

Metropolitan Council

St. Louis Park City Hall, 5005 Minnetonka Blvd., St. Louis Park, MN 55416

Meeting of the Southwest Corridor Management Committee

February 3, 2016

Members Present	Chair Adam Duininck	Brian Lamb	Terry Schneider
	Jan Callison	Scott McBride	Nancy Tyra-Lukens
	Steve Elkins	Peter McLaughlin	Marion Greene (Alt)
	Jason Gadd	Jennifer Munt	Peter Wagenius (Alt)
	Linda Higgins	Will Roach	
Members Absent	Keith Bogut	Betsy Hodges	Matt Look
	James Hovland	Jake Spano	

1. CALL TO ORDER

Chair Adam Duininck called the February 3, 2016 meeting of the Southwest Corridor Management Committee to order at 10:10 a.m. at the St. Louis Park City Hall.

Chair Duininck introduced Denetric Powers from the Harrison Neighborhood Association, one of the two new citizen members who were appointed to the CMC. The other citizen member is Asad Aliweyd from the New American Academy, who was unable to attend today. Introductions were made.

2. APPROVAL OF MINUTES

Chair Duininck presented the December 9, 2015 SWLRT Corridor Management Committee meeting minutes for approval. Commissioner Marion Greene stated that her name was misspelled in the minutes. Commissioner Linda Higgins made a motion to accept the minutes as corrected, Council Member Steve Elkins seconded it, and the motion was then unanimously approved.

3. CHAIR UPDATE

Chair Duininck reviewed the forecasted population growth for the regional transit system. The top ten growing cities in our region were shown for the decades of 1970s through 2010, along with the areas of concentrated poverties. The number one indicator for moving out of poverty is shown to be the commute time to jobs. This is an important point to make during the legislative session, transit and transportation investments.

4. 2016 LOOK AHEAD

Mr. Craig Lamothe reviewed the 2015 completed milestones, which included the approval of the revised project scope and cost estimate. The project office also submitted the New Starts application update; received municipal consent on the revised scope from all 5 cities and the county; completed 60% civil, OMF and systems design plans; submitted the notice of intent to the FTA to apply for entry into engineering; and held a construction contractor event.

For 2016, the major project milestones were shown. As of the end of January, the 90% civil design plans have been completed. We anticipate completing the Final Environmental Impact Statement this spring, working closely with FTA on the final reviews. Following this will be the Record of Decision, after which we can start moving into construction and property acquisition. In order to do this, we will need to use Letters of No Prejudice issued by the FTA, which would have the local approvals prior to FTA issuing the FFGA, which is expected in mid-2017. Heavy construction is anticipated to start in 2017, with revenue service in 2020.

The 90% civil design plans were distributed late January to the cities and county for review and comments are due mid-February. We appreciate all the work that the partners are doing to keep this project moving forward.

5. SECTION 4(f) UPDATE

Ms. Nani Jacobson reported that following the FEIS publication, there will be a 30 day waiting period. The primary purpose is for federal agencies to review the documents and address questions they may have.

Ms. Jacobson provided an update on Section 4(f). The 4(f) process is a federal law that requires transportation projects to evaluate potential impacts to any publicly owned parks, recreational area or wildlife areas. If there is an impact where the project would be impairing or changing the use of the property, a different alternative needs to be evaluated. The project has completed two draft 4(f) documents to date, the first one was included in the DEIS and the second was included in the SDEIS.

Since the publication of the SDEIS, there were two new Section 4(f) properties identified. The draft 4(f) evaluation has been amended to include the two properties. These two new properties are in the city of Minnetonka, and their locations were shown on the map. The first property is an open space which includes a wetland and floodplain conservation area, located in the Opus area, south of Smetana Road. The other property is also in the Opus area and includes the Opus Development Area Trail network. The first area has been preliminarily determined by the FTA to be a *deminis* impact, which means the project is not disrupting the intended purpose of the property. There is less than an acre that will be used by the project. The second area will have temporary trail closures during construction, but in the end all the trail connections will be reestablished, some with grade separation. This area has also been preliminarily determined by the FTA to be a *deminis* impact. The draft 4(f) for these two areas was published on January 11, and there is a 45 day public comment period. The document is posted on our website and is available at the Minnetonka library and city hall, and the project office. Upon the close of the comment period, FTA will seek city concurrence.

Council member Steve Elkins asked why Kenilworth isn't covered here. Ms. Jacobson stated that Kenilworth Corridor was addressed in the previous project wide 4(f) evaluation, which was included in the SDEIS.

6. STATION AND OMF RENDERINGS

Mr. Ryan Kronzer presented SWLRT station and OMF renderings. Mr. Kronzer provided an update since the previous CMC discussion on the weather protection at the stations. The station roof has been lowered and flattened and additional heaters have been added to the glass enclosures. Over this past year, the project office held public open houses and received input on station designs. SPO staff also worked with city staff on developing color and material pallets for each of the stations. The 90% designs for the stations and OMF were shown. It was noted that proposed stations are subject to environmental review. Mr. Kronzer provided samples of the materials and color schemes that will be used at some of the stations.

Mayor Tyra Lukens asked with the flatter roofs, how will runoff from rain be addressed. Mr. Kronzer responded that the roofs will be sloped slightly and include internal drains. There will also be heat trays that will be turned on in winter to promote proper drainage.

