



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-8789

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, September 19, 1988
Mears Park Centre Chambers
4:00 p.m.

AMENDED AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Minutes of the September 6, 1988 Meeting
4. Amendment to the Regional Transit Board Bylaws
5. Presentation on I-94 Reconstruction Plans by Robert Benke, Minnesota Department of Transportation
6. Review of Hennepin County Regional Railroad Authority Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document
7. REPORT OF THE POLICY COMMITTEE
8. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
 - A. Financial Statements - May and June 1988
 - B. Contract for Transit Auditing Procedures
 - C. Provider Contract Policies
 - D. Study of Regional Coordination and Public Information Services
 - E. Approval of Hastings TRAC 1988 Budget Amendment
 - F. City of Maple Grove Request for Consultant Services to Conduct Transit Needs Assessment
 - G. Authorization for Ridership Task Force

Doris Caranicas,
Chair

Ruth Franklin,
Chair

(continued)

H. Authorization to Issue a Request for Proposal,
I-35W Travel Demand Management Plan

I. Authorization to Issue a Request for Proposal,
I-394 Transit Station Management Plan

J. Radius Design Contract Amendment

9. OTHER BUSINESS

- A. Chairman's Report
- B. Members' Reports
- C. Advisory Committee Reports
- D. Staff Reports

10. PUBLIC COMMENTS

Merit 2nd amendment OK

Elliott Perovich
Chairman

Korstad
K Lyons
Bob Benke

jh
hc
hb
ek
RR

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: Sept 19, 1988

BOARD OR COMMITTEE: RTB

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓					
Doris Caranicas	✓					
Ruth Franklin	✓					
Carole Faricy	✓					
Alison Fuhr	✓					
Rochelle Graves						
George Isaacs	✓					
Paul Joyce						
Edward Kranz						



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Doris Caranicas,
Chair

Ruth Franklin,
Chair

(continued)

An Equal Opportunity Employer

8. OTHER BUSINESS

- A. Chairman's Report
- B. Members' Reports
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- D. Staff Reports

9. PUBLIC COMMENTS

Elliott Perovich
Chairman



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
September 6, 1988

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Doris Caranicas; Ruth Franklin; Alison Fuhr; George Isaacs; Paul Joyce and Ed Kranz

MEMBERS ABSENT: Carole Faricy and Rochelle Graves

OTHERS PRESENT: Gregory Andrews, Judy Hollander, Tom Beaver, Katie Turnbull, Kathy Christopherson, Ed Kouneski, Mary Fitzgerald, Regional Transit Board Staff; Gregory Korstad, legal counsel; Arnie Entzel, Amalgamated Transit Union; Steve Bertrand; Greg Failor, Metropolitan Transit Commission

The meeting was called to order at 4:00 p.m. and roll taken. Isaacs moved approval of the amended agenda; Joyce seconded the motion. The motion carried unanimously (Kranz not present).

Isaacs said the minutes for August 15, page 6, under the "LRT Information Sheet" should be amended to say "Committee Chair Isaacs expressed concern about this issue not going through committee process." Franklin moved and Fuhr seconded that the minutes be approved as amended. The motion carried unanimously.

Joyce moved and Fuhr seconded that the minutes of the August 22, 1988 meeting be approved. The motion carried unanimously.

Fuhr moved and Joyce seconded that the minutes of the public hearing on August 11, 1988 be approved. The motion carried unanimously.

The chairman said discussion of Agenda Item 5 regarding amendment of the bylaws would be delayed until the attorney arrives.

The first regional meeting for local officials will be Thursday, September 8, at Lake Elmo. A joint meeting of the Regional Transit Board and the Southwest Metro Transit Commission has been scheduled for October 20 at 6 p.m.

Fuhr said the Metropolitan Council's Systems Committee met today to discuss the transportation chapter of the Development Guide and focused on financing. The committee discussed use of an impact fee, but no unit of government has the authority to impose such a fee.

REPORT OF THE POLICY COMMITTEE

Committee Chair Caranicas reviewed the committee report of its August 15, 1988 meeting.

PROPOSED APPROACH FOR THE DEVELOPMENT OF THE RTB'S IMPLEMENTATION PLAN

Caranicas moved and Joyce seconded:

That the Regional Transit Board endorse the proposed approach for development of the Implementation Plan as outlined in the staff memorandum dated August 2, 1988.

The motion carried unanimously.

DEVELOPMENT OF AN I-35W TRAVEL DEMAND MANAGEMENT (TDM) PROGRAM

Caranicas moved and Fuhr seconded:

That the Regional Transit Board endorse the development of an I-35W Travel Demand Management program as outlined in the staff memorandum of August 2, 1988 and approve the following actions:

1. The RTB will take the lead in the development of the I-35W TDM program and will coordinate these activities with the Minnesota Department of Transportation's Environmental Impact Statement process and with other agencies and organizations.
2. Staff is directed to develop a more detailed work program and identify additional staffing and consulting needs for presentation to the board in September.
3. Staff is directed to seek the assistance, coordination and cooperation of the Metropolitan Council, Minnesota Department of Transportation, the City of Minneapolis and other communities in the corridor, and appropriate agencies and organizations in this effort.

The motion carried unanimously.

OTHER BUSINESS

Because the annual American Public Transit Association conference is the first week of October, Andrews proposed that the board change the regular board meeting dates to the second and fourth weeks and, depending upon whether the bylaws amendment is approved, Tuesday, November 1, would be the first meeting of that month. The October meetings would be Tuesday, October 11, Tuesday, October 25.

AMENDMENT TO THE REGIONAL TRANSIT BOARD BYLAWS

The chairman explained that the board's bylaws require that a proposed amendment be presented to the board for the first time at a regular meeting. At the next meeting of the board a vote may be taken to approve the proposed amendment.

Korstad distributed the proposed amendment (Exhibit A) and the chairman read it into the record. The proposed amendment is as follows:

Article II - MEETINGS

A. DATE, PLACE AND TIME

Regular meetings of the board shall be held on the first and third Tuesdays of each month, except that if such meeting date is a national or state holiday, the board shall designate another date for its regular meeting. The time and place of regular board meetings shall be determined by the board chair.

Caranicas commented that since Chambers will be available every Tuesday, it will be easier to schedule special meetings. Final action on the amendment will be taken at the board's meeting of September 19.

PUBLIC COMMENT

Bertrand asked if any action has been taken on Linda Ehlers' resignation. Andrews said the position was advertised last weekend and it will be filled as soon as possible. In the meantime, Kouneski will function as lead person for the program with the support of other staff.

There being no other business, Fuhr moved and Joyce seconded that the meeting be adjourned. The motion carried and the meeting was adjourned at 4:25 p.m.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the board: _____, 1988.



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of September 6, 1988, the Administration and Finance Committee reviewed and approved the following recommendations. The board is expected to take action on the recommendations at its meeting of September 19, 1988.

FINANCIAL STATEMENTS - MAY AND JUNE 1988

That the Regional Transit Board receive the May and June financial statements and direct that they be placed on file.

CONTRACT FOR TRANSIT AUDITING PROCEDURES

That the Regional Transit Board authorize the executive director to enter into a contract with Deloitte Haskins & Sells for the development of audit procedures for Regional Transit Board transit assistance contracts in an amount not to exceed \$12,800.

PROVIDER CONTRACT POLICIES

That the Regional Transit Board approve the contract policies dated August 31, 1988 for incorporation into all existing and future provider contract agreements.

STUDY OF REGIONAL COORDINATION AND PUBLIC INFORMATION SERVICES

That the Regional Transit Board authorize the executive director to solicit proposals for the purpose of studying the coordination of public transit services and the establishment of a transit information program in the Metropolitan Area.

APPROVAL OF HASTINGS TRAC 1988 BUDGET AMENDMENT

That the Regional Transit Board amend the Hastings TRAC 1988 contract amount from \$46,657 to \$52,523.

