

Meeting of the Central Corridor Community Advisory Committee November 15, 2007

Meeting Minutes

Members Present: Kirstin Beach (Co-chair), Jerry Blakey (Co-chair), Fredrick Blocton, Kristen Denzer, Larry Englund, Ken Erickson, Doug Hennes, Steve Grans, Bree Halverson, Brian Hanninen, Richard Hanson, Margot Imdieke Cross, Brant Ingalsbe, Karen Inman, David Johnson, Jackie Lunde, Jacob McKnite, Jeffrey Peltola, Rozanne Severance, Art Sidner, Keith Thompson, Jessica Treat, Dave VanHattum, Chip Welling.

Members Absent: Joshua Bunker, Veronica Burt, Metric Giles, Readus Fletcher, Denise Fosse, Maricruz Hill, Richard Kleinbaum, Xiong Pao Lee, Laura Nevitt, Ken Rogers, Nick Rosenberry, Hussein Samatar, Ross Skattum, Seng Tchaa, JoAnn Tesar, Anne White, John Wicks, Chris Worthington, ThaoMee Xiong.

Others Present: Jim Alexander, Steve Apanian, Laura Baenen, Joey Browner, Robin Cauffman, Nkongo Cigolo, Dana Dellis, Steve Dornfeld, Donna Drummond, Mark Fuhrmann, Oscar Gonzales, Jessica Hill, Kent Hranicka, Chuck Hymes, Harvey Jaeger, Dan Kravetz, Arlene McCarthy, Kathryn O'Brien, Dennis Probst, Rita Rodriguez, Rich Rovang, Dan Soler, Carol Swenson, Kyle Williams.

1. MEETING CALLED TO ORDER

Co-Chair Jerry Blakey called the November 15, 2007 meeting of the Central Corridor Community Advisory Committee (CAC) to order at 5:07 PM in the Goodwill Easter Seals offices at 553 Fairview Avenue North, St. Paul.

Co-Chair Blakey thanked all CAC members for their input and feedback. The Metropolitan Council received a wide range of feedback on CAC meetings; as a result, the October 2007 CAC meeting was reformatted to reflect CAC members' suggestions. This new format, liked by several members, reportedly works well and allows CAC members to interact with engineers; in addition, this format helps engineers take in comments that they will apply to the Central Corridor engineering process.

Co-Chair Beach listed some examples of successful activities that occurred in the past month: Transit for Livable Communities included an article in their recent newsletter regarding the Central Corridor. Co-Chair Beach asked if anyone else had a meeting or activity regarding Central Corridor that they would like to share with the rest of the group.

- Jessica Treat, Midway Transportation Management, reported that in collaboration with the District Councils Collaborative her organization is hosting a meeting on November 29, 2007 at the Lao Family Center. The meeting will discuss additional stations, station spacing, ridership potential, and economic development.

Co-Chair Beach stated that there have been several conflicts with public meetings that the Metropolitan Council has scheduled and some community group events. Co-Chair Beach urged members to coordinate meetings with Community Outreach Coordinators to ensure that people are not confused as to what meeting to attend and allow people to attend all meetings.

Co-Chair Beach reported she, the Central Corridor Management Committee (CCMC), the Central Corridor Project Office (CCPO), and several representatives from the University of Minnesota (U of M) visited the University of Utah and the University of California at San Diego Campus and looked at their on-campus light rail alignments. The University of Utah, Salt Lake City, has at grade alignment and the University of California, San Diego, has a tunnel alignment both going through their university campuses. Both alignments were not exactly the same and given the geography that was expected;

- University of Utah, Salt Lake City, has four stations at grade including a stadium station with the

ability to run the trains on the other side of the tracks after the games so that people do not have to cross over the tracks after the games; this allows people to just get out of the game and head out. This alignment also goes through a student housing and a medical center.

