

Southwest Transitway

Southwest LRT Station Area Strategic Planning-Minneapolis

Community Members' Working Group Meeting

June 22, 2010 6:30-8:30 pm

Metro Transit Heywood Facility

560 North 6th Avenue Minneapolis

Do you see ideas or issues about your station that were not raised here?

Attend the next station area planning open house:

- **Tuesday, July 13 6-8 pm at Bryn Mawr Elementary School OR**
- **Wednesday, July 14 6-8 pm at the Kenwood Recreation Center**

The same material will be covered at both meetings

Notes from Station Area Discussion Topics

West Lake Street

Issues

- Proposed 2-level parking ramp?
- Will this project result in pay parking lots?
- Apartment across street →one parking space per unit (Abbott)
- 40-50 cars parked on Abbott
 - Overnight
 - On weekends
- Inadequate off street parking in this area
- Vision for this area-recreational friendly with adequate bike racks
- Concern – alterations to Abbott
- Traffic is backed up on Excelsior and Hwy 7 all the way to 100 and Hwy 7 during rush hour
- Big concerns about impacts on very dense area of Park and Ride
- Concern about increases in crime – area is somewhat hidden
 - But Hiawatha didn't increase crime rate
- What will grade separation at Cedar Lake Pkwy do to this station area?
- 3-5 major corridors slice through this area
- Concentration between Greenway and Lake St.– challenge will be exacerbated by LRT
- 360° project – connectivity
 - Pedestrian & bike access
 - Overpass?
- Impact on business parking lots – lots of hide & ride now

- Access from station to Lake Calhoun will become more important
- Extremely complicated station area
- How do we connect to possible street car on Midtown Corridor?
- Footing for Whole Foods – 100’ deep
 - Instability of land
- Opportunity to integrate the bridge (over Lake Street)
- Push station to the southwest?

Hopes

- Have station work effectively and help resolve many of existing concerns (congestion – cars, buses, bikes, pedestrians)
- Opportunity: funding may be available to address challenges
 - Take 100 year perspective
- Opportunity to take some cars off the busy roads in this area

21st Street

Amenities

- Make art out of infrastructure such as utility boxes and transformers (out of our scope-these items will be part of the engineering package but we will mention in our document to identify opportunities for art for these items)
- Opportunity to show off a beautiful neighborhood
- No vending machines “under stated”
- Grade separation would help with sound
- Many people want a berm parallel to the track, to reduce noise with landscape to provide a buffer
- Track design should be done to minimize noise
- Could train go more slowly and delete bells? (part of PE, speed and bells are technical parameters typically not open for public input)

Opportunities

- Station design should be as simple as an understated sidewalk and not an architectural statement.
- Connect to trail with good wayfinding
- Connecting bus service to Uptown?
- Opening up the other side of Cedar Lake park
- Secured bike lockers
- Design should reflect neighborhood

Issues

- Extremely residential scale and character
- Public Safety
- Very few routes to get there by car – traffic is a huge concern
- Park & Ride should not be included
- People walk across track to the lake-possible grade separation for pedestrians/bikes?
- LRT over the channel – Tunnel? Stay in a trench
- Station should be invisible, but safe
- Noise

Penn

Opportunities

- How we develop station could influence train storage concept
- Consider it a node of activity
 - Bikes
 - Peds
- Existing business could benefit from LRT station
- Want park land not rail storage

Issues

- Freight rail – will crossing be allowed?
- Access to ballfields
- I-394 is a barrier to pedestrian movement
- Could station be a ped crossing?
- Noise mitigation
- Parties currently occur in wooded/open areas
- Park and Ride should not be proposed
- Interface with passenger rail or BRT in I-394?
- Public safety
- Additional Busses and cars in Kenwood neighborhood
- Have to go by a school – rush hour issues
- Bus service rerouting – need to insure public input!

Van White

- ROC and Ryan → development partners
- VW station is an “Anchor & Edge”
- Expand Farmers’ Market in this area?
- 250 acres of undeveloped land between 394, 55/Cedar Lake Road

- Rail car storage – can this happen under LRT station?
 - Technically possible but expensive
 - Rail car storage will impact both stations
- Lowry – High Density mixed-use – more lively than the River Development
 - Concerned about traffic on Kenwood, Douglas, Walker
- Ryan Co. – Station integrated into development – Flexibility important – Don't want free standing station
- Soils are bad – sinking in the Banana
- Must consider Bottineau – Compatible
- Storage at Inter change is vertical
- Bottineau will connect
- Harrison – Welcomes immigrants – very diverse multi cultural and lingual
- VW more like Penn or Royalston →Both
- Need to open pathways btw VW and Royalston
- Dunwoody and MCTC interested in circulator
- Lowry – Lots of reverse commuting
 - 60% rental → wealthy but much diversity
 - Along Hennepin Avenue--Many students
- VW: Choice vs. Depend
 - Very transit dependant NBHD – New Americans – No license, no car, accustomed to transit
 - Lots of transit riders to Eden Prairie today
- Academic uses nearby
- Community has learned a lot during development of LRT Lines

Royalston

Unique

- Curvy Blvd
- Farmers Mkt
- Business
- Public works building
- 280000 sq/ft warehouse
- Industrial
- Little traffic – no congestions is important to businesses
- Lots of truck traffic (fish guys, LBP)
- Target Field has improved the area since it opened
- People are not sleeping on the streets as much. NBHD worked with Salvation Army and Sharing & Caring Hands
- Skyline View
- Blvd attractive (improved)

- Business long hours
 - Stark – 100 employees – M-F 6-12:30am
 - 2 shifts – 60ppl in am – 25-30ppl in pm
 - Fish Guys – 5am – 1pm – 40 employees
 - LBP 6am – 6pm – 15 ppl @ office 40 ppl in the field
- Farmers Market creates seasonal/weekend congestion and weekdays am – 94 access
- Parking – Farmers’ Market Trucks on Royal
- No connection from Royalston businesses to Farmers’ Market
- Farmers’ Market needs parking
- Location is good for businesses
- Development drivers exist at this station – more than others
- Day care next to Farmers’ Market
- Tension between existing businesses & Mayor wanting development? Harrison wants development

Vision

- High density mixed-use – but then Industry gets pushed out with those jobs. Need balance – sustainable year round Farmers’ Market.
- Access to Buses – Royalston seems secluded. LRT interferes with Bus. No residents.
- Boxleitner project—new addition to Catholic Charities facilities at Lyndale & Glenwood
- 200 additional people walking through the NBHD to Twins – Parking will be an issue