



GLOSSARY

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BASE PROJECT SCOPE is the project scope identified during the FTA New Starts Preliminary Engineering (PE) process that includes the improvements that are integral to the base functioning of the transit project. The PE's Baseline Cost Estimate only includes the improvements identified as part of the Base Project Scope.

BEST MANAGEMENT PRACTICES (BMP) is a practice, or combination of practices, that is determined to be the most effective, practicable means of achieving an objective or preventing adverse impacts, typically referring to managing stormwater runoff in ways that prevent adverse impacts, such as pollution, erosion, and flooding.

BETTERMENTS are improvements to the transit project desired by the FTA grant recipient that are not part of the base functioning of the FTA transit project. Betterments are not integral to the functioning of the base project and are viewed as enhancements or upgrades to a level beyond what is normally required for base functioning of the transit project.

BICYCLE HUB is a place where multiple bike trails intersect with a transit station to enable convenient connections between the bikeway network and the transit network.

BIO-SWALES are a method of collecting, storing and infiltrating stormwater; they are planted with native vegetation that enhance filtration and cleansing of stormwater and improve water quality.

BLUE LINE refers to the existing Hiawatha LRT Line, which is currently 12 miles in length, connecting between the Target Field Station in downtown Minneapolis and the Mall of America Station in Bloomington.

BUILDING HEIGHT:

LOW-RISE BUILDINGS are typically 1 or 2 story structures, or a maximum of 30 feet

MID-RISE BUILDINGS are typically 3 to 6 story structures, or between 30' and 75'

HIGH-RISE BUILDINGS are typically 7+ story structures, or at least 75 feet.

BUILT FORM encompasses the placement, orientation, density, and height of buildings, as well as the relationships of buildings to the pattern of blocks, streets, transit, and open spaces.

BUMP-OUTS are an extension of the pedestrian realm, typically at corners/intersections, that make it easier to cross the street by reducing the crossing distance and forcing cars to slow down as the lane narrows next to the bulb-out.

CAPITAL IMPROVEMENT PROGRAM (CIP) guides the development of public facilities over a five year period. It shows the arrangement of projects in a sequential order based

on a schedule of priorities and assigns an estimated cost and anticipated method of funding each project. The Capital Improvement Program provides the financial foundation necessary to implement the Comprehensive Plan and public facilities plans.

CENTER FOR TRANSIT ORIENTED DEVELOPMENT (CTOD) is a leader in creating a national marketplace for TOD, working with cities, transit agencies, developers, investors and communities. CTOD focuses on improving TOD practice through technical assistance, research and policy reform, and disseminating best practices in regions across the country. CTOD is a national collaborative partnership between Reconnecting America, the Center for Neighborhood Technology, and Strategic Economics.

CHARRETTE is a collaborative community planning and design process that brings stakeholders together in intensive work sessions to develop plans for their neighborhoods or regions.

COMPLETE STREETS are a network of streets planned, designed, and operated to enhance safety, mobility, accessibility, and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities.

CONNECTED STREET NETWORK is one that enables convenient and efficient travel by providing people with multiple choices of transportation routes and modes (driving, bicycling, walking, and riding transit). Generally, a well-connected street network is characterized by a grid of relatively small blocks with intersections at regular intervals.

CONNECTIVITY is characterized by the integration of land use, built form, and transportation patterns that enable people to move within and through a place in a convenient, safe, comfortable, and enjoyable manner.

CORRIDOR CHARACTERIZATION is the identification of a corridor's overall potential transit-oriented development (TOD) character based upon the relevant place types of each of its station areas. While each station area is designated as having a primary TOD place type, there are also contributing place types that are relevant to each station area. The overall corridor character emerges from the unique mix of place types as well as the common elements that offer key connections between station areas.

DENSITY is a way to measure concentration of development. Residential density is usually measured by dwelling units per acre and commercial density is measured by square feet or employees per acre.

ENVIRONMENTAL JUSTICE is a holistic approach to the environment, which is often seen as an all-encompassing place to "live, work and play." Environmental justice is concerned with

the unequal distribution of environmental burdens and access to environmental goods (parks, recreation, safety, healthcare, education, jobs, clean air & water, etc.).

FEDERAL TRANSIT ADMINISTRATION (FTA) is the division of the U.S. Federal Highway Administration (FHWA) that oversees federally mandated transit planning processes and manages federal grants that support the operation and construction of transit systems and acquisition of transit vehicles and equipment.

