



Meeting Minutes

Southwest Community Advisory Committee (CAC)

April 28, 2010, 6:00 to 7:30 PM

Wolfe Lake Professional Center

Meeting Attendees

CAC Members and Alternates

Paul Nelson
Bob Tift
Eric Lind
Denny Spalla
Barry Schade
Vicki Moore
John Wheaton
Art Higinbotham
Vida Ditter
Bill James

Southwest Staff & Consultant Team

Kathie Doty (KLD Consulting)
Scott Reed (HDR Engineering)
Elliott Dick (HDR)
Chad Ellos (WSB)

Other Attendees

Rhea Sullivan (West Calhoun Neighborhood Association)
Michael Wagner (West Calhoun Neighborhood Association)
Jeff Peltola (resident near West Lake)
Jeanette Colby (Kenwood Isles Area Association)

I. Updates

Kathie Doty, SW Public Outreach, began with informing the CAC that Katie Walker, SW Project Manager, had to attend another meeting and therefore would not be in attendance for this CAC meeting. Ms. Doty asked for member updates and Paul Nelson reported that he had been appointed to the Edina Transportation Committee.

Scott Reed, HDR, provided a project schedule update: Draft Environmental Impact Statement (DEIS) chapters are under review and the DEIS draft report will be submitted to the Federal Transit Administration in June. The FTA review could be completed by September, and if so, the 45-day public comment period could begin then and possibly wrap up by October. It is expected that the project will move into Preliminary Engineering by the start of 2011, and the Final Environmental Impact Statement (FEIS) would begin at that time as well. With regard to the Locally Preferred Alternative (LPA), Mr. Reed indicated that the Metropolitan Council is expected to take action to approve the LPA on May 26. Vicki Moore asked when Corridor Management Committee would be set up. Mr. Reed responded that the Metropolitan Council would determine that, but that it would need to be in place for the kick off of Preliminary Engineering.

Ms. Doty provided a brief update on the latest reports on potential legislative action: there is some reason to think that there may be a second bonding bill at the end of the State legislative session, and if there is, the Southwest funding request for \$7 million could be a part of that.



II. Presentations: Noise and Vibration; Traffic

Scott Reed, HDR, introduced himself, Elliott Dick, and Chad Ellos. Mr. Reed began a presentation to the CAC that included:

- Overview of upcoming SW Public Meetings (May 18, 19, 20) – CAC members asked if the presentation boards would be posted on the SW website; Ms. Doty responded in the affirmative.
- Open House boards on the DEIS, Historic & 4(f) Resources, and Locally Preferred Alternative recommendation – Barry Schade encouraged project staff to be ready to respond to questions about the LPA, as he still hears questions such as ‘why not Uptown?’ from community members.

Mr. Reed then turned the presentation over to Mr. Dick to present information on noise and vibration analysis methodology. Highlights of this presentation and CAC member questions included:

- the Federal Transit Administration (FTA) requires a more rigorous assessment for noise levels estimated to be ‘severe’ and asks the agency with jurisdiction over mitigation to make every reasonable effort to mitigate these impacts. For moderate noise levels, the analysis is more of a cost-benefit assessment.
- Eric Lind asked question about the speed of the train through Kenilworth, and about policies for sounding horns. The Met Council policy is to sound horns at crosswalks, grade crossings, and when there is a gate arm down. For trains traveling 45 MPH or lower, only bells are sounded; for higher speeds, horns are also sounded but can be aimed to control sound.
- Vida Ditter indicated that existing freight trains blow their horns currently and do not seem to generate concerns from her neighborhood.
- Art Higinbotham said that freight trains do not use their whistles near his home at this time. He also reminded the CAC that he had heard Commissioner Dorfman indicate that noise levels in the Kenilworth area would be compared to the area without freight train traffic. Mr. Higinbotham asked if adding noise to St. Louis Park neighborhoods in association with relocating freight rail traffic would be included in the SW DEIS. Mr. Reed responded no, that the freight relocation was a separate project outside the scope of the Southwest DEIS.
- Vibration sources and mitigation options were also reviewed.

For the final portion of the presentation, Mr. Ellos presented information on the traffic analysis portion of the DEIS, including scope of work, crossings identified and intersections studied, study methods, and potential mitigation. Mr. Higinbotham asked why the DEIS assumptions included a fly-over for the Cedar Lake Parkway intersection rather than a tunnel. Mr. Reed responded that a tunnel was not as feasible as a fly-over, though both options present challenges.

In summary, Mr. Reed indicated that the DEIS document will be a long and technically complex document. CAC members asked if there would be an executive summary to make this information more accessible to community members. Mr. Reed indicated that would be a possibility. When the draft DEIS is available for public review, there will be a 45-day comment period, and a public hearing no less than 15 days after the document is released (to give members of the public time to review the document). Comments received will be documented and will be addressed through the FEIS process.

III. Meeting Schedule

Ms. Doty indicated that the next meeting of the SW CAC will be on June 23, and there will also be a meeting on August 25. The primary goal of these meetings, in addition to providing project updates,



will be to provide information to the CAC members about the DEIS in order to facilitate better communication with community members throughout the DEIS comment period.

VI. Open Forum

Since the meeting ran long due to dialogue around the presentations, members of the public were not given much time to comment. There will be greater attention to providing comment opportunities at the June meeting.

VII. Adjournment

Meeting adjourned at 7:35 pm.