I-35E MnPASS Extension Study

January 23, 2014

Steering Committee Meeting

We all have a stake in A TO B

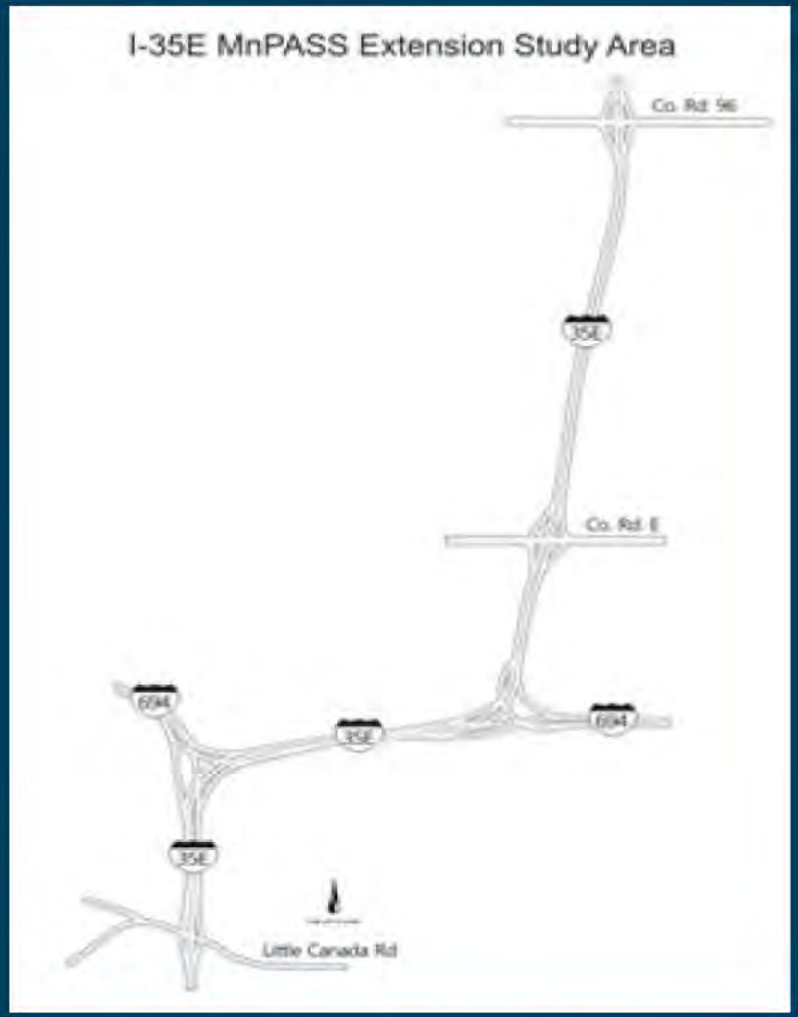
I-35E MnPASS Extension Study

Snapshot

Study will develop and evaluate conceptual options for extending MnPASS Express Lanes on I-35E between Little Canada Road and CR 96

Study will also identify and evaluate methods for improving bus transit and carpool use in the MnPASS lanes on I-35E

Study website:
http://www.dot.state.mn.us/metro/projects/i35emnpassextension/index.html

