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
- 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

<table>
<thead>
<tr>
<th>Category</th>
<th>Long-term Direct Impacts</th>
<th>Long-term Indirect Impacts</th>
<th>Short-term Impacts</th>
<th>Commitments</th>
<th>Mitigation Measures</th>
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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

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

A

B

C

Draft – Work in Process
Bryn Mawr Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)
Bryn Mawr Station Panels
West 21st Street Station Panels

- 5 wickets
- 3 unique panel designs
- Laser/jet cut steel plate (painted)
West Lake Street Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh
West Lake Street Station Panels

Draft – Work in Process
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
Louisiana Avenue Station Panels

• 2 pylons
• 2 unique panel designs
• Etched stainless steel mesh
Louisiana Avenue Station Panels

A

B

Draft – Work in Process
Blake Road Station Panels

- 4 wickets
- 3 unique panel designs
- Etched stainless steel mesh
Blake Road Station Panels

Draft – Work in Process
Downtown Hopkins Station Panels

• 3 wickets
• 3 unique panel designs
• Laser/jet cut steel plate (painted)
Downtown Hopkins Station Panels

A

B

C

Draft – Work in Process
Shady Oak Station Panels

• 2 pylons
• 2 unique panel designs
• Etched stainless steel mesh
Shady Oak Station Panels

Draft – Work in Process
Opus Station Panels

• 4 wickets
• 3 unique panel designs
• Laser/jet cut steel plate (painted)
Opus Station Panels

A

B

C

A

Draft – Work in Process
City West Station Panels

- 2 pylons
- 2 unique panel designs
- Etched stainless steel mesh
City West Station Panels

Draft – Work in Process
Golden Triangle Station Panels

- 3 wickets
- 3 unique panel designs
- Etched stainless steel mesh
Golden Triangle Station Panels

A

B

C

Draft – Work in Process
More Information

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