CITY OF MAPLE GROVE REQUEST FOR CONSULTANT SERVICES TO CONDUCT A TRANSIT NEEDS ASSESSMENT

That the Regional Transit Board authorize the executive director to enter into an agreement with the City of Maple Grove to fund consultant services to conduct a transit needs assessment in an amount not to exceed \$10,000. The RTB also directs staff to provide technical assistance to the city on this study. Both the consultant funding and staff time will be allocated from work program activity 88-13 - Transit System Planning and Implementation.

AUTHORIZATION FOR RIDERSHIP TASK FORCE

That the Regional Transit Board authorize the executive director to utilize \$15,000 from Work Activity 88-13, Transit Planning and Implementation, for a national panel of experts on the Ridership Task Force.

AUTHORIZATION TO ISSUE A REQUEST FOR PROPOSAL ON THE I-35W TRAVEL DEMAND MANAGEMENT PLAN

That the Regional Transit Board authorize the executive director to issue a Request for Proposal for consultant assistance on the development of an I-35W Corridor Travel Demand Management Plan in an amount not to exceed \$50,000.

AUTHORIZATION TO ISSUE A REQUEST FOR PROPOSAL ON THE I-394 TRANSIT STATION MANAGEMENT PLAN

That the Regional Transit Board authorize the executive director to issue a Request for Proposal for consultant assistance to develop management plans for the I-394 timed-transfer stations and transit areas of the Third Avenue Distributor garages in an amount not to exceed \$40,000. Funding for this project will come from Work Activity 88-12, I-394 Planning and Implementation.

RADIUS DESIGN CONTRACT AMENDMENT

That the Regional Transit Board authorize the executive director to amend the contract with Radius Design for an additional \$5,000 and a total amount not to exceed \$16,150.

Ruth Franklin
Chair

RF/mff
9/7/88

AF to BD
RTBTX1

handwritten

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, Saint Paul, Minnesota 55101
292-8789

DATE: September 19, 1988
TO: Regional Transit Board
FROM: Gregory L. Andrews, Executive Director
SUBJECT: Second Lease Amendment for Mears Park Centre -
Proposed Alternative Parking Arrangements

As indicated in the attached memorandum, dated August 31, we had planned to take action on the proposed amendment at the meeting of September 6, 1988, but at that point no agreement had been reached.

Attached is a copy of David Renz' letter of September 14, which outlines the terms of the proposed amendment.

RECOMMENDATION

That the Regional Transit Board authorize the chairman and executive director to execute a second lease amendment with Ameritas, Inc., that is in accord with the provisions outlined in the attached memorandum.

GLA/mf
Att.

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

DATE: September 14, 1988
TO: Management Committee
FROM: David Renz/Jon Elam
SUBJECT: Second Amendment to Lease--Mears Park Centre Bldg.

On August 16, 1988, John McDonald, developer of the Mears Park Centre Building, held a meeting with the executive directors of the three metropolitan agencies to discuss the completion of the parking structure required to be built as a part of our lease.

Mr. McDonald asked the agencies to consider a two-level parking structure instead of the three-level structure now specified in the lease. He requested this change due to problems discovered on the site that would require much higher than expected piling costs. The problem appears to be that a former building that was on the site was used as fill material and is not solid enough to hold the weight of the three-level ramp. The two-level proposal thus appears to be his most cost-effective alternative.

After extensive discussion, the proposal was refined and accepted by Mr. McDonald and is now being submitted for your consideration.

The proposal consists of the following:

1. Ameritas would agree to the construction of a two-level parking structure with a capacity of not less than 96 vehicles, located as planned immediately south of the Mears Park Centre Building.
2. Ameritas would agree to lease a parking area to handle additional capacity of not less than 34 vehicles. This facility is to be located at the intersection of Fourth and Wacouta Streets, southeast of the proposed parking structure. (Together this totals 130 spots, the total now required in the existing lease.)
3. Should Ameritas fail to deliver parking in accordance with the previous paragraph at any time during the 11-year lease agreement, alternative parking spaces would be provided in the Block L ramp or such other parking facility as chosen by the agencies, in order to make up the deficiency. All such alternative spaces would be provided by Ameritas to the agencies free of charge to be used as the agencies see fit. In the event such alternative parking spaces are not provided by Ameritas, the agencies would have the option of obtaining such alternative spaces themselves and deducting the costs thereof from rent.
4. The new two-level parking structure would be substantially complete by October 31, 1988. Failure to deliver the facility on time would result in total abatement of rent for all agencies for the premises leased at the Mears Park Centre Building until the parking structure is substantially complete.

5. In consideration of these amended terms, the agencies would pay no rent under the terms of their leases in the Mears Park Centre Building for the months of October and November 1988 (total savings \$61,434.89 x 2 = \$122,869.78).

The above proposal has been reviewed and approved by Mr. McDonald and appears to be the most expedient approach to getting the required parking facility completed. The proposed design retains the quality initially discussed by Mr. McDonald and includes the design and construction approvals received from the City of St. Paul.

RECOMMENDATION

That the Metropolitan Council authorize the Chair and Executive Director to execute a second lease amendment with Ameritas, Inc., that is in accord with the provisions outlined in this memo.

BJ5000

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, Saint Paul, Minnesota 55101
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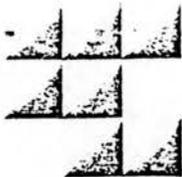
DATE: August 31, 1988
TO: Regional Transit Board Chairman and Members
FROM: Gregory L. Andrews *GLA* Executive Director
SUBJECT: Mears Park Centre -
Proposed Alternative Parking Arrangements

I have attached a letter sent to John McDonald regarding an alternative to the current lease agreement relating to the parking ramp. I understand from a conversation with John Elam, Director of Administration, Metropolitan Council, that John McDonald has tentatively agreed to this proposal and that Charles Farrell, representing the three metro agencies, is drafting a lease amendment. Assuming that Mr. McDonald executes the lease amendment exactly as proposed, I will be bringing this before the board at its meeting on September 6, 1988.

If you should have any questions, please contact me at your convenience.

GLA/mf
Att.

cc: K. Christopherson



Greg McDonald

August 26, 1988

Mr. John McDonald, President
Ameritas, Inc.
Two Park Place, Suite 111
1888 Emery Street N.W.
Atlanta, GA 30318

RE: Agencies Office Space Lease
Proposed Alternative Parking Arrangements

Dear Mr. McDonald:

We are writing in response to our discussion with you on August 16, 1988 regarding problems in completing the parking facilities associated with the Mears Park Centre Building. As you recall, we indicated at that meeting that we would take under consideration your suggestion of alternative parking arrangements but, until and unless an alternative agreement between Landlord and Tenants was reached, we expected full and timely conformance with the current terms of the Lease as amended.

As a result of our discussion, each of us has assessed our own organization's needs and priorities. Based on our assessments, we have determined that we would be willing to propose to our respective governing boards the following alternative to the Lease provisions currently in force:

1. Ameritas would agree to the construction of a two-level parking structure with a capacity of not less than 96 vehicles, located as planned, immediately south of the Mears Park Centre Building.
2. The design for the two-level parking structure would be substantially that presented in the blue prints shown to us at the August 16 meeting including all decorative and esthetic details shown thereon.
3. Ameritas would agree to lease a parking area to handle additional capacity of not less than 34 vehicles. This facility is to be located at the intersection of 4th and Wacouta Streets, southeast of the proposed parking structure.
4. Should Ameritas fail to deliver parking in accordance with the previous paragraph at any time during the 11 year lease agreement, alternative parking spaces would be provided by Ameritas in the Block L ramp or such other parking facility as chosen by the agencies, in order to make up the deficiency. All such alternative spaces would be provided by Ameritas to the agencies free of charge to be used as the Agencies saw fit. In the event such alternative parking spaces are not provided by Ameritas, the agencies would have the option of obtaining such alternative spaces themselves and deducting the costs thereof from rent.