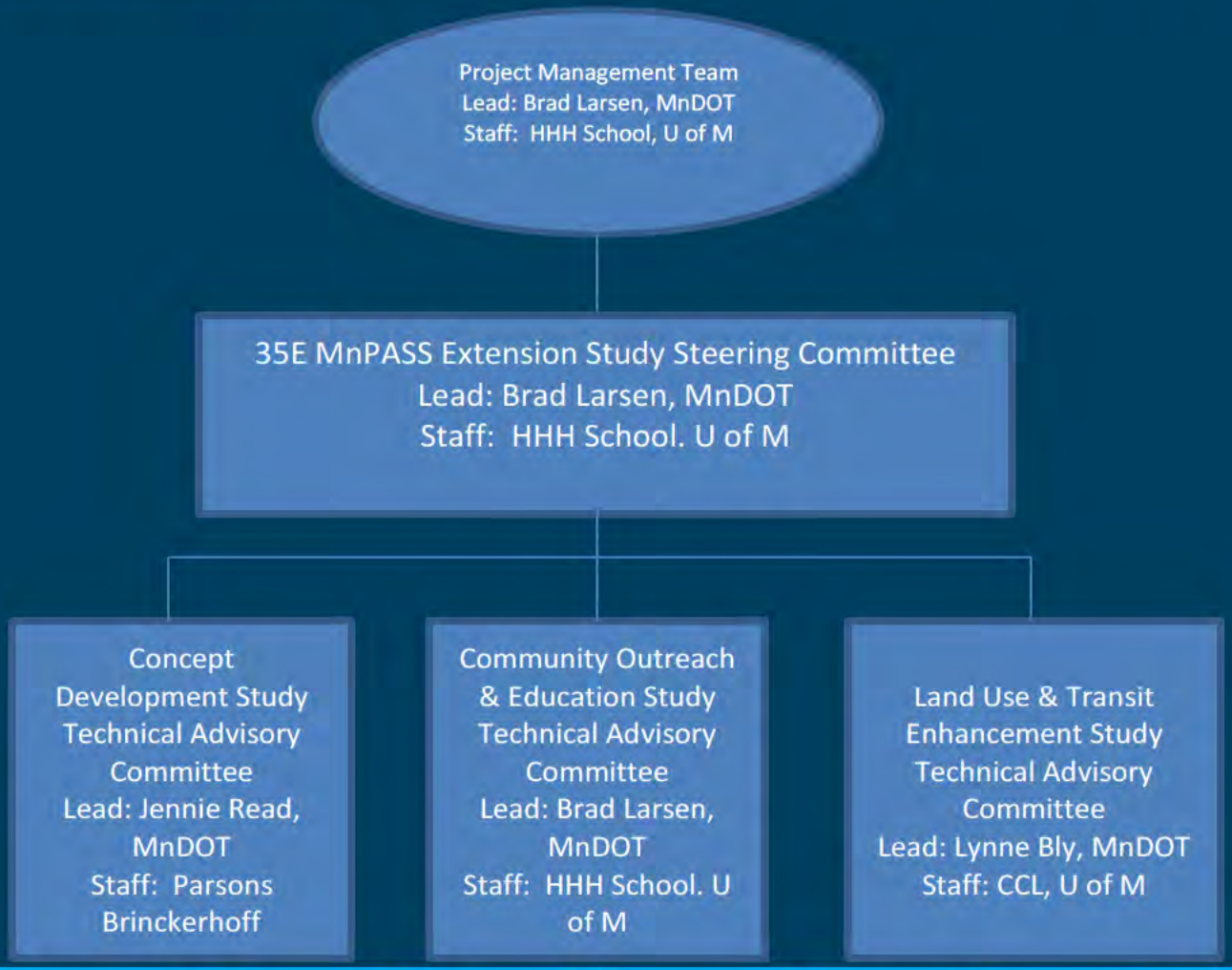


I-35E MnPASS Extension Study

- Study is –
  - A process for helping determine whether there is a feasible, viable option for extending MnPASS lanes between Little Canada Rd. and CR 96 in the 2015-16 timeframe when a construction opportunity exists between CR E and CR 96
- Study is not –
  - The federally required environmental (NEPA) process
  - A process for determining whether MnPASS should be implemented in the I-35E corridor
    - 2030 Transportation Policy Plan designated I-35E north of St. Paul as a MnPASS Managed Lane corridor
    - MnPASS lanes on I-35E between Cayuga St. and Little Canada Rd. are under construction and due to open by Nov. 2015

I-35E MnPASS Extension Study

Project Management Structure



Timeline

	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14
PMT meetings	X	X	X		X	X		X	X	X
Steering Committee meetings		X				X				X
Community Outreach and Education	X	X	X	X	X	X	X	X	X	X
Project Management Plan completed	X	X	X							
Community Dialogues Research Plan	X	X	X	X	X	X				
Implement Community Dialogues Plan						X	X	X		
Community Dialogues Report								X	X	X
Concept Development	X	X	X	X	X	X	X	X	X	X
Needs Assessment & Con. Ops.	X	X	X	X	X	X	X			
Traffic Forecasting	X	X	X	X	X	X	X			
Develop Concept Layout & Cost Ests.	X	X	X	X	X	X	X			
Analysis and Modeling	X	X	X	X	X	X	X	X	X	
Draft Final Report & Recommendations									X	X
Land Use & Transit		X	X	X	X	X	X	X	X	X
Document/Analyze/Map Exisiting Conditions			X	X	X	X				
Review Relevant Documentation				X	X	X	X	X		
Transit Stop Analysis			X	X	X	X				
Initial Community Meetings						X	X	X	X	
Preliminary Site Concepts Design						X	X	X	X	X

Steering Committee Role & Commitment

- Review and provide general and specific feedback on study component methodology, findings and conclusions
- Provide participant recommendations for various study components
- Communicate the study's purpose, approach, and results to other officials in committee members' organizations, as well as to other interested community stakeholders
- Steering Committee will meet 4-5 times between Sept. 2013 and Dec. 2014

Agenda

- Concept Development
  - Peter Muehlbach & Nick Thompson
- Land Use & Transit Enhancement
  - Mary Vogel
- Community Dialogues
  - Lee Munnich & Emily Saunoi-Sandgren
- Next Steps and Future Meetings

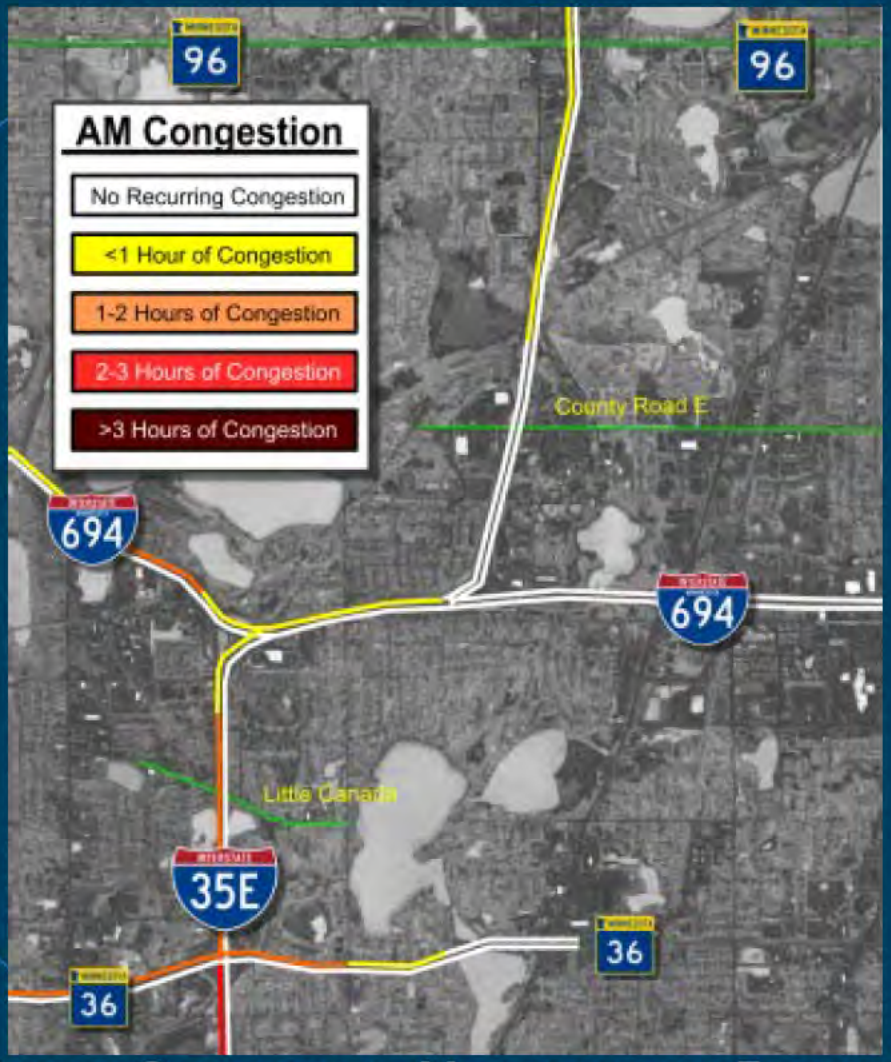
I-35E MnPASS Extension Study:

Concept Development

Peter Muehlbach
Parsons Brinckerhoff

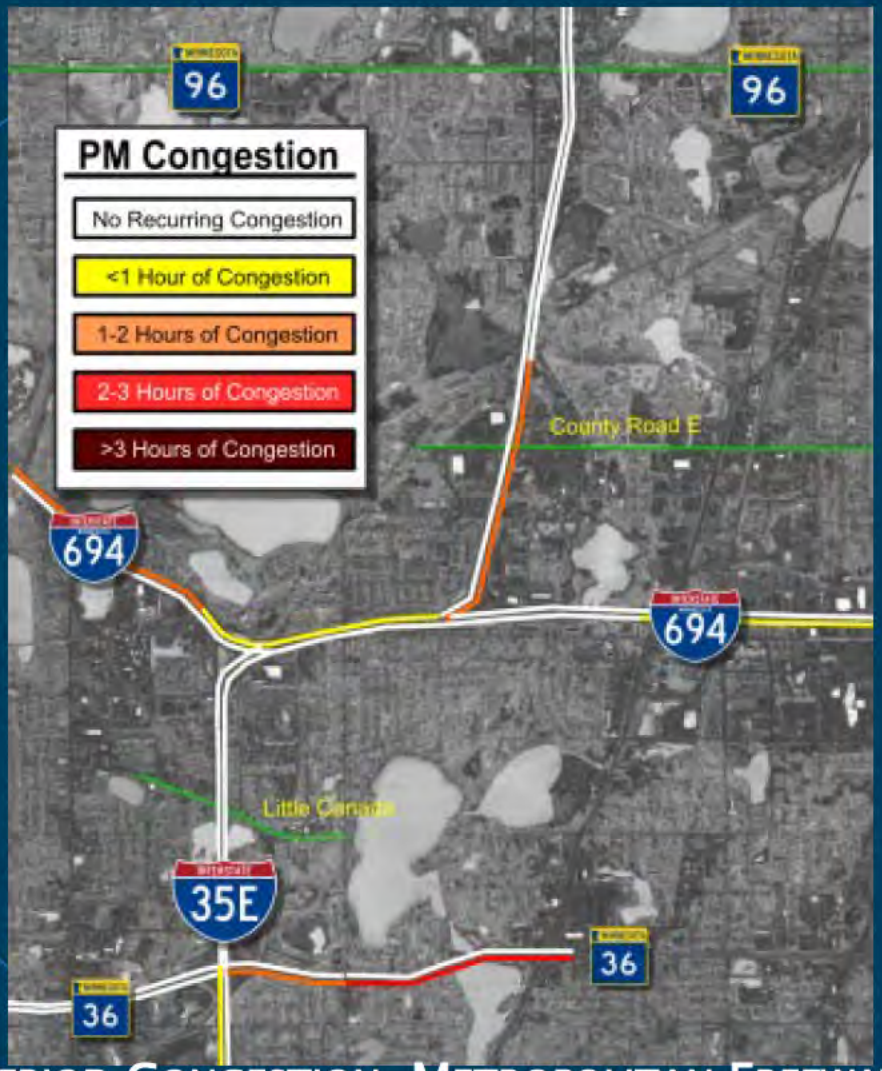
We all have a stake in A TO B

Existing Conditions on 35E



AM PEAK PERIOD CONGESTION, METROPOLITAN FREEWAY SYSTEM 2012.

Existing Conditions on 35E



PM Peak Period Congestion, Metropolitan Freeway System 2012.

I-35E Corridor Growth Forecast Results

I35E Corridor Growth	Existing	Year 2017 Increase	Year 2030 Increase
AM Southbound	3746	377 (10%)	892 (24%)
AM Northbound	1677	185 (11%)	385 (23%)
PM Southbound	1992	170 (9%)	593 (30%)
PM Northbound	3492	346 (10%)	808 (23%)

