

# **Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent**

The design and construction of the CCLRT will be a significant undertaking and must be done through an ongoing partnership with all of the project partners, local agencies, specific interest groups and each of the communities and businesses along the alignment. The Municipal Consent process and the local agency approval of the projects' route is just the beginning. The CCPO commits to project partner coordination beyond the Municipal Consent process, into the design and through the completion of construction, as an essential element of success of the CCLRT project.

As the design proceeds through Preliminary Engineering and Final Design, CCPO will be providing plan review sets to the project partners at about 30%, 60% and 90% completion seeking input and concurrence on the design.

CCPO will also continue to involve project partners in the design through the use of design coordination meetings as well as taking input from the PAC and CCMC. The CCPO Outreach staff will continue to engage the public via the CAC, BAC and public meetings.

The following is an overview of the decision making process for specific project issues that are anticipated to occur beyond Municipal Consent:

## **A. Streetscape Design.**

A process for design decision-making has been established for streetscape design. This is a collaborative effort with the project partners to establish the streetscape design for the entire project alignment. CCPO has already implemented this process for University Avenue segments in Saint Paul and Minneapolis focusing around an on-going series of regular project partner working group meetings. CCPO plans to initiate this process for other segments of the alignment including Downtown Saint Paul, the Capitol area and the University of Minnesota's East and West Bank campuses.

## **B. Public Art.**

The CCPO is in the process preparing solicitation paperwork to contract with artists to design and implement public art on the stations. Project partner's representatives will provide input to CCPO in the selection of the artists through an Artist Selection Committee.

As the design moves through Preliminary Engineering and into completion of Final Design the CCPO will continue to involve the project partners in the public art designs through design coordination meetings and PAC and CCMC input.

### **C. Property Access Issues.**

The CCPO has been in the process of identifying impacted properties resulting from CCLRT and determining how to best mitigate the impacts. This process will continue through Final Design working with property owners and project partner staff.

### **D. Parking Mitigation.**

The CCPO will continue to work with the cities of Saint Paul and Minneapolis to identify strategies to address the loss of on-street parking. Possible solutions include shared parking in private lots, designation of side street parking for businesses, addition of off street parking to redevelopments, etc.

Impacts to parking are driven by a number of factors including each City's desire to maximize "green space" and pedestrian amenities. To deal with trade offs between parking and other goals, CCPO staff will continue to hold regular meetings with both Saint Paul and Minneapolis staff as part of the overall corridor design process. This work includes identifying parking impacts, potential mitigation, and potential underutilized parking as part of a corridor-wide street design solution. The CCPO's role will be primarily one of facilitation. The project does not intend to directly fund replacement parking but will work with the partners

### **E. Station Design.**

The CCPO recently presented the conceptual station design to project partners for comment. CCPO anticipates continued project partner coordination in the development of station design through design coordination meetings. This will provide a forum where the project partners will meet with CCPO design staff to review and provide input on station design

### **F. Construction Packaging and Phasing, and Construction Mitigation.**

As the Preliminary Engineering phase advances and as part of Final Design, the CCPO will coordinate with the project partners in the development of construction packaging, phasing and mitigation.

CCPO has begun developing possible construction packaging scenarios. The CCPO will review the concepts and their rationale with the project partners, seeking input and critique from the local agency point of view. The CCPO will also engage the construction industry for input and comment.

Project partner coordination will be an essential part of construction phasing in providing local knowledge of the residential and business community concerns and expectations. This will help ensure efficient phasing approaches and flexibility in adopting changes as the project moves forward. The local agencies will be asked to critique the planned

sequences of work and maintenance of traffic (MOT) provisions. Input into construction phasing could come in the form of specific task meetings to develop MOT plans and through specific constructability reviews and meetings to address comments and phasing recommendations.

Project partner coordination and input will be needed to assure that partners are aware of and are participating in the resolution of issues being brought forward through the CCPO. Successful mitigation of issues during construction will require continued partner coordination throughout construction. Such coordination will be necessary for aspects including residential and business access during construction, event planning, and emergency procedures in the case of unplanned events such as severe weather or fire.

### **G. Utility Relocation Plans.**

CCPO is following the Mn/DOT utility coordination process for utility relocation efforts. Relocation activities will continue through Preliminary Engineering and Final Design and into construction. The comprehensive utility base map provided to the project partners in the Municipal Consent Plans will continue to be updated based on input from ongoing survey, a subsurface exploration program, and ongoing direct coordination with utility owners in the project area. CCPO will continue to coordinate this effort with the partners as the plans are finalized and during construction.

Public utilities which require relocation are being closely coordinated between CCPO staff and the affected public agency to develop relocation plans acceptable to the agency as part of the final construction package. A liaison has been established with each agency to coordinate design and will continue to be involved through out the contract packaging and construction phases.

Private utilities are expected to relocate impacted utilities at their own cost. The location and timing of these utility relocations will also be closely coordinated with CCPO staff and liaisons have also been identified. We are expecting to utilize either the Mn/DOT Notice and Order process if the corridor is taken over by Commissioner's Orders, or follow the respective City or County permit process, consistent with franchise agreements the Cities or Counties may have with private utilities in the Right of Way.

### **H. Intersection Refinement, Traffic Signals and Traffic Mitigation.**

The traffic engineering group has established two task forces that meet on a regular basis with project partners to review and comment on design work. These meetings are focused on technical issues and serve as a forum for review and comment to on-going traffic work. These meetings will continue throughout the 30% design process. Opportunities for continued review and comment will be offered through milestone reviews of plans during development of final plans and specifications.

The Traffic Operations and Modeling Task Force meets to discuss the status of the Synchro and VISSIM Modeling of the corridor. This group will be reviewing the analysis results for existing conditions, 2014 opening year (Baseline and LRT), and 2030 design

year (Baseline and LRT) to determine impacts on the street system and potential mitigation. The conceptual operations and designs will be incorporated into traffic intersection and signal design plans after concurrence by the respective jurisdictional agency.

The Traffic Signalization Task Force meets to discuss the planned signal design requirements to operate LRT on the street system. This group will be reviewing planned hardware and software needs for both Saint Paul and Minneapolis. It will review traffic signal plans as the design continues to be developed. The Task Force also will review and discuss the concepts for operating LRT on the street system in coordination with the traffic signal system.

CCPO recognizes that there are transportation system improvements that stakeholders may determine are desirable to better accommodate changed traffic patterns and address neighborhood concerns that are not considered project mitigation and therefore not included in the project plans or mitigation budget. CCPO will assist, as appropriate, in the identification of Metropolitan Council resources and staff to help facilitate the extent of these improvements and their potential funding.

## **I. Traction Power Substation Location and Screening.**

The CCPO will continue to coordinate the selection of locations for substations with the project partners. This is an iterative process that will continue through Preliminary Engineering and Final Design.

As site data is obtained, CCPO staff will meet with the appropriate project partners to review the locations under consideration, to solicit input from the partners and to help CCPO refine the design and focus on individual parcels for final placement.

Project partners will also be involved in the evaluation of options for screening and/or architectural treatment of the substation structure to better blend with the surrounding development and neighborhood.

## **Public Input**

The above processes are intended for general coordination with the Project Partners. A separate overview will be prepared for the parallel process of continued public involvement and communication with the public in general and with the Public and Business Advisory Committees.