- University of California, San Diego, has a single station and runs in a tunnel. The tunnel was constructed due to grade issues; the University sits on top of a mesa, and if the alignment were constructed at grade it would have been located at the bottom of the mesa near the interstate, which would have then entailed students having to climb a steep grade to get back to campus.

Co-Chair Beach stated that the trip was very instructive and both the CCMC and the U of M realized tremendous decrease in auto traffic and decrease in parking demand and potential to grow the campus.

1. The systems were very safe. The University of Utah running at grade only had three minor accidents: two autos and one bike with no major injuries.
2. Both cities stressed the importance of partnerships. CAC and BAC are very important for the success of the Central Corridor Project. Salt Lake City worked with community groups block by block.
3. Both cities stressed strategies for public involvement and some solutions for construction mitigation.
4. A full report will be compiled and distributed at the next CAC meeting.

Kristen Denzer asked whether the University of California, San Diego, alignment had any accidents. Co-Chair Beach stated that no accident was reported for the San Diego alignment.

2. REPORTS

Mark Fuhrmann gave a project update.

A. Supplement Draft Environmental Impact Statement (SDEIS)

Mr. Fuhrmann reported that the Draft Environmental Impact Statement is a document that Ramsey County helped shepherd through the environmental approval process from 2002 to 2006. While going through the preliminary engineering (PE) phase and sharing that process with the Federal Transit Administration (FTA), the FTA noted and the Central Corridor Project Office had highlighted some adjustments to what the DEIS documents disclose. In conversation with the FTA we have agreed that there will be a supplemental DEIS to help disclose and explain adjustments that are being contemplated to that approved DEIS documents. There are eight elements that will be addressed in the SDEIS.

- Hiawatha/Central Corridor Connection: the DEIS proposed this connection to occur on the U of M or on the East side of the Metrodome Downtown East Plaza. It appears that we might have to connect further to the south and east along Hiawatha line. We are developing alternatives to allow this to happen and evaluate cost, safety, and operations.
- University of Minnesota alignment: identify the best at grade and tunnel alignment, will consider the location of West Bank/Cedar Riverside that the DEIS proposes between Blegen and Whaley Hall but there are consideration to move the station a couple 100 feet to the west.
- Downtown Saint Paul alignment: the DEIS option brings the train via 4th Street to the front of the Union Depot with the station located on 4th Street; two options are now being evaluated that will take the train to the rear concourse of the Union Depot: 1) south on Cedar Street to underneath Kellogg Boulevard (tunnel) and by the 2nd Street viaduct to the rear of the Union Depot 2) along 4th Street pass the front of the Union Depot then around to the east of the Union Depot then cross Kellogg Boulevard either in structure, up above Kellogg Boulevard or at grade across Kellogg Boulevard then hook up to the Union Depot concourse. The DEIS train tracks easterly turn is set to make a 90 degree turn to go east; the City of Saint Paul's Development Strategy adopted on 10/24/2007 which recommends a diagonal track alignment through the center of the block bounded by the 4th Street, 5th Street, Cedar and Minnesota.
- Design for 2 or 3-car Trains: the DEIS assumes 2-car trains but the FTA believes that we should look at the ability to handle 3-car trains for our projected 43,000 daily riders. This would mean 3-

car platforms, stronger traction power and a vehicle maintenance facility.

- Maintenance Storage Facility Needs: there is a need of a maintenance storage facility if considering 3-car trains because the fleet will be higher than what the Hiawatha maintenance facility would handle.
- Right of Way for System Components: the DEIS was silent on need of substations and communication system bungalows. These will be addressed in the SDEIS.
- Capital Area Alignment: DEIS showed the Capital East Station on Columbus Street. This station will need to switch to Robert Street due to developments that have occurred in the area since the DEIS was finalized. It has been suggested that we relocate the Rice Street Station to the east of Rice Street rather than the DEIS westward location.
- Potential Added Station at Victoria, Western and Hamline: will look at impact to design, cost, travel time, and ridership.

