service & bike use on Nicollet Mall & Midtown Greenway)

### Performance

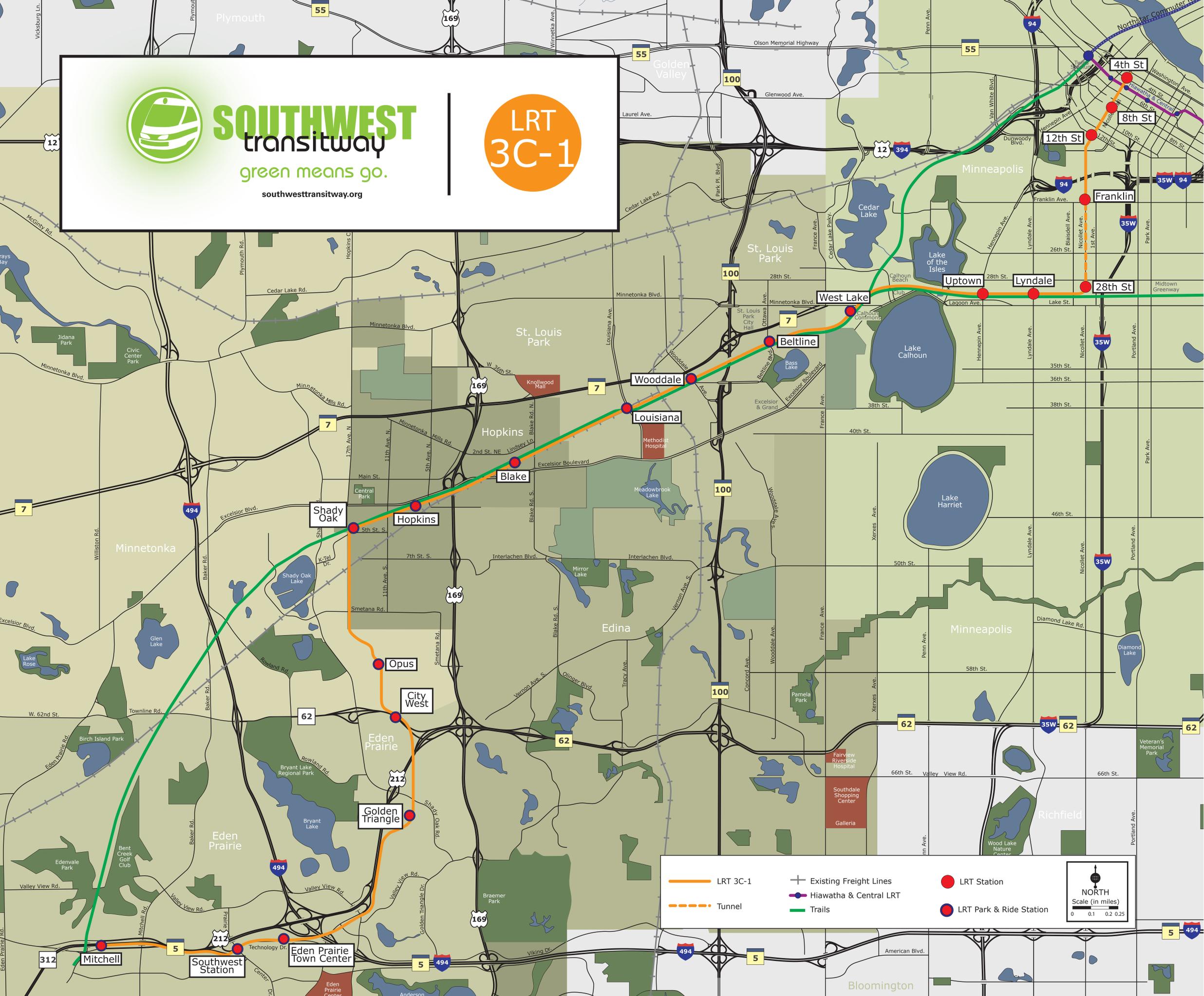
- Expands the transit system with significant duplication/competition with existing and planned bus transit service on Lake Street, Nicollet Avenue & in Eden Prairie and Minnetonka
- Precludes bus operations on Nicollet Mall and the planned free downtown fare zone
- Not through-routed with other LRT lines on 5th Street which creates operational inefficiencies & impacts passengers
- Strong ridership potential with a significant number of new riders, reverse commute riders, and travel time savings
- High capital and operating costs
- Presents operational inefficiencies due to duplication of service & lack of integration with other LRT lines
- Unlikely to qualify for federal funding

### Implementation

- Significant implementation issues (complex construction with tunnel section, high number of acquisitions/displacements, high number of required permits, and impact on the current use of Nicollet Mall are significant)

### Critical Environmental Resources

- Greater number of potential critical environmental resource impacts than other alternatives



LRT 3C-1	Existing Freight Lines	LRT Station
Tunnel	Hiawatha & Central LRT	LRT Park & Ride Station
Trails		

