

Central Corridor Light Rail Transit

Community Advisory Committee

August 21, 2008



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Today's Agenda



- Reports
- Project Updates
 - SDEIS public hearings
 - Project budget and CEI
- Technical Reports
 - Traffic Study #5.1
 - Parking analysis and proposed solutions

Outreach Coordinator Report



Joey Browner



Jessica Hill



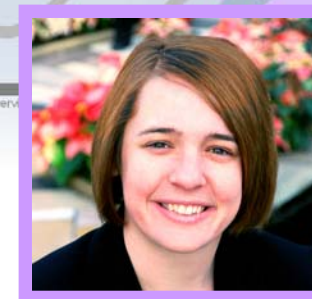
Hue Pham



Rita Rodriguez

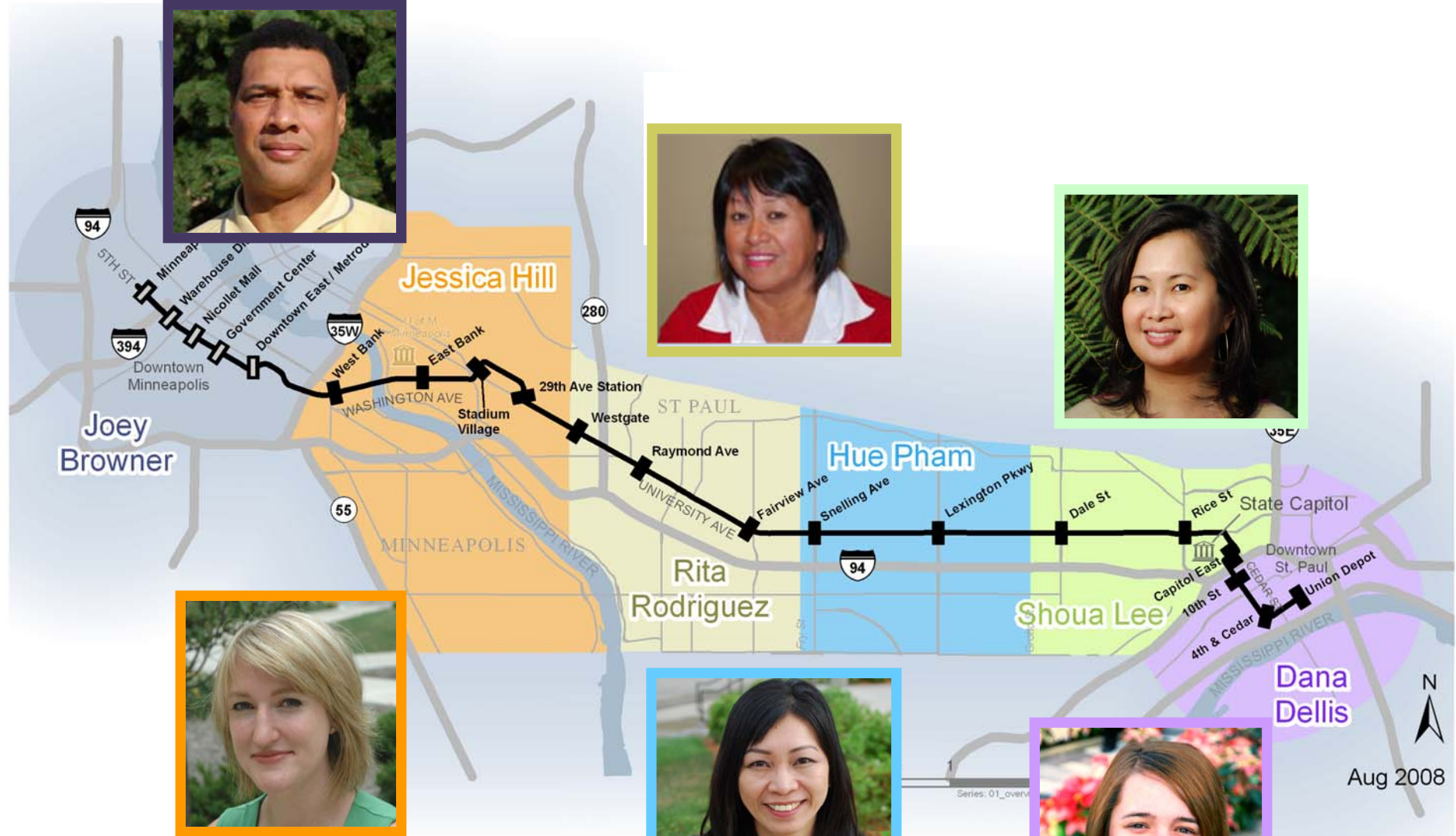


Shoua Lee



Dana Dellis

Aug 2008



Outreach Coordinators Report – Dana Dellis



Community outreach coordinator **Dana Dellis** led a group of St. Paul parishioners from **Central Presbyterian Church** and the **Church of St. Louis King of France** on a tour of the Hiawatha LRT and its stations in downtown Minneapolis on Sunday, Aug. 3. She compares the distance between the tracks and the jail in downtown Minneapolis near the Government Plaza station to the distance that will be between the St. Paul churches' steps on Cedar Street to the tracks once the Central Corridor LRT line is built.

Outreach Coordinators Report – Hue Pham



Hue Pham – Previous work includes managing the Vietnam and Thailand programs for Children’s Home Society Family Services managing its Vietnam and Thailand programs as well as various management positions at AT&T Corp and IMB and as a Wilder Foundation bi-cultural consultant in St. Paul providing special training services. She is an Augsburg College business administration graduate who speaks fluent Vietnamese and English.