We will go through the federal process to publish a Notice of Intent (NOI) which will be done next month; the SDEIS document will be compiled early 2008 and we will also seek community input, including formal public hearing in summer 2008.

Jessica Treat wondered whether the SDEIS will impact the project scheduled outlined in the issue matrix. Mr. Fuhrmann stated that the SDEIS will not impact the decisions and design developments in the coming six months but due to the required public input and comment period in the later half of 2008 the SDEIS process will delay for about a month the FTA rRecords of Decision (ROD) previously scheduled for January 2009. FTA ROD now scheduled to be received in February 2009.

Brant Ingalsbe wanted to know what the rationale was for moving the Rice Street Station from west to east. While conducting the issue resolution team meetings and working with the Capital Area Architectural and Planning Board (CAAPB), the CAAPB suggested that the Rice Street Station would serve Capital visitors and state employees if the station was on the east side of Rice Street. Ken Erickson added that there is a park at the new proposed stations and bus connections are well designed on the east side of Rice Street.

Dan Kravetz asked whether there would be changes to the Environmental Justice section of the DEIS as a result of the eight issues being added. Environmental Justice is part of the Environmental Impact Statement (EIS) review process. The SDEIS is focused on disclosure of items that are different looking from what the original DEIS shows but as we move in the Final Environmental Impact Statement (FEIS) environmental justice will be fully evaluated.

Dave VanHattum wondered whether the study looking at potential additional stations at Hamline, Victoria, and Western would be studied as proposed replacements for some stations already listed in the DEIS. Our analysis will start looking at the three stations as added stations to the 16 DEIS proposed stations and this will become a policy discussion as we balance the budget to fit within the Cost Effectiveness Index (CEI) what some of the payoffs will be if a station is added and where.

B. Snelling Station

The result of community outreach efforts on this station along with comments collected from the city of Saint Paul's urban strategy workshops have suggested that the Snelling station should be located at the Snelling intersection; this location provides the best bus-rail connection. The Metropolitan Council has incorporated this preference in the engineering plan and you will see that our maps from now on show the Snelling station to be a far side split platform station across Snelling.

C. Capital Area Station

This was discussed in the first section showing the need to move the Rice Station eastward.

D. Public Art-Station Design

Mr. Fuhrman clarified that Central Corridor Project Office has not hired a public artist. The CCPO is

developing a process to solicit public art ideas.

Station design elements will be looked at and public art will be included in station design and station elements.

Carol Swenson asked whether only one or various artists will be hired. The CCPO is working on developing a process. The process will consist of a two phase process where we will solicit ideas from the broader community and then in the second phase we will solicit artists to work with the designers.

Jessica Treat stated that it seemed to her that the proposed process gives the public more input on public art than the station design. There will be elements of station that are consistent and other that can change. We have learned lessons from Hiawatha, where stations are not standardized: some station components were custom made which makes the time and cost of maintenance very high. The second consideration is that the City of Saint Paul has expressed the interest of a more standardized Central Corridor look. We will find a best way to incorporate the art into the architecture and vice versa.

E. Traction Power Substations

Mr. Fuhrmann gave an update on siting power substations based on questions raised at last month's meeting about traction power substation. We have identified that we will need 13 substations; currently we only have a rough idea on which block these substations might be located.

3. Small Group Workstations

Ms. Caufman introduced the workshop format; we will repeat last month's format. One concern we have heard is that people would like to also see the answers included when Outreach Coordinators report back. There will be four different workshops each covering a specific topic and every workshop will be assigned a CCPO and a Community Outreach Coordinator.

1. West Bank Station Location/Connection with Hiawatha: Kyle Williams, Steve Apanian, engineers and Jessica Hill
2. U of M East Bank Alignment: Dennis Probst and Harvey Jagger , engineers and Joey Browner
3. Downtown Saint Paul Alignment: Jim Alexander, Chuck Hymes, engineers and Dana Dellis
4. Project Updates: Dan Soler, engineer, Mark Fuhrmann, Nkongo Cigolo, and Kathryn O'Brien.

