PLANNING COMMISSION

Jon Commers, Chair

CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, January 30, 2012, 4:00 p.m. – 5:30 p.m.
All meetings are held in the City Hall Annex 13th floor
Conference room at 25 West 4th Street in Saint Paul

1. Introductions (5 minutes)
   - New committee member: Pat Duffy, Rihm Kenworth

2. Update on High Speed Rail and Amtrak studies
   - Dan Krom, MnDOT (20 minutes)

3. Presentation on Gateway Corridor Alternatives Analysis
   - Andy Gitzlaff & Lyssa Leitner, Washington County (60 minutes)

4. Anticipated 2012 Projects for Transportation Committee
   - Christina Morrison, PED (5 minutes)

Upcoming Transportation Committee Meetings

- February 13 – Briefing on Cherokee Regional Trail, Discussion of Winter Transportation Issues
- February 27
- March 12

Meetings are open to the public. The Chair may allow five minutes for public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items.

For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Christina Morrison at christina.morrison@ci.stpaul.mn.us or 651-266-6546.

Transportation Committee Staff Report

Committee date: 1/30/12

Project Name	**Passenger Rail Program update**
Geographic Scope	Minnesota and Upper Midwest
Ward(s)	n/a
District Council(s)	n/a
Project Description	Implement improved passenger rail services between Chicago and the Twin Cities
Project Contact	Dan Krom, M/DOT
Contact email/phone	651 366-3193
Lead Agency/Department	MnDOT
Purpose of Project/Plan	Improved modal choices for Minnesota residents
Planning References	n/a
Project stage	Environmental work, Planning
General Timeline	2015-2016
District Council position (if applicable)	n/a
Level of Committee Involvement	Inform
Previous Committee action	n/a
Level of Public Involvement	Inform
Public Hearing	no
Public Hearing Location	n/a
Primary Funding Source(s)	n/a
Cost	n/a

Staff recommendation	
Action item requested of the Committee	
Committee recommendation	*To be filled in at the meeting*
Committee vote	*To be filled in at the meeting*

Transportation Committee Staff Report

Committee date: January 30, 2012

Project Name	**Gateway Corridor Alternatives Analysis**
Geographic Scope	The Gateway Corridor is centered on Interstate 94 (I-94) between Minneapolis and St. Paul and the west central Wisconsin community of Eau Claire. The corridor study area extends approximately 3-5 miles either side of the freeway.
Ward(s)	2, 6, 7
District Council(s)	1, 2, 4, 5, 17
Project Description	The Gateway Corridor Commission initiated a "Transit Alternatives Analysis" (AA) study in Fall 2010. The AA is the first step in determining the best transit mode (light rail, commuter rail, bus rapid transit or express bus) and route alternative for transit service in the corridor. The study will include forecast ridership, station stop locations, and estimated cost to build, operate and maintain.
Project Contact	Andy Gitzlaff
Contact email/phone	Andy.gitzlaff@co.washington.mn.us / 651-430-4338
Lead Agency/Department	Washington County Regional Railroad Authority
Purpose of Project/Plan	The study will help address issues of congestion, potential economic development/revitalization, and social and environmental impacts. A Locally Preferred Alternative (LPA) will be identified at the end of the study.
Planning References	Metropolitan Council 2030 Transportation Policy Plan (TPP)
Project stage	Planning - Alternatives Analysis
General Timeline	Fall 2010 through Spring 2012
District Council position (if applicable)	Overview presentations have been given by the project team to Districts 1, 2, 4 and 5. Two joint meetings have been held with District Council representatives. Gateway Corridor staff is on the agendas for Districts 1, 2, 4 and 5 in the month of February.
Level of Committee Involvement	Inform / advise & consent
Previous Committee action	None
Level of Public Involvement	Inform / involve
Public Hearing	No
Public Hearing Location	NA
Primary Funding Source(s)	Federal Transit Administration, Metropolitan Council, Counties transit Improvement Board (CTIB), Ramsey and Washington County Regional Railroad Authority (RRA)funds
Cost	$1,500,000

Staff recommendation	No action requested
Action item requested of the Committee	No action requested

Gateway Corridor - Presentation to St. Paul Transportation Committee

What We Will Cover

- Alternatives Analysis (AA) Study Overview
- Update on where we are at in the process
- Walk-through of 8 Alternatives
- Closer look at St. Paul city streets
- Preliminary Ridership and Cost Estimates
- Schedule and Next Steps
- Questions/Comments

