



## Southwest Transitway Community Advisory Committee (CAC)

Wednesday, January 9, 2007, **6:30** to 8:00 PM

Wolfe Lake Park Professional Building

**(Please note: Meeting start time changed to 6:30 PM)**

### Agenda

- |      |  |                                  |
|------|--|----------------------------------|
| I.   | Introductions & Member Updates <ul style="list-style-type: none"><li>▪ Rachel Hefte, Facilitator</li></ul>               | 6:30 to 6:45 PM<br>(Information) |
| II.  | Recap of Issues Brainstorming Exercise* <ul style="list-style-type: none"><li>• Rachel Hefte, Facilitator</li></ul>      | 6:45 to 7:15 PM<br>(Information) |
| III. | TAC and PAC Updates <ul style="list-style-type: none"><li>• Katie Walker, Study Manager</li></ul>                        | 7:15 to 7:30 PM<br>(Information) |
| IV.  | Present Results of the LRT 3(D) Evaluation <ul style="list-style-type: none"><li>▪ Katie Walker, Study Manager</li></ul> | 7:15 to 7:30 PM<br>(Information) |
| V.   | Open Forum for Non-members   | 7:45 to 8:00 PM                  |

\* Enclosed

The next meeting of the Southwest Transitway Community Advisory Committee (CAC) is scheduled for **Wednesday, March 5th from 6:00 to 8:00 PM at the St. Louis Park City Hall.**

**SW Community Advisory Committee (CAC) Member List**  
September 2007

<b>City</b>	<b>Station Location</b>	<b>Members Appointed to Date</b>
Eden Prairie	<u>LRT 1 routing</u> TH 5/Mitchell Road TH 62  <u>LRT 3 routing</u> Southwest Eden Prairie Town Center Golden Triangle City West	Jill Noak jill@gabbertbeck.com
		Rick Wieblen <a href="mailto:rwieblen@libertyproperty.com">rwieblen@libertyproperty.com</a>
		Stephanie Peterson stephaniejpeterson@eaton.com
		Frank Powell frankpow@comcast.net
		John Brill john.brill@disney.com
		Dennis Spalla dennis_spalla@uhc.com
Minnetonka	<u>LRT 1 routing</u> Rowland Road  <u>LRT 3 routing</u> Shady Oak Road Opus	Sally Velick velsal@comcast.net
		TBA
		Maria Klein <a href="mailto:klein023@umn.edu">klein023@umn.edu</a>
Hopkins	<u>LRT 1 &amp; 3 routing</u> Shady Oak Road Downtown Hopkins Blake Road	Mindy Paulson mindy274@comcast.net
		Esmeralda Guajardo
		Kyle Allison Kyle.allison@hopkinshonda.com
St. Louis Park	<u>LRT 1 &amp; 3 routing</u> Louisiana Wooddale Beltline	Bob Tift btift@bsm-online.org
		Bill James wljames3@comcast.net
		Shawn Klein <a href="mailto:Shawn.M.Klein@jci.com">Shawn.M.Klein@jci.com</a>
Edina	<u>LRT 1 &amp; 3 routing</u> At-large	Paul Nelson pnelson@shawlundquist.com
Minneapolis	<u>LRT A</u>	
• CIDNA	West Lake	Art Higinbotham ahiginbotham@msn.com
• Kenwood Isles	21 <sup>st</sup>	Eric Lind ericlind@yahoo.com
• Bryn Mawr	Penn	Barry Schade barryschade@mac.com <u>Alternate</u> Bruce Monson bruce.monson@state.mn.us
• Basset Creek ROC	Van White	Vida Ditter vyditter@vyditter.cnc.net
• North Loop	Royalston	John Slack john.slack@bonestroo.com
	<u>LRT C</u>	
• East Isles	Hennepin	Ross D'Emanuele

		d.emanuele.ross@dorsey.com
• Whittier	Lyndale	Alex Bauman apbauman@yahoo.com
• Stevens Square	Franklin	Nels Sandberg nsandberg2@comcast.net
• Downtown Council	Downtown Stations	John Wheaton jwheaton@faegre.com

**Southwest Transitway Community Advisory Committee (CAC)  
2008 Meeting Schedule**

(All meetings will be held from 6:00 to 8:00 PM at the St. Louis Park City Hall)

January 9<sup>th</sup>  
March 5<sup>th</sup>  
May 7<sup>th</sup>  
July 9<sup>th</sup>  
September 3<sup>rd</sup>  
November 5<sup>th</sup>

**Southwest Transitway  
Citizen Advisory Committee Meeting**

Flip Chart Comments: Preliminary Identification of Environmental and Community Issues of LRT Alternatives (1A, 3A, 3C)

November 7, 2007

**Land Use**

- Do certain land uses tend to be more effective for generating ridership?
  - o E.g. down Nicollet Mall in downtown Mpls with retail/office uses
- Splitting the neighborhood; act as a “wall” - “two sided track”
- Access by many, climate impacts (winter vs. summer)
- Enhance economic development in Uptown/Powderhorn
- Preserve parkland please
- Successful development happens along an LRT route – need the line to support development in the Bassett Creek Valley area