Comments and questions from workstation attached to minutes.

4. Next Steps

- Complete and turn in feedback forms.
- Set up meeting with your organization and notify your Outreach Coordinator.
- Next month's stations will tentatively include report on 2 or 3 car stations and Hamline/Western/Victoria Stations

5. NEXT MEETING

The next CAC meeting is scheduled for December 20, 2007 at 5:00 PM.

6. ADJOURNMENT

Co-Chair Blakey adjourned the meeting at 7:01 PM.

Prepared by Nkongo Cigolo, Community Outreach Coordinator

Attachment 1: Future Meeting Topics

Responses to the following question: Identify the topics you are most interested in learning more about and presentation ideas for future CAC meetings.

- Flexibility in locating/adding stations (13) Analysis on 12/20/2007 CAC agenda
- Reason for U tunnel (10) Presented tunnel and at grade route at 11/15/2007 CAC meetings
- Job Opportunities (8) Noted need for 75 part time bus drivers and 26 mechanics due to transit demand following the collapse of the I-35 bridge, 8/16/07 CAC
- Issues of cost and under-lying assumptions (6) – Presented overview of project budget at 6/21/07 CAC meeting. Analysis and costs of additional stations on 12/20/2007 agenda.
- Connecting Bus Service (6) – Presented at 6/21/07 CAC meeting.
- Construction mitigation (6) Karri Plowman shared work of BAC at 10/18/2007 CAC.
- Future expansion (cut short now or extend system in future) (5). Presented potential routes to connect to Union Depot 11/15/2007 CAC
- Access to businesses and community services during construction (4)
- Environmental Justice Analysis (4) Initiated conversation 8/16/07 CAC; submitted summary memo at 9/20/07 CAC.
- Parking, including Hide and Ride (4)
- St. Paul's Development Plan (4) - Presented at 5/17/07 CAC meeting
- E.I.S. Presentation (3) - Presented at 7/19/07 CAC meeting. Presented review of SDEIS at 11/15/2007 CAC.
- Station information including design (3) Presented Dale, Lexington, Snelling, Fairview, Raymond and Westgate station at 9/20/07 CAC. Station standard design and Capitol stations planned for 10/15/07 CAC. Discussed West Bank at 11/15/2007 CAC.
- Timelines with deadlines for decisions (3) Presented issues matrix at 9/20/07 CAC.
- Community Benefits Agreement (2)
- Gentrification (2)
- Historic sites along the line/route (2) - Pointed out historic buildings on 4/19/07 CAC tour.
- Residential development and safety (2)
- Signal pre-emption or prioritization for LRT (2)
- Summary Report on RFP process (procedure) (2)
- Access to line (1)
- Bike Lane (1)
- Techniques to reach all constituencies (1)
- Union Depot (1). Presented potential to connect to Union Depot 11/15/2007 CAC.
- Very detailed information must be provided (1)
- Visual simulations of corridor design (1) – Include at beginning of all CAC meetings.
- Working groups and clear outputs/products (1). Started using workstation format at 10/18/2007 CAC.
- Balance budget outcome with outcome of meeting people
- Best way to Reach ELL
- Communication Plan – Presented to the CAC on 3/15/07
- Discussion around overlapping service “sheds” for downtown stations vs. lack on parts of University (How was station placement determined).
- Equitable access
- Financing (other options)
- Streetscaping