Mr. John McDonald, President
August 26, 1988
Page 2

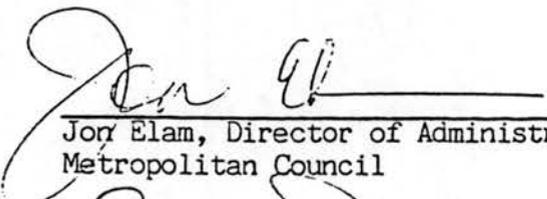
5. The new two-level parking structure would be substantially completed by October 31, 1988. Failure to deliver the facility on time would result in total abatement of rent for all agencies for the premises leased at the Mears Park Centre Building until the parking structure is substantially complete. Substantially complete for the purpose of this paragraph means that all 96 spaces would be available for use by the agencies without any material interference.
6. In consideration of these amended terms, the agencies would pay no rent under their leases in the Mears Park Centre Building for the months of September and October, 1988.
7. Except as so amended the other terms and conditions of the agencies' leases would remain in full force and effect.

Please be aware that the above is simply an outline of proposed terms for an amendment to the agencies' leases and does not constitute an offer to enter into such amendment on behalf of the agencies. We want to make it clear that this alternative is the only alternative we are willing to present to our governing bodies. Please let us know by August 31, 1988 if the alternative outlined above is workable. If we do not receive a positive indication from you by that date, we will consider the matter of an alternative parking scheme to be closed.

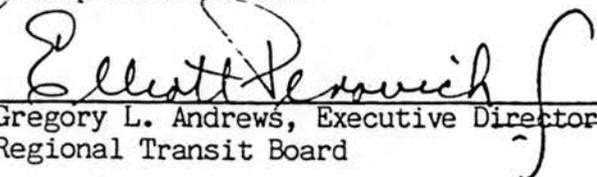
If the proposal appears workable to you and acceptable to our respective agencies, it will be necessary to incorporate the substance of these changes into a lease amendment which would include such terms as are necessary to implement the proposal. We are prepared to have such an amendment drafted in a very short time.

We look forward to resolving the questions regarding the parking facilities associated with the Mears Park Centre Building as rapidly as possible. Please let us know what action you wish to take.

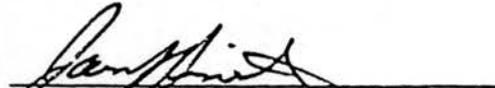
Sincerely,



Joy Elam, Director of Administration
Metropolitan Council



Gregory L. Andrews, Executive Director
Regional Transit Board



James J. Hiniker, Staff Administrator
Metropolitan Waste Control Commission

/em

Handout
9/19/88

PROJECT OVERVIEW

I-94

REHABILITATION

PROJECT

between

I-394 in Minneapolis

&

T.H. 61 (Mounds Boulevard in St. Paul)

DESCRIPTION OF THE I-94 PROJECT

The I-94 project includes approximately 12 miles of Interstate highway between Mounds Boulevard just east of downtown St. Paul and I-394 just west of downtown Minneapolis (see Figure 1). I-94 is the central spine of the Twin Cities metropolitan Interstate system, providing the only direct freeway connection between the two metro centers. It was constructed during the 1960s with the last segment completed in 1968. Because of its design and tremendous usage, pavement maintenance problems began to appear on I-94 by 1973. In addition to frequent patching, much of the I-94 corridor has been overlaid at least twice. The most recent milling and overlaying was completed in 1986. It is estimated that this overly will last until 1990.

In recognition of the eventual need to completely replace the pavement on I-94, MnDOT began preliminary design work in the late 1970s. This work has been delayed during the last few years due to other higher priority projects. After the overlay project in 1986, however, it has become clear that work should accelerate rapidly on the I-94 project so that rehabilitation can occur as soon as possible.

The rebuilding of I-94 is a very sensitive project which has already received attention from the press and the community. Traffic and access disruption along this corridor are viewed with apprehension by the local business community, the general public, and the professionals who will be responsible for managing the project. And rightfully so. The potential exists for massive disruption and great public controversy if the project is not managed in a very sensitive way and scheduled to minimize both the degree of traffic disruption and the length of time the highway is under construction. It is clear that a high level of planning and coordination will be required to manage this project effectively.

WHY DOES I-94 NEED MAJOR REHABILITATION?

There are a number of specific reasons why I-94 needs rehabilitation as soon as possible. These problems are related primarily to the structural condition of the highway and the need for safety improvements in specific areas. Existing average daily traffic on I-94 ranges from 80,000 to 150,000 vehicles per day, depending on the segment. Future year traffic forecasts would clearly show a need for additional lanes along I-94. However, due to right-of-way constraints, MnDOT has determined that additional lanes are not feasible. Increased capacity will be achieved through the use of traffic management strategies, transit service, and the improvement of geometrics such as lane continuity, merge areas, and curvature.

PROJECT DEVELOPMENT APPROACH

The I-94 Rehabilitation Project is actually a combination of several independent projects with varying degrees of complexity, approval requirements, duration and impact. They were consolidated for purposes of implementation planning and coordination to ensure that impacts of construction activity are minimized. The approval requirements and the status of approvals for each segment will be reported in a separate document.

The primary objectives of the project are:

- 1) Remodel the I-94/I-35E Common Section in downtown St. Paul in order to accommodate completion of I-35E.
- 2) Replace deteriorated pavement and bridges.
- 3) Use the rehabilitation opportunity to update the design to modern day standards, and correct design deficiencies to the extent the work could be accommodated within existing rights of way.

The decision to stay within existing rights of way was made at an early stage in the project (late 70's, early 80's) because of the financial and community impact costs of major acquisition. Further, it was apparent that system constraints would preclude additions of major new volumes of traffic. The traffic management system was included to help balance future demands with the updated capacity available after project completion. These actions to maximize use of available system capacity are consistent with current metropolitan area public policy.

PROJECT IMPROVEMENTS

The I-94 Rehabilitation Project involves:

- Total pavement replacement between Mounds Boulevard and I-394.
- Replacement of 41 bridges, repair or modification of 30 bridges, and construction of 6 additional bridges, plus 2 temporary bridges.
- Removal of lane drops and addition of short segments of new lanes through bottlenecks to increase thru lane continuity and maximize vehicle capacity.
- Install a traffic management system, including ramp meters, changeable message signs, closed circuit television and other means of balancing demand with capacity.
- Replace deteriorated signing and lighting systems.
- Provide High Occupancy Vehicle (HOV) bypass lanes at 5 metered locations to encourage ridesharing and transit use.

Following is a brief overview of changes or improvements being incorporated in the remodeled I-94. The description is organized by design segment. Work within each segment, shown in Figure 1, is generally of consistent nature, with varying levels of analysis and review and approval required.

Segment 1 - I-394 to Third Avenue South in Minneapolis

Work consists of pavement replacement and bridge repairs only. No geometric changes or lane additions are proposed. Work is scheduled to be complete in 1989.

Segment 2 - Third Avenue South to 11th Avenue South in Minneapolis
Work consists of pavement repair only due to the unanswered questions of alignment changes being considered as part of I-35W South Scoping Study. A mill and overlay project will be scheduled as needed to hold the pavement together.

Segment 3 - 11th Avenue to Riverside Avenue South in Minneapolis
Work in this segment includes pavement replacement, repair of the Riverside and 25th Avenue bridges and replacement of mainline bridges over Cedar Avenue and T.H. 55 (Hiawatha Avenue). An additional lane and shoulders will be provided over the Hiawatha bridge.

Segment 4 - Riverside Avenue to Franklin Avenue in Minneapolis
Work in this segment includes pavement replacement, widening of the river bridge to provide for three thru lanes, plus a fourth auxiliary lane between the Riverside ramps and the U of M interchange ramps, addition of a third lane thru the U of M interchange, improvement of a compound curvature in the I-94 mainline and replacement of four bridges over I-94.