NOTE: COMPUTED USING THE 2030 REGIONAL SOCIOECONOMIC FORECAST DATA

Cause of Daily Congestion

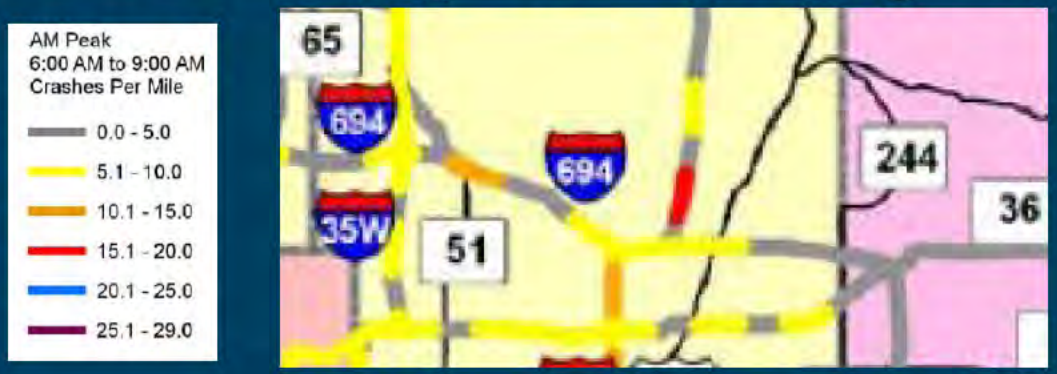
Average Daily Hours of Congestion

2 Hours LOS E / F
3 Hours LOS E / F

1

2

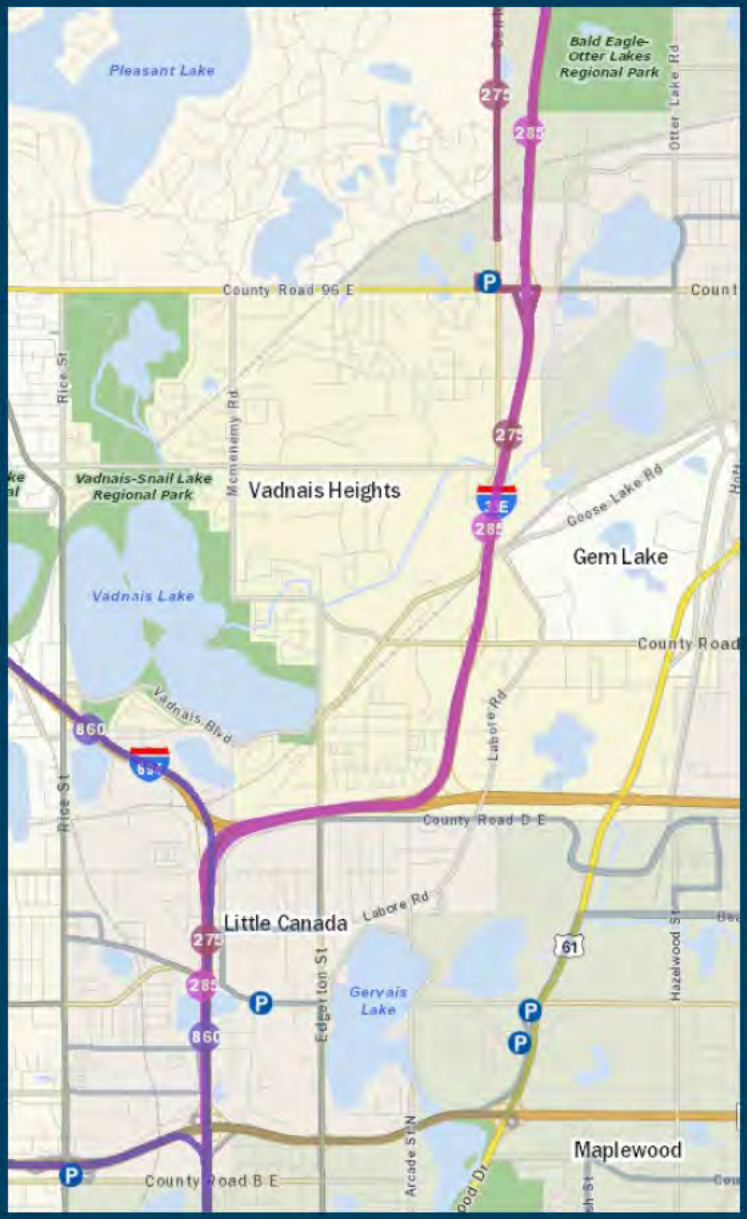
Freeway and Major Crashes



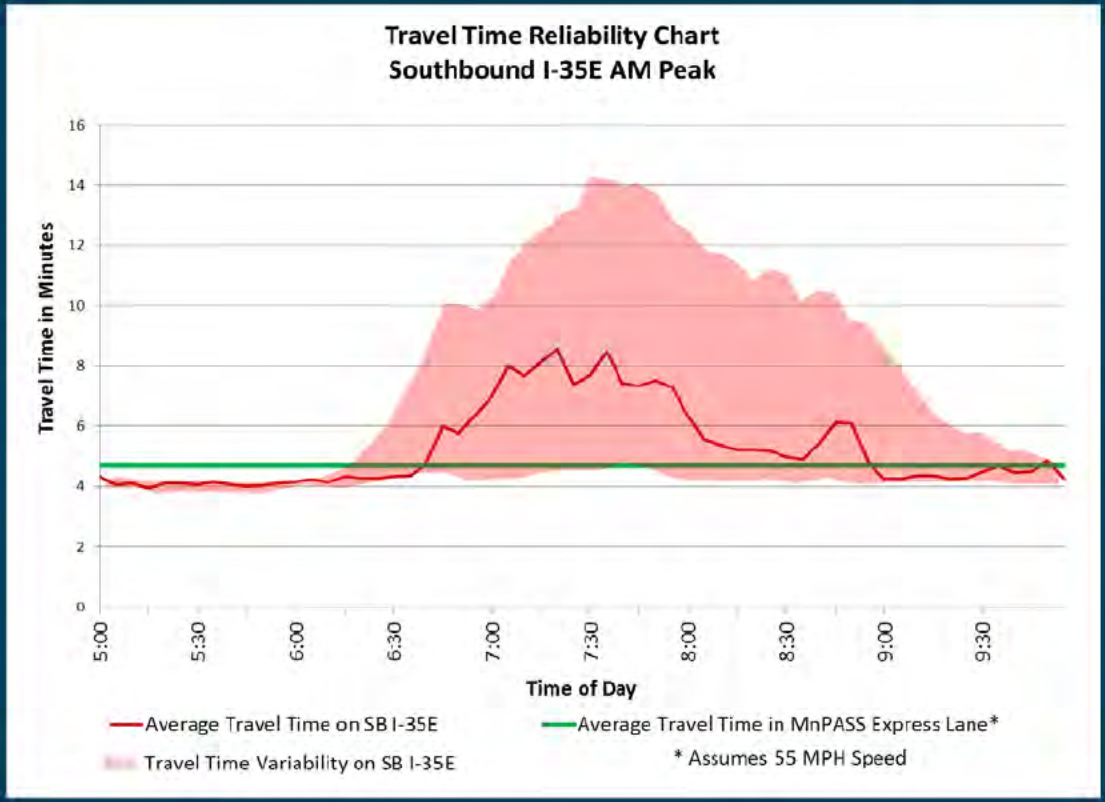
Interchange Description	Entering Volume	Rank	Crash Cost	K	A	B	C	PD	Total	Crash Rate	Severity Rate	Interchange Description
LITTLE CANADA	126,441	202	744,767	0	0	3	19	71	93	0.67	0.85	Diamond
W JCT I-694	163,055	123	1,120,500	0	1	8	17	55	81	0.45	0.65	Full Directional
E JCT I-694	141,010	93	1,342,833	1	0	8	19	45	73	0.47	0.72	Full Directional
CR E	94,993	97	1,314,800	1	0	8	17	68	94	0.90	1.26	Diamond
CSAH 96	94,876	28	2,273,300	1	2	9	36	103	151	1.45	2.07	Diamond