Attachment 2: Summary of Discussion at West Bank Station Location

Prepared by Jessica Hill, Community Outreach Coordinator

Questions	Answers
How will the Central Corridor connect to the Hiawatha line?	The Central Corridor will connect to Hiawatha at the Metrodome Station.
Will there be a crosswalk between the two elevators on 19 th ? If one elevator is broken, we would need to cross the street to the other side. Cuts would also need to be made in the sidewalk for the crosswalks so that those with strollers or in wheelchairs can cross the street.	Excellent question and point. We will look into that issue.
If there were an elevator added on Cedar Avenue, would that block up traffic by having people drop off in the middle of a busy road.	That is an issue that we need to look at if an elevator is added to Cedar Avenue. This is already a very busy street and to have drop offs for the train would add to congestion.
Will the Central Corridor line continue downtown or will people need to transfer to Hiawatha once they reach the Metrodome on the Central Corridor line?	The Central Corridor line will continue through downtown to the new multimodal station, there is no need to transfer.
Will there be access from the Humphrey Institute to the station on west bank?	Access via 19 th Avenue or sidewalks from Blegen Hall.
Will the West Bank station work with both the at grade and tunnel alignment on the east bank of campus?	This station will not be affected by a decision of at grade or tunnel on the east bank.
How and who will be responsible for plowing the access pathways to the station and the station platforms?	Will work with the City of Minneapolis.
Comments	
<ul style="list-style-type: none"> • The Metrodome station is already very busy and difficult to use for people in wheelchairs. Won't connecting Central and Hiawatha at the Metrodome make this worse? 	
<ul style="list-style-type: none"> • 19th is a good location for the station but there would be better development opportunities on Cedar Avenue. 	
<ul style="list-style-type: none"> • Signage is very important along with audible cues for the blind community. We should develop some sort of sounds near the station to make them safe for all communities. 	

Attachment 3: Summary of Discussion at U of M East Bank Alignment

Prepared by Joey Browner, Community Outreach Coordinator

Questions	Answers
Would the third set of tracks take away bike traffic?	No. This is in preparation for large sporting events to accommodate the volume of people using LRT.
What is the latest concern about the Washington Avenue Bridge?	The bridge is being structurally checked to determine what is needed for the LRT to cross over. The structure frame work will need to be reinforced at the water level base. Other areas will also need reinforcement and modifications to accommodate LRT operations. Still working on further study.
Why not run the LRT from Washington directly thru to University?	DEIS study shows that the route would run north which would not service the targeted usage areas identified.
How would people with disabilities and pedestrians be able to get to station in tunnel?	This concern will be addressed in the future when the decision is made by Metropolitan Council. Still working on this level of detail.
The two options that are being evaluated: (tunnel or at grade) when will the decision on which option be determine?	The decision from Metropolitan Council will be determined in the near future.
Comments	
<ul style="list-style-type: none"> • An independent evaluation needs to be done on the traffic flow through the University of Minnesota campus to determine whether a person is traveling to a destination or staying on campus. 	

Attachment 4: Summary of Discussion at Downtown Saint Paul Alignment

Prepared by Dana Dellis, Community Outreach Coordinator

Questions	Answers
If there was a diagonal at 4 th and Cedar, would the stations at 4 th at 6 th remain?	If the diagonal was part of the alignment, the stations would be consolidated in the middle of the diagonal.
If there was a diagonal, what property would be eliminated?	The vacant bank would be acquired. The Athletic Club would remain.
On the alternative that goes down Broadway, would the Farmer's Market be affected?	Possibly.
On the viaduct option, would it require a tunnel and also to be elevated?	It would require a tunnel under 4 th St. and a bridge to get to the concourse level.
What is the cost for the viaduct option?	This option is still being evaluated.
Would the viaduct be closed to vehicle traffic?	Yes.
Why doesn't the alignment go east on 6 th instead of 4 th ?	4 th Street is the least used west-east street. So least impact to vehicle traffic.
Comments	
<ul style="list-style-type: none"> • It is a good idea to have the intermodal connections at the Union Depot. 	
<ul style="list-style-type: none"> • I like the alignment that goes in front of the Union Depot and south on either Broadway or Wacouta. 	
<ul style="list-style-type: none"> • I don't think that the viaduct alignment is a good idea. 	

