

# SW LRT CAC Meeting Notes

14 October 2010

MPRB Board Room, 6:30-8:30 p.m.

Agenda Item	Person
<b>1. Welcome and introduction</b>	Scott Neiman
a. Chair welcome and thank you b. Review agenda c. Park Board welcome and charge <ul style="list-style-type: none"><li>Prepare recommendations to the Board on the contents of a formal Comment Letter in response to the Draft Environmental Impact Statement for the proposed Southwest Light Rail Transit Alternative 3A. The recommendations of the CAC shall focus on desired outcomes relative to historical, cultural, visual, recreational, social, environmental, and safety issues as they relate to lands owned or managed by the Minneapolis Park and Recreation Board.</li></ul> <p>&lt;With regard to the CAC's request from 9/23/10 about the CAC's purview over land that the MPRB maintains but does not own, staff noted the they are seeking advice from the MPRB attorney on this and will provide a response to the CAC when that is available.&gt;</p> <ul style="list-style-type: none"><li>CAC work in accordance with the International Association for Public Participation Core Values</li></ul>	10mn
d. Introductions <ul style="list-style-type: none"><li>Appointment of Neil Trembley to CAC from CM Goodman</li></ul> e. Housekeeping <ul style="list-style-type: none"><li>Reminder: notes from 9/23/10 CAC Meeting are posted on the project website.</li><li>Update: video on Scott Reed's presentation from 9/23/10</li><li>Review of notes from 10/1/10 and 10/5/10 CAC Tours</li><li>Update: video of the corridor now posted on the website</li></ul> <p>&lt;Note that in response to CAC member requests, the Bikeway Report and the Chain of Lakes Master Plan will go up on the website as soon as possible. CAC member also noted that Cedar Lake Park Association planning documents are also up on their website.&gt;</p>	Neiman/ Zachary
<b>2. Impact and Outcome based discussion for corridor locations</b>	Neiman/ Zachary
a. This discussion is geared to identify the impacts or potential impacts in various locations of the SW LRT Corridor and follow with preferred outcomes at each site. The discussion will follow that of the tour and video going from south to north and encompass each tour stop in	90mn

addition to the corridor as a whole. (This list comprises the whole of the CAC's work through the end of the DEIS comment period. We will start at this meeting and continue over subsequent meetings.)

- **Trail access at Abbott Avenue S.**
  - Not on MPRB land, so issues around access
  - Outcome: Lake Street station users have access to and from Lake Calhoun and trail
  - Outcome: Lake Calhoun Executive Center parking lot (partially owned by MPRB) remains available for park users
  - Outcome: Wayfinding is provided for Lake Calhoun and trail users from Lake Street station
  - Outcome: Safe access is provided from Lake Street station to and from Lake Calhoun and trail
  - Outcome applying to entire corridor: A bike/pedestrian trail will exist along the corridor
  - Outcome applying to entire corridor: All trail users can safely use the trail
  - Outcome applying to entire corridor: There will be adequate access to the trail from both sides of the LRT track, and access points will be reasonable walking distance apart
  
- **Park Siding Park**
  - In the CAC's DEIS comment letter, include a description of the location characteristics and key issues, and then get into desired outcomes
  - Outcome: Trail users have safe access to and from the park
  - Outcome: Park users of all ages and abilities are safe
  - Park users will not be subject to LRT noise that exceeds applicable standards
  - The visual impact of the LRT will be compatible with the context of the park
  - Question: How to deal with LRT users' experience?
  
- **Intersection of Cedar Lake Parkway and Corridor**
  - Request: need more information about who owns what land at this intersection
  - Note that the Grand Rounds runs along Cedar Lake Parkway and also intersects with the Kenilworth trail
  - In addition, the Grand Rounds is a National Scenic Byway and the State Historic Preservation Office nominated it for listing on the National Register of Historic Places
  - Request: staff to provide information on the status of this nomination
  - Request: staff to provide information on design standards for Grand Rounds
  - Outcome: The integrity and intention of the Grand Rounds is maintained
  - Issues: congestion, safety, flow, visual impacts, travel mode