Transit Routes and Ridership

Route	Daily Ridership	Daily Buses	Variation in Travel Time from Schedule
275 Express	200	6	-7.8 minutes (SB) to +2.4 minutes (NB)
285 Express	203	6	-10.3 minutes (NB) to -7.2 minutes (SB)
860 Local	560	13	-11.9 minutes (NB) to -1.4 minutes (SB)

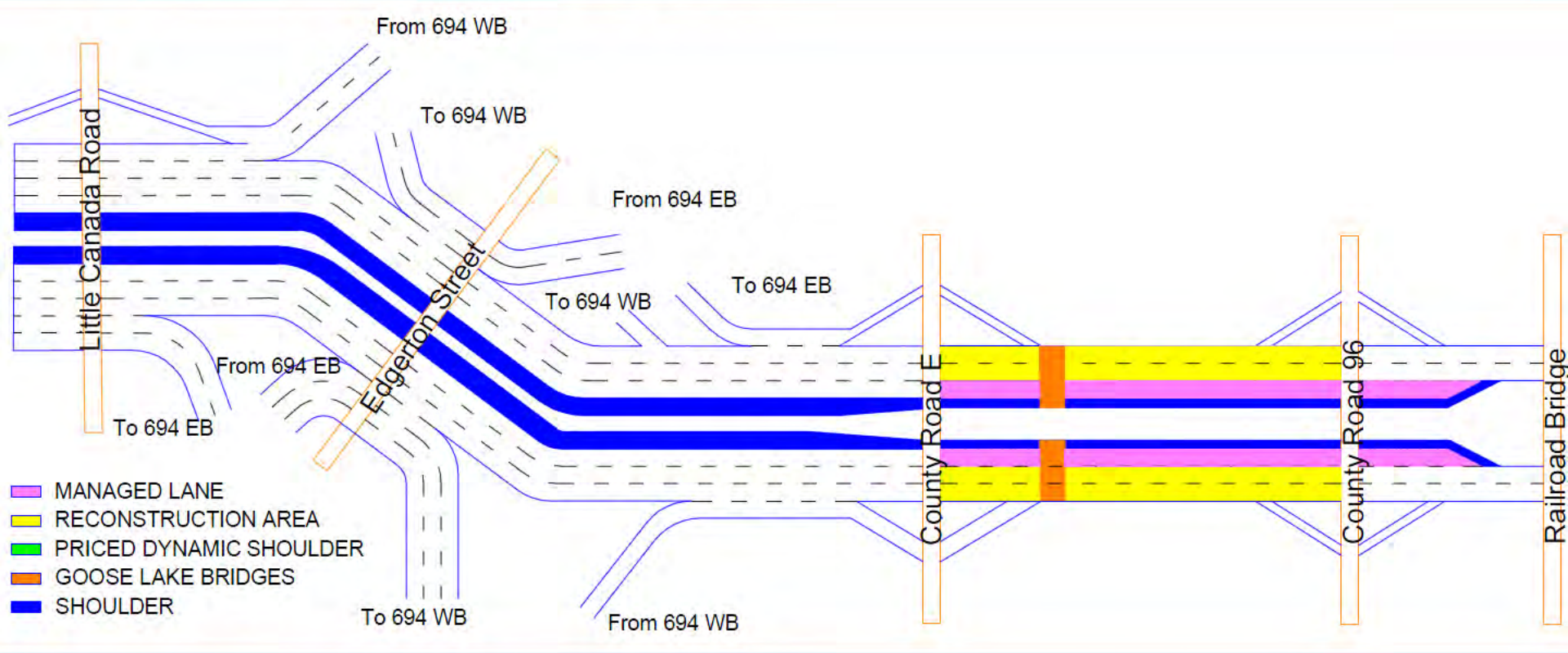


MnPASS Reliability



