

## SW LIGHT RAIL RESOLUTION:

Whereas, the routes approved by the HCRRA Board and submitted to the FTA in December of 2006 include alternatives within the city of Minneapolis that utilize the Kenilworth corridor (1A and 3A) to reach the downtown Minneapolis business district and that utilize the Midtown Greenway and Nicollet Avenue (3C) to reach the downtown Minneapolis business district, and

Whereas, the Cost Effective Index for alternative 3A amounted to 22-26 and that for alternative 3C amounted to 26-30, compared to a current maximum of 24.75 to be considered for federal funding by the FTA, and

Whereas, the 3A alternative routing outside of the city of Minneapolis in the SW suburbs is preferred to 1A because it serves commercial and industrial development in the Golden Triangle/Focus Neighborhoods in contrast to routing through parklands and wetland on 1A, and

Whereas, the alternatives within the city of Minneapolis are based on reversed priorities, preferring alternative 3A through Cedar Lake parkland rather than 3C through the much more highly residential and commercial neighborhoods of Lake St. and Nicollet Av., and

Whereas, the 3C alternative has a higher Cost Effectiveness index than the 3A route, but has opportunities to improve that index as well as to interline it with the Hiawatha and Central Corridor lines in downtown Minneapolis, and

Whereas, the 3A alternative offers no prospect for residential or commercial development because of zoning restrictions for residential housing and prohibition of commercial development, except for future, prospective development by Ryan Development in the Harrison Neighborhood, for 5500 additional mixed commercial and residential units along the Kenilworth line at the proposed Van White Boulevard station, and

Whereas, the 3C alignment offers prospects for both commercial and residential development far exceeding the opportunities for the Ryan Development Bassett Creek project in the Harrison neighborhood, and

Whereas, the costs for adequate mitigation in the Kenilworth corridor route of alternative 3A are expected to increase the Cost Effectiveness Index because of mitigation requirements identified in the DEIS scoping process, including mitigation in St. Louis Park to accommodate the move of the T&CS rail tracks to St. Louis Park to permit LRT to be installed on the Kenilworth corridor, including mitigation at the 4 grade level crossing in St. Louis Park, including one that separates St. Louis Park High School for its athletic facilities, and

Whereas, the employment areas served by alternative 3C are equivalent to those served by 3A with fewer station stops to reach the business center of Minneapolis at the IDS Center, and

Whereas, the population centers served by alternative 3C are six times those served on the Kenilworth corridor, even after addition of the residences in the Bassett Creek project, and

Whereas, the 3C alternative need not be terminated at 4<sup>th</sup> St. and the Nicollet Mall, but can use the parking lot to the south of the Library to follow 4<sup>th</sup> St, or 3<sup>rd</sup> St. to interline with the 5<sup>th</sup> St. LRT at the Metrodome or to follow Washington Av. to I35W, turning at the Mobil Station to join the Central Corridor and Hiawatha tracks over I35W, attracting additional ridership from new condos on Washington and 2<sup>nd</sup> St. S. and the Guthrie Theater, and

Whereas, the lot south of the Library can also be used to store 24 trains and maintain those trains in underground storage, as additional storage space is needed for LRT lines above and beyond that for the Hiawatha and Central corridor lines, and, therefore:

BE IT RESOLVED THAT THE 3C ALTERNATIVE CAN IMPROVE ITS COST EFFECTIVENESS INDEX BY ELIMINATING THE TUNNEL ON NICOLLET BETWEEN THE GREENWAY AND FRANKLIN ON NICOLLET BY RUNNING THE LINES AS A COUPLET ON BLAISDELL AND 1<sup>ST</sup> AV. SOUTH, REJOINING THE LINES ON NICOLLET OVER THE I94 FREEWAY. THIS ALSO ALLOWS ON STREET PARKING ON NICOLLET FROM FRANKLIN TO 15<sup>TH</sup> STREET, AND

BE IT RESOLVED THAT THE 3C LINE ON NICOLLET MALL USE THE PARKING LOT TO THE SOUTH OF THE LIBRARY TO INTERLINE WITH THE HIAWATHA AND CENTRAL LINES ON EITHER 3<sup>RD</sup> OR 4<sup>TH</sup> STS., OR PROCEED TO WASHINGTON AV. AND INTERLINE WITH THE HIAWATHA AND CENTRAL LINES AT I35, INCLUDING CONSTRUCTION OF A 24 TRAIN CAR BARN UNDERNEATH THE PARKING LOT.

This will make alternative 3C more viable and at a lower cost effectiveness index. It will resolve construction problems on Eat Steet, the narrowing of Nicollet from Franklin to I94, provide a method for interlining with Hiawatha and Central, and provide space for a 24 train car barn near the corridor interlining points. It will also permit future extension of the Nicollet Mall line to the northeast across the Hennepin Av. bridge.

CIDNA Board  
Arthur E. Higinbotham, Chair