Segment 5 - Franklin Avenue to Marion Street in St. Paul
In addition to pavement replacement, improvements include elimination of the lane drop westbound at T.H. 280 and westbound at Snelling Avenue, moving the southbound T.H. 280 ramp to westbound I-94 from the left to the right side. Two bridges at T.H. 280 will be replaced, the bridge at Hamline Avenue will be widened, the others will be repaired and painted. An auxiliary lane will be added on I-94 eastbound between Dale Street and Marion Street to improve geometrics at the downtown St. Paul exit ramps.

Segment 6 - Marion Street to Mounds Boulevard in St. Paul
This area will be completely rebuilt with only three of 32 existing bridges surviving. Significant end products include replacement of the eastbound 35 MPH curve with a 50 MPH design, addition of a southbound I-35E connection to southbound T.H. 3 (Lafayette Bridge), moving the westbound I-94 ramp to northbound I-35E, currently a lane drop, from the left side to the right side, and addition of short segments of new lanes to provide three continuous lanes in each direction on I-94. In addition, the existing ramp to eastbound I-94 from John Ireland Boulevard will be removed and replaced with a new entrance ramp at Marion Street.

TRAFFIC MANAGEMENT SYSTEM

The rebuilt I-94 corridor will include the latest available technology in terms of traffic management devices. Ramp meters, changeable message signs and closed circuit television monitoring will be coordinated via hookup to the MnDOT Traffic Management Center in downtown Minneapolis. In addition, discussions

with the University of Minnesota's Center For Transportation Studies are under-way to incorporate provisions for using I-94 as a jointly managed traffic research facility. The research envisioned would take traffic management further into high technology applications such as "machine vision" and on line simulation of traffic flow.

In addition to ramp meters at entrance ramps, bypass lanes for high occupancy vehicles will be provided for buses, vanpools and carpools at 5 locations:

In Minneapolis: 6th Street South Ramp to I-94 EB
 U of M Ramp to I-94 EB

In St. Paul: Snelling Avenue Ramp to I-94 WB
 Marion Street Ramp to I-94 WB
 East 6th Street Ramp to I-94 EB

Decisions to incorporate signals for ramp metering and provisions of bypass ramps followed a review of metering application "philosophy" and practical considerations at each potential site. MnDOT will not install ramp meters simply to create a delay that then can be avoided by users of a bypass lane.

The primary value of metering is derived from the spacing created between vehicles entering the freeway merge area. Consequently, a low volume ramp may be metered to redistribute a group of cars bunched up by a signal at the intersection. Also, a high volume ramp may not need metering if the downstream freeway has adequate capacity (due to a lane add, for example).

Other considerations include the impact that bypassing traffic will have on traffic operation on the mainline and the availability of space to construct the needed ramps. Since meters are included to improve mainline flow and capacity, adding bypass ramps may be counter productive in some circumstances. In others, there may not be enough physical space to safely merge a bypass lane with a ramp. Future conversion to HOV use only during peak hours may be a preferable alternative.

Finally, in evaluating potential sites for bypass ramps, consideration was given to the level of delay anticipated during early years of system operation. Because there are many short trip users on the freeway ramps, the addition of meters will tend to divert some ramp users to alternate routes nearby. Consequently, delay levels will probably not provide a significant time bonus for HOV users at some locations.

Ramp meter needs or warrants can be defined as follows:

- merge control refers to use merely to space entering vehicles where current volume can be accommodated downstream.
- incident management refers to use only where serious incidents downstream make it very desirable to divert entering traffic until the incident is removed.
- demand management refers to use where reduction of current or projected volume on a ramp is desirable to match downstream capacity.

◦ system management refers to use where undesirable diversion from other routes might adversely affect the network of highways and local streets in the system if the meter is not installed.

Since bypass operations involve safety and enforcement considerations, HOV ramps are generally not provided unless there is strong evidence of value. Specific problems or lack of positive benefit that preclude ~~now~~ use can be defined as follows:

◦ Space may not be available either at all or without significant cost and/or right of way acquisition.

◦ Need may be absent due to adequate downstream capacity and/or low delay level on the metered ramp.

◦ Impact on the mainline or merge may be disruptive due to high volume of HOV users.

The above factors were considered in reviewing and confirming decisions on meter locations and inclusion of bypass lanes at the 5 locations noted. The following table summarizes the rationale applied at each ramp.

SUMMARY OF DECISIONS

RAMP METER/HOV USE

WESTBOUND	METERED	RATIONALE (1-2)	HOV?	RATIONALE
E 6th St @ Mounds	Yes	Merge	No	Need/Impact
NB Lafayette	Yes	Incident	No	Space
Univ Ave SB	Yes	System	No	Need
Wabasha/12th	Yes	Merge	No	Space
Marion St	Yes	Merge	Yes	High Volume Express Buses
W 6th St	Yes	Incident	No	Need
Dale St	Yes	Merge	No	Space/Need
Lexington Ave	Yes	Merge	No	Space/Impact
Snelling Ave	Yes	Merge/Demand	Yes	High Volume Express Buses
Cretin-Vandalia	Yes	Merge/Demand	No	Space/Impact
T.H. 280	Yes	Merge/Demand	No	Space/Impact
U of Minn	Yes	System/Merge	No	Need
25th Ave	Yes	Merge/Demand	No	Space/Need
NB Hiawatha	Yes	Merge	No	Need

SUMMARY OF DECISIONS

RAMP METER/HOV USE

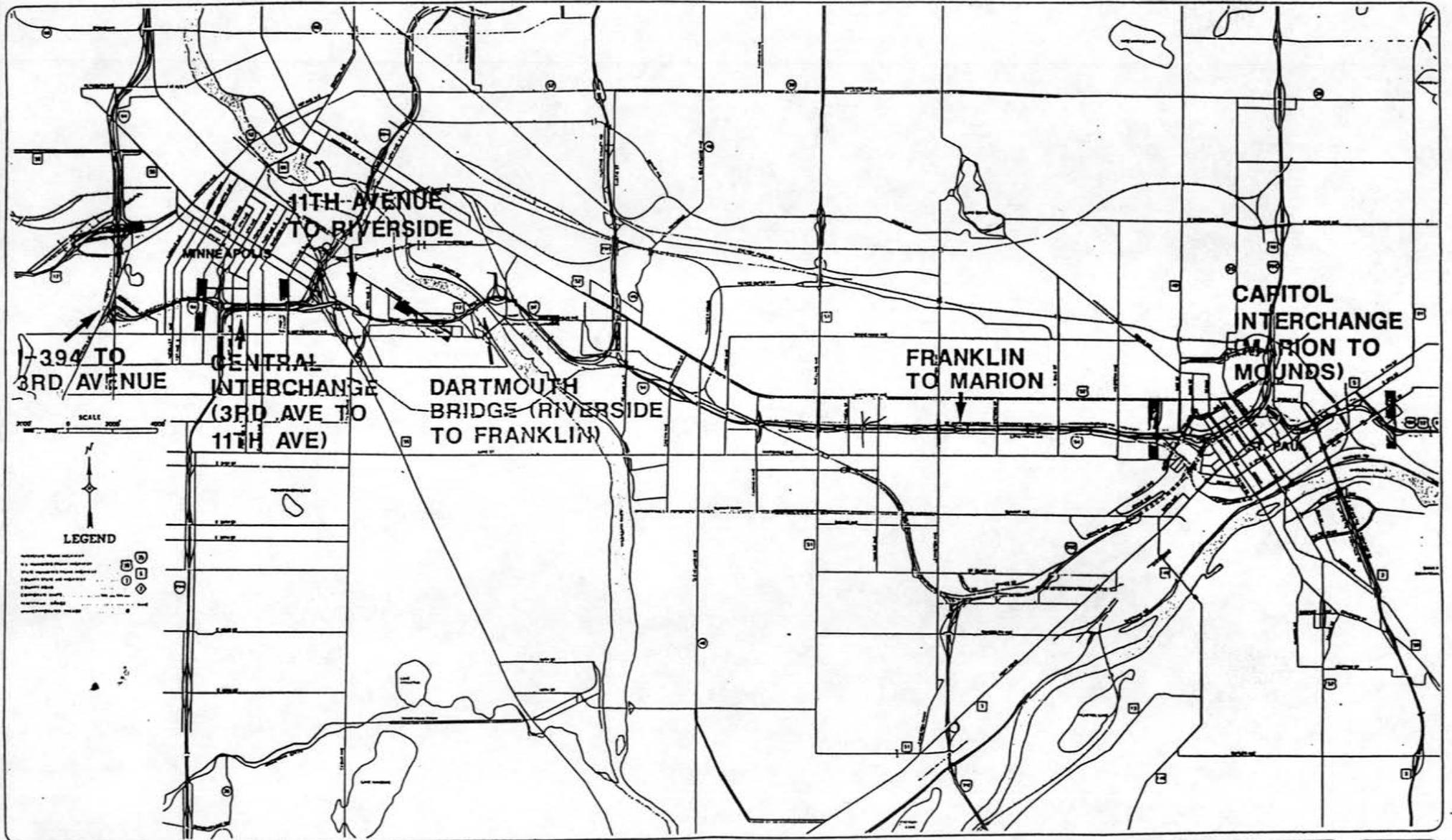
EASTBOUND	METERED	RATIONALE (1-2)	HOV?	RATIONALE
S 6th St	Yes	Merge	Yes	High Volume Express Buses
Cedar Ave	Yes	Merge/Demand	No	Space/Need
Riverside Ave	Yes	Merge/Demand	No	Space
U of Minn	Yes	Merge	Yes	High Volume Carpools
Cretin Ave	Yes	Merge	No	Need (Possible Future)
Snelling Ave	Yes	Incident	No	Need
Lexington Ave	Yes	Merge/Demand	No	Impact/Space
Dale St	Yes	Merge	No	Space/Need
Marion St	Yes	Merge	No	Space
11th St to NB	Yes	Merge/Demand	No	Space
11th St to EB	Yes	Merge/Demand	No	Space
E 6th St	Yes	Merge	Yes	High Volume Car/Van Pools
Lafayette	Yes	Merge	No	Space/Need
Mounds Blvd	No	Need	No	Need