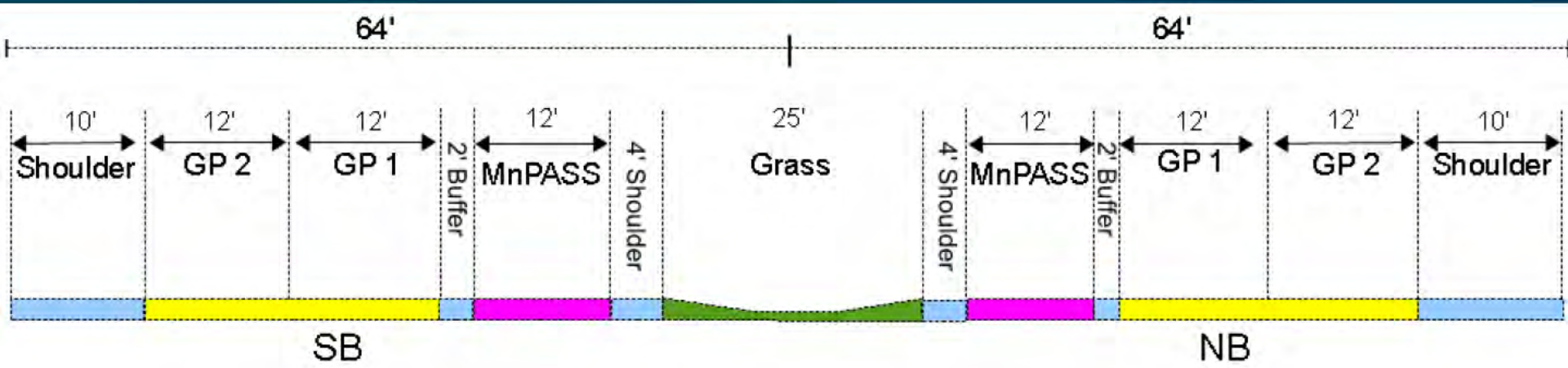
Concept Options

- Discontinuous Option



Concept Option

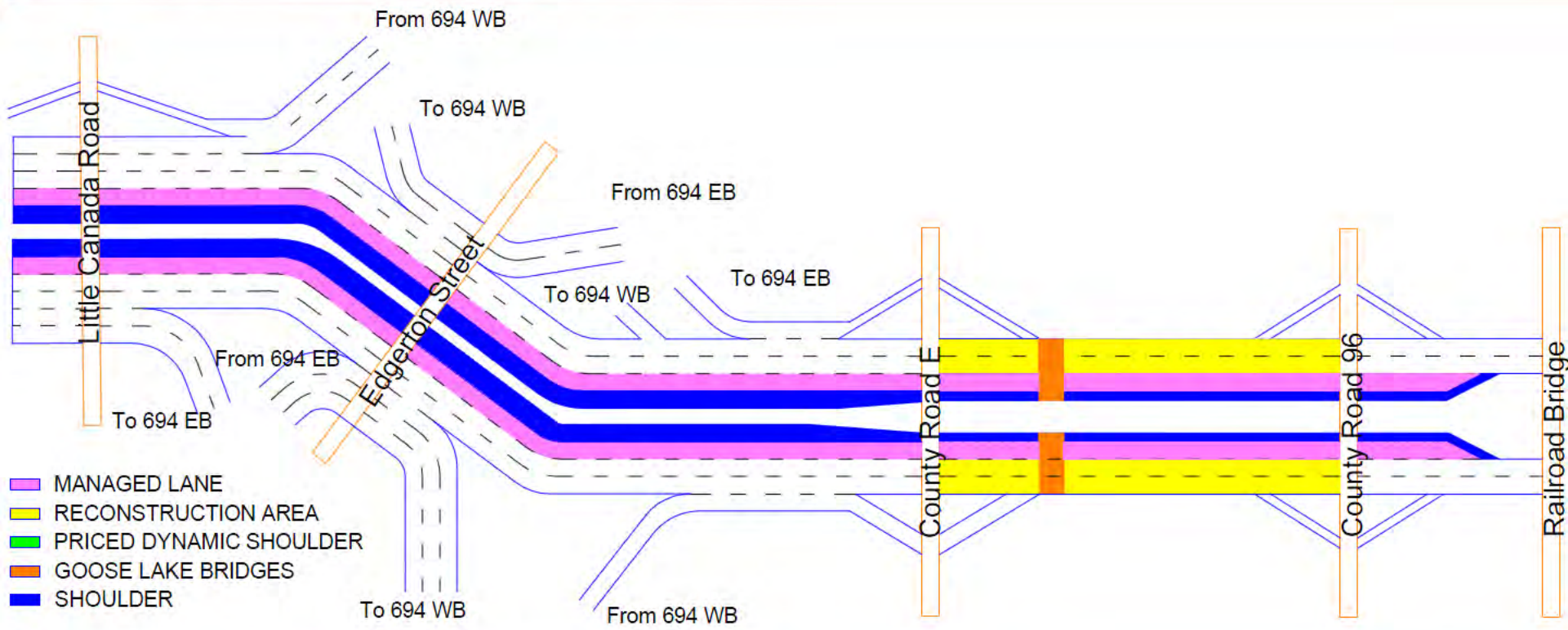
- Discontinuous Option



Inside Widening Typical: I-35E from CR E to CR 96

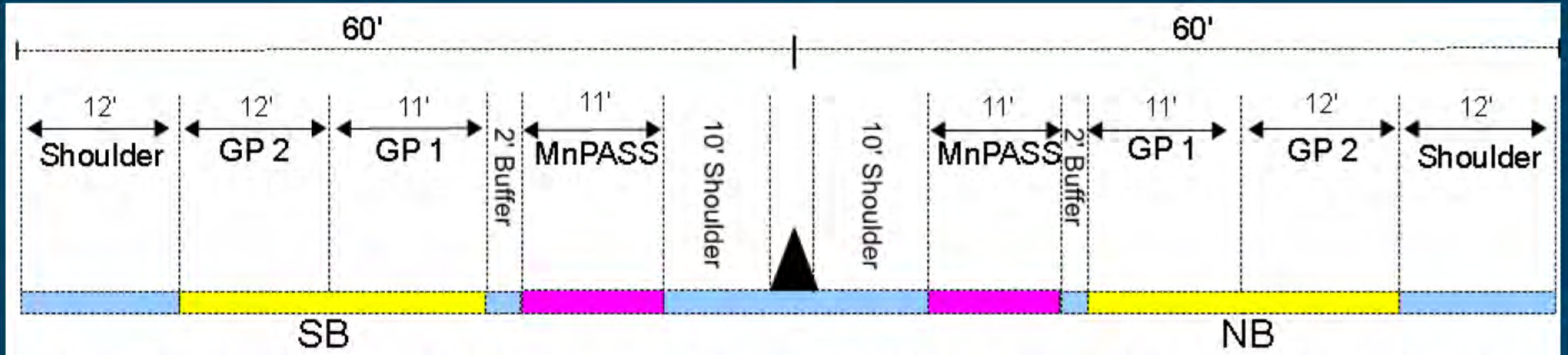
Concept Options

- Continuous Option



Concept Option

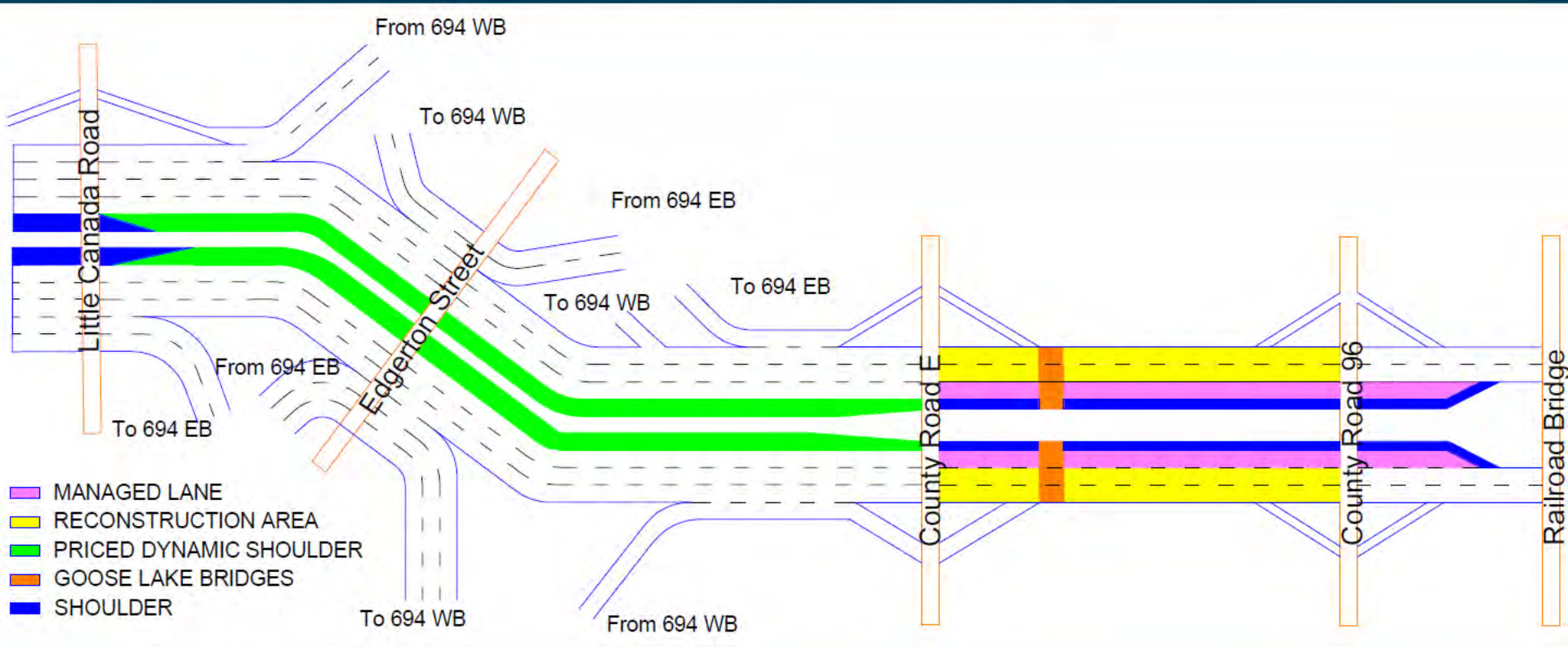
