

SOUTHWEST

Green Line LRT Extension



# Community Advisory Committee

May 24, 2016



# Today's Topics

- Welcome/Approval of Meeting Summary
- Legislative Wrap-Up
- FEIS Update
- Station Design Update
- Member/Committee Reports/Public Forum



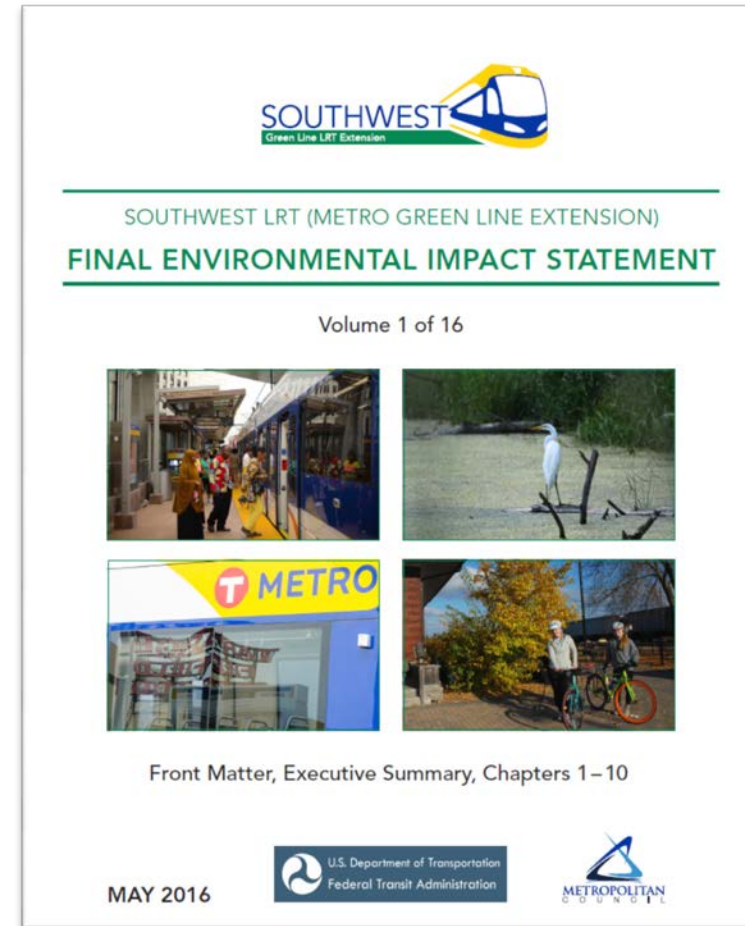
# FEIS Update

# Previous Studies

- **Southwest Transitway Alternatives Analysis** (2005-2007):
  - Identified Locally Preferred Alternative (LPA) - LRT through Kenilworth-Opus-Golden Triangle alignment
- **Scoping** (2008-2009):
  - Determined alternatives to be considered in DEIS
  - Concluded 5 LRT alternatives would be examined in DEIS
- **Draft Environmental Impact Statement** (2010-2012):
  - Evaluated 5 LRT, Enhanced Bus and No Build alternatives
  - Documented anticipated impacts, costs and benefits
- **Supplemental DEIS** (2015):
  - Evaluated adjustments made to project since publication of DEIS in portions of Eden Prairie, St. Louis Park, Minneapolis and the proposed OMF in Hopkins

# FEIS Released May 13, 2016

- Purpose and need for the Project
- Alternatives considered
- Anticipated impacts from the Project, including avoidance, minimization, and mitigation measures
- Description of the Project's public involvement and agency coordination
- Project's proposed finance plan
- Comments received during the Draft EIS, Supplemental Draft EIS, and Amended Draft Section 4(f) Evaluation
- Responses to comments



# Project Purpose and Need

- Improve access/mobility to job and activity centers
- Provide a competitive, cost-effective travel option
- Be part of an efficient system of integrated regional transitway system serving the Twin Cities
- Primary factors that make project important for people who live and work in southwest metro area:
  - Declining mobility
  - Limited competitive, reliable transit options
  - Need to maintain a balanced and economically competitive multimodal freight system
  - Regional/local plans calling for investment in additional light rail projects in the region

# FEIS Alternatives & Categories Evaluated

# FEIS Alternatives Considered

- Southwest LRT Project
  - Locally Preferred Alternative (LPA): 14.5 miles of new double track along the Kenilworth-Opus-Golden Triangle alignment
  - Co-location of freight rail and light rail in the Kenilworth Corridor (LRT 3A-1)
  - Locally Requested Capital Investments: proposed improvements undertaken separate from, but contingent upon, implementation of the LPA
- No Build Alternative
  - Future conditions with other planned transportation projects included in the 2040 Transportation Policy Plan, except for the Southwest LRT Project



# Environmental Categories Analyzed

- Impacts associated with No Build Alternative and Project for the following areas:
  - Land Use
  - Economic Activity
  - Neighborhoods/Communities
  - Acquisitions/Displacements
  - Cultural Resources
  - Parks, Rec and Open Spaces
  - Visual Quality/Aesthetics
  - Geology/Groundwater Resources
  - Surface Water Resources
  - Ecosystems
  - Air Quality/Greenhouse Gases
  - Noise and Vibration
  - Hazardous/Contaminated Materials
  - Electromagnetic Interference/Utilities
  - Energy

# Transportation

- Impacts associated with No Build Alternative and Project for the following areas:
  - Transit
  - Roadway/Traffic
  - Parking
  - Freight Rail
  - Pedestrian/Bicycle
  - Safety/Security

# Other Analysis

- Environmental Justice Compliance: Ch. 5
- Section 4(f) Evaluation: Ch. 6
- Section 106: App. H
- Financial Analysis: Ch. 7

# Impacts, Commitments and Mitigation

- Identifies impacts of each category:
  - Long-term direct
  - Long-term indirect
  - Short-term (construction)
  - Cumulative
- Identifies mitigations and commitments
- Summarizes in a table by category, provides detail in sections of the FEIS

Category	Long-term Direct Impacts	
	Long-term Indirect Impacts	
	Short-term Impacts	
	Commitments	
	Mitigation Measures	

# Overview of Select Categories

# Acquisition/Displacements

- Issues: Loss of local businesses, loss of taxbase
- Measures to avoid, minimize and mitigate impacts
  - Design refinements to avoid private property
  - Compensate property owners for property per state/federal laws
  - Provide relocation benefits for displaced businesses/non-profits per state/federal laws

# Parks and Trails

- Issues: Visual impacts, trail location and condition, construction activities, safety
- Measures to avoid, minimize and mitigate impacts:
  - Design adjustments to reduce ROW impacts to parks
  - Restore parks altered or disturbed during construction to original conditions, or better
  - Continue coordination with park owners
  - Include way-finding, regulatory and warning signage
  - Provide trail markings at intersection to address conflicting movements at station areas
  - Provide signed detour routes during construction

# Noise

- Issues: Noise from LRT operations (bells/horns), construction activities
- Measures to avoid, minimize and mitigate impacts:
  - Incorporate directional wayside bells
  - Intrusion detection incorporated at tunnel portals to eliminate train horns under normal operations
  - Construct tunnels and sound walls
  - Provide for quiet zones
  - Include wheel skirts on LRVs
  - Provide continuously welded rail
  - Provide parapet walls and rail dampers
  - Adjust construction activities and methods



# Vibration

- Issues: Vibration from LRT operations, construction activities
- Measures to avoid, minimize and mitigate impacts:
  - Install resilient rail fasteners in Kenilworth tunnel
  - Conduct pre-construction surveys
  - Limit high-vibration construction activities

# Traffic

- Issues: Additional congestion, intersection back-ups, lane closures/detours during construction
- Measures to avoid, minimize and mitigate impacts
  - Design project to avoid new or worsened traffic impacts at intersections, compared to No Build Alternative
  - Include roadway/intersection improvements as part of the project
  - Develop a Construction Communication Plan to address short-term impacts
  - Provide advance notice and communicate construction activities through a variety of platforms, outlets

# Safety and Security

- Issues: At-grade crossings, emergency vehicle access, stations, LRT proximity to freight rail
- Measures to avoid, minimize and mitigate impacts
  - Implement appropriate crossing controls such as flashing lights with audible warnings and gates
  - Ensure continued access for emergency vehicles and coordinate with emergency service providers
  - Design stations with appropriate lighting, emergency equipment and security features
  - Implement corridor protection barriers and intrusion detection, where applicable
  - Implement *Safety and Security Management Plan* and *LRT Design Criteria* to provide and maintain safety

# Environmental Justice Analysis

- Documents regulatory context and methodology
- Identifies and maps minority and low-income EJ populations
- Discusses public involvement
- Provides analysis for environmental categories that could potentially impact EJ populations
- Presents EJ finding:

*“Taking into account adverse impacts on EJ populations, committed mitigation measures, and benefits to EJ populations, the Council and FTA have concluded that the Project as a whole would not result in disproportionately high and adverse impacts to EJ populations.”*

# Section 4(f) of the Dept. of Transportation Act

- Protects publically owned parks, recreation areas, wildlife and/or waterfowl refuges, and public/private historic sites as part of transportation project development
- Summary of SWLRT Section 4(f) Evaluation:
  - Draft Section 4(f) Evaluation published in Draft EIS
  - Draft Section 4(f) Evaluation Update published in Supplemental Draft EIS: evaluated project adjustments and preliminary 4(f) determinations
  - Amended Draft Section 4(f) Evaluation published separately: evaluated two newly identified 4(f) properties in Minnetonka
  - Final Section 4(f) Evaluation published in Final EIS

# Final Section 4(f) Evaluation

Section 4(f) Property	Property Type	Official with Jurisdiction	Non- <i>de minimis</i> Use	<i>De minimis</i> Use	Temporary Occupancy: No Use
Purgatory Creek Park	Park	City of Eden Prairie			•
Unnamed Open Space B	Park	City of Minnetonka		•	
Opus Development Area Trail Network	Park	City of Minnetonka		•	
Minikahda Club	Historic	MnHPO			•
Cedar Lake Parkway/Grand Rounds Historic District	Historic	MnHPO			•
Kenilworth Lagoon/Grand Rounds Historic District	Historic	MnHPO	•		
Kenilworth Channel/Lagoon (as an element of the Minneapolis Chain of Lakes Regional Park)	Park	MPRB		•	
Cedar Lake Park	Park	MPRB			•
Bryn Mawr Meadows Park	Park	MPRB		•	
St. Paul, Minneapolis & Manitoba Railroad Historic District	Historic	MnHPO		•	

# Draft Section 106 Memorandum of Agreement (MOA)

- Provides measures to avoid an adverse effect on 14 historic properties
- Provides mitigation measures for an adverse effect on five historic properties
- Grand Rounds Historic District
- Kenilworth Lagoon
- Chicago, Milwaukee, St. Paul & Pacific Railroad Dept
- Two archaeological sites
- Assigns responsibility of carrying out terms of the agreement to the Met Council with FTA oversight

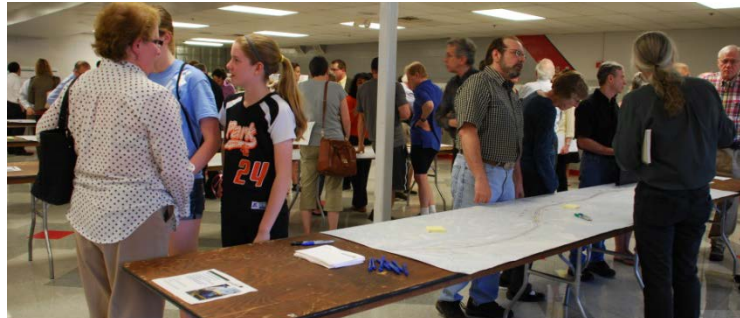
# Draft Section 106 MOA Stipulations

- Grand Rounds Historic District (GRHD)/Kenilworth Lagoon
  - Noise mitigation: parapet wall and rail damper on LRT bridge
  - Continued consultation on final bridge design
  - Restoration/rehabilitation of portions of WPA wall
  - Prepare guidance for future preservation activities within the GRHD canal system



# DEIS & SDEIS Comments

- FEIS responds to all comments submitted during the DEIS and SDEIS public comment periods:
  - DEIS: approx. 1,000 comments
  - SDEIS: approx. 225 comments
- Comments received:
  - From individuals, businesses, public interest groups, local governments/jurisdictions, state/federal agencies
  - Through public hearings, email, postal mail



# Environmentally Preferred Alternative

- Locally Preferred Alternative, LRT 3A-1 (co-location), including Shallow LRT Tunnels – Over Kenilworth Lagoon

***“As a result of the design adjustments that occurred after publication of the Draft EIS, the co-location of light rail and freight rail in the Kenilworth Corridor (LRT 3A-1) is the Project’s environmentally preferred alternative.”***

# Next Steps

# Next Steps

- Comment period to receive comments on adequacy of FEIS under MEPA (Minn. Rule 4410.2800, subp. 4)
- FEIS is adequate if it:
  - Addresses the potentially significant issues and alternatives raised in scoping
  - Provides responses to the substantive comments received during the draft EIS review concerning issues raised in scoping
  - Was prepared in compliance with environmental rules (parts 4410.0200 to 4410.6500)

# Next Steps (cont.)

- FTA issues Record of Decision (ROD)
  - Documents agency's decision and basis for decision
  - Itemizes and adopts mitigation commitments
  - Documents compliance with environmental review process, including:
    - Section 4(f)
    - Section 106
    - Clean Water Act
    - Clean Air Act
- Met Council issues Adequacy Determination (MEPA)
- Obtain federal, state, local permits/approvals

# Station Design Update: Station Panels

# Station Panels

## West Lake Street Station

wicket with station panel



*Draft – Work in Process*

# Station Panels

## Shady Oak Station

pylon with station panels



*Draft – Work in Process*



# Station Panels

- Panels at all stations except SouthWest Station, which is within a parking structure
- Size and number of panels depends on station design
  - Pylon height is 28 ft approx.
  - Wicket height is 16 or 18 ft approx. depending on station design
- Panel materials include:
  - Stainless steel mesh with etched pattern
  - Laser/Jet cut steel plate (painted)
- Panel design theme based on station context

# Station Panel Themes: Input

- Station design open houses in spring 2015
- TPAC/CAC/BAC
- Other advisory and neighborhood committees
  - Harrison Neighborhood Association
  - SWLRT Kenilworth Landscape Design Committee
  - St. Louis Park Station Design Committee
- City staff
  - Marketing/community branding themes
  - Historical themes