FLOOR-TO-AREA RATIO (FAR) is the ratio of gross floor area of a building (the sum, in square feet, of the gross horizontal areas of all floors of a building) to the total area of the lot. The FAR is used to measure the density of a project.

GRADE-SEPARATED CROSSING is the intersection of two movement routes, which could be automobile, rail, bicycle, and pedestrian, where one of the routes crosses over or under the other route, in the form of an underpass, tunnel, overpass, or bridge. Some grade-separated crossings may be interchanges, which provide direct connections between the two intersecting routes via entrance and exit ramps, while other grade-separated crossings may not provide any connections between the two routes.

GREEN BUILDING is a way to increase the efficiency of a building in terms of the energy used, management of stormwater, use of materials etc., which effectively reduces the human and environmental impact.

GREEN LINE refers to the 11-mile Central Corridor LRT Line, which will begin operation in 2014, connecting between the Union Depot Station in downtown St. Paul and the Target Field Station in downtown Minneapolis.

GREEN LINE EXTENSION refers to the planned 16-mile extension of the Green Line (also known as “Southwest LRT”) west from the Target Field Station in downtown Minneapolis to the cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, with a terminus near the intersection of Mitchell Road and U.S. Highway 212 in Eden Prairie.

GREEN ROOF is a vegetative rooftop planted over an existing roof structure, and consists of a waterproof, root-safe membrane that is covered by a drainage system, lightweight growing medium, and plants. A green roof reduces rooftop and building temperatures, filters pollution, lessens pressure on sewer systems, and reduces the heat island effect.

INFILL development takes place within the existing urban fabric and can be thought of as “filling in” a city’s gaps. Infill typically takes place on vacant lots or in the form of redeveloping an existing structure.

INVESTMENT FRAMEWORK is a strategic guide for prioritizing and coordinating future improvements and investments in the 17 transit station areas. The Southwest

Corridor Investment Framework focuses on guiding public investments in infrastructure, as well as capitalizing on promising opportunities for development and redevelopment, that will help promote readiness for opening day of the Southwest LRT line in 2018.

JOINT DEVELOPMENT is cooperation between the public and private sectors to deliver transit-oriented development (TOD), including public-private partnerships, and usually involving development on land owned by the transit agency.

LIGHT RAIL TRANSIT (LRT) is a mode of transit that is often powered by electricity; trains operate on rails, either in the street or in a dedicated right-of-way. The term light rail is used because light rail vehicles tend to be physically lighter and have less carrying capacity than a heavy or commuter rail system. Light rail vehicles are more compatible with urban environments.

LOCALLY PREFERRED ALTERNATIVE (LPA) is the transit mode, general alignment, station locations, and termini location selected for the development of a high capacity transit system in a given corridor by local jurisdictions. The locally preferred alternative is the result of an Alternatives Analysis. Once approved by the Federal Transit Administration, the LPA is further studied during the Preliminary Engineering phase of the New Starts process.

MIXED-USE is a single building containing more than one type of land use or a single development of more than one building and use, where the different land uses are in close proximity, planned as a unified, complementary whole, and functionally integrated with transit, pedestrian access and parking areas.

MOBILITY is the ability of a person or people to travel from one place to another.

MODE refers to a person’s actual method of transportation and can indicate walking, biking, driving, and riding the LRT. The Modal Split is a term that describes how many people use what form of transit and is often used to describe the percentage of people who use private automobiles in comparison to the percentage who use alternate forms of transit.

MULTI-MODAL is the provision of transportation facilities for two or more transportation modes (such as bicycle, walking, automobile and transit) in a given route, network, or station.

PEDESTRIAN BOULEVARDS/PARK STREETS/GREEN BOULEVARDS/GREEN STREETS are all methods of improving the pedestrian realm by adding green spaces, plantings, or trees.

PEDESTRIAN-FRIENDLY is transportation infrastructure and buildings that are designed to accommodate and cater to the needs of pedestrians rather than orienting primarily to the needs of motor vehicles.

Glossary (Continued)

PLACE TYPE is an easy-to-understand approach to classifying the various types of transit-oriented development (TOD) areas that can exist along a transit corridor in order to help regions and communities understand how TOD character and implementation varies from station to station.

