

B-CAC Meeting #1 Notes

In attendance: Lyssa Leitner, Washington County; Hally Turner, Washington County; Brian Smalkoski, Kimley Horn; Chelsey Armstrong, Kinley Horn; Mike Bahma, 3M; Mary O'Brien, Hastings Community Education; Will Shroeer, East Metro Strong; Katie Woolery, Werner Electric

Introductions

Lyssa welcomed attendees and kicked-off the meeting by walking through the agenda and the Red Rock project background. Attendees introduced themselves.

Implementation Plan Overview

Brian provided an overview of the scope and schedule for the Red Rock Corridor Implementation Plan.

Committee Purpose

Lyssa went through the role of the Business and Civic Advisory Committee. The B-CAC will provide key stakeholder input for those that are affected by transportation options in the corridor.

DISCUSSION: QUESTIONS ABOUT IMPLEMENTATION PLAN AND POTENTIAL B-CAC INVOLVEMENT

- Mary had concern about if it is possible to get service to Hastings. She was glad to hear that Commissioner Slavik is part of this project, but she wants to make sure that this is a reality before she gets people excited. She thinks it would be a fabulous thing for the community but doesn't want to get overly excited. There is also the counter that it's kind of good that Hastings doesn't have transportation so the community can maintain small town atmosphere. Community education has declining enrollment, but they have a community education center. The facility primarily serves the 55+ populations and early education. It also has shared spaces for meetings. The community education center is just short of being within walking distance of the depot. Most of the schools in Hastings are located west of Highway 61, and the senior population at the community education center comes from primarily within the Hastings community. Hastings suffers from geographic isolation.
- The 3M Cottage Grove site has about 400 shift workers and 400 engineers/professional staff. Mike doesn't know how much the Red Rock Corridor would affect 3M Cottage Grove employees, because the facility isn't really set up for walking. The size of their property is about 1,800 acres, so even if there was a way for people to get to the site, then they would probably need to do something to get people from the entrance to the building. Since it is not set up for walking, they would have to set up fairly significant infrastructure. The 3M Cottage Grove facility does not struggle to fill jobs, because the production jobs pay well enough that they get plenty of applicants that can afford vehicles to access the facility. All shift employees rotate all three shifts. None of the roads surrounding the facility have sidewalks, and heavy trucks drive down the street.
- Werner Electric has about 150 employees at the Cottage Grove location. They are expanding to add 35-40 more employees. They do have a couple employees that currently travel to work on the bus. There is a second shift in their distribution center (probably about 20-25 people).
- It was asked if there would be a feeder buses or shuttles bringing people to/from the station
- Will asked if 3M would allow a shuttle into their campus and Mike reported that a shuttle would not be allowed to enter the campus
- 3M has talked to Anderson and Werner about a shared shuttle, but the shifts didn't sync, and it didn't seem to be worth the investment
- 3M does have more and more engineers living downtown and not wanting to own a car
- Will suggested that we think broadly since we're at the beginning of the project and that there is potential to serve communities even if it may not seem like it right now
- Mary commented that a transitway in this corridor would provide the potential for people to improve the way they live, work, and play