# Station Panel Materials



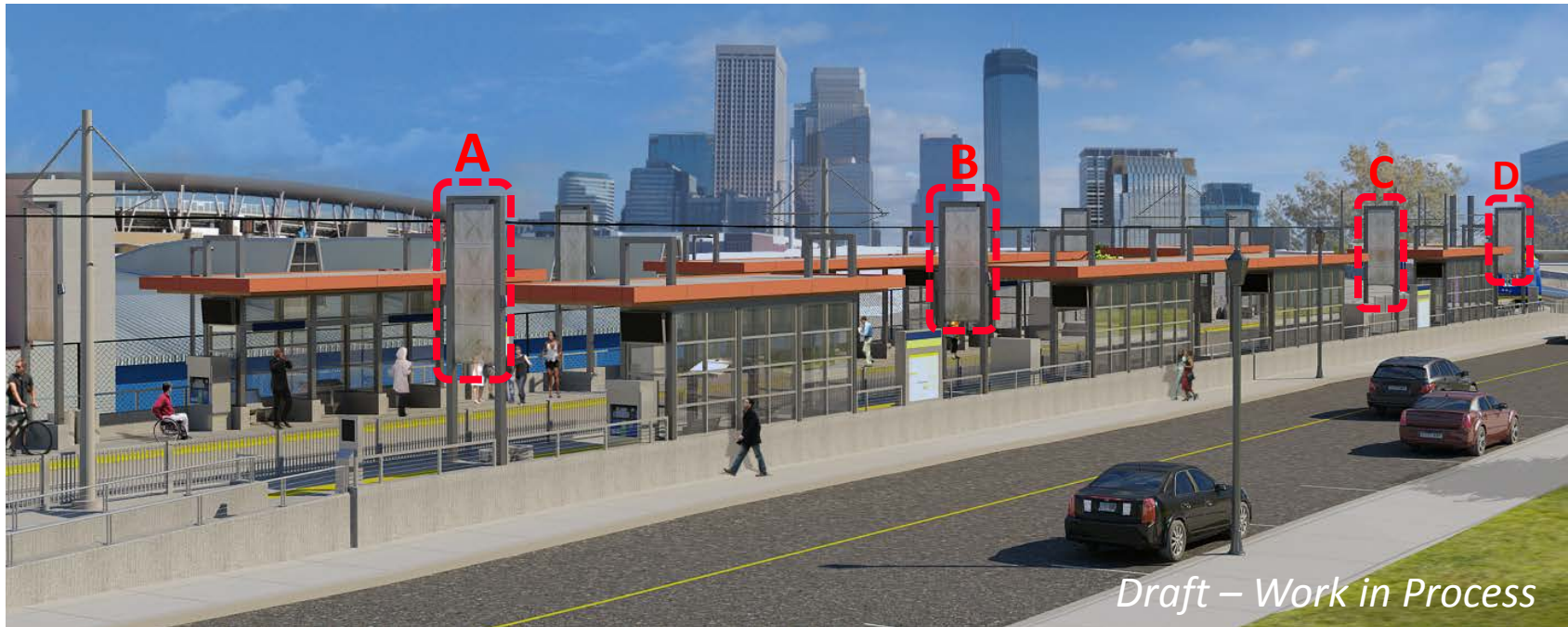
Etched Stainless Mesh



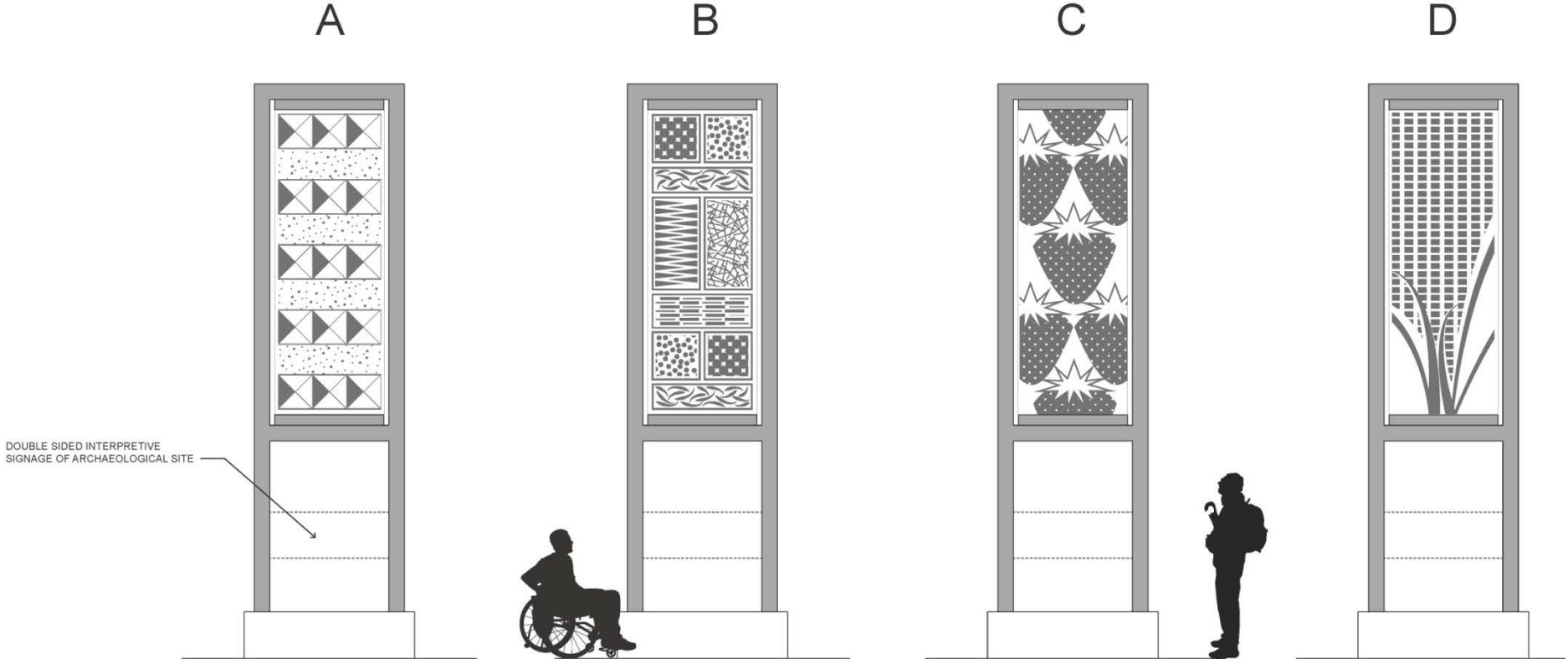
Laser/Jet Cut Steel Plate (painted)

# Royalston Ave/Farmers Market Station Panels

- 4 wickets on each platform (8 total)
- 4 unique panel designs
- Etched stainless steel mesh



# Royalston Ave/Farmers Market Station Panels



Draft – Work in Process

# Bassett Creek Valley Station Panels

- 2 wickets, 1 pylon
- 3 unique panel designs
- Etched stainless steel mesh



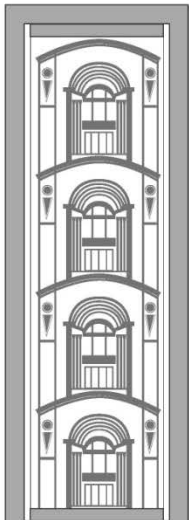
# Bassett Creek Valley Station Panels

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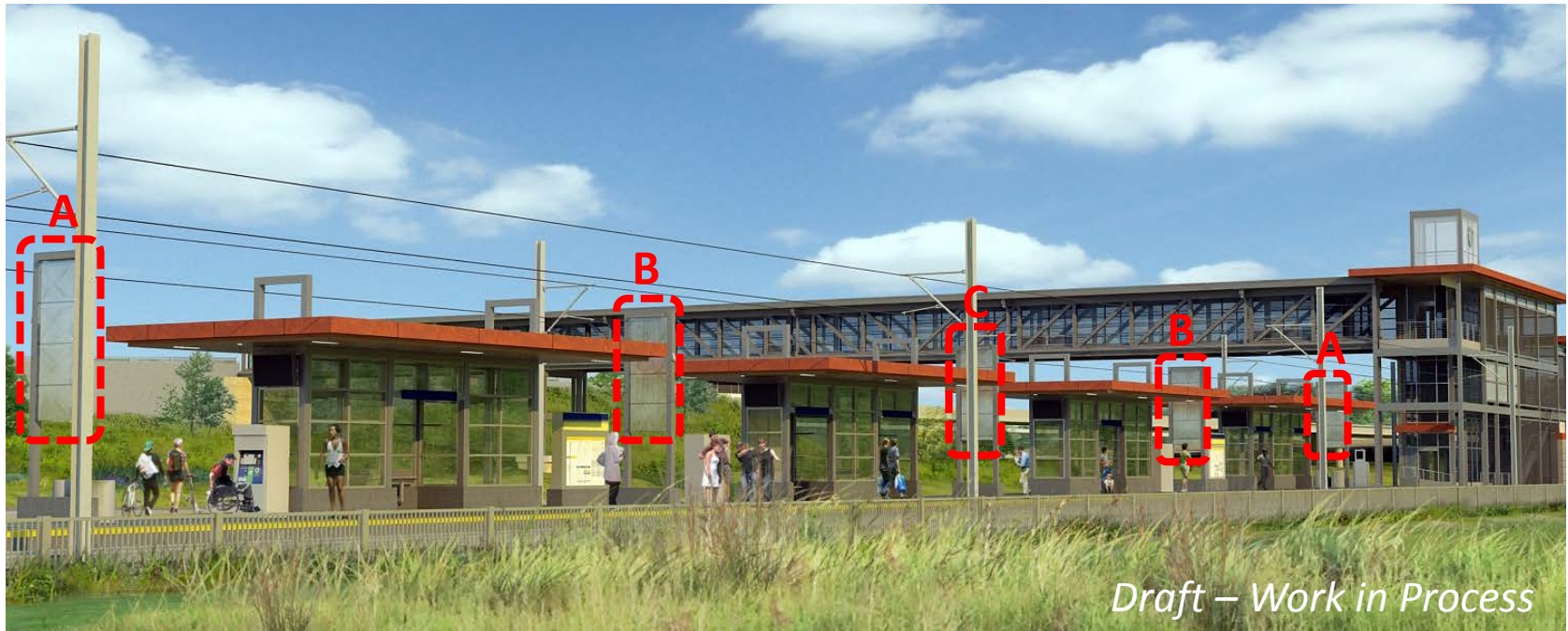