PROJECT SCHEDULE

Work has already begun in the Capitol Interchange area that includes the end of the I-35E Pleasant Avenue area. Major segments of work include:

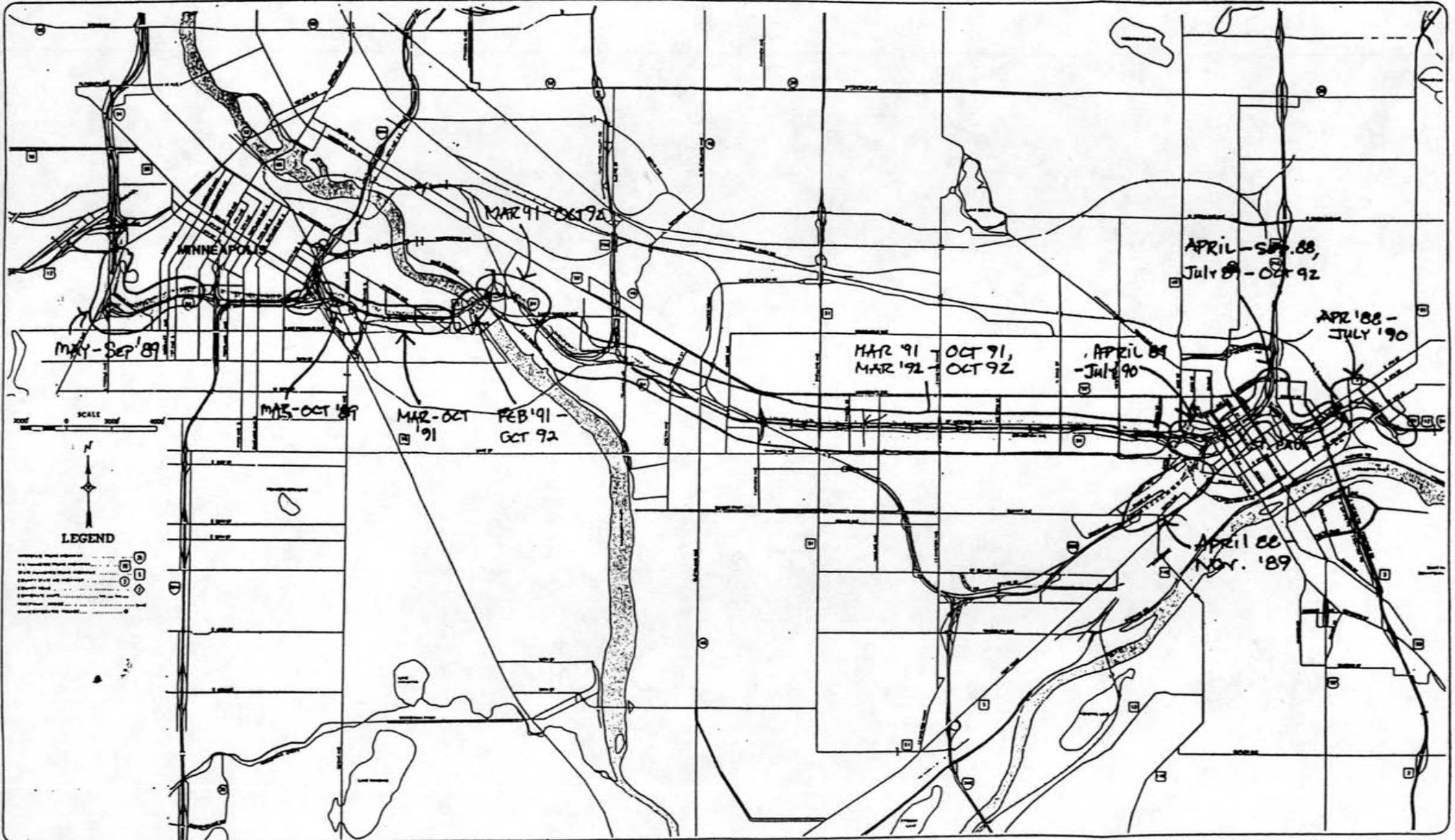
- 1) Repaving in Segment 1 (I-394 to Third Avenue) in 1989.
- 2) Reconstructing the Sixth Street entrance ramp in Minneapolis during 1989.
- 3) Repaving in Segment 3 in 1991.
- 4) River bridge construction in 1990-92.
- 5) Pavement replacement in Segment 4 in 1991 and 1992.
- 6) Completion of the I-35E/I-94 west junction in 1990.
- 7) Completion of bridge replacement at Sixth Street east of downtown St. Paul in 1990.
- 8) Completion of Segment 6 work in 1992.

Figure 2 summarizes the expected periods of impact due to construction activity.



DESIGN SEGMENTS FOR I-94 RECONSTRUCTION MANAGEMENT PLAN

I-94 RECONSTRUCTION MANAGEMENT PLAN



STRGAR,
ROSCOE,
FAUSCH,
INC.

