



**Southwest Light Rail Transitway (SWLRT)
Community Advisory Committee Meeting
January 26, 2016
Southwest Project Office
6465 Wayzata Blvd, Suite 500
St. Louis Park, MN 55426
6:00 PM – 8:00 PM**

Meeting Summary

CAC Members/Alternates: Council Member Jennifer Munt (co-chair), Russ Adams (co-chair), Asad Aliweyd, Chris Bates, Vida Ditter, Abdihakim Ereg, Melissa Everett, Amanda Kappes, Brian Kirk, Sara Maaske, Lee Munnich, Doug Peterson, Andrew Pieper, Denetrick Powers, Hildy Shank, Jody Strakosch, Jeff Strate, Charles Weber, Janet Weivoda, Craig Westage.

Agency Staff and Guests: Ann Beuch, Robin Kaufman, Nkongo Cigolo, Sarah Ghandour, Sophia Ginis, Craig Lamothe, James Mockovciak, Dan Pfeiffer, Kerri Pearce Ruch.

1. Welcome and Review of Meeting Summary

Co-Chair Munt called the meeting to order at 6:03 PM and asked members to review the 8/25/2015 and 10/27/2015 meeting summaries. Lee Munnich requested a correction to the spelling of his last name on the 10/27/2015 meeting summaries to read Munnich with double n.

2. 2016 Look Ahead

Craig Lamothe went over the 2016 look ahead and shared with members that last Friday the project achieved 90% design and 100% design is anticipated for this coming April. The Final Environmental Impact Statement is anticipated to be published in April, and the Record of Decision in June. The Full funding Grant Agreement (FFGA) is scheduled for mid-2017. For additional information see [presentation](http://metro council.org/getdoc/ebd0f437-9293-4c9d-91a2-308bf2a95ba1/Presentation.aspx) at <http://metro council.org/getdoc/ebd0f437-9293-4c9d-91a2-308bf2a95ba1/Presentation.aspx>.

Lee Munnich wondered how many companies are eligible to bid on the Light Rail Vehicles (LRV) Request for Proposal (RFP). Mr. Lamothe responded about a dozen companies.

Melissa Everett wondered when businesses around the Operations and Maintenance Facility (OMF) would have to relocate. Mr. Lamothe reported that the project has been in contact with affected businesses and will be proceeding with the acquisition process after the June timeframe pending

issuance of the Record of Decision and the Council's Determination of Adequacy. It would probably take a year before relocation could begin to occur.

Chris Bates wondered what measures the project has taken to prevent wheelchairs from being caught in the tracks. Mr. Lamothe responded that the Southwest Light Rail Transit (SWLRT) design team is working on reviewing the plans and safety features to prevent such events. Co-Chair Munt added that the cities of Minneapolis and St. Paul are working together to apply for a 40 Million Federal Transit Administration grant to help improve safety along light rail lines.

Doug Peterson inquired on the number of property acquisitions by city. This information was printed out and provided to members at the meeting.

Vida Ditter wondered how the partial take was calculated and whether it was not detrimental to the property value. Mr. Lamothe explained that partial property acquisition factors the value of the entire property minus the partial piece to be acquired.

3. Section 4(f) Update

Mr. Lamothe went over the presentation on 4(f). Two properties in Minnetonka have been identified as qualifying for 4(f) section as they appear to serve a public function. A 45 day comment period began on January 11 and will close on February 25.

Jody Strakosch wondered how the 4(f) was publicized. Robin Cauffman responded that letters were sent to owners and apartment complexes in the area, local advertisement in local newspaper, Star Tribune and State Register.

Mr. Munnich added that the area in reference is not used for recreation but is rather a viewshed of Minnetonka.

4. Station and OMF Renderings

Sarah Ghandour went over corridor station design and reviewed stations from SouthWest Station in Eden Prairie to Royalston Station in Minneapolis. Samples of materials to be used to construction the SWLRT stations were passed around for members to look at. Ms. Ghandour also informed members that since Public Art was taken out of the project scope. The project, in collaboration with Community Works, will be adding aesthetical elements to the wickets to give each station a special identity.

Jeff Strate wondered whether people would have to cross the tracks to get access to the station platform at the SouthWest Station. Ms. Ghandour replied that people who park in the new structure would have to walk over the tracks at the end of the platform to access the station. Mr. Strate also wondered whether there was a plan to install an escalator or elevators in the new structure. Ms. Ghandour replied that the project is planning for an elevator and stairs in the new structure but no escalators.

Mr. Peterson requested to have station cost broken down by station. The project will look into this request.