Corridor Overview

- Follows I-94 from St. Paul to St. Croix River with connections to Minneapolis and Western WI
- Connects urban, suburban and rural communities across two states

Alternatives Analysis Process

- Transit focused
- alternatives/solutions
- Led by Gateway Corridor
- Commission
- Input from Technical and
- Policy Advisory
- Committees
- Follows Federal
- guidelines/rules
- Ongoing coordination with
- Met Council, Metro
- Transit, Mn/DOT, FTA and
- FHWA

What Does the AA Accomplish

- Mode/Technology
- Alignment
- Ridership
- Costs – Capital and Operating/Maintenance

- Environmental and Community Impacts
- Public Involvement/Engagement

Project Goals

Tier One

- Improve Mobility
- Provide a Cost-Effective, Economically Viable Transit Option

Tier Two

- Support Economic Development
- Protect the Natural Environment
- Preserve and Protect Community Quality of Life
- Improve Safety

Public Outreach To Date

Community/Stakeholder Meetings

- St. Paul District Councils (1, 2, 4, 5, 17), East Side Business Association, Oakdale Business Association, Woodbury and St. Paul Chambers, 3M, Carlson, Planning Commissions and City Councils

Open Houses

- First 2 Rounds Complete
- Public comments direct modifications

Outreach

- www.thegatewaycorridor.com
- Newsletters
- Press Releases
- For 2012: Facebook and YouTube pages]

Alternatives

- LRT
- BRT
- Commuter Rail
- Express Bus

Alternative 1: No Build includes express buses operating in managed lanes on I-94 between Minneapolis and St. Paul and express buses operating on I-94 shoulders between St. Paul and Manning Avenue.

Alternative 2: Transportation System Management (TSM) includes the service improvements in the No Build alternative as well as express buses operating on I-94 shoulders between St. Paul

and Hudson. The TSM alternative also includes spot improvements for express buses and park/ride lots between Hudson and Eau Claire, WI.

The other "Build" alternatives are illustrated below. Service improvements in the TSM alternative are also included in the BRT, LRT and BRT Managed Lane alternatives.

The graphics show the alternatives and mode:

Alternative 3: Bus-Rapid Transit from Minneapolis to Hudson on I-94. The third option would incorporate BRT in a managed MnPASS lane between Minneapolis and St. Paul and in an exclusive bus-only lane from St. Paul to Hudson, primarily along I-94. Additional study will be done to determine the appropriate route for a connection between I-94 and the Union Depot in downtown St. Paul. Express buses would connect Hudson to Eau Claire. This route would have potential stops at Johnson Parkway/94, White Bear Avenue/Old Hudson, Sun Ray, 3M, Greenway Avenue, Carlson Business Park, Radio Drive, Woodbury Drive, Manning Avenue, and Carmichael Road (WI).

Alternative 4: Bus-Rapid Transit from Minneapolis to Hudson through St. Paul's Eastside
The fourth option would also operate BRT in a managed MnPASS lane between Minneapolis and St. Paul and in an exclusive bus lane from St. Paul to Hudson along a route that travels north of I-94 into St. Paul's Dayton's Bluff and Battle Creek Park neighborhoods. Two possible alignments for this option are 7th Street and 3rd Street, connecting to Hudson Road near Radio Drive. The route would follow Hudson Road and connect to I-94, then continue to Hudson. Express buses would connect Hudson to Eau Claire. This route would have potential stops at Metro State/7th, Arcade/7th, Johnson Parkway/7th, White Bear/7th, White Bear/3rd, White Bear/Old Hudson, Sun Ray, 3M, Greenway Avenue, Carlson Business Park, Radio Drive, Woodbury Drive, Manning Avenue, and Carmichael Road (WI).

Alternative 5: Light Rail Transit from St. Paul to Hudson on I-94
The first option would incorporate LRT from St. Paul to Hudson. The route would start at the Union Depot in downtown St. Paul and connect to I-94, then following I-94 to Hudson. Additional study will be done to determine the appropriate route for a connection between the Union Depot and I-94. At the Union Depot, commuters would connect with Central Corridor LRT to continue into Minneapolis. Express buses would connect Hudson to Eau Claire. This route would have potential stops at Johnson Parkway/94, White Bear Avenue/Old Hudson, Sun Ray, 3M, Greenway Avenue, Carlson Business Park, Radio Drive, Woodbury Drive, Manning Avenue, and Carmichael Road (WI).