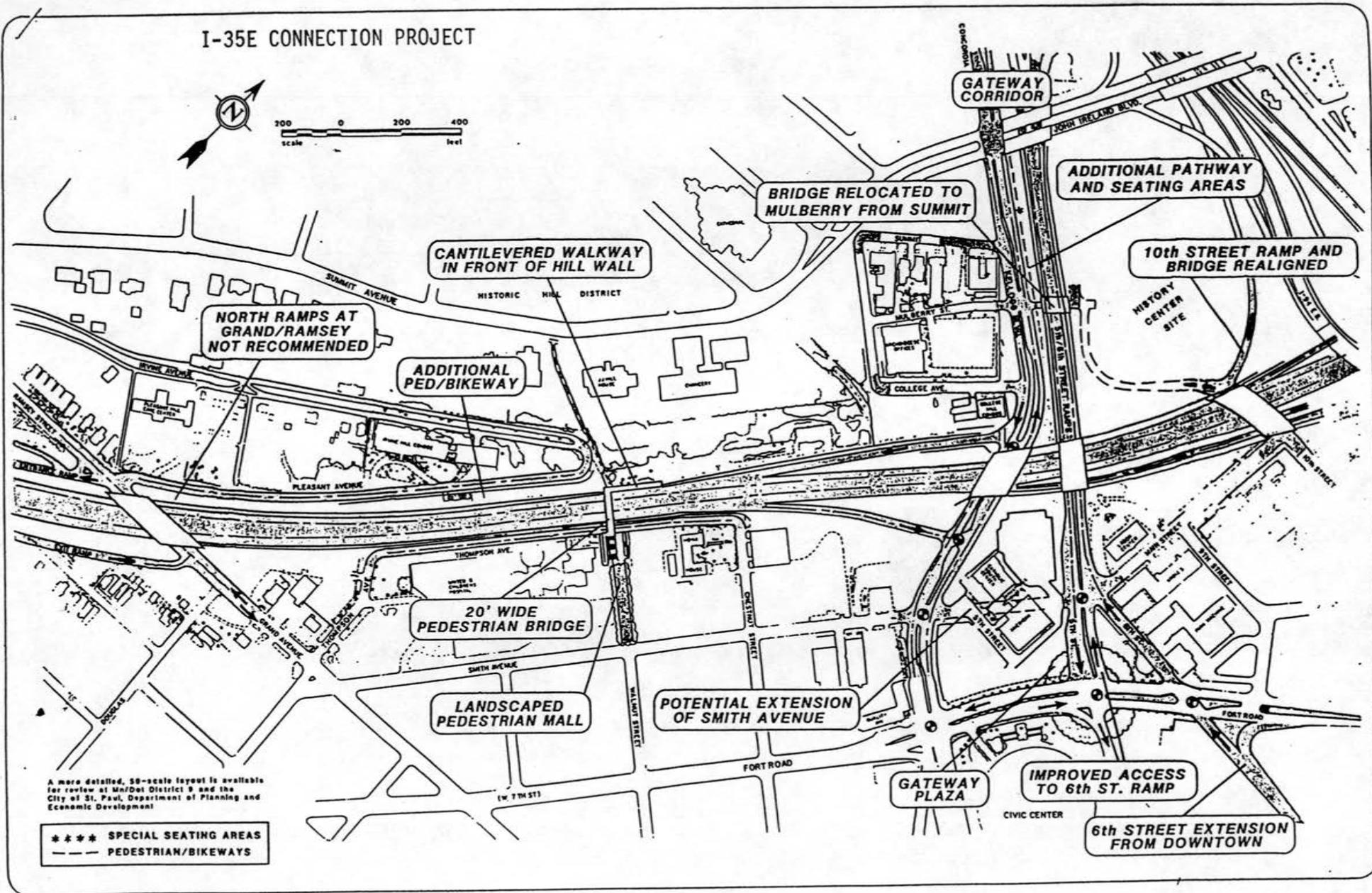
PROJECT LOCATION $\frac{1}{2}$
CONSTRUCTION IMPACT Schedule
 I-94 RECONSTRUCTION MANAGEMENT PLAN

6/23/88
RJB

I-35E CONNECTION PROJECT



200 0 200 400
scale feet



CANTILEVERED WALKWAY
IN FRONT OF HILL WALL

NORTH RAMPS AT
GRAND/RAMSEY
NOT RECOMMENDED

ADDITIONAL
PED/BIKEWAY

20' WIDE
PEDESTRIAN BRIDGE

LANDSCAPED
PEDESTRIAN MALL

POTENTIAL EXTENSION
OF SMITH AVENUE

GATEWAY
PLAZA

IMPROVED ACCESS
TO 6th ST. RAMP

6th STREET EXTENSION
FROM DOWNTOWN

BRIDGE RELOCATED TO
MULBERRY FROM SUMMIT

ADDITIONAL PATHWAY
AND SEATING AREAS

10th STREET RAMP AND
BRIDGE REALIGNED

HISTORY
CENTER
SITE

CIVIC CENTER

A more detailed, 50-scale layout is available for review at Mn/Dot District 9 and the City of St. Paul, Department of Planning and Economic Development

**** SPECIAL SEATING AREAS
--- PEDESTRIAN/BIKEWAYS

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, Saint Paul, Minnesota 55101
292-8789

DATE: September 15, 1988
TO: Regional Transit Board
FROM: Howard Blin, Planner *HB* *OH*
SUBJECT: Scoping Environment Assessment Worksheet (EAW) for the Hennepin
County LRT System

Attached is a staff report on the Scoping Environmental Assessment Worksheet (EAW) for the Hennepin County LRT system. The EAW was received by staff within the past week.

The deadline to submit comments on the EAW is September 21. It is, therefore, necessary to bring the item directly to the board, without prior committee review, on September 19.

If there are any questions on the report, please contact me at 229-2711.

HB:jmo
Attachment

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, Saint Paul, Minnesota 55101
292-8789

DATE: September 15, 1988
TO: Regional Transit Board
FROM: Howard Blin, Planner *HB* *OB*
SUBJECT: Scoping Environmental Assessment Worksheet for Hennepin County
LRT System

SUMMARY

This memorandum presents staff comments on the Environmental Assessment Worksheet (EAW) and draft Scoping Decision Document prepared by Hennepin County for the proposed Stage I LRT System. Board action is requested to approve the comments for submittal to the Hennepin County Regional Railroad Authority (HCRRA).

BACKGROUND

The need for an environmental review of proposed LRT systems is not specifically addressed in the state regulations. The HCRRA has, however, decided to perform an environmental review and on August 16 approved an EAW and a scoping decision. These documents are the first step in the review process, providing an outline of issues which will be addressed in the Environmental Impact Statement (EIS).

Comments on the documents will be accepted by the HCRRA through September 21. The draft EIS is scheduled to be completed in December 1988 with approval of the final EIS expected in February 1989.

DISCUSSION

A summary of the Scoping Decision Document is attached. The EIS will include only the Phase I system proposed in the Hennepin County Comprehensive LRT Plan. Two alternatives will be analyzed: construction of the Phase I system and a no-build alternative. Under the construction alternative, both at-grade and tunnel options will be studied for the downtown Minneapolis alignment.

In reviewing the Comprehensive LRT System Plan, the RTB suggested several issues which require further investigation by the HCRRA. Although the Scoping Document was prepared prior to the RTB's submittal of comments to the HCRRA, the basic issues raised by the RTB relating to light rail impacts on the existing system will be addressed in the EIS. These include:

- o Transit Service--impacts on existing and future transit service in Hennepin County will be examined.

- o Economic, Employment and Sociological Impacts--this analysis will include analysis of the effects of LRT on transit dependent people.
- o Financial Impacts--the financial impacts of constructing, operating and maintaining the system will be addressed.
- o Twenty-Year System Issues--impacts associated with extensions to the Phase I system will be investigated.

The RTB, as noted in its previous review, supports the examination of these issues in the EIS.

An issue which will not be addressed in the EIS is alternative transit modes in the proposed corridors. Each of the corridors has previously been identified by the Metropolitan Council's Long Range Transit Analysis as suitable for LRT implementation. Also, alternative studies have been or will be performed in four of the five corridors, including:

- o Hiawatha Avenue EIS (1984)
- o University and Southwest Corridor Alternatives Analysis/Draft EIS (1985)
- o South Corridor/I-35W EIS (ongoing)

Given these previous studies of transit alternatives in the proposed corridors, further investigation as part of the EIS does not appear warranted.

FINDINGS AND CONCLUSIONS

- o The HCRRA has developed an Environmental Assessment Worksheet (EAW) and a Scoping Decision Document.
- o Issues raised by the RTB in its review of the Hennepin County Comprehensive LRT Plan will largely be addressed in the EIS.
- o The RTB finds that the EAW and Scoping Decision Document adequately identifies issues requiring investigation in the EIS.