PRELIMINARY ENGINEERING (PE) is the phase where the more technical aspects of LRT are detailed. PE will include the design and location of tracks and platforms, the design and location of streetscape improvements, determining construction phasing opportunities and approaches, and the determination of costs and sources of financial contributions.

PUBLIC REALM is those parts of a community (whether publicly or privately owned) that are available for everyone to use, including streets, sidewalks, trails, parks, squares, plazas, transit station, parking areas, etc.

RAIN GARDEN is a bio-retention area with landscaping features adapted to provide on-site treatment of stormwater runoff, which may be located in parking lot islands, street boulevards, or developed sites. Surface water runoff is directed into shallow, landscaped depressions that are designed to incorporate many of the pollutant removal mechanisms that operate in forested ecosystems.

RED LINE refers to the Cedar Avenue Bus Rapid Transit (BRT) Line, which is currently 11 miles in length, connecting between the Mall of America Station in Bloomington and the Apple Valley Transit Center at the intersection of Cedar Avenue and 155th Street in Apple Valley.

RESIDENTIAL PERMIT PARKING is a method of controlling parking in a residential neighborhood by requiring vehicles to have a permit sticker in order to park in a particular location. This ensures that only those living on the block (and their visitors) are allowed to park there, eliminating parking for proximate uses.

RIDERSHIP is the number of riders on a transit system, often calculated by year or average weekday.

SETBACK is the distance required by the zoning code that a building must be from front, side, and rear lot lines.

SOUTHWEST LIGHT RAIL TRANSIT (SW LRT) is the planned 16-mile extension of the Green Line LRT route west from the Target Field Station in downtown Minneapolis to the cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, with a terminus near the intersection of Mitchell Road and U.S. Highway 212 in Eden Prairie.

SOUTHWEST LRT PROJECT OFFICE (SPO) is the Metropolitan Council's (lead agency for the Southwest LRT line project) on-site project office for staff charged with overseeing the Southwest LRT project (including the Preliminary

Engineering process), addressing public comments, and providing frequent project updates.

STREETSCAPE includes all of the natural and man-made elements in or near the street right-of-way, including buildings, building setbacks, lawns, sidewalks, street furniture, street trees and landscaping, signs, street lights, street paving, transportation amenities, and public art.

SUSTAINABLE DEVELOPMENT is a method of development that serves the needs of the present without compromising the needs of future generations.

TRANSIT HUB is an intermodal hub where multiple transit lines converge and transit passengers can make connections between transit lines. The Metropolitan Council's 2030 Transportation Policy Plan identifies the Target Field Station/ Interchange in downtown Minneapolis and the Union Depot in downtown St. Paul as those two intermodal hubs.

TRANSIT-ORIENTED DEVELOPMENT (TOD) is commonly described as a community or development that mixes residential, office, commercial and open space, and allows for convenient or direct access to public transportation, eliminating the need to own a car. The design of TOD is specifically influenced by transit and focuses on walkability and connections to other sites as well as transit.

TRANSITIONAL STATION AREA ACTION PLAN (TSAAP) is the planning process led by Hennepin County as part of its Southwest LRT Community Works program, resulting in the Southwest Corridor Investment Framework and including a TSAAP for each of the 17 station areas.

TYOLOGIES are classifications or types of development that share the same or similar attributes.

WALKSHED is the area surrounding each LRT station that is accessible by walking within a 10-minute timeframe. See Walkshed Methodology below for a more detailed explanation of how walksheds were developed for this project.

WAYFINDING is a coordinated and legible system of visual elements, such as landmarks, signs, and pathways, which help people orient themselves in physical space and navigate from place to place.