<p>conflicts, air quality from backed-up traffic on Cedar Lake Parkway, LRT noise for park users, Cedar Lake and Cedar South Beach access from the trail</p> <ul style="list-style-type: none"> <li>• Cross at Kenilworth Channel and the Corridor</li> <li>• Intersection of 21<sup>st</sup> St and the Corridor</li> <li>• Intersection of Cedar Lake Trail, Kenilworth Trail and Corridor</li> <li>• Bryn Mawr Meadows Park</li> <li>• Connection to Spring Lake, Kenwood Parkway, Parade</li> </ul>	
<p><b>3. Supporting Extension of SWLRT DEIS Comment Period</b></p>	<p>Ringold</p>
<ul style="list-style-type: none"> <li>• Update and discussion as necessary</li> </ul> <p>Shortly before the meeting, Katie Walker, the Hennepin County project manager for the SW LRT, provided staff with the information that the DEIS 45-day comment period is 45 <i>work</i> days, not calendar days, which is therefore closer to 9 weeks. She also said that they currently anticipate the DEIS will be released in late November, but reminded us that the release date is determined by the FTA.</p> <p>She also noted that the separate preliminary engineering process may begin in early 2011, and she suggested the comment period shouldn't get too far out of sync with that independent schedule.</p> <p>The CAC approved a proposal to ask the MPRB to send a letter to the County requesting the FTA provide an additional 10 business days for public comment on the DEIS in light of the Federal holidays in November, December, and January. They asked staff to prepare the rest of the suggested letter contents and bring it to the MPRB for their Oct 20 meeting.</p>	<p>10mn</p>
<p><b>4. Opportunities for additional community input</b></p>	<p>Neiman</p>
<ul style="list-style-type: none"> <li>a. Public comment for 10 minutes at the end of each CAC meeting</li> <li>b. Online place for people to advise the CAC on park-specific issues and concerns: <a href="http://www.minneapolisparks.org/default.asp?PageID=1247">http://www.minneapolisparks.org/default.asp?PageID=1247</a></li> <li>c. To inform deliberations, CAC may wish to co-host a community input session on park issues at some (indoor) venue along the corridor</li> </ul> <p>&lt;The CAC discussed the possibility of hosting a community input session to provide information to the public and allow them to provide input to the CAC. In discussing possible cohosts, they raised the concern that groups such as neighborhood organizations have agendas that are different from the CAC and could therefore muddy the waters. Any presentation would have to include the CAC's work progress. The groups decided to discuss this again at their next meeting on Nov 4.</p>	<p>10mn</p>

<b>5. Housekeeping and next steps</b>	Neiman
<p>a. Anticipated CAC meeting schedule: This schedule assumes a DEIS release date of November 1, but that is determined by the Federal Transit Authority</p> <ul style="list-style-type: none"> <li>• November 4</li> <li>• &lt;Once the DEIS is released the 45-day countdown begins, so CAC may need to increase meeting frequency and/or duration&gt;</li> <li>• Tentative: November 11</li> <li>• Tentative: November 18</li> <li>• Tentative: December 2</li> <li>• Tentative: December 9</li> <li>• Tentative: December 16</li> </ul>	
<p>b. Documentation, communications:</p> <ul style="list-style-type: none"> <li>• Meeting information and agenda will be posted on the website in advance</li> <li>• Meeting notes will be the combination of the agenda, materials, and flipcharted record of discussion</li> <li>• Meeting notes will be posted on the website as soon as possible following each CAC meeting</li> <li>• Member names and appointers, along with the chair’s contact information will be on the website</li> <li>• Information requests to staff must be made by the full CAC, relate to the charge, and be relevant to CAC decisions</li> <li>• The handout contains further details on how to get information and provide input</li> </ul>	
<b>6. Public comment: 10 minutes</b>	Neiman
<ul style="list-style-type: none"> <li>• Park Siding Park: <ul style="list-style-type: none"> <li>• With 60 feet required for the LRT would encompass the existing berm with mature plantings, and might even encroach on the park itself</li> <li>• There might not be room for the current separate bike and pedestrian paths</li> <li>• Any grade changes for the LRT would affect the bike/pedestrian trails</li> </ul> </li> <li>• Station planning preliminary engineering: There have been requests for these station area meetings to not overlap with each other. These station locations will have significant impacts on MPRB lands and users, and there should be better coordination by MPRB staff with these station area planning efforts, including station access and safety issues related to parks and park users.</li> </ul>	
<b>7. Adjourn</b>	