Ms. Ditter wondered how the station glass panels were going to be maintained. Ms. Ghandour clarified that the suggested plastic panels are durable and that Metro Transit maintenance team would be responsible for maintaining them.

Mr. Peterson wondered whether the plastic panels would be translucent or clear. Ms. Ghandour responded that they would be translucent and durable.

Co-Chair Munt inquired about the safety features that have been incorporated in the design. Ms. Ghandour responded fencing is key to channel pedestrians to designated crossing areas, detectable warning signs, tactile floors and ensuring that landscaping is at required height so to not pose a safety hazard. Other features include a pedestrian signal with flashing prompts to instruct pedestrians to look both ways before crossing the tracks, security cameras, emergency call boxes and warning speakers.

Ms. Strakosch wondered about noise levels added by warning devices. Volume can be adjusted on some devices.

Mr. Peterson inquired about the location of warning devices and whether they would be installed at intersections. Ms. Ghandour clarified that the warning devices will be installed at stations.

Ms. Ditter inquired about temperature control. Ms. Ghandour responded that three heaters will be installed in the canopy. In addition wind protection features are incorporated. No air-conditioning as the station is an open area.

Mr. Bates inquired about the space at the station and whether it would provide enough room for wheelchairs to maneuver around. Ms. Ghandour responded that wheelchair turn movements have been taken into account in the design.

Ms. Caufman inquired whether the group would see it useful to schedule a tour of the Central Corridor Green Line to look at station features. Group consented to the idea.

Mr. Strate wondered whether the berm behind the Blake Station belonged to the Metropolitan Council. Ms. Ghandour responded that those discussions were underway. No determination as of yet.

Ms. Peterson inquired how bicyclist would get off the trail bridge proposed for the Beltline Station. Ms. Ghandour replied by stairs or bridge.

Mr. Bates wondered whether the material that will be used to construct the SWLRT would be Minnesota made. Mr. Lamothe responded that the project is still working on project specifications and that would be addressed. Co-Chair Munt added that the project, however, has a Federal requirement to fulfill the Buy America provision.

Mr. Strate inquired about the possibility for citizens to work with the design team to add landscaping around the SouthWest Station. Ms. Ghandour responded that the City of Eden Prairie is working with the project office on a locally requested capital investment to improve the Plaza, and this includes additional funding for landscaping.

Ms. Peterson wondered whether a separate walkway would be added at the West Lake Station. Ms. Ghandour replied two entrances are planned for from the West Lake Street Bridge.

5. Station Naming

Robin Kaufman went over station naming presentation. Advised group that the Metropolitan Council Transitway Guidelines provides guidance on station naming. The Green Line Extension and Blue Line Extension both include stations with the same name: Van White and Penn. For SWLRT, station names need to be finalized in advance and updated in the 100% design plans for inclusion in the Civil Construction bid documents.

Mr. Munnich expressed his preference to change Penn Station to Bryn Mawr and keep Van White on the Green Line Extension to allow the Blue Line Extension to pick a different name for their Penn Station.

Denetrick Powers stated that he would like for Van White on the Green Line Extension to be changed to Harrison as it is close to the Harrison neighborhood.

Ms. Strakosch read a statement from the Kenwood Isles Area Association (KIAA). "KIAA continues to oppose co-location; we have not had any of our questions or concerns addressed, and a (station) name is a very low priority compared to safety, nice, environmental issues, cost, and livability. However, in the interest of continued cooperation, KIAA supports naming the station West 21st Street."

Mr. Strate stated that Cedar Lake would be a good name for the 21 Street Station and in Eden Prairie he would rather add West 70th to the Golden Triangle Station for it to become Golden Triangle West 70th Station.

Asad Aliweyd stated that Golden Triangle should remain as is.

Brian Kirk stated he would like for Shady Oak to remain instead of 17th Avenue Station and Hopkins Crossroad.

Mr. Peterson suggested calling the Van White Station Dunwoody Boulevard.

Ms. Ditter stated that the Bassett Creek Valley Master Plan development named the station Van White and would like to keep the name.

Mr. Munnich suggested that the Blue Line Extension could use Summer Library Station then the Green Line Extension would maintain Van White.

6. Southwest Community Works: Corridor Housing Strategy Update

Kerri Ruch went over the Southwest Community Works activities and members' feedback on the housing strategy.

Mr. Munnich expressed his appreciation for the idea to encourage car share to reduce parking requirements put on developers.

Mr. Peterson would rather have a program that can control rent prices.

7. Adjourn

Meeting adjourned at 8:30 PM. Next meeting scheduled for February 23, 2016, at 6 PM.