RECOMMENDATION

That the Regional Transit Board transmit to the Hennepin County Regional Railroad Authority that it supports the inclusion of the four issues outlined in this memorandum, which were previously addressed in the RTB's review of the HCRRA Comprehensive LRT System Plan, in the Environmental Impact Statement.

HB:jmo
Attachment

SUMMARY

The Hennepin County Regional Railroad Authority (HCRRA) has prepared a Scoping Decision Document for the Comprehensive LRT System Plan for Hennepin County in conformance with Environmental Quality Board (EQB) regulations pertaining to Environmental Impact Statement (EIS) preparation. The scoping decision reflects information prepared for an Environmental Assessment Worksheet (EAW) on the proposed project. The EAW information is based on data collected and evaluated and public input received during the Comprehensive LRT System Plan planning process.

This scoping decision document identifies the two alternatives to be analyzed in the EIS which will be prepared for the proposed project, as well as topics to be addressed in detail in the EIS which will supplement information in the EAW. It also provides additional information on the scoping process for the EIS.

DEVELOPMENT ALTERNATIVES

Two development alternatives for the 29-mile Stage 1 of the Hennepin County LRT System Plan have been selected for detailed analysis in the EIS:

- o Alternative 1: Build an LRT system according to the adopted Comprehensive LRT System Plan for Hennepin County - Stage 1, including two options for the downtown alignment:

Option A - The downtown alignment will include a 3.4 mile north-south and east-west tunnel through the downtown, continuing south to 29th Street.

Option B - The downtown alignment at-grade option will have the following characteristics:

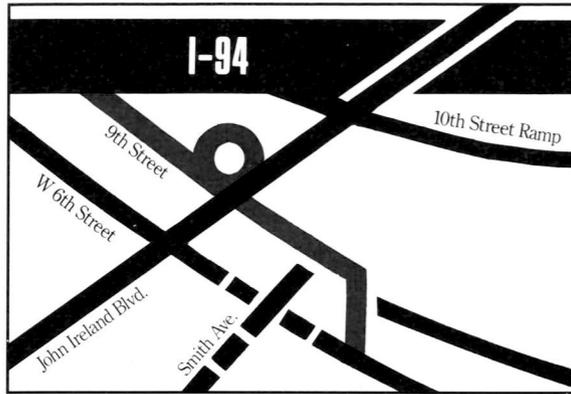
- o Located on the north/south streets of Nicollet, Marquette, and/or Second Avenues

- o The transition from the University and Hiawatha alignments will occur on Second Street
- o The transition on the south to the South alignment will occur between 9th and 12th Streets
- o Alternative 2: No-build. The LRT system in Hennepin County will not be built.

TOPICS TO BE ADDRESSED IN THE EIS

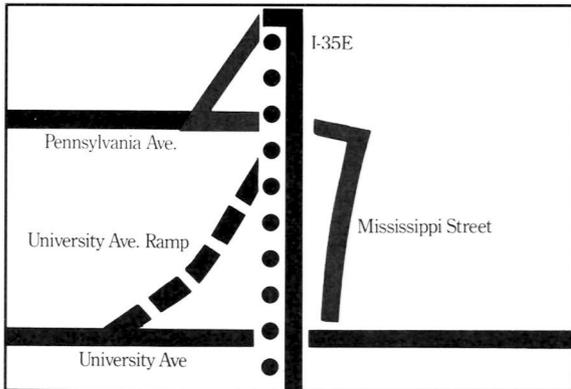
Topics that will be addressed in the EIS include:

- o Development
- o Wetlands, Vegetation and Wildlife
- o Soils
- o Steep Slopes and Other Geologic Hazards
- o Shoreland Zoning, Floodplain, Mississippi River Critical Area
- o Groundwater Appropriation
- o Runoff, Receiving Waters
- o Air Quality and Noise
- o Cultural Resources
- o Parkland
- o Traffic
- o Transit Service
- o Visual Impacts
- o Economic Development, Employment, and Sociological Impacts
- o Financial Impacts
- o Twenty-Year System Issues



W 6TH STREET

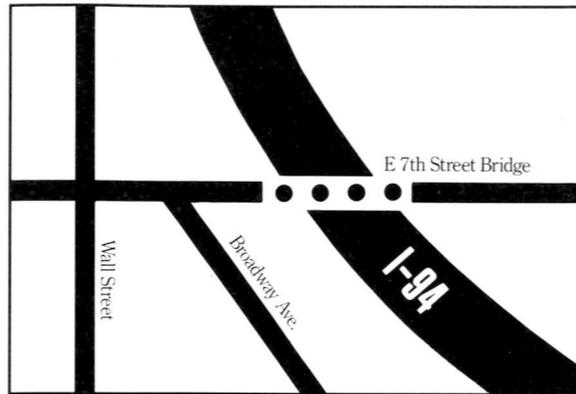
Beginning late March, W 6th Street will be closed until mid-September to pave the way for extension of I-35E. Use 9th Street as an alternate. West 6th Street will reopen as the new Kellogg Blvd.



I-35E SOUTHBOUND

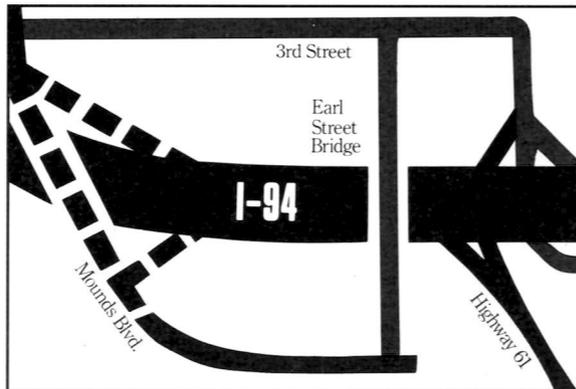
Southbound I-35E, just north of downtown St. Paul, will be restricted to two lanes from April 4 to early September. The ramp to University Avenue from I-35E will be closed from April 4 through late June. It's scheduled to reopen by Taste of Minnesota. Before then, take the Pennsylvania exit to Mississippi Street and south to University.

Restricted ● ● ● Closed ■ ■ ■



7TH STREET BRIDGE

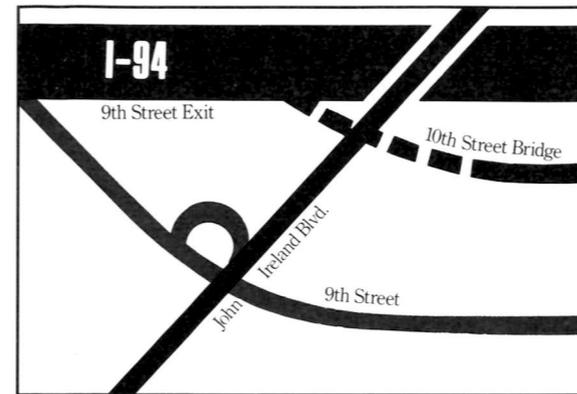
From April 18 to mid-September, the E 7th Street Bridge over I-94 will be restricted to one lane each way to accommodate a total rebuilding of the bridge.



MOUNDS BLVD. BRIDGE AND RAMPS

The Mounds Blvd. Bridge will close in early May. You'll still be able to cross I-94 on either the Earl Street Bridge via 3rd Street, or the Kellogg Bridge. The westbound exit ramp to Mounds Blvd. will close July 18, eastbound entrance ramp July 29. Enter and exit at Highway 61 instead. Both ramps and the bridge will reopen in early October.

Signed Alternate Route ■■■■



10TH STREET EXIT

From early July until mid-September, the 10th Street Ramp and Bridge will be closed. The bridge will be torn down and rebuilt to make way for I-35E Parkway to pass underneath. The 9th Street Exit will serve as an alternate.