Walkshed Methodology

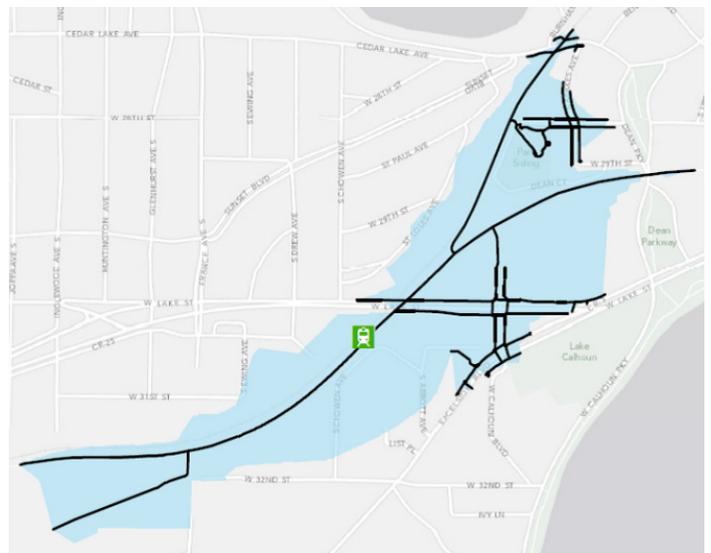
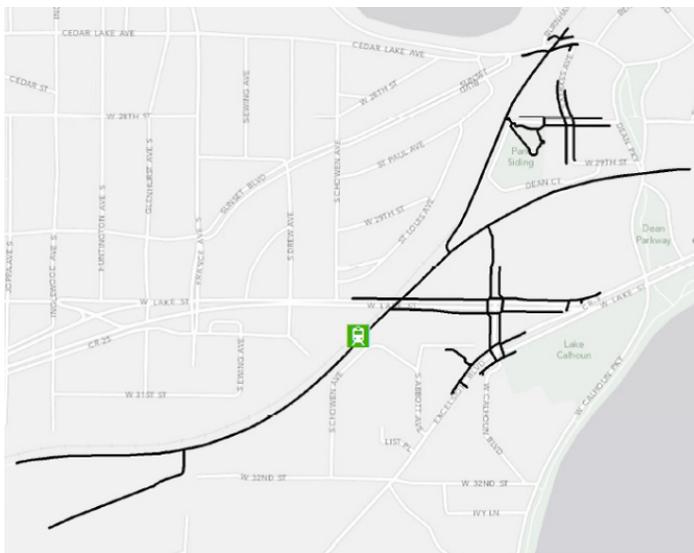
The Walkshed Analysis used Geographic Information System (GIS) software to analyze the walkability of each of the 17 LRT station areas and create station area walksheds. To determine the true walkability of the station areas, existing sidewalk and trail infrastructure data was collected from the local municipalities along the LRT line. Any sidewalks or trails that were not included in the collected data were created based on aerial imagery.

After collecting all of the existing data, GIS software was used to select the sidewalk and trail infrastructure that was accessible within a 10- minute walk of each LRT station. Some basic assumptions were used in the selection:

- » Pedestrians are walking at a speed of 5 kilometers per hour (3.1 miles per hour).
- » Pedestrians are using designated pedestrian infrastructure only (sidewalks, mixed use trails, bike paths, crosswalks, etc.). This does not include streets or parking lots.
- » Pedestrians are following all laws regarding traffic. Examples: crossing only at designated crosswalks and intersections, and waiting at all traffic lights.
- » Pedestrians are delayed by 1 minute at designated crosswalks. Example: pedestrians must wait for traffic lights to change to cross streets.
- » Pedestrians are not trespassing on private property.

These selected sidewalks and trails were assumed to be the pedestrian network that was accessible within a 10- minute walk of each station area. Walksheds were generated based on the selected pedestrian networks. The walksheds were modeled using GIS software, basing the edges of the walkshed on the end points of the selected pedestrian network. Areas in between pedestrian network endpoints are more generalized, which creates some interesting walkshed shapes. Walksheds were trimmed down when they extended beyond obvious pedestrian barriers, such as water bodies or major highways.

This process was completed for the existing sidewalk and trail networks, and was repeated after adding in the sidewalks and trails that are proposed in the Transitional Station Area Action Plans. The following figures illustrate the selection of a pedestrian network accessible within a 10- minute walk from the West Lake Station, and the generation of a walkshed based on the selected pedestrian network.



The image on the left above shows existing sidewalk and trail infrastructure accessible within a 10- minute walk of the West Lake Station; the resulting existing walkshed (shown in blue above right) was generated based on this existing infrastructure and the assumptions described above.



To generate the future walkshed, proposed sidewalk and trail infrastructure for the West Lake Station were added to the existing pedestrian network (improved network shown above left); the resulting future walkshed (shown in blue above right) was generated based on this improved network and the assumptions described above.



For more information about Southwest LRT Community Works and Southwest LRT station area planning, go to:

www.swlrtcommunityworks.org

