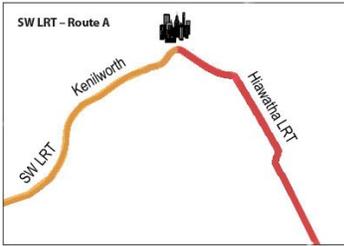
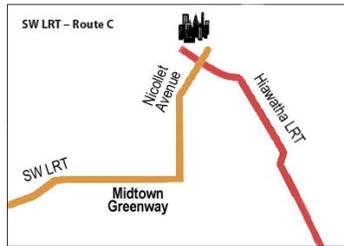


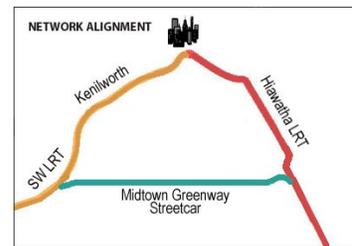
**A Resolution Supporting a Southwest LRT Alignment  
through the Kenilworth Corridor in conjunction with  
a Streetcar Line in the Midtown Greenway  
(Adopted by the Midtown Greenway Coalition board on 10/26/06)**



SW LRT A



SW LRT C



Network Alignment

Note: cost and ridership data cited herein are estimates taken from publicly available studies or revised estimates based on those studies.

WHEREAS the Hennepin County Regional Railroad Authority is currently analyzing two configurations for the northern portion of the SW LRT Corridor: LRT A which runs through the Kenilworth Corridor and LRT C which occupies the Midtown Greenway as far east as Nicollet Avenue where it enters a tunnel for access to downtown Minneapolis, and

WHEREAS the Midtown Greenway Coalition believes that a superior configuration would be a Network Alignment combining the Kenilworth alignment for LRT with a streetcar line in the Midtown Greenway connecting the Hiawatha and SW LRT corridors, and

WHEREAS LRT C would add 1,100 riders a day above LRT A ridership while a Network Alignment would add 9,000, and

WHEREAS LRT C would cost an additional \$200 million above LRT A costs while a Network Alignment would cost an additional \$80 million, and

WHEREAS LRT C would provide a 4% increase in riders for a 23% increase in cost when compared to LRT A while a Network Alignment would provide a 33% increase in riders for a 9% increase in cost, and

WHEREAS LRT C would require an additional \$100 million in state/local funding above that required by LRT A while a Network Alignment would require an additional \$80 million in state/local funding, and

WHEREAS state/local funding for a streetcar line may count as a local match for later LRT funding, and

WHEREAS a streetcar line could be built much more quickly and begin shaping development much sooner, and

WHEREAS a streetcar line would serve all neighborhoods along the Greenway equally and enable and encourage transit oriented development throughout a cohesive Midtown Greenway/Lake Street corridor from Uptown east to Hiawatha Avenue, and

WHEREAS a streetcar line would best respect the vision for a green Greenway by having the potential to green the corridor with grass planted between and alongside the tracks and also avoid the need for tracks to cross the cycling and walking trails at Nicollet Avenue, and

WHEREAS a Network Alignment serves more transit dependent neighborhoods, a number of large Midtown employers including the Midtown Exchange, Abbott Northwestern, and Wells Fargo, and all commercial nodes between Hiawatha and Uptown, and

WHEREAS a streetcar line would serve an important transfer point with the proposed BRT on 35W, and

WHEREAS the local community along the Kenilworth corridor has concerns about the impact of LRT on that corridor,

NOW THEREFORE BE IT RESOLVED that the Midtown Greenway Coalition favors a configuration for the SW LRT corridor that utilizes the Kenilworth Corridor alignment to provide access to downtown Minneapolis in conjunction with a streetcar line in the Midtown Greenway connecting the SW and Hiawatha LRT corridors.

BE IT FURTHER RESOLVED that transit planners should work with stakeholders along the Kenilworth corridor to plan and secure funding for adequate mitigation measures, especially between Lake Street and Franklin Avenue.