

Station Area Strategic Planning in Minneapolis Complete

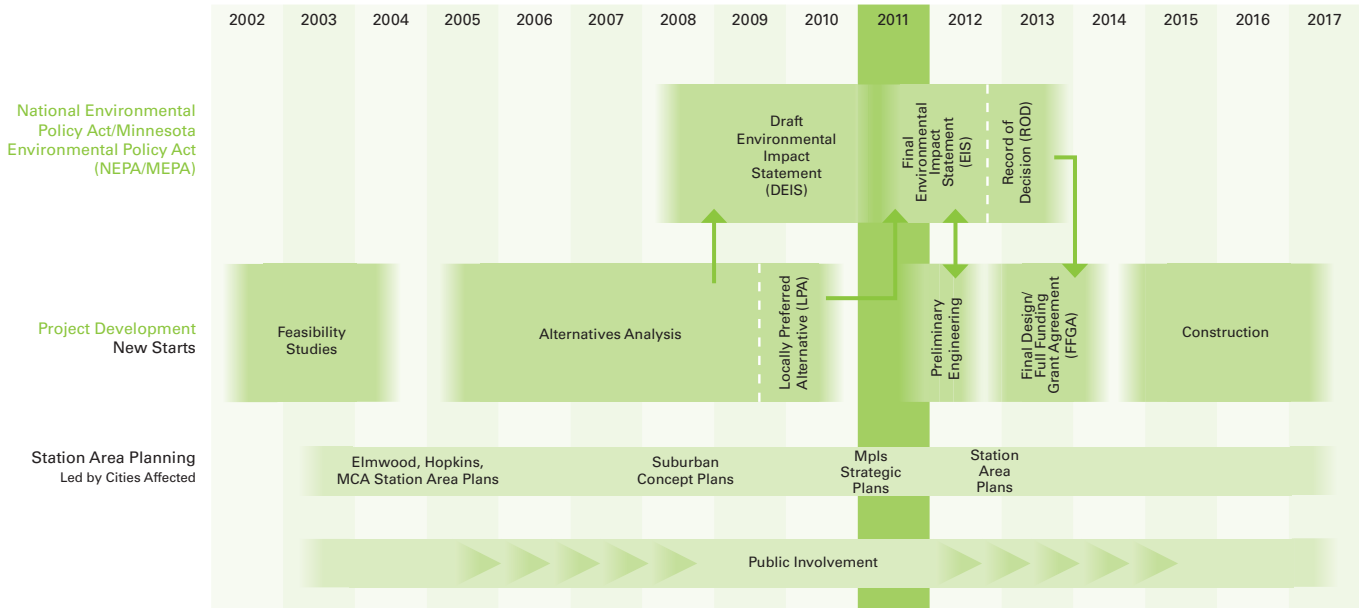
Station area strategic plans for the five proposed Southwest LRT stations in Minneapolis are complete and include opening day and long-term development concepts for the Royalston, Van White, Penn, 21st Street, and West Lake Stations. Neighborhood and business stakeholders provided iterative and constructive input on the station concepts through participation in a Community Members’ Working Group, and additional issues were raised at a series of six public open houses. The Minneapolis Station Area Strategic Planning Document is available on the Station Area Planning page of the Southwest LRT project website: www.southwesttransitway.org



Draft Environmental Impact Statement (DEIS)

The Southwest LRT DEIS documents the potential social, economic, transportation, and environmental benefits and impacts of the Southwest LRT line. The DEIS document is currently under review by the Federal Transit Administration (FTA) and its publication for public comment is expected in late Spring 2011. To receive notification of the DEIS publication, please sign up for the project email list at www.southwesttransitway.org.

Project Schedule



newsline
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SOUTHWEST
light rail transit

Southwest LRT Project

The Southwest LRT project is a proposed 15-mile high-frequency light rail line to serve the rapidly growing southwest metro area with 17 stations in Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis.

The Southwest LRT line will connect to the Hiawatha and Central Corridor LRT lines, the Northstar Commuter Rail line, and high-frequency bus routes in downtown Minneapolis, providing connections to the Minneapolis-St. Paul Airport, Mall of America, University of Minnesota, State Capitol, and downtown St. Paul.

The line will serve over 240,000 jobs and connects the region’s top job center, downtown Minneapolis, with the region’s sixth largest job center, Opus/Golden Triangle. Ridership on the line is expected to be in excess of 29,000 trips per day (2030).

Twin Cities Region Awarded Planning & Implementation Grants

In Fall 2010, the Twin Cities region was awarded a \$5 million HUD Sustainable Communities Grant and selected for the Living Cities Integration Initiative, with grants and financing tools totaling \$16 million.

Together these two funding sources, referred to as the Corridors of Opportunity program, will be used to advance innovative, collaborative transit-oriented land use planning and development strategies along five emerging transitways. Southwest LRT Community Works will receive \$800,000 from the Sustainable Communities grant and \$255,000 Living Cities grant dollars to advance corridor-wide planning.



The Southwest LRT Project is...

A **Jobs** corridor now and in the future:

- Within 1/2 mile: 210,000 jobs now; 270,000 by 2030
- 1,000 construction jobs per year (2014-2016)

A **Housing** corridor:

- Within 1/2 mile: 31,000 housing units now; over 40,000 by 2030

A **Growth** corridor:

- Within 1/2 mile: 60,000 population now; 75,000 by 2030

A **Commuter** corridor:

- Nearly 30,000 daily trips by 2030
- High reverse commute ridership; over 7,000 daily trips by 2030

Continuing to build a network of light rail lines as the backbone of our regional transit system is more important now than ever. It’s all about growing jobs to build a sustainable future.

—Hennepin County Commissioner Gail Dorfman



Downtown Hopkins

Southwest LRT Community Works

Recent experiences with design and construction of the Hiawatha and Central Corridor LRT lines have confirmed the vital role a strategic and collaborative planning and implementation framework plays in delivering light rail's broader benefits to the public. Southwest LRT Community Works formalizes and expands early collaborations across jurisdictions to develop a shared vision and implementation strategy that integrates LRT engineering and land use planning.



Bloomington Central Station

Taking a cue from the Central Corridor LRT project, where planners estimate that \$488 million in public infrastructure investments will leverage \$6.3 billion in private development, the Southwest LRT project has begun development of a Transit Oriented Development Framework. This framework is modeled on the Central Corridor framework and will consist of a comprehensive, multi-jurisdictional set of strategies to leverage public investment to attract, shape, and accelerate appropriate transit oriented development investment along the Southwest LRT line.

Southwest LRT to move into Preliminary Engineering

The Southwest LRT project has submitted an application to the Federal Transit Administration (FTA) to progress the project into the next phase, Preliminary Engineering (PE). The project expects to move into PE under the leadership of the Metropolitan Council in late Spring 2011.

Since 2007, the TwinWest Chamber has been an active member of the Southwest Transitway Alliance-formed by four chambers of commerce representing the business community along the Southwest LRT line. We believe strongly in providing business support for this important transportation project. We continue to see a Southwest LRT line as a strong contributor to the economic strength of the west metro area.

—Bruce Nustad, Twin West Chamber