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Recap SDEIS Public Hearings

Kathryn O'Brien,
Environmental Services Project
Manager

SDEIS Hearings



- Three hearings held
 - Monday, August 4 (Wilder)
 - Thursday, August 7 (Brian Coyle)
 - Saturday, August 9 (Goodwill)
- 23 persons testified

SDEIS Hearings Comments



- Address parking impacts
- Ensure equitable benefits of project, need for infill stations
- Maintain local bus service
- Mitigate gentrification effects
- Provide safe crossings of University Ave.

SDEIS Comments Rec'd

- Comment period ends Aug. 25
- 29 comments received as of Aug. 11



Central Corridor Light Rail Transit



Budget/CEI Update

Central Corridor Light Rail Transit

FTA Cost Effectiveness Index



$$\text{CEI} = \frac{\text{Annualized Capital + Bus and Rail Operating Costs}}{\text{Annual travel time savings}}$$

Central Corridor Light Rail Transit

Annual Metro Transit Bus Operating Costs



Baseline

\$254.3MM

CCLRT Build

\$241.7MM

Net Change

-\$12.6MM

Central Corridor Light Rail Transit

Annual Metro Transit Light Rail Operating Costs



Baseline

\$24.1MM

CCLRT Build

\$42.0MM

Net Change

+\$17.9MM

Central Corridor Light Rail Transit

Annual Metro Transit Bus & Rail Operating Costs



Bus

-\$12.6MM

Light Rail

+\$17.9MM

Net Change

+\$5.3MM

Annual Travel Time Savings

	Running time (minutes:seconds)	Annual travel time savings (hours)
May 28	40:15	2,589,000
Aug 13	39:13	2,718,000
Difference	-1:02	+129,000

Budget/CEI Next Steps



- CCLRT capital cost re-estimate
- Revise CEI to reflect changes
 - Capital cost
 - Operating cost
 - Travel time savings
- Present at August 27 CCMC

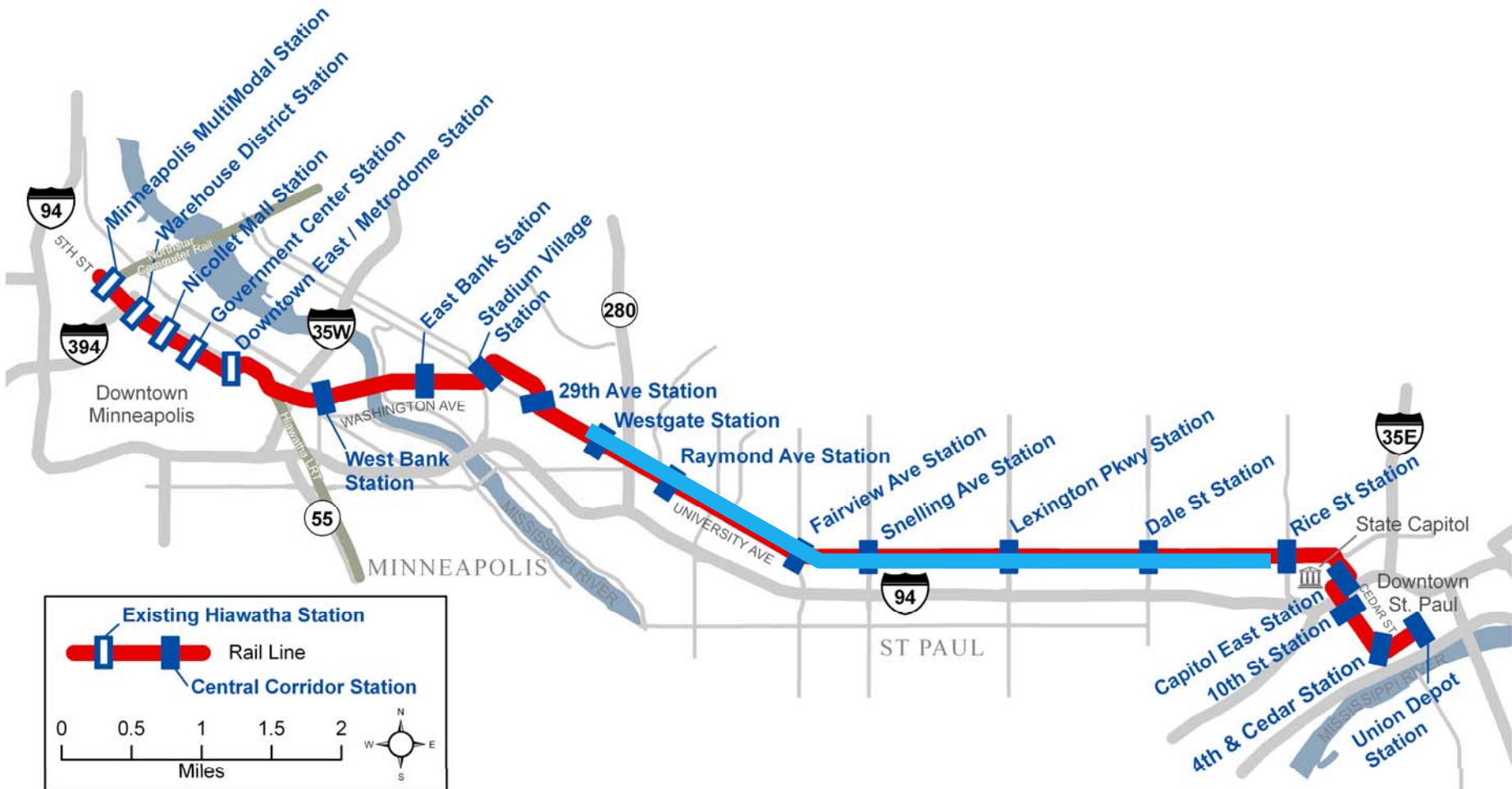
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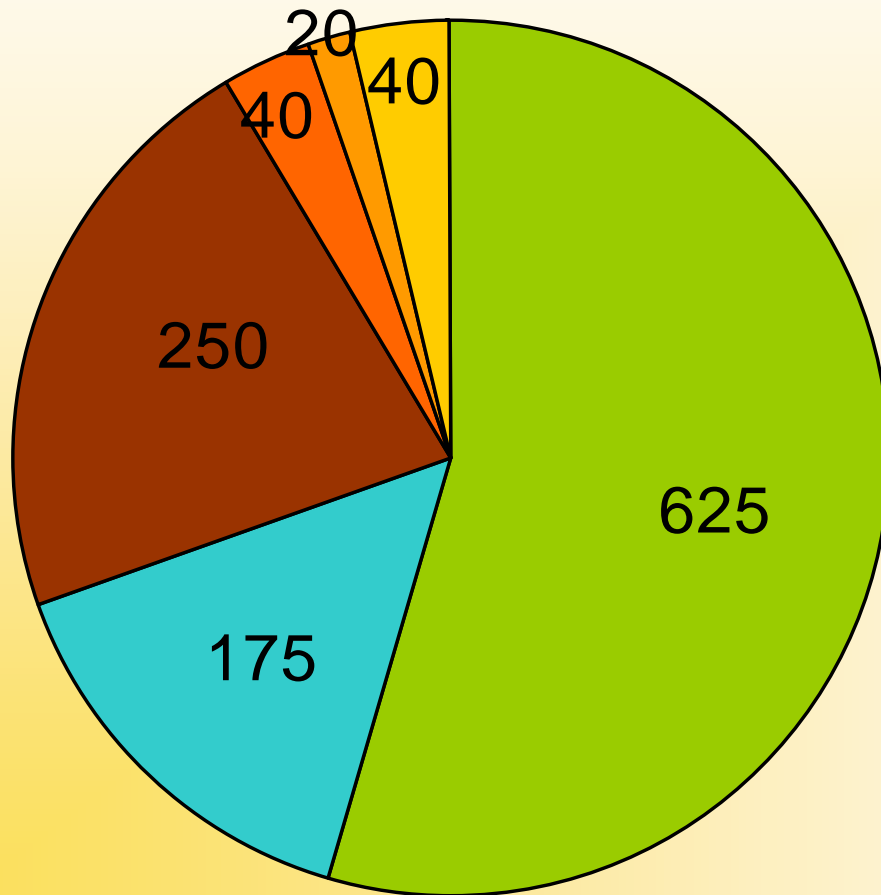
Parking