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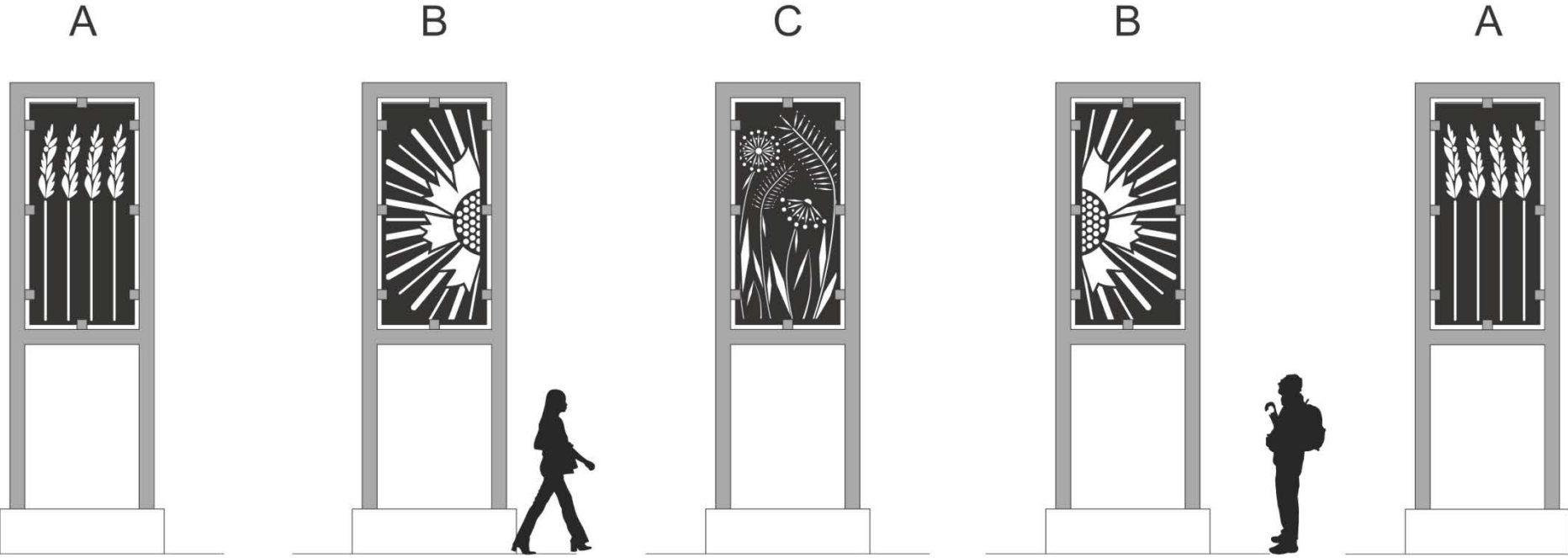
# Bryn Mawr Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)





# Bryn Mawr Station Panels



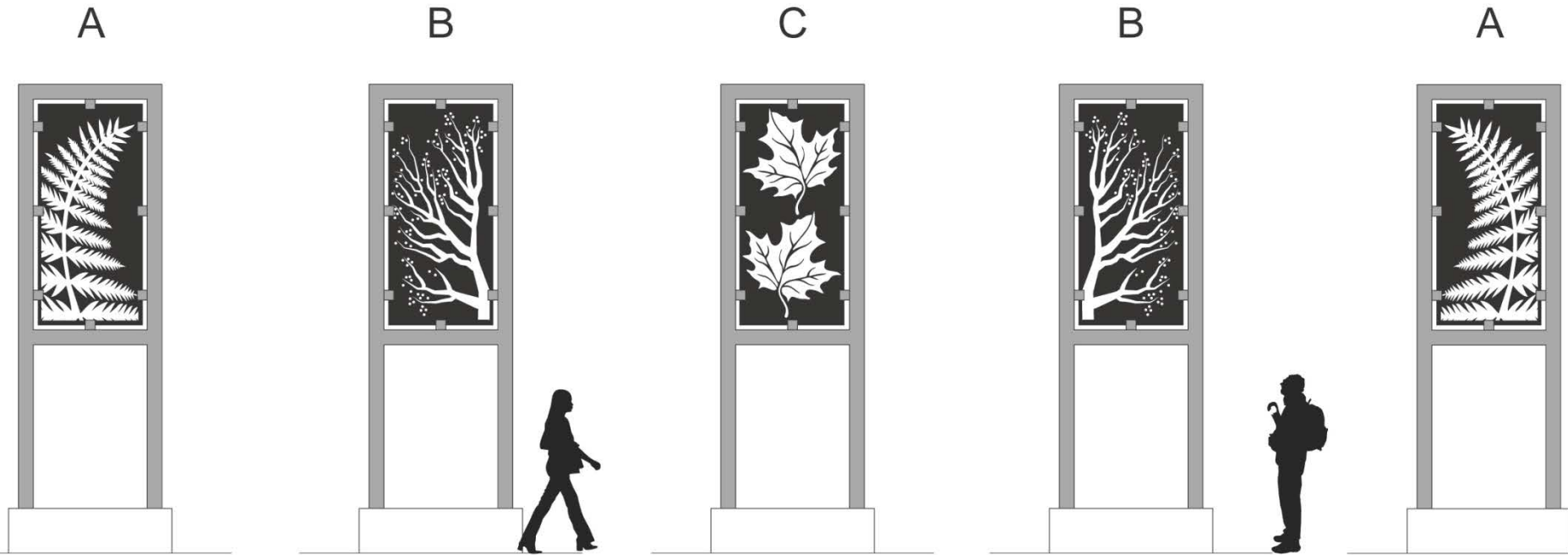
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# West 21<sup>st</sup> Street Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)



# West 21<sup>st</sup> Street Station Panels



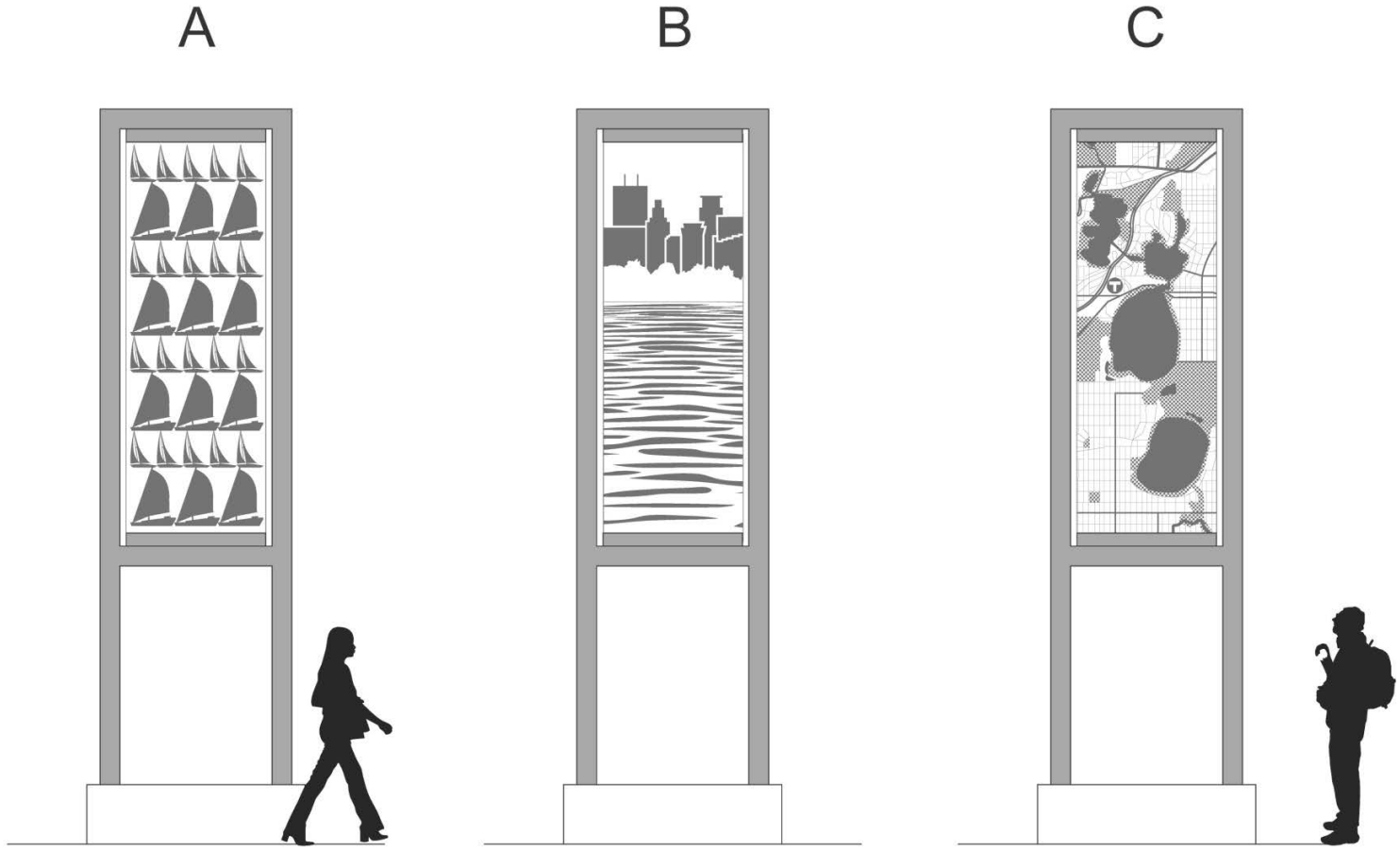
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# West Lake Street Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh



# West Lake Street Station Panels



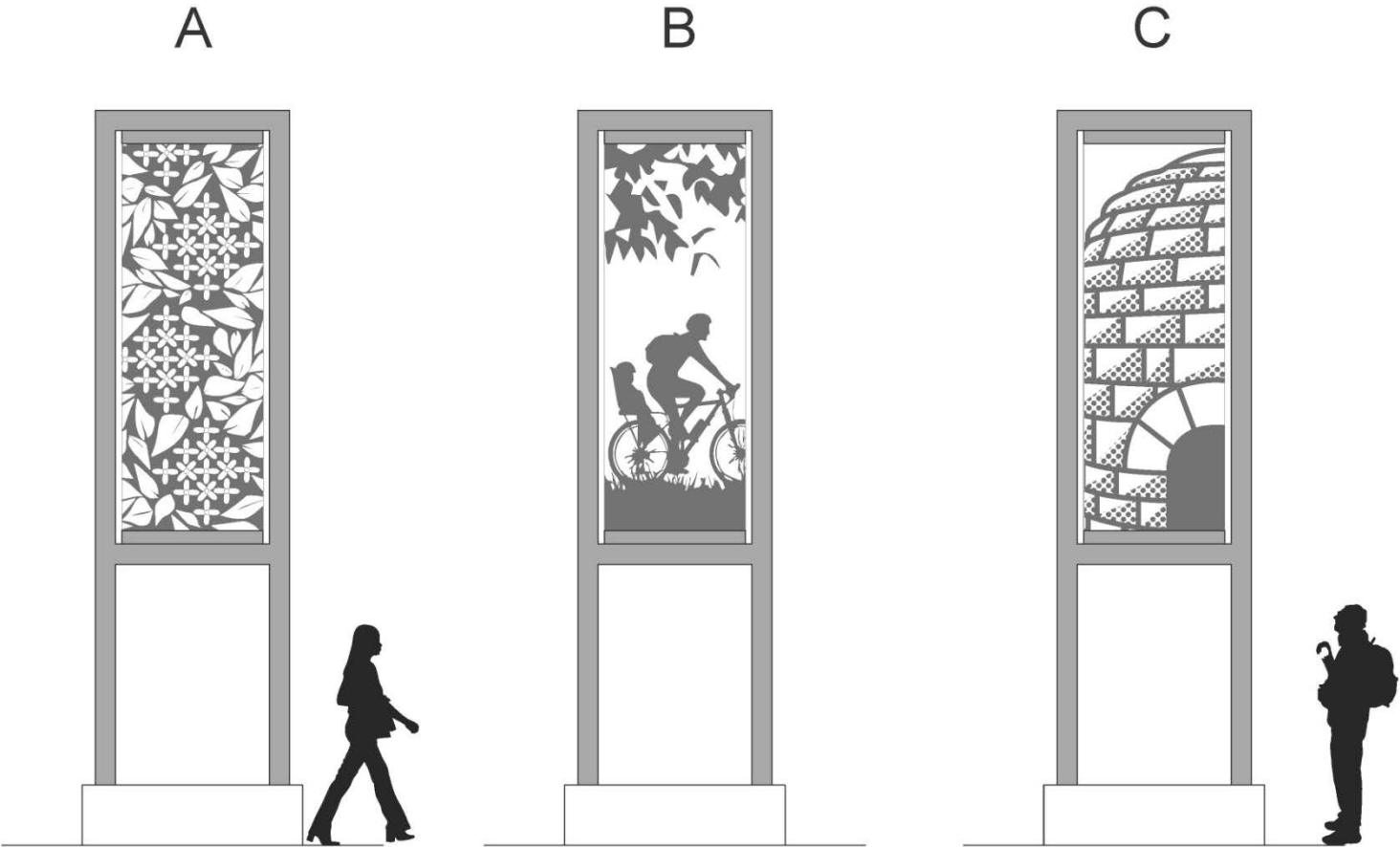
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# Beltline Boulevard Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh



# Beltline Boulevard Station Panels



*Draft – Work in Process*

# Wooddale Avenue Station Panels

- 4 wickets
- 3 unique panel designs
- Etched stainless steel mesh





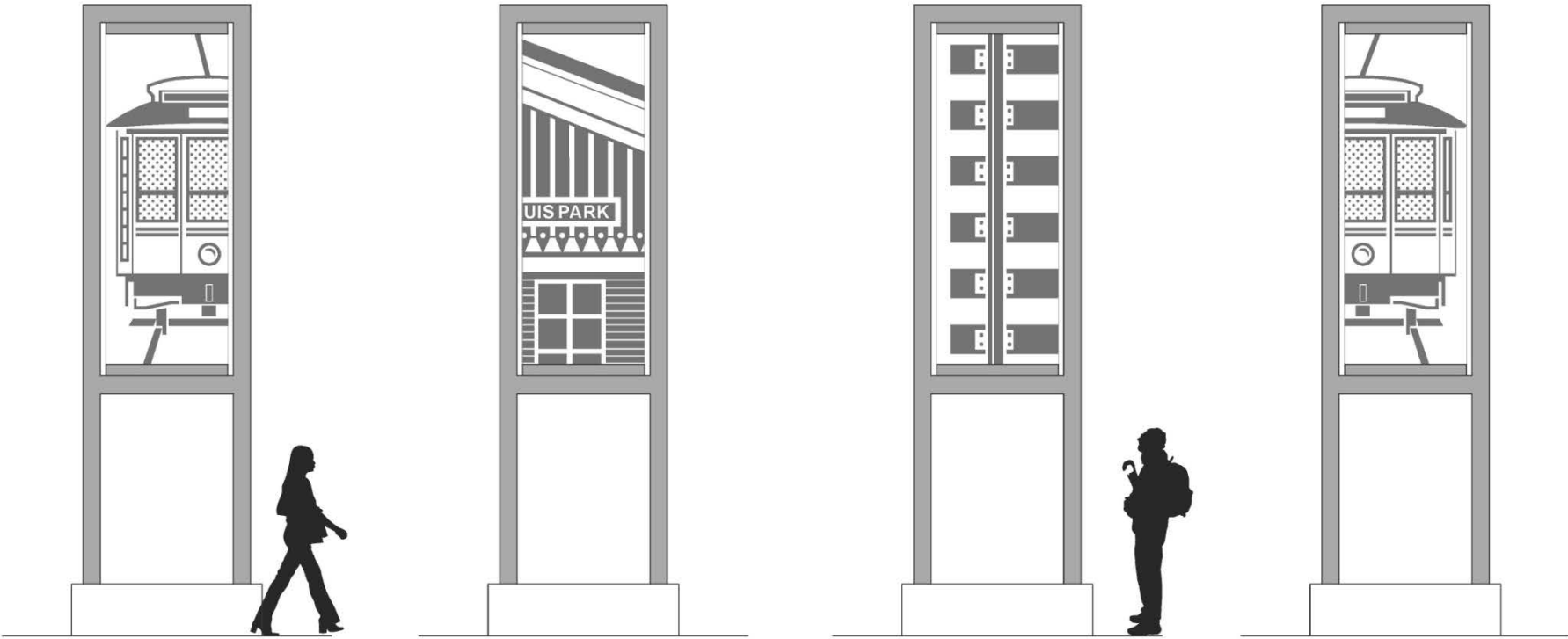
# Wooddale Avenue Station Panels

A

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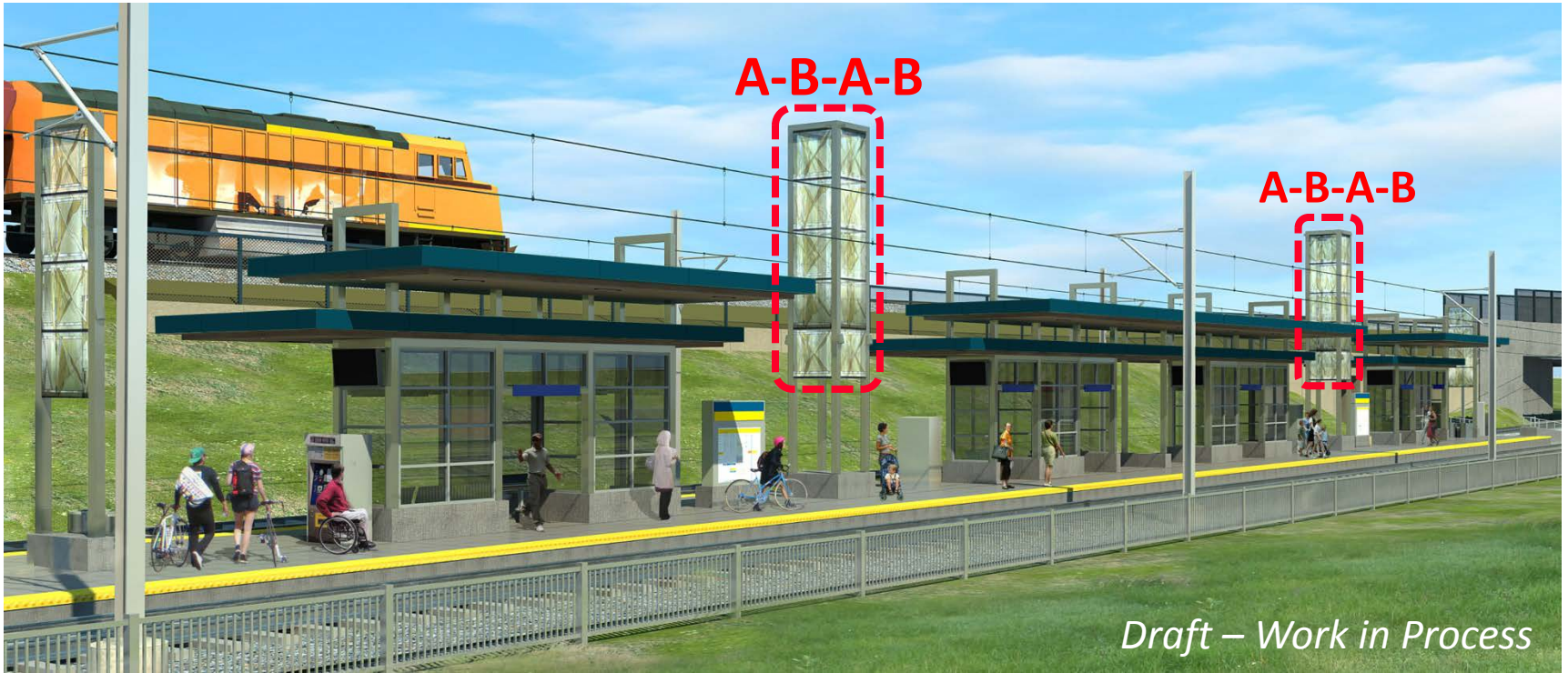
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# Louisiana Avenue Station Panels