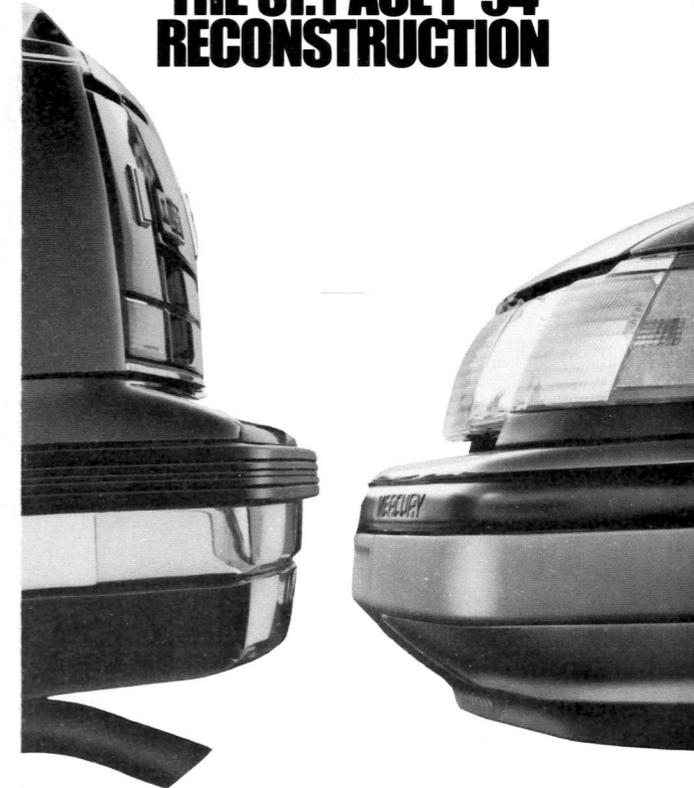
WHERE TO TURN FOR MORE HELP

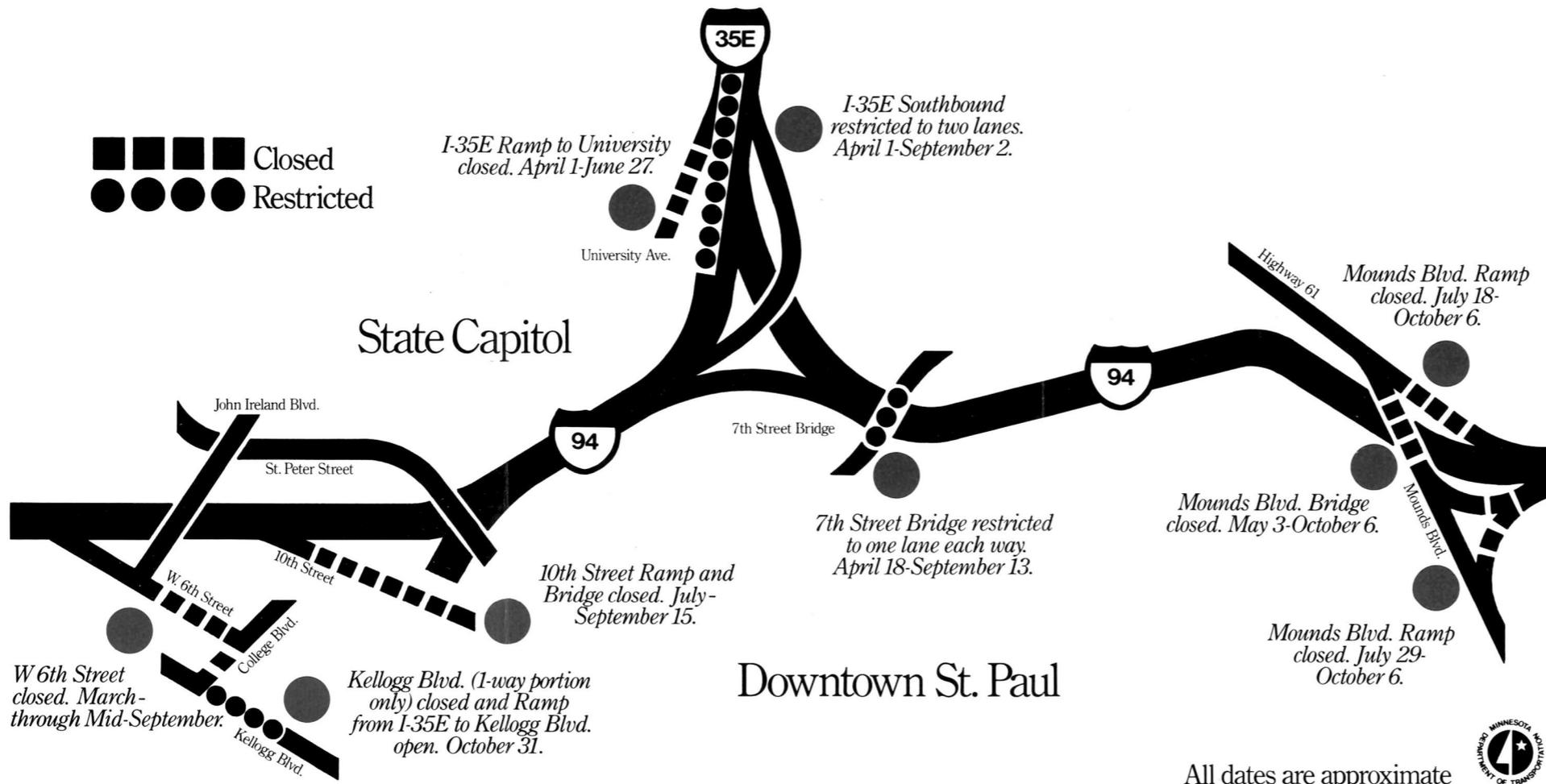
These phone numbers should provide all the additional help you need. Use them. Because once you, and everyone who feels like you, are fully up to speed on the St. Paul I-94 Reconstruction, things should go more smoothly down the road.

- Jan Ekern, I-94 communications director 779-1248
- Jim Miner, MnDOT resident engineer 297-4580
- Dan Anderson, MnDOT project engineer 297-4580 (7th Street Bridge, I-35E Southbound, Mounds Blvd. Bridge)
- Vicki Barron, MnDOT project engineer 297-4580 (W 6th Street, 10th Street Ramp and Bridge)
- MTC CITYLINE 645-6060
- MTC 827-7733
- Rideshare 349-RIDE

**IF YOU DON'T
LIKE ROAD
CONSTRUCTION,
YOU'RE NOT
ALONE.**

**THE ST. PAUL I-94
RECONSTRUCTION**





All dates are approximate

Road construction. If you've been through it before, the very words can bring you to a boil. But as is the case in the St. Paul I-94 Reconstruction, some work can't be avoided.

A series of bridges and ramps connecting with, or close to, I-94 will be rebuilt this year. It's just the beginning stage of a much larger I-94 reconstruction

that will stretch over the next few years. Once these projects are completed, downtown will be a much easier place to get to.

Don't worry. You'll still be able to get in and out of St. Paul during construction. But it'll be much easier if you prepare. How?

There are many things you can do. For starters, hang onto this brochure. It's the most complete reference available. You should also consider leaving home earlier. Or taking advantage of downtown by staying later. Of course, there are alternate routes, the bus and car pooling. Even if you do nothing, the

delays shouldn't be severe. But why take the chance?

We'll be doing our part, too. Individual announcements detailing the exact location and date of the project will be published in local newspapers well in advance. We'll do our best to keep you up-to-date on the progress. And keep your spirits up.

Once you hit the road, you'll be greeted, and helped along, by an extensive MnDOT signage program. Dates and alternate routes will be displayed prominently and well ahead of the project. So in case you miss it elsewhere, you won't miss it on the streets.

You'll see us out there nights, weekends, in good and bad weather. Because we know your time is valuable. And the less you have to spend in road construction, the better off we'll all be.

Study these maps. Determine which projects will affect you and plan your strategy. If you need help, there are phone numbers on the back. And remember, you're not in this alone.

THE ST. PAUL I-94 RECONSTRUCTION