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Parking Impacts Scope of Study - 29th Ave to Rice



What happens to the 1,150 existing on-street parking spaces?



- Parking lost due to mandatory elements
- Remaining on-street parking
- Parking lost due to non-signalized ped crossings
- Parking lost due to secondary station access
- Parking lost due to 3-car platforms
- Parking lost due to minimize lane transitions

Step 1: Collect Data

Map Parking

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- Identify parking in the corridor
 - University Ave. on-street
 - Off-street
 - North-south cross streets



Step 1: Collect Data

Summarize Parking



- 1,150 existing University Ave. on-street parking spaces in St. Paul
 - 175 will remain with LRT
- Two off-street parking studies
 - 25,000 spaces in private lots within ¼ mile of stations, City 2006 study
 - 15,300 parking spaces within one block of University Avenue, CCPO 2008 study
- 560 on-street parking spaces on north-south cross streets within a block of the corridor

Step 1: Collect Data

Community Outreach

(April to July 2008)



- Business surveys
- Meetings with businesses and organizations
- Advisory committees
- Preliminary engineering maps and aerial photos
- Other public meetings
- City and business leaders' knowledge of businesses

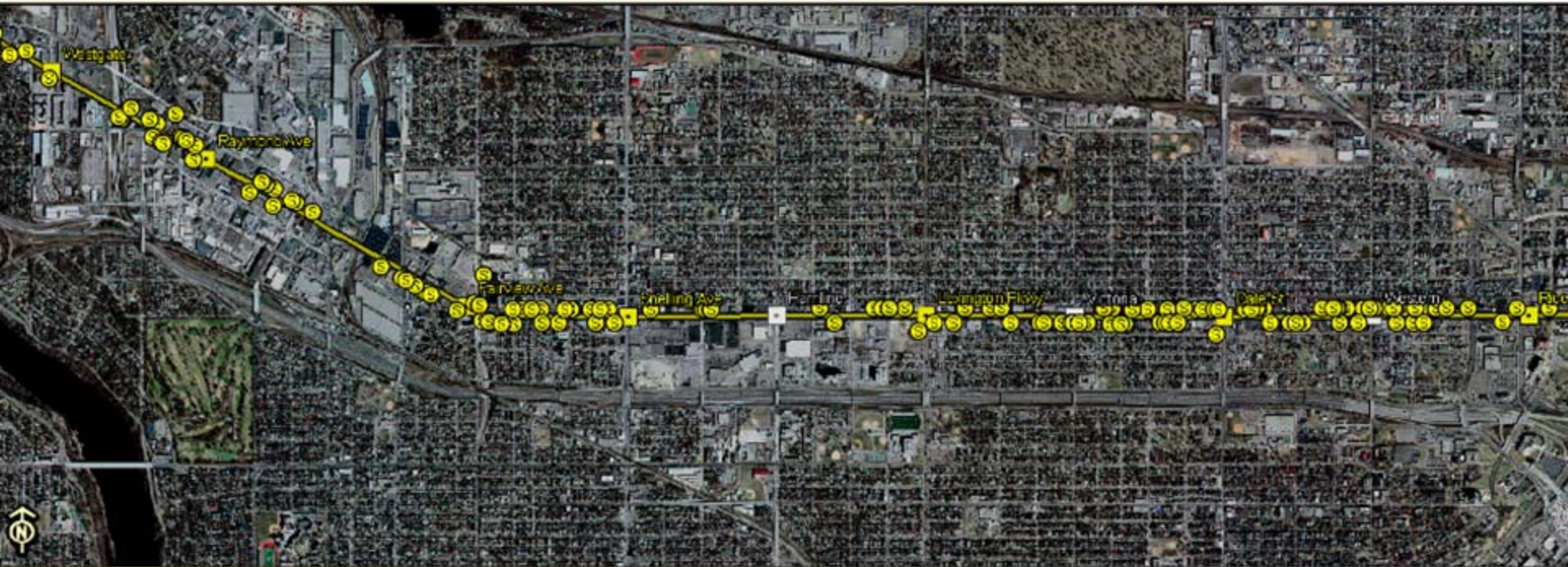
Step 1: Collect Data Businesses Surveyed



- 1,170 businesses on University Avenue in St. Paul
- 200 business surveys returned
- Office managers for large office complexes returned surveys on behalf of ~300 tenants
 - Adequate parking in ramps, garages & lots
- Surveys collected for 43% of businesses
- Additional information gathered in interviews