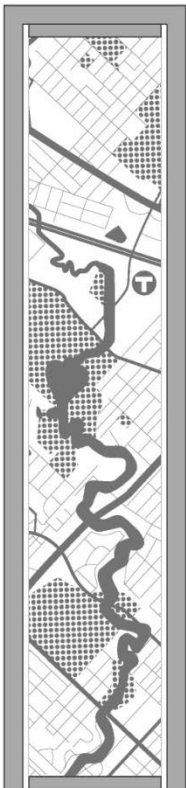
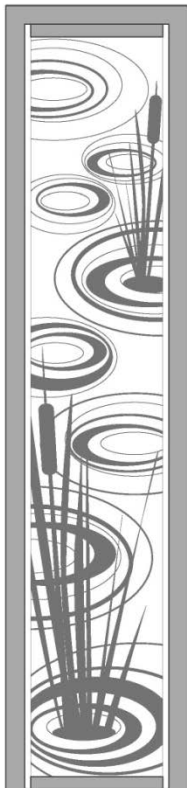
- 2 pylons
- 2 unique panel designs
- Etched stainless steel mesh



# Louisiana Avenue Station Panels

A

B



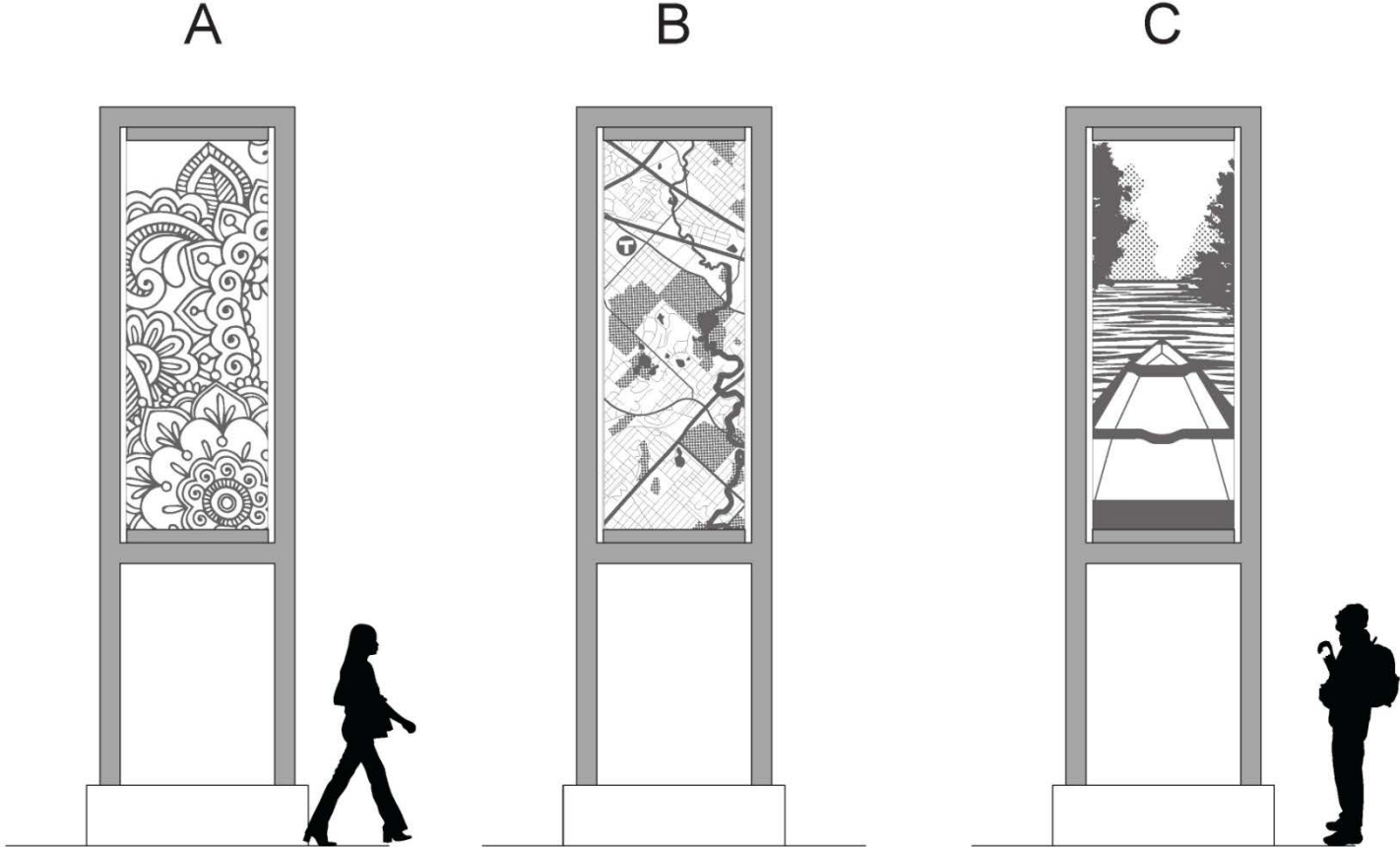
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# Blake Road Station Panels

- 4 wickets
- 3 unique panel designs
- Etched stainless steel mesh



# Blake Road Station Panels



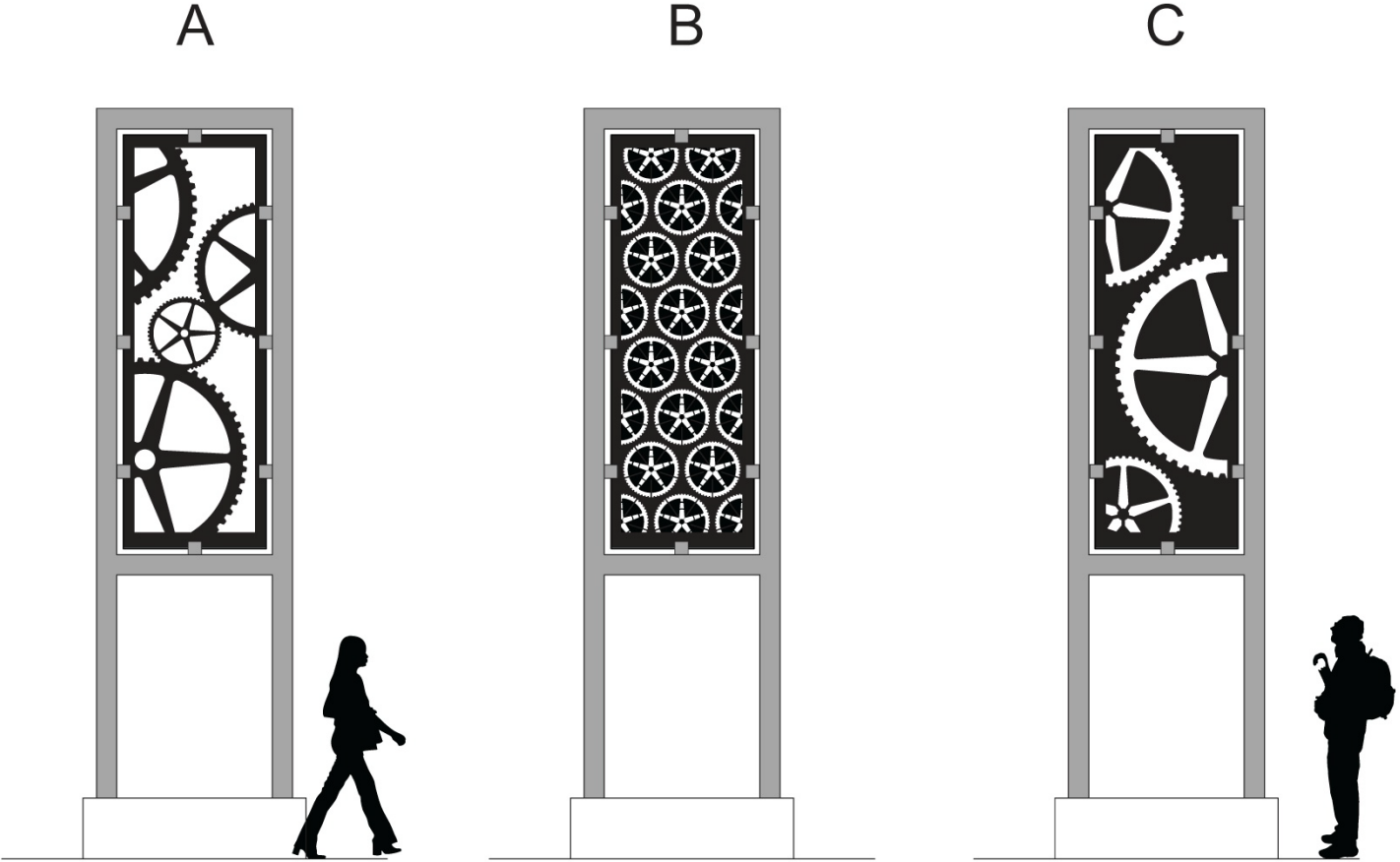
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# Downtown Hopkins Station Panels