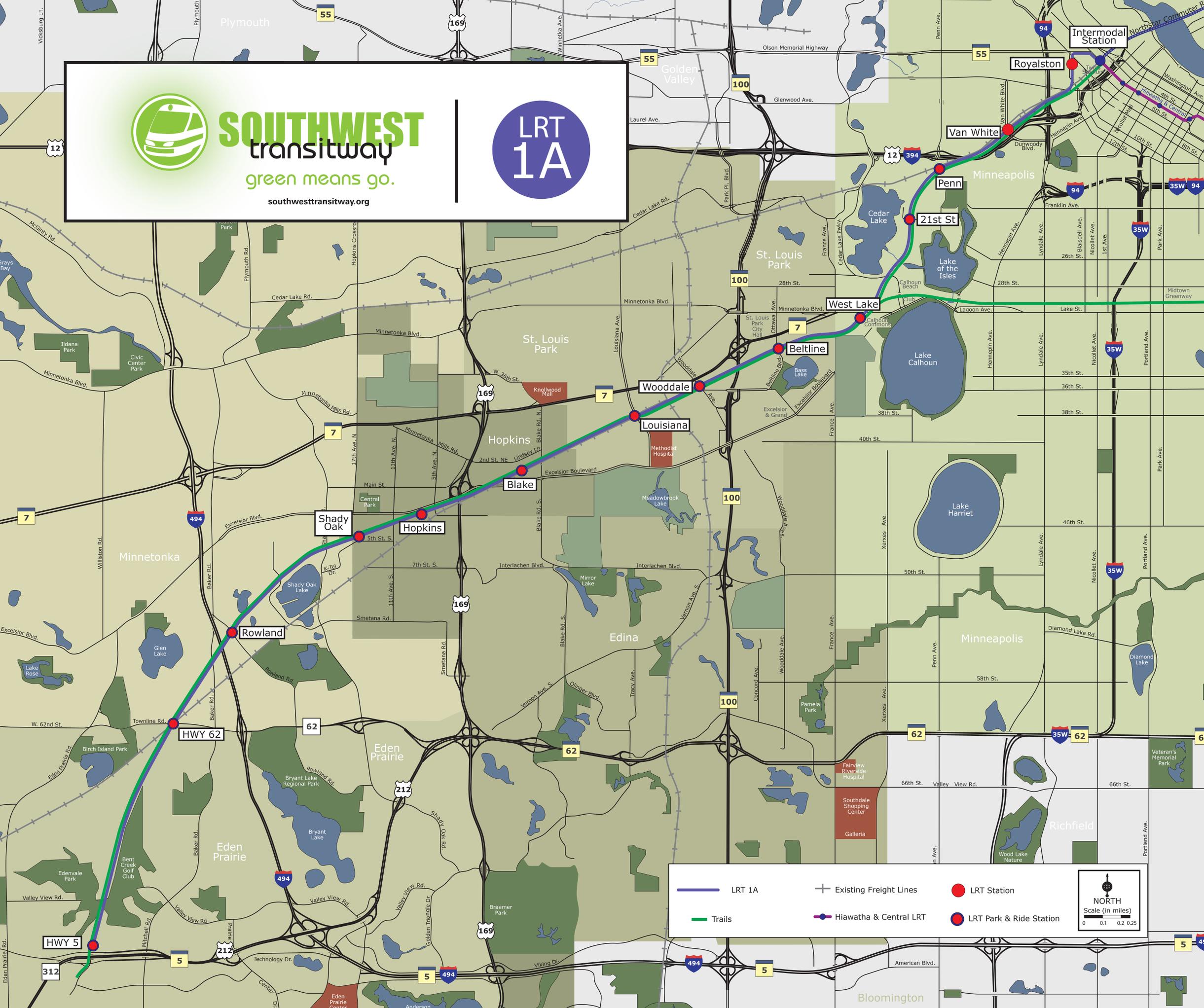
**NORTH**  
Scale (in miles)  
0 0.1 0.2 0.25

	Strongly supports project purpose
	Supports project purpose
	Does not support project purpose



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This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5th Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the Hennepin County Regional Railroad Authority (HCRA) property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRA's property. Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21st Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

## Analysis Results:

### Planning Compatibility

- Incompatible with Eden Prairie & Minnetonka growth & development plans.

### Performance

- Expands the transit system without significant duplication/competition with existing and planned bus transit service
- Is through-routed with other LRT lines on 5th Street which benefits passengers and is operationally efficient
- Strong ridership potential with a significant number of new riders, reverse commute riders, and travel time savings
- Lowest capital and operating costs
- Likely to qualify for federal funding

### Implementation

- Fewest implementation issues (low construction complexity, low acquisition/displacements, and low permits)

### Critical Environmental Resources

- Lowest number of potential critical environmental resource impacts

- Strongly supports project purpose
- Supports project purpose
- Does not support project purpose