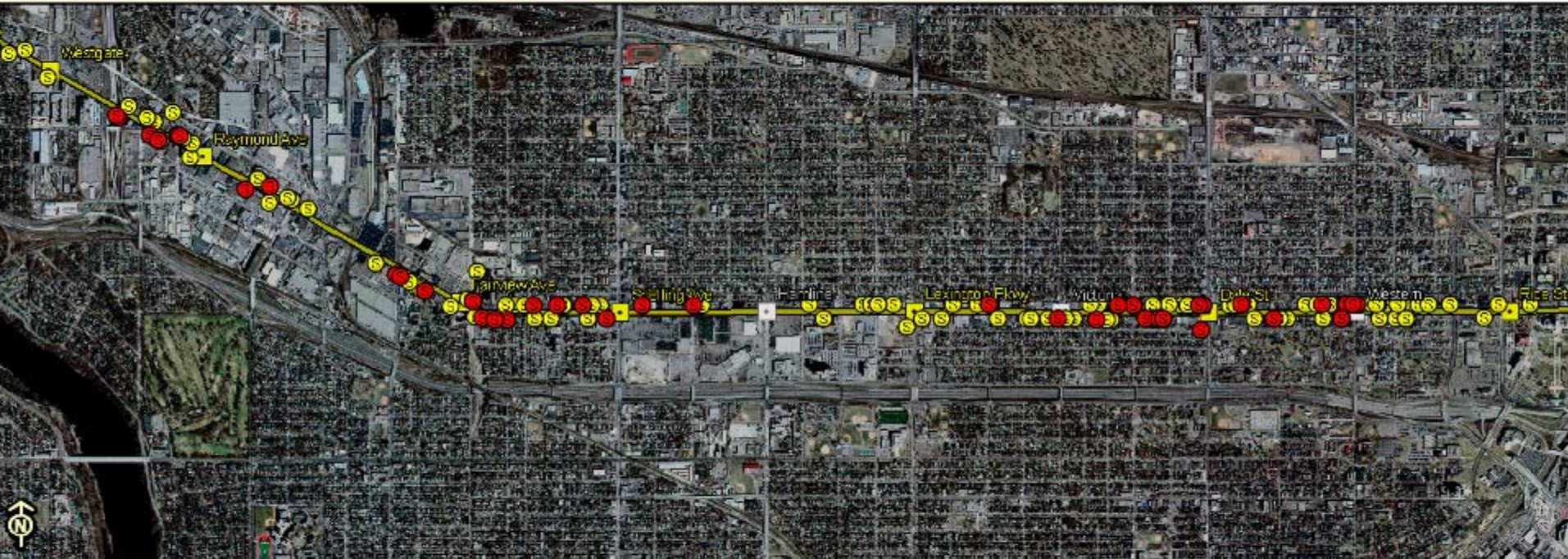
Step 1: Collect Data Surveys Received

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● Business surveys received

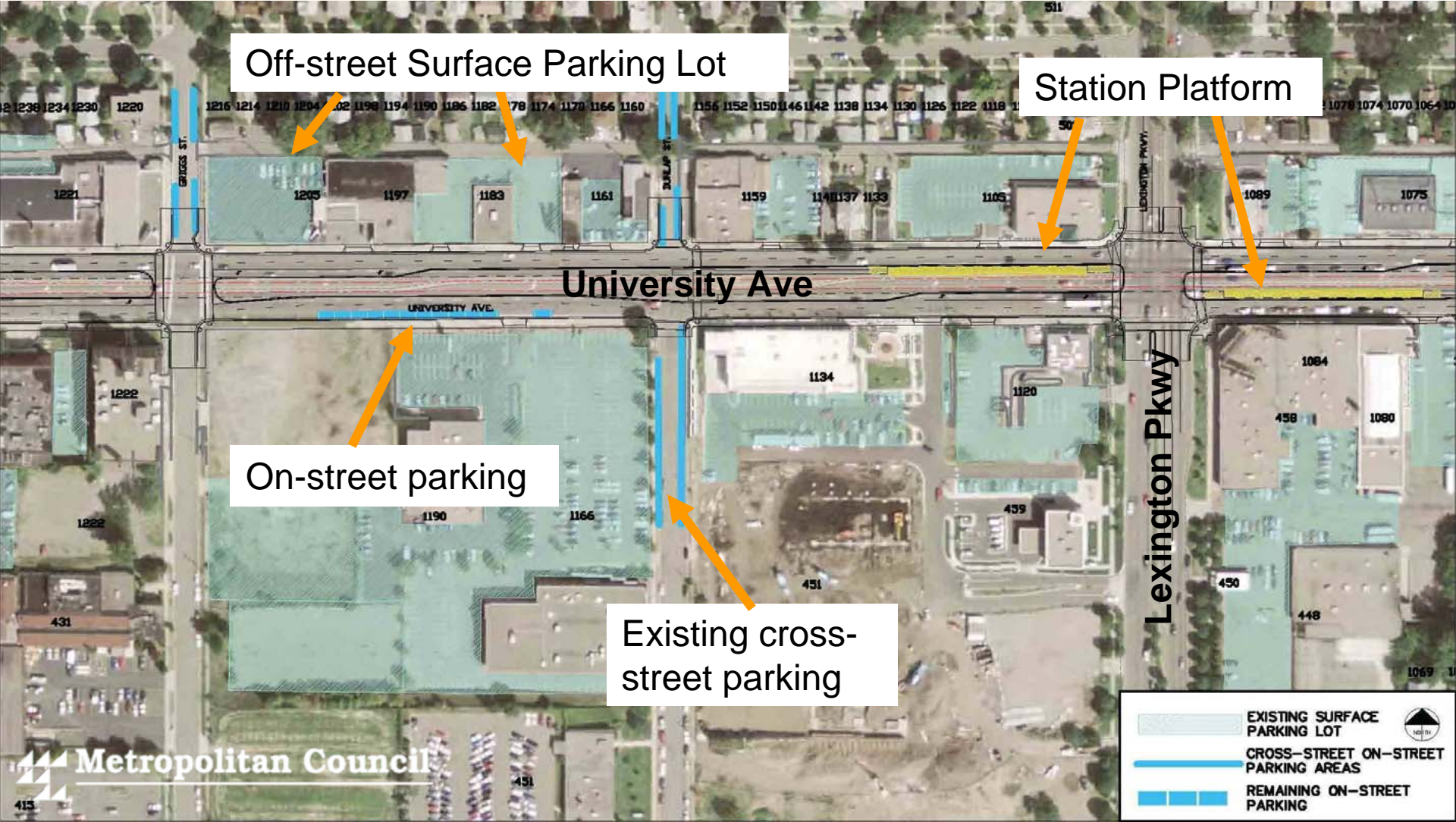
Step 2: Summarize Access to Off-Street Parking



- Business has access to off-street parking
- Business does not have access to off-street parking

Step 2: Summarize Block Summaries

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Step 2: Summarize Block Summaries

Block: Dunlap to Lexington Pkwy

No. of businesses (estimate)	7	No. of surveys returned	4	Percent surveys returned	57%
Distance to LRT Station	0 blocks		Distance to Bus Stop	0 Blocks	

Summary of parking impacts

North side of block		South side of block	
Off-street parking	93	Off-street parking spaces	529
Existing on-street parking	13	Existing on-street parking	4
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	6	Cross-street parking spaces	14
Impacts anticipated to 2 businesses midblock because they do not have access to off-street parking and are greater than 160' from limited number of cross-street parking spaces		No impacts anticipated because businesses have access to off-street parking and new parking ramp that was incorporated into the redevelopment of the site by Wilder Foundation.	
Proposed Solutions		Proposed Solutions	
Time limits on cross street parking.		NA	

Step 2: Summarize Block Summaries

Block: Western Ave. to Farrington St.

No. of businesses (estimate)	17	No. of surveys returned	12	Percent surveys returned	71%
Distance to LRT Station	3 blocks		Distance to Bus Stop	1 Blocks	