Alternative 6: Light Rail Transit from St. Paul to Hudson through St. Paul's Eastside
The sixth option would also operate LRT from St. Paul to Hudson along a route that travels north of I-94 into St. Paul's Dayton's Bluff and Battle Creek Park neighborhoods. Two possible alignments for this option are 7th Street and 3rd Street, connecting to Hudson Road near Radio Drive. The route would follow Hudson Road and connect to I-94, then continue to Hudson. At the Union Depot, commuters would connect with Central Corridor LRT to continue into Minneapolis. Express buses would connect Hudson to Eau

Claire. This route would have potential stops at Metro State/7th, Arcade/7th, Johnson Parkway/7th, White Bear/7th, White Bear/3rd, White Bear/Old Hudson, Sun Ray, 3M, Greenway Avenue, Carlson Business Park, Radio Drive, Woodbury Drive, Manning Avenue, and Carmichael Road (WI).

Alternative 7: Commuter Rail from Minneapolis to Eau Claire

The seventh option would incorporate commuter rail service from downtown Minneapolis to Eau Claire. The route would start in Minneapolis and follow either the Burlington Northern Santa Fe Railway route north of I-94 through St. Paul's Midway or follow the Canadian Pacific Railway south of I-94 along Ayd Mill Road to the Union Depot in downtown St. Paul. The route would continue from the Union Depot along the Union Pacific Railroad route north of I-94 to Eau Claire. The route would travel northeast to St. Paul's Payne-Phalen neighborhood, through Maplewood and Oakdale. The route continues to parallel to Highway 5 into downtown Lake Elmo before veering south of Bayport and crossing the St. Croix River into North Hudson. The route then continues north of I-94 to Eau Claire. This route would have potential stops at the Minneapolis Interchange (Target Field), Union Depot, Ideal Avenue (Cottage Grove), Manning Avenue, and in the cities of Hudson, Baldwin, Menomonie, and Eau Claire.

Alternative 8: Buses in Managed Lanes from St. Paul-Minneapolis to Hudson on I-94

The new "BRT Managed Lane" alternative (center running lanes on I-94 between downtown Minneapolis and Hudson) is very similar to the Mn/PASS lanes that currently exist on I-35W south of downtown Minneapolis and I-394 west of downtown Minneapolis. These lanes are restricted during peak periods to buses, high occupancy vehicles (carpools and vanpools), and single occupant vehicles that pay to use the lanes. Pricing varies depending on the level of congestion. The lanes are electronically controlled. Stations and other special facilities may be provided for buses.

Access into Downtown

Graphic shows Commuter rail alignment into the Union Depot and onto Minneapolis; LRT and BRT fixed guideway on the Kellogg Bridge into Union Depot, then up BRT-only Sibley Street and west on 6th Street. Downtown access for BRT managed lanes are shown on Broadway to 94 East and 94 W into 6th Street. Gateway BRT Managed Lane is shown to begin/end near Kellogg and Mounds.

City Street Specifics

- All streets will maintain one lane in each direction
- Street parking will only be preserved on E. 7th from the Metro State area to Arcade Street
- Left turn lanes will be preserved at major intersectionsalong E. 7th and White Bear Avenue

Example Station Layouts

- LRT City Grid Side Loading Platform – trains run between two parallel 12 foot platforms
- LRT City Grid Split Side Loading Platform – trains run between two kitty-corner 12 foot platforms
- LRT freeway-side center loading platform – train run on either side of 20 foot wide center platform next to a vertical circulation tower to the cross street bridge

Build Alternatives (Alts. 3, 4, 5 and 6): Sun Ray Park and Ride

Pedestrians would be required to cross the Sun Ray site from the bus drop off and proposed 300 spaces in structure to the future station along 94. A “kiss and ride” (drop off) would also be accommodated.

Preliminary Ridership Results

Total New Transit Trips Vs. No-Build

Bar Graph shows the new transit trips is steady at about 7,000 trips per day across all 8 alternatives under a no-build scenario.