- 3 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)



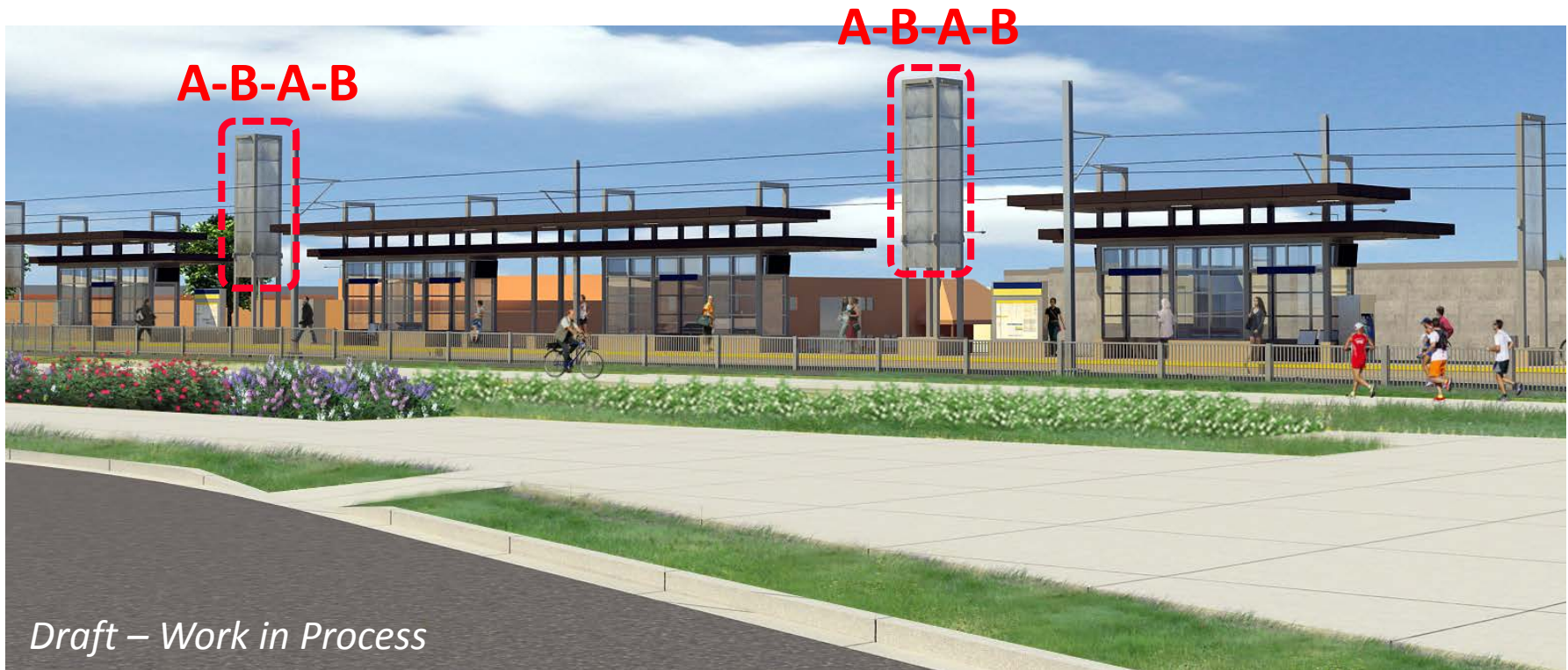
# Downtown Hopkins Station Panels



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# Shady Oak Station Panels

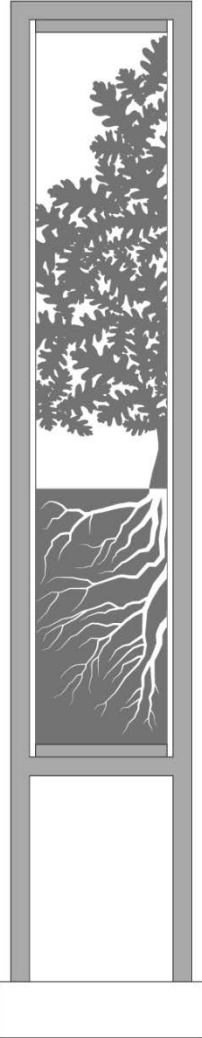
- 2 pylons
- 2 unique panel designs
- Etched stainless steel mesh



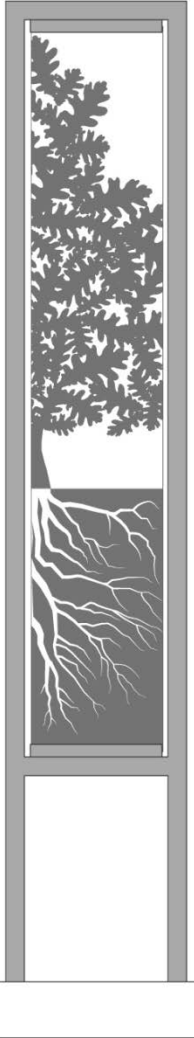


# Shady Oak Station Panels

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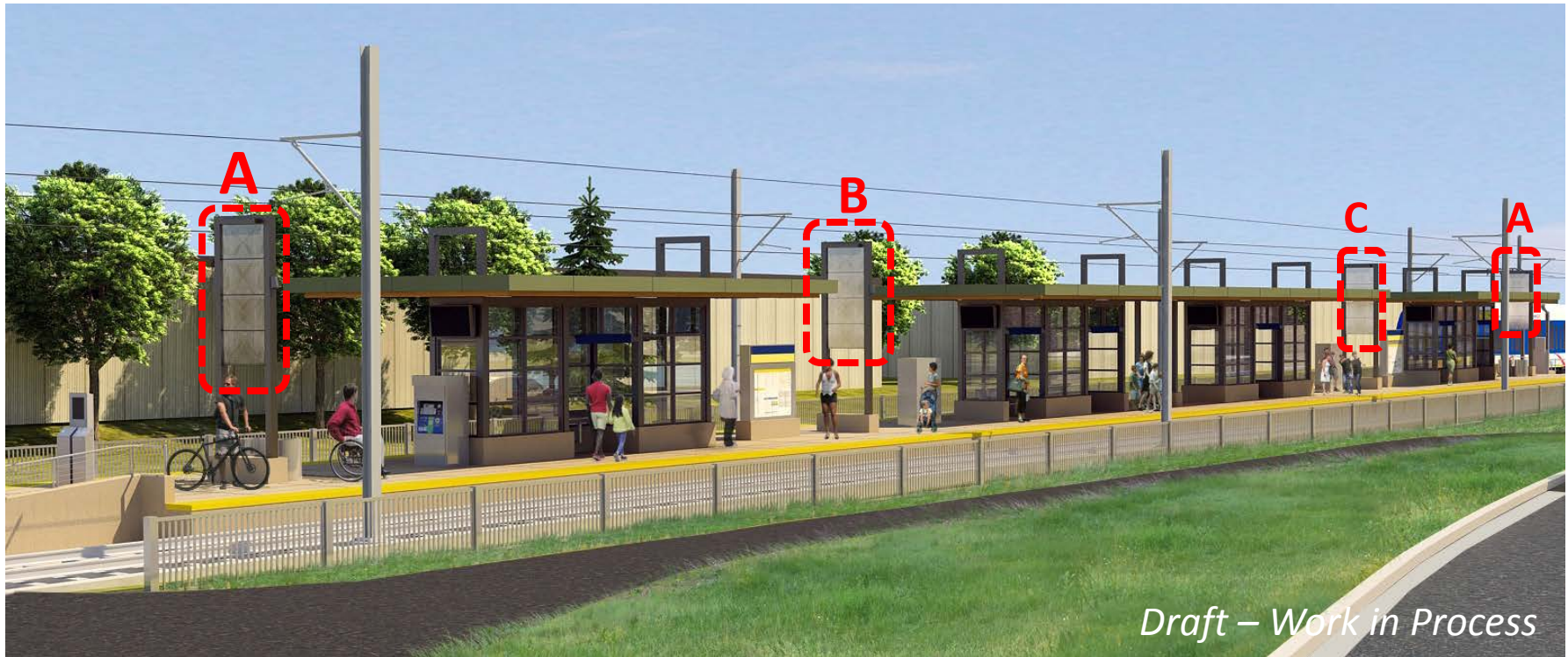
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# Opus Station Panels