Summary of parking impacts

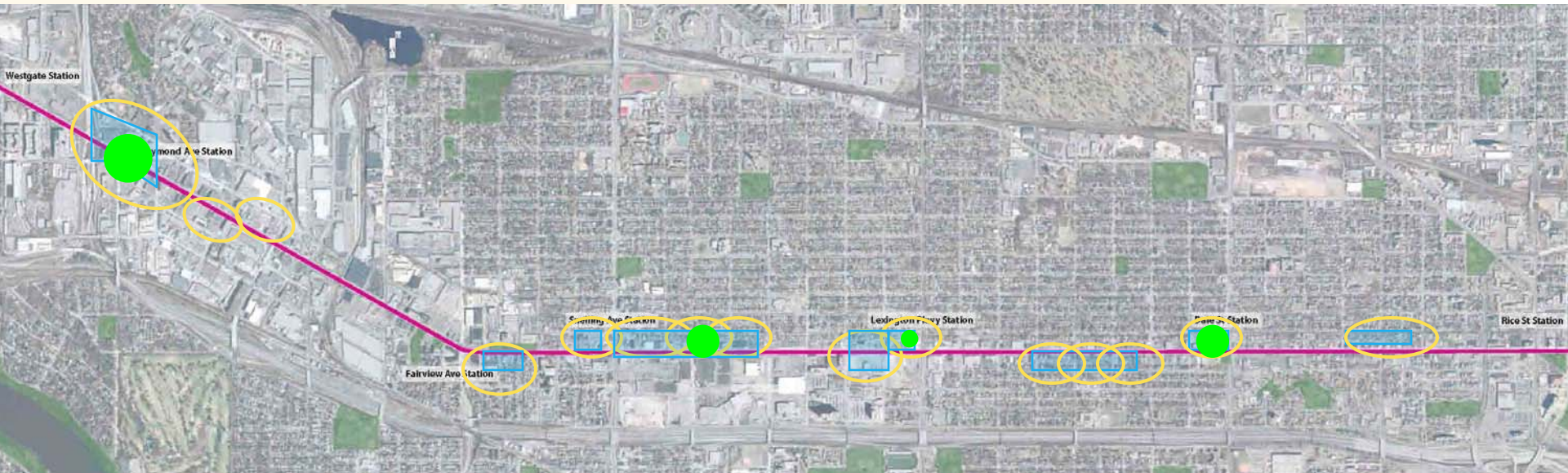
North side of block		South side of block	
Off-street parking	103	Off-street parking spaces	105
Existing on-street parking	12	Existing on-street parking	12
On-street parking with LRT	0	On-street parking with LRT	0
Cross-street parking spaces	10	Cross-street parking spaces	21
<p>Impacts not anticipated because businesses have access to off-street or cross street parking. LA Diva, ProAfrican Hair Salon, Flashlight Video Store, and Metro Social Services have no access to University Ave. on-street parking but will be within 160' feet of cross street parking.</p>		<p>Impacts not anticipated because businesses have access to off-street or cross street parking. Lao Family has access to off street parking. Spielman Mortuary and Lao Family share lots (80+) for large event parking. Old Home site, mostly docking, possible some space for parking.</p>	
Proposed Solutions		Proposed Solutions	
Time limits on cross street parking.		Time limits on cross street parking.	


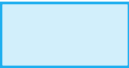

Step 3: Analyze Impact Assumptions



- Not impacted by CCLRT if:
 - Have remaining on-street parking
 - Own off-street parking
 - Have existing arrangements to share or lease parking
 - Are within reasonable distance from north-south on-street parking
 - 160' for retail, convenience uses
 - 600' for service, office uses
- Vetted with business and city staff

Step 3: Analyze Critical Areas



-  Initial 15 areas (20 blocks) identified as potential impacts – March 2008
-  Defined 9 critical areas based on surveys – June 2008
-  Refined 4 critical areas based on assumptions – August 2008

Step 3: Analyze Management Strategies



- St. Paul manage on-street parking by metering or posting time restrictions
- Businesses take steps to address their parking needs
- New surface lots unlikely
 - Corridor has ample parking
 - St. Paul's Development Strategy discourages it
 - Would require acquisition

Step 4: Review with Stakeholders



- Shared results with stakeholders
- Tested assumptions with business community and city staff
- Conducted traffic study for on-street parking during off-peak times
- Weighed impacts of removing non-signalized ped crossings