Attachment 5: Summary of Discussion at Project Updates
 Prepared by Nkongo Cigolo, Community Outreach Coordinator

Questions	Answers
What is the substation function?	Supplies electrical power to the train
How do you gain access to the substation and how big is it? What is the visual impact of a substation?	We do have 24/7 access to substation. Each substation is 40' x 14' and has a surrounding wall of about 45' x 80'.
How far apart are the substations?	Typically 1 mile apart. Central Corridor substation power requirements suggest that the substation will need to be 4,000 to 5,000 feet away to accommodate power need for 3 car-train, maintaining 6 minutes headway and having two substations between Dale and Rice Streets because of the steep grade.
What happens if there is a power outage at one substation?	Any station can handle the other's outage.
Can you cover the substations?	Yes, and you can build over them as well.
Can you put the map of the substations in PDF format?	It would be very large but we will look into it.
Would the Metropolitan Council have to acquire land for substations?	Yes.
Is there a manual switch to reset the substation?	Substations do reset themselves automatically three times and if no restoral this suggests a problems and substation will cease resetting.
Could the substation on Capital Heights be located north of Robert?	We will look at that option.
Is there a noise factor associated with substations?	Very minimal, close to the amount of noise you would get from a wall mounted A/C.
What noise would then need to be mitigated as suggested by the DEIS?	Very minimal noise, LRT operation is very silent. Might hear squealing when taking sharp turns.
Comments	
<ul style="list-style-type: none"> • Public art draws people into the project; need opportunity for public art 	
<ul style="list-style-type: none"> • Need pedestrian crossings mid block 	
<ul style="list-style-type: none"> • Catenary wires run the hot electrical line and the tracks are the electrical (negative line) return path to the substation. 	

Attachment 5: Feedback Sheet Comments

1. Results

Results tallied from feedback forms distributed toward end of meeting. Form asked members to grade overall meeting performance and today's meeting format on a scale of 1 to 5 where 1 was the lowest and 5 the highest. Grades are replicated in columns to the right.	Overall Meeting Performance	Today's Meeting Format
	3	4
	4	4
	4	4
	4	4
	4	4
	4	3
	4	4
	4	4
	4	4
	4	4
	NA	4
	4	4
	4	4
	4	4
	4	4
	4	4
	2	3
	2	2
Totals	63	68
Number of respondents	17	18
Average	3.7	3.8

2. Comments

- Announce agenda 2 weeks in advance. Would like to see CAC come back in a group and discuss issues – have members report out.
- Since there is not enough time to get to all of the small groups, are we supposed to be prioritizing? I feel like I missed a lot the last two meetings.
- The info session for the stations are good but could be structured better to begin and end at specific times – then have people shift. Too many people floated in and out and as a result many questions/answers were reported.
- As decisions are made, please post on web and send email notice.
- Great Job!
- I like what's being done.
- I like this format we get time to interact with presenters but also time to interact with others (very important)
- Mark text on maps bigger to facilitate better discussion and identify certain objects. Add more small group discussion - drop end summary discussion.
- I didn't get to the first and third station.
- Good improvements. Would be nice to have more systemic switch between work stations. Or alternatively, have lead staff at each station do their brief overviews for the whole group, then each break into the separate Q & A's, discussions. Have concern that outreach coordinator summaries at end of meeting and minutes are sufficiently complete and representative. Previous meeting format had many disadvantages but it did allow for everyone to hear something and for minutes to be complete.
- Continue to stress what the purpose of the CAC is. CAC is to help integrate LRT into community life.
- Some of the speakers were hard to hear.
- Hey! Give us the full hour (or more!) for breakout workstations, and announce every 15 or 20 minutes.
- I think we need to go back to the large group meeting and allow more time for the engineer updates so everyone can hear all comments of question for each topic. Rotating amongst the stations is too challenging. There is too much important and good information and I don't want to miss anything. I think it is too hard for the outreach coordinators to get everything down.
- Have community outreach staff provide their own debriefing of their month's activities, community feedback, and sentiment from their work. I'd like to hear more grass roots updates along with the committee and council updates.