- 4 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)



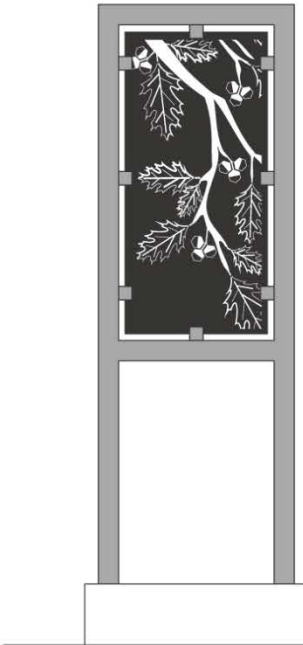
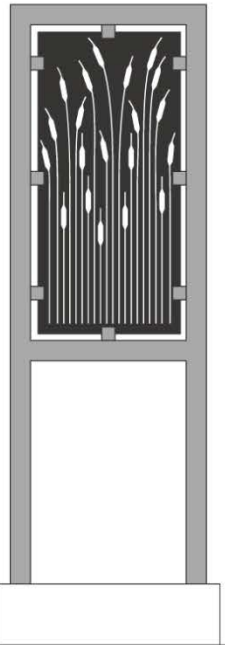
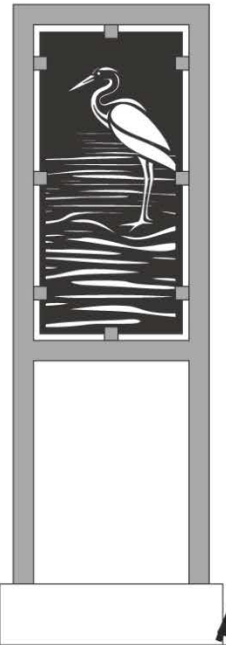
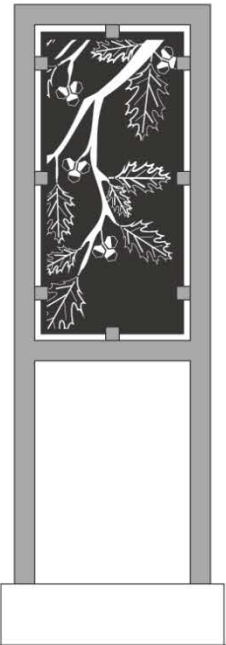
# Opus Station Panels

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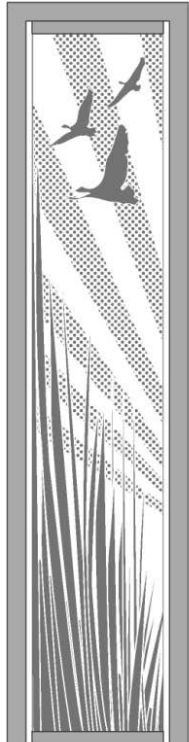
# City West Station Panels

- 2 pylons
- 2 unique panel designs
- Etched stainless steel mesh

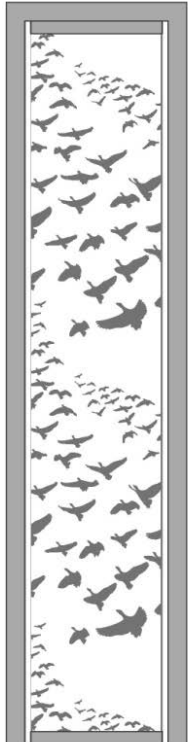


# City West Station Panels

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B



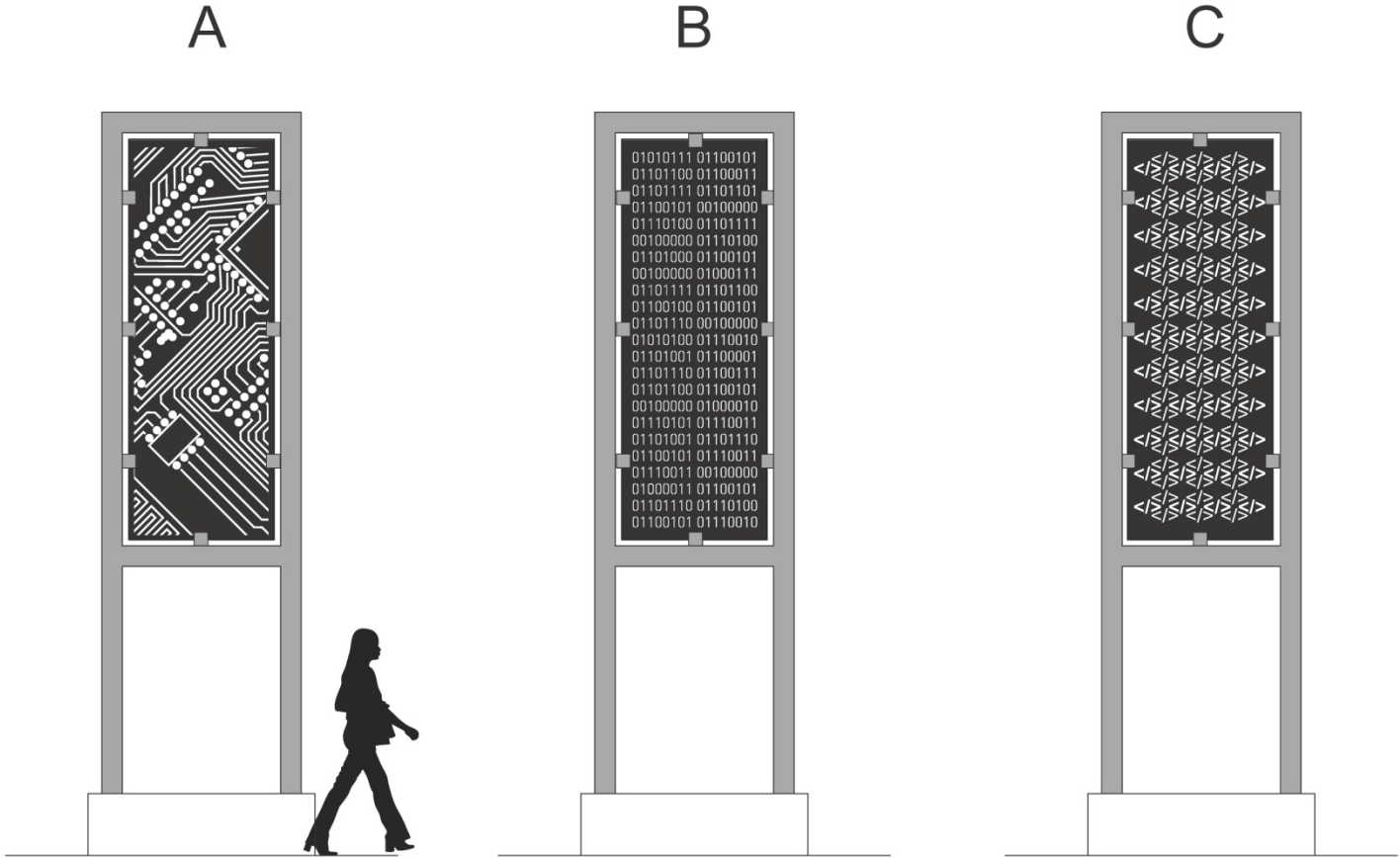
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# Golden Triangle Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh



# Golden Triangle Station Panels



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# More Information

Online:

[www.SWLRT.org](http://www.SWLRT.org)

Email:

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Twitter:

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