Next Steps



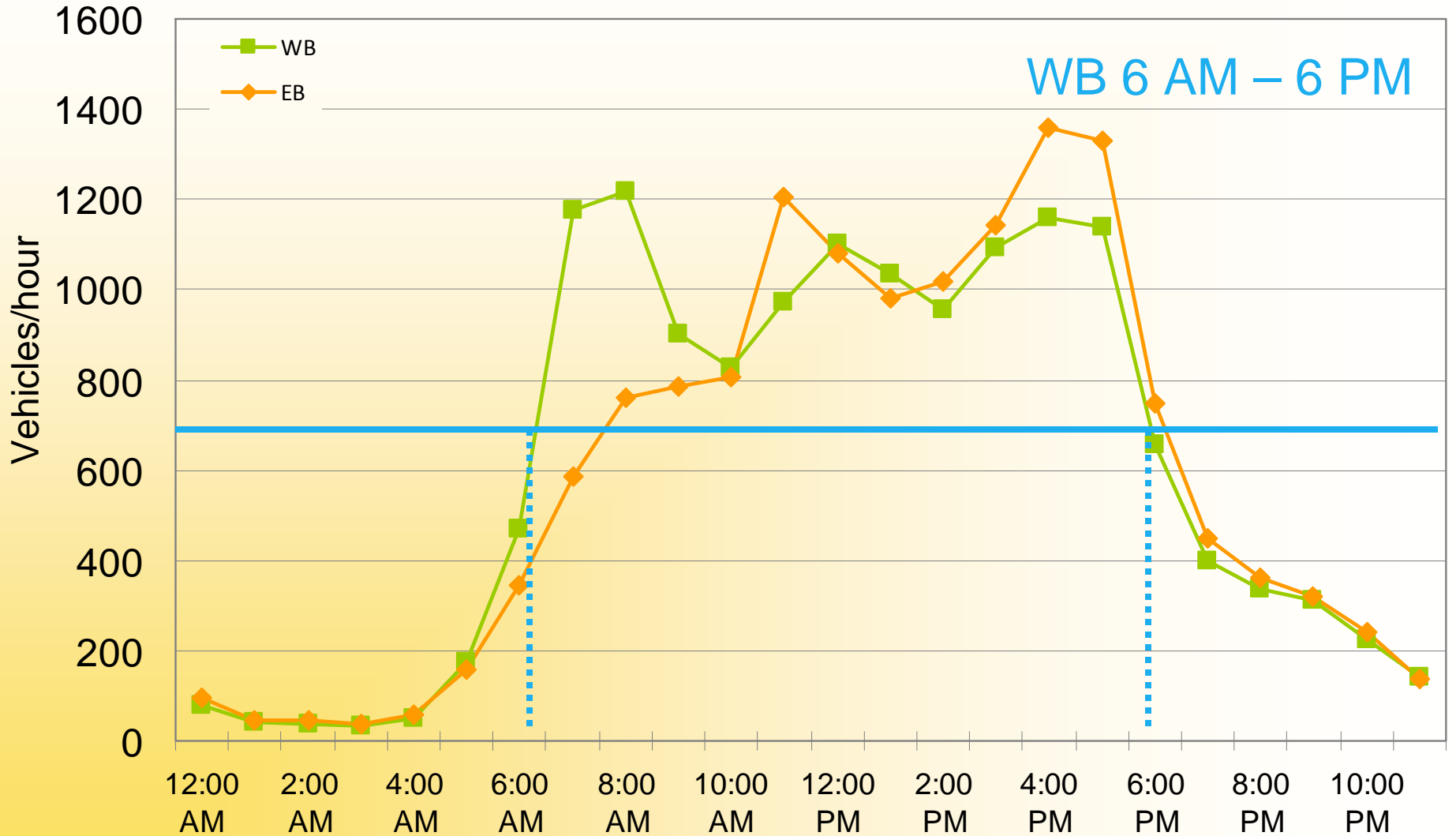
- CCPO present preliminary findings to stakeholders
- City responsibilities
 - Metering and time restrictions
 - Enforcement of parking regulations
 - Land use and site specific parking management strategies
- Business community
 - Facilitate shared parking
 - Assist with parking variances

Traffic Study # 5.1