- Alternative 3 and 4 (both BRT) the trips per day rise to about 9,000 trips per day.
- Alternative 5 (LRT) the trips per day rise to about 11,000 trips per day
- Alternative 6 (LRT) the trips per day rise to just under 11,000 trips per day
- Alternative 7 (commuter rail), the trips fall to about -3,000 trips per day
- Alternative 8 (managed lane) the trips rise to about 10,000 trips per day

Next Steps – Ridership

- Determine how many people are getting on and off at each station
- Investigate Ridership Details/Discrepancies
- Refine Alternatives
- Calculating the Cost Effectiveness Index (CEI)

Detailed Review of Capital Costs

Capital Costs: Methodology and Assumptions

- FTA capital cost methodology
- Unit costs derived from Hiawatha LRT and Northstar
- Commuter Rail Corridors actual capital costs, estimates for Southwest and Central LRT corridors, and Bottineau

- AA Cost Estimates
- MnDOT's 2011 Average Highway Project Bid Costs
- Capital cost estimates for 2019 (mid-year of construction) based on 3.5% annual escalation

Capital Cost Highlights—Lump Sums

- Alternatives 5 & 6 (LRT)— include a lump sum for rehab of the Kellogg Bridge
- Alternative 7 (Commuter Rail) - includes a lump sum for the reconstruction/expansion of the Minnesota Commercial yard
- Alternative 8B (BRT Managed Lane without Variances)- includes a lump sum for the reconstruction of the-494/694/94 interchange; further coordination needed with MnDOT and FHWA to refine costs

Capital Costs in Millions ($) by Alternative—Preliminary Findings

Year 2019 Preliminary Capital Costs

- Alternative 2 = 80 Million dollars
- Alternative 3 = 440 Million dollars
- Alternative 4 = 510 Million dollars
- Alternative 5 = 1.04 Billion dollars
- Alternative 6 = 1.3 Billion dollars
- Alternative 7 = 1.18 Billion dollars
- Alternative 8A = 480 Million dollars
- Alternative 8B = 900 Million dollars

Capital Costs—Preliminary Findings

Year 2019 Total Capital Costs per Mile

- Alternative 3 = 38 Million dollars
- Alternative 4 = 38 Million dollars
- Alternative 5 = 90 Million dollars
- Alternative 6 = 98 Million dollars
- Alternative 7 = 12 Million dollars
- Alternative 8A = 33 Million dollars
- Alternative 8B = 62 Million dollars

Next Steps

- Compile detailed information – one matrix for each project goal
- Assign a rating for how well each alternative segment meets project goals

- Summarize evaluation ratings and recommend whether or not to carry alternative forward to DEIS
- Present all matrices at Open Houses with recommendation on alternatives to carry forward

Upcoming St. Paul Outreach.

- District 17 Development Review Committee Jan. 17
- District 4 Community Meeting Feb. 2
- District 4 Council Meeting Feb. 6
- East Side Business Association Feb. 8
- District 5 Council Meeting Feb. 8
- District 2 Council Meeting Feb. 15
- District 1 Council Meeting Feb. 27
- St. Paul Open House March 27 or 28
- Engage East Side Leadership TBD

Decision Making Process

- Public: Input from the public will inform the decision making process
- Technical Advisory Committee (TAC) made up of staff from stakeholders: Review/guide Technical Analysis and recommend to Local Preferred Alternative (LPA) to the PAC
- Policy Advisory Committee (PAC) made up of elected/appointed officials or staff from stakeholders: Recommend LPA to Gateway Corridor Commission
- Gateway Corridor Commission: In Minnesota, Recommend LPA to Regional Railroad Authorities based on Technical Analysis. In Wisconsin, Recommend LPA to Gateway Corridor Commission (advisory)
- Regional Railroad Authorities (RRA) made up of only those impacted by the proposed improvement: Recommend LPA to Met Council for concurrence
- Metropolitan Council: Final Decision on LPA

Anticipated Transportation Committee items for 2012

Drafted by Christina Morrison, 1/16/12

- Cherokee Regional Trail (confirmed for 2/13/12) – St Paul Parks
- Winter Transportation Issues (confirmed for 2/13/12) – St Paul Public Works
- Union Depot update & tour – Ramsey County
- Gateway Corridor Alternatives Analysis – Washington County
- Complete Streets Plan – St Paul PED
- Robert Street Alternatives Analysis – Dakota County
- Regional Corridor Planning updates – St Paul Public Works
    - Rush Line
    - Red Rock Corridor
    - Inter-City Rail
- East Metro Rail Capacity Study – Ramsey County
- Arterial Transitway Corridors Study – Metro Transit
- Northwest Quadrant Transportation Study – St Paul Public Works
- I-35E/Cayuga Design – St Paul Public Works
- Chatsworth Bridge final design – St Paul Public Works
- Bicycle Plan – St Paul Public Works
- Streetcar Feasibility Plan – St Paul PED
- Central Corridor Residential Parking Management – St Paul PED
- Central Corridor Bus Service Study – Metro Transit