Mayor Schneider stated that these adjustments for the protection for the passengers are much improved and also likes the uniformity of the stations and the color choices.

Council member Jennifer Munt said the Community Advisory Committee reviewed the designs at their meeting and they liked the design and the safety features of the stations. Mr. Kronzer stated that Metro Transit branding will be added, along with the wayfinding signs.

Commissioner Peter McLaughlin asked how many ticket vending machines per station will there be. Mr. Kronzer said center platform stations will have two ticket vending machines and the two side platform stations (Royalston and SouthWest) will have four.

7. STATION NAMING

Ms. Robin Caufman provided an update on station naming. The Metropolitan Council's Transitway Guidelines document provides guidelines for station naming. With the Green Line Extension and Blue Line Extension, there are two stations with the same name, Van White and Penn Avenue. This poses some challenges for customers and for operations and systems programming. The Transitway Guidelines state that the station should reflect the local geography; is easy for the public to recognize station location; and is distinct and unique from names of other stations. Same names for stations should be avoided.

This topic was brought to the Technical Project Advisory Committee, the Community Advisory Committee, Business Advisory Committee, Community Works Steering Committee, and discussed with each of the cities. Feedback was provided at these meetings, which included the following suggestions: For Van White Station, suggestions included changing to Harrison, Dunwoody or Linden. For the Penn Avenue Station, advisory committees supported the proposed name of Bryn Mawr Station. For the 21st Street Station, it was suggested to add "West". For Shady Oak Road, it was suggested to keep Shady Oak due to the existing business park and planned area for redevelopment that will be branded as Shady Oak. For City West, suggestions included West 62nd Street, Crosstown, Hwy 62. For Golden Triangle it was suggested to keep the name as Golden Triangle.

Ms. Caufman mentioned a letter was also received from the city of Minneapolis, suggesting Basset Creek Valley Station for the Van White Station, along with changing Royalston Station to Royalston/Farmers Market Station. This letter was included in today's CMC packets.

Mr. Denetrick Powers said on behalf of the Harrison Neighborhood, they would suggest that the Van White Station be named Harrison. Since Penn Ave. will be Bryn Mawr, the Van White is the nearest station that will serve the Harrison Neighborhood.

Mayor Tyra Lukens said Eden Prairie is fine with City West being renamed, but does not like the West 62nd name, as this isn't meaningful for anybody within the city. They are fine with the name of Optum Station.

Mayor Schneider stated that Minnetonka is fine with the name Shady Oak. The entire area from Shady Oak Road to the east will be branded with the words Shady Oak first.

Commissioner Callison asked if the February 24 Met Council action will be the last form of action, and are these names being presented to us today as a proposal. Chair Duininck mentioned that this is an information item and we appreciate feedback from the Committee. The Met Council will ultimately make the decision. Mr. Mark Fuhrmann reported that with the 90% design completed, the design team is working on the final design which will be included in the bid specifications.

Councilmember Jason Gadd mentioned that the city of Hopkins agrees with the name Shady Oak Station. They also concur with the addition of 'Road' on the Blake Road Station.

Mr. Will Roach mentioned that the Business Advisory Committee doesn't feel there would be opposition to use the name Optum. They also agree with keeping Golden Triangle and City West. Mayor Tyra Lukens suggested having Optum/Crosstown, which might make it clearer for the location.

Councilmember Jennifer Munt mentioned the one station where the Community Advisory Committee (CAC) could not reach consensus is Van White. Some felt the name should stay, others felt strongly it should be Harrison, while others preferred Dunwoody. The CAC suggestion is to go back for more community engagement with the neighborhoods along the corridor who take ownership of this station and view it as their destination.

Commissioner Higgins mentioned that the Van White Station is not in the 5th Ward, where Van White served as the council member. It would make more sense to keep Van White on the BLRT line. Mr. Peter Wagenius stated Minneapolis feels that both Penn and Van White should be reserved for the BLRT. When neighborhood names are used, the station is in that neighborhood. Minneapolis neighborhoods are very clear on their boundaries, and the Van White station is not in the Harrison neighborhood.

Mr. Powers added that if it wasn't for Harrison and other leaders from the northside community, there would be no stations at Penn and Van White. Once you cross the Van White Memorial Bridge you are in the Harrison neighborhood. There are multiple businesses in the Harrison neighborhood where people would access using that station.

Mr. Wagenius said it is important to note that as it relates to the Van White Station, there are no residents within a 10 minute walkshed of this station. We hope there will be development there, but it doesn't exist yet. At this time we don't know what the new street or development will be called.

Commissioner Higgins mentioned that Bryn Mawr neighborhood has weighed in and they support the Bryn Mawr name.

Commissioner McLaughlin supports keeping Penn on the Bottineau (BLRT) line, and he also supports adding the words 'Farmers Market' to the Royalston Station for SWLRT. Mr. Wagenius will follow up with Chair Duininck on the rationale that the Minneapolis planning staff has on using both Royalston/Farmers Market on the station. Chair Duininck said the discussion around the Van White name will continue with the next step is to finalize the station names and seek approval from the Met Council on February 24.

8. ADJOURNMENT

Chair Duininck mentioned that the next meeting is tentatively scheduled for March 2 at 10:00, at St. Louis Park City Hall.

Meeting adjourned at 11:25 a.m.

Respectfully Submitted,
Dawn Hoffner, Recording Secretary