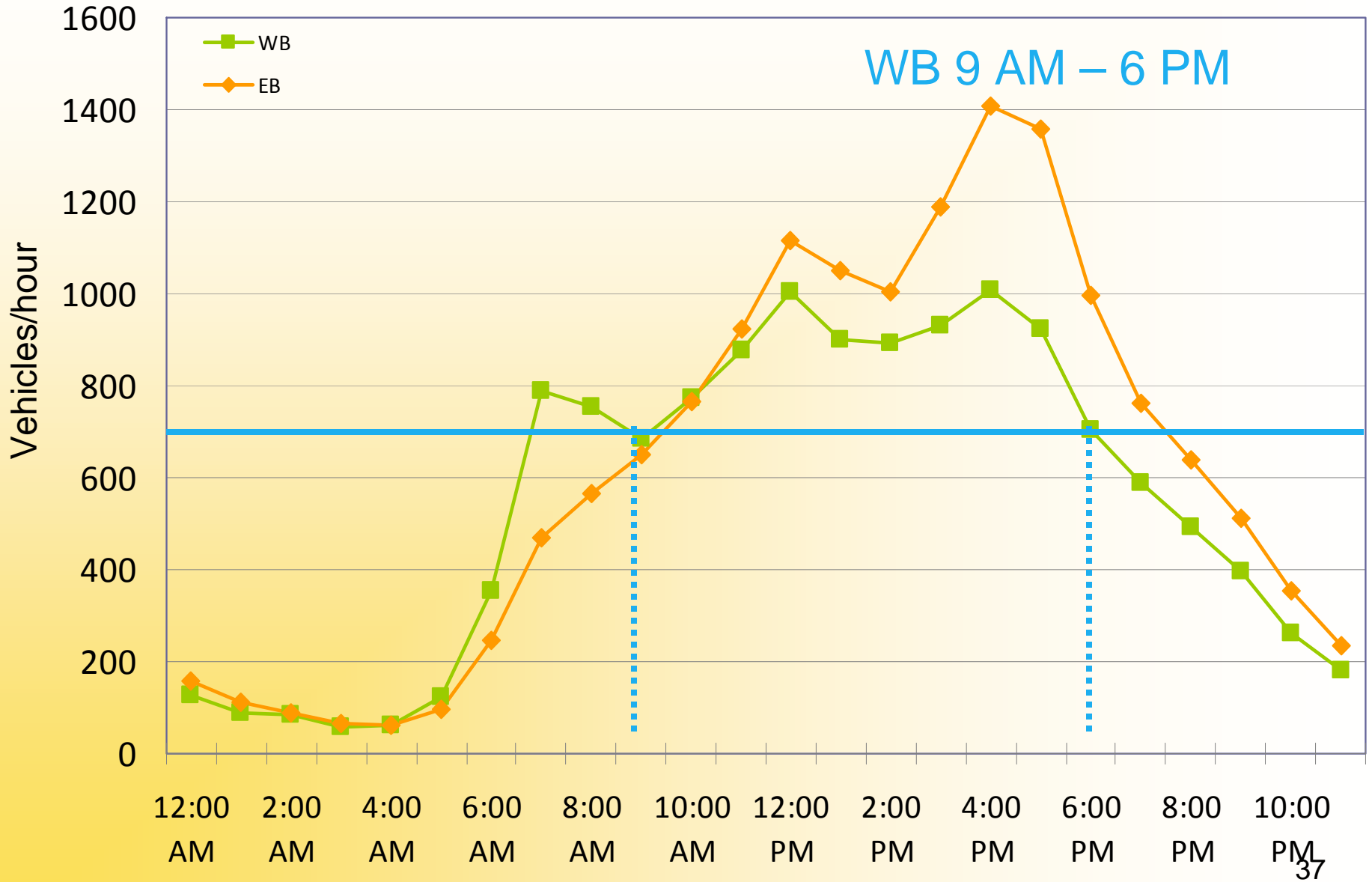
- Plot hourly traffic volume for 5 points between 280 and Rice
- Determine hours of the day when two lanes in each direction are necessary
 - Threshold for one lane of traffic is 700 vehicles/hour
 - Traffic volumes greater than 700 vehicles/hour requires two lanes in each direction
 - Converting outside lanes to parking would result in failing intersections