**Transportation**

- Handicapped accessibility
- Need for study on SLP switch yard being re-located as part of LRT
- Interface with bus transit systems
- Purpose – commuter vs. non-job related?
- Line C (Marquette Ave alternative) – interference with bus routes? (same question for Nicollet Mall alternative)
- LRT needed to address transportation needs of the poor who cannot afford cars to jobs in other parts of the city (Bassett Creek Valley)
- Need to start building a transportation infrastructure that doesn't rely on cars for trips
- Accessibility of stations to riders (21<sup>st</sup>, Penn, W. Lake) – one-way streets/access W. Lake St.

**Air Quality**

- at areas of increased congestion
- cleaner air with less cars on I-394 especially on Ballpark event days
- concern with asthma of the young and the old who live close to highway arteries – LRT would reduce air pollution
- Air quality conformity
- Smoking at LRT stations – impact to others

**Noise**

- Sound barrier locations
- Squeaking at rail turns
- Train noise at all intersections with streets (horns sounding, etc)
- Less noise than cars on I-394, especially on ballpark event days
- Use of safety warnings that minimize need for sound
- Noise: proximity to LRT of condos/townhomes (Kenilworth)
- Claxon (announcement) on trains, emergency vehicles responding to LRT centers (fire, police)

**Vibration**

- Study LRT routings through Uptown corridor relative to vibration impact
- Deterioration of walls and foundations in the condos/townhomes on Kenilworth
- At Downtown – existing buildings

### **Visual & Aesthetic Resources**

- Desire to keep stations in keeping with existing neighborhood 'feel'
- Visibility to condos/townhomes on Kenilworth (1A, 3A)
- Rail station design in each community served, take into consideration local style and culture
- Power lines for light rail cars – visual impact (is there a way to bury lines in park areas?)
- LRT more aesthetically pleasing than traffic jams on I-394
- Litter impact?

### **Cultural Resources/Parklands**

- Dangerous people access to public parks
- Cutting off wildlife paths to parks
- Beauty and quiet of Cedar Lake East
- Congestion on adjoining bike paths, esp. at stations
- Cultural – movement of folks to and from jobs in other parts of the city
- Addition of light rail onto Hopkins -> EP trail

### **Ecosystems**

- Interference with animal movement
- Impact on trail adjacent trees/greenery esp. Cedar Lake area
- Risk to ecology of Cedar Lake and Lake of the Isles and Channel (1A & 3A)

### **Geology**

- Core samples for rail bed stability
- Sound proofing and design for manufacturing issues

### **Hydrology**

- Water table for tunnels on Nicollet (3C) and Kenilworth (3A)
- Flooding in Greenway (i.e. recent NY subway flooding)

### **Hazardous/Regulated Materials**

- Adequacy of cleanup on railroad diversion in St. Louis Park (3A, 1A) – Superfund site near Sam's Club
- SLP Switchyard & any cleanup required
- Light rail corridor locations going thru electrical transfer corridors (e.g. Eden Prairie – Gander Mtn – Technology Drive\_
  - o EP City decide to put power lines -> underground, where?

### **Parking Lot**

- Park & Ride concerns (at Penn, 21<sup>st</sup>, W. Lake and all P & R lots)
  - o Congestion impacts
  - o Access
  - o Noise
  - o Safety
- Are P & R lots prohibited in Mpls by ordinance or policy?
- P & R at Penn – not needed but a stop would be desirable
- P & R at Van White not needed, though development anticipates parking on 'the banana'

- Concerns about construction impacts on businesses and residents

#### **Other**

- Economic impact (businesses bypassed by route)
- Safety – collisions with other types of traffic
- Social impact:
  - o 18 mo. dig on Eat Street (Nicollet)
  - o Lack of access to hospitals for employees/patients
- Technical issue: utility location (under street?) – Inventory
- Crime – increase or decrease?
- Station at 21<sup>st</sup> St – more people to beach, parties? Other?
  
- Eminent domain
- No eminent domain needed for Kenilworth trail and Van White LRT stops
- Property value impacts

#### **Comments/Questions from Public Members During Open Forum**

- Loss of pedestrian access to restaurants/stores (Kenilworth area)
- Safety concerns – impact of possible derailments
- Concern about losing walking/biking path near Cedar Lake Shores
- Possible problems with dirt, graffiti, litter
- Alternative “D” – given that Alternatives A and C have drawbacks, citizens are interested in hearing about D
  - o a report on this is requested for the January SW CAC meeting
  - o Some are concerned about the process – could Alt A or C be eliminated or chosen BEFORE a report on Alt D is communicated and discussed?
- Could a meeting with residents of Cedar Lake Shores and homes on SE side of trail be held? (KD responded yes; asked attendees to let County know about possible times/dates)