

DRAFT

Resolution

**Approving Preliminary Design Plans for the
Central Corridor Light Rail Transit Corridor in Minneapolis**

Whereas, the Metropolitan Council has prepared Preliminary Design Plans for the Central Corridor LRT from its intersection with the Hiawatha LRT line just west of Interstate 35W to downtown St. Paul and has submitted these Plans to the City on April 28, 2008 for approval or disapproval as provided by law; and

Whereas, the City has held a public hearing and received testimony on these plans; and

Whereas, City staff has reviewed these preliminary design plans and developed a Report describing and evaluating these plans and related matters and has made its recommendations; and

Whereas, the City strongly supports the implementation of LRT in the Central Corridor and is doing everything possible to support its successful implementation; and

Whereas, the Metropolitan Council has committed to work with the City throughout the design and construction process as described in the document titled “Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent”; and

Whereas, the Metropolitan Council is working closely with the City of Minneapolis, Hennepin County and University of Minnesota to develop a Memorandum of Understanding between the four parties that establishes how the parties will continue to work together to resolve remaining issues related to the transit mall and traffic mitigation that are not resolved at this point in the preliminary design; and

Whereas, the Supplemental Draft Environmental Impact Statement for the Central Corridor LRT Project will disclose the full impact of removing auto traffic from Washington Avenue and the Final Environmental Impact Statement will specify the mitigation measures that will be completed;

Now, Therefore Be It Resolved by the City Council of the City of Minneapolis:

That, pursuant to Minnesota Statutes, Section 473.3994, it approves the Preliminary Design Plans for the Central Corridor LRT submitted by the Metropolitan Council on April 28, 2008.

Be It Further Resolved that the City identifies the following issues as outstanding and declares that this consent is contingent upon satisfactory resolution of these issues, which

are not included or have not been satisfactorily addressed in the preliminary design plan submittal:

1. The existing Hiawatha bike trail that will be displaced from its current location along the north side of the HLRT tracks must be replaced with a satisfactory facility, such as adjacent to the north side of the CCLRT.
2. The Washington Avenue Transit Mall will be revised to terminate at Walnut Street not Oak Street.
3. Roadway geometry will be refined to ensure appropriate vehicular turning movements are accommodated on all affected streets while maintaining adequate sidewalk and boulevard widths.
4. Reconfigure the sidewalk shown in the preliminary design plans east of Huron Boulevard to provide clear walking paths through this area.
5. Traffic operations of the intersection of Huron Boulevard,, University Avenue and 23rd Avenue will continue to be analyzed as design proceeds to ensure that all parties are satisfied that the intersection will operate satisfactorily as planned or changes will be made that will return to the Minneapolis City Council for approval.
6. The Metropolitan Council will work with City staff to incorporate crossing control for LRT at 25th Ave SE that will be appropriate for the future expected traffic on 25th Ave SE with the opening of the new TCF Bank Stadium and the future construction of Granary Road both planned for completion prior to the start of operations for CCLRT and request the project ensure satisfactory event service is possible upon opening of the CCLRT without the pocket track or include the pocket track east of the Stadium Village Station if is necessary to ensure satisfactory event service.
7. Traffic mitigation plans for the entire Minneapolis segment of the line, including downtown Minneapolis where train frequencies are planned to double, will be developed in cooperation with city staff and with input from the community and will be subject to City Council approval.
8. That CCLRT use Tapered Tubular Poles rather than Wide Flange Poles for the Simple Catenary System in the West Bank area on Univeristy Avenue.

The City also requests that the Metropolitan Council make every effort to implement the following initiative as it moves forward with the CCLRT project:

1. Pursue innovative and creative ways of minimizing the impact of construction on the businesses in the Stadium Village area and throughout the corridor so as to ensure these businesses survive the challenge of construction and continue as valued members of our community after CCLRT is operating.
2. Provide graphics that are easy for the general public to understand, visualize and provide input on, rather than relying on engineering drawings, such as were the sole graphics provided for the municipal consent process.
3. Seek guidance and input from the multitude of talented design professionals in the community on the design of stations, streetscapes, the transit mall, and other elements of the design that could be enhanced through such input.