University Avenue Daily Traffic Flow TH 280 to Vandalia Street

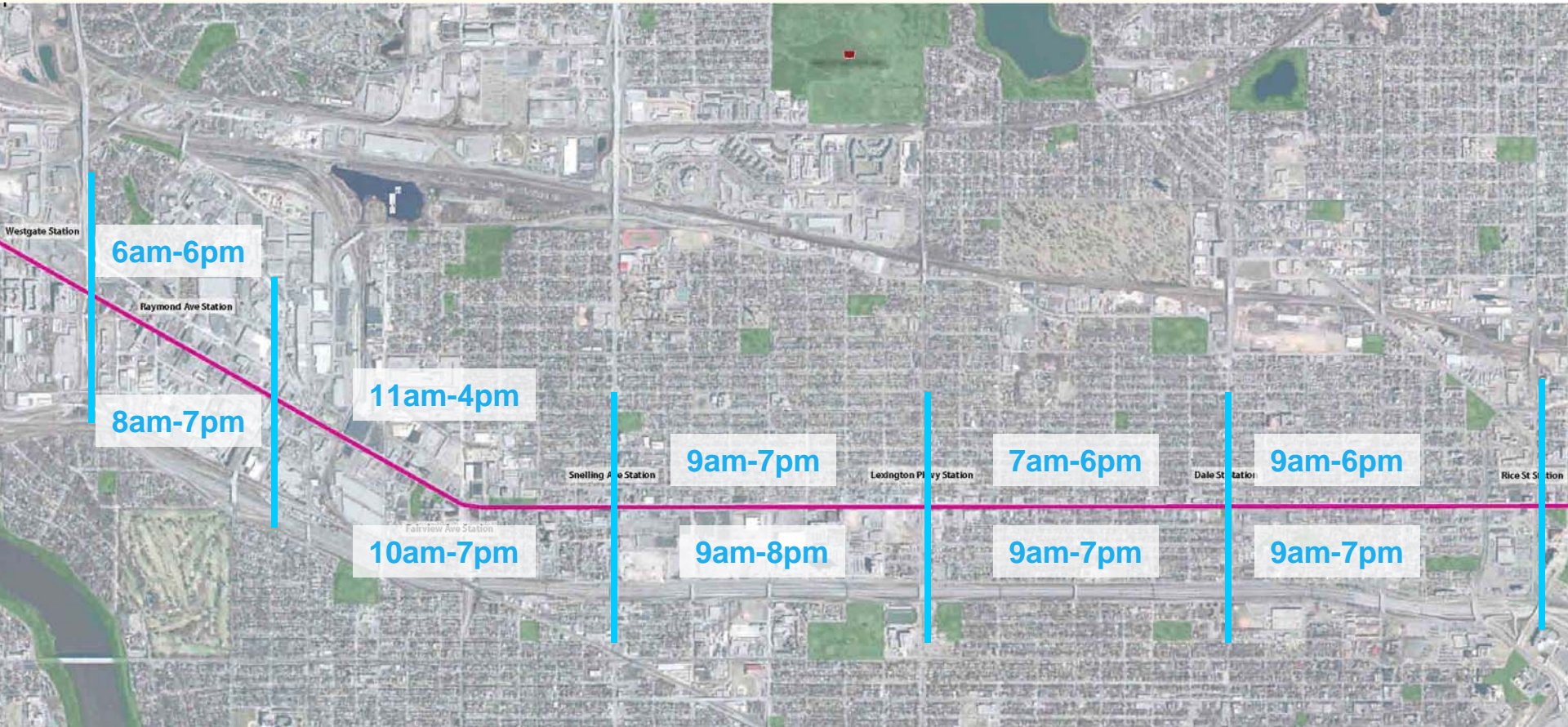


University Avenue Daily Traffic Flow

Dale Street to Rice Street



Two Lanes of Traffic Required in Each Direction



Times when traffic volumes exceed 700 vehicles/hour

Traffic Study # 5.1 Findings



- Converting outside lane to parking between standard business hours would result in congestion and failing intersections
- Work with City and County to determine if on-street parking should be allowed after 7 pm

More Information

Check out our website:

- www.centralcorridor.org

Contact Central Corridor Project Office:

- 540 Fairview Avenue North, Ste 200
St. Paul, MN 55104
- Comment Line: 651-602-1645
- Email: centralcorridor@metc.state.mn.us