- Continuous Option



Continuous MnPASS: I-35E from Little Canada Road to CR E

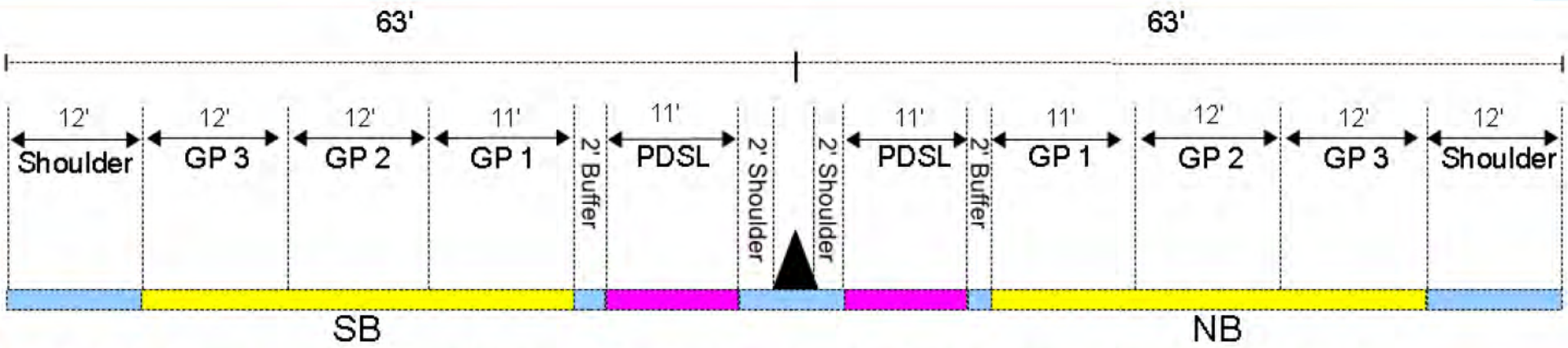
Concept Options

- Priced Dynamic Shoulder Lane Options



Concept Option

- Priced Dynamic Shoulder Lane



PDSL Option Typical: I-35E from Little Canada Road to CR E

I-35E MnPASS Extension Study:

Concept Development

Nick Thompson
Parsons Brinckerhoff

We all have a stake in A TO B

AM Peak Comparison

AM Peak From	AM Peak To	2010	No Build	Discontinuous	Continuous	PDSL
CH 14 On-Ramp	CR J On-Ramp	0.83	0.97	0.97	0.97	0.97
CR J On-Ramp	Hwy 96 Off-Ramp	1.03	1.14	1.17	1.17	1.17
Hwy 96 On-Ramp	CR E Off-Ramp	1.11	1.17	1.06	1.06	1.09
CR E On-Ramp	I694 EB Off-Ramp	0.64	0.70	0.73	0.83	0.66
I694 EB Off-Ramp	I694 WB Off-Ramp	0.44	0.50	0.51	0.55	0.44
I694 WB Off-Ramp	I694 WB On-Ramp	0.51	0.59	0.55	0.57	0.47
I694 WB On-Ramp	I694 WB Off-Ramp2	0.61	0.64	0.64	0.67	0.60
I694 WB Off-Ramp2	I694 EB On-Ramp	0.66	0.69	0.71	0.80	0.62
I694 EB On-Ramp	Little Canada Off-Ramp	0.67	0.74	0.76	0.83	0.69

Level of Service: A, B, C | D | E | F | F+

PM Peak Comparison

PM Peak From	PM Peak To	2010	No Build	Discontinuous	Continuous	PDSL
TH 36	Little Canada Road off-ramp	0.68	0.68	0.67	0.63	0.68
Little Canada Road off-ramp	I694 Off-ramp	0.80	0.92	0.92	1.15	0.83
I694 Off-ramp	I694 On-ramp	0.47	0.49	0.49	0.57	0.47
I694 On-ramp	I694 EB Off-Ramp	0.54	0.58	0.59	0.61	0.53
I694 EB Off-Ramp	I694 WB On-Ramp	0.60	0.68	0.70	0.86	0.60
I694 WB On-Ramp	CR E Off-Ramp	0.61	0.69	0.70	0.81	0.64
CR E On-Ramp	Hwy 96 Off-Ramp	1.09	1.17	1.06	1.06	1.09
Hwy 96 On-Ramp	CR J Off-Ramp	0.97	1.09	1.11	1.11	1.11
CR J Off-Ramp	CH14 EB Off-Ramp	0.77	0.91	0.91	0.94	0.94
CH14 WB Off-Ramp	CH14 On-Ramp	0.46	0.57	0.57	0.60	0.60

Level of Service: A, B, C | D | E | F | F+

Evaluation Criteria

Criterion	Discontinuous	Continuous	PDSL
1.1 Person/Vehicle Throughput			
2.3 Transit and Park n Ride			
3.1 Incident Management			
3.2 Maintenance			
3.3 Enforcement			
4.2 Consistency w/ Driver Expectations			
4.4 MnPASS Continuity			
5.2 O & M Costs			
6.1 Legal Considerations			
Costs	$10.7 M	$11.3 M	$24.0 M

KEY: Good | Fair | Poor

Questions and Discussion

I-35E MnPASS Extension Study:

Land Use & Transit Enhancement

Mary Vogel
University of Minnesota Center for Changing Landscapes

We all have a stake in A TO B

Questions and Discussion

I-35E MnPASS Extension Study:

Community Dialogues

Lee Munnich & Emily Saunoi-Sandgren
University of Minnesota Humphrey School

We all have a stake in A TO B

Community Dialogues: Purpose

- The community dialogues are part of the community outreach and education plan that will engage key stakeholders of the I-35E corridor to garner feedback on the design options for extending MnPASS on I-35E between Little Canada Road and CR96.

Community Dialogues: Purpose (cont.)

- By attending a Community Dialogue, participants will have the opportunity to:
  - learn about the vision and plans for MnPASS in the I-35E corridor;
  - become familiar with the MnPASS design options for extending MnPASS between Little Canada Road and CR 96; and
  - provide their reactions and preferences on the design options through conversation and a survey instrument.

Community Dialogues: Participants

(See Recruitment Plan handout for more information)

- A total of six community dialogues will be conducted.
- Each dialogue will have 12-15 participants for a total of 72-90 participants overall.
- 3 Categories of Stakeholders will be targeted:
  - Community/Business Leaders
  - Professional Drivers
  - General Public Users

Community Dialogues: Format

(See Agenda & Script handouts for more details)

- Community Dialogues will last 75mn.
  - 10mn. Welcome & Introductions
  - 7mn. MnPASS Overview
  - 13mn. Extending MnPASS Design Options
  - 30mn. Options-Focused Dialogue
  - 10mn. Take-Aways & Closing Comments
  - 5mn. Complete Survey

Community Dialogues: Format (cont.)

Once participants have listened to the presentations on MnPASS and the specific design options, they will be asked to provide their input through the following guided conversation:

- **What About the Options is Unclear To You?** What questions do you have about how the conceptual options would work?
- **What Option Do You Prefer?** Which option do you like and dislike? Why?
- **What Changes Do You Recommend?** If you could make any changes to the options, what would you change?
- **Would you use it?** Do you think you would ever use the MnPASS lane? If so, under what circumstances? If not, why not?

Community Dialogues: Expected Outcomes

(See Survey handout for more details)

- The results of the community dialogues will be shared in an anonymous, aggregated form in a report to MnDOT and will be available on the I-35E MnPASS Extension project website.
  - Each community dialogue will be audio recorded (with the permission of the participants) to document comments and ideas for later analysis and reporting
  - Each participant will be asked to fill out a survey at the end of the dialogue requesting their thoughts and opinions on each of the design options

Questions and Discussion

I-35E MnPASS Extension Study Upcoming Schedule

- Jan.-April 2014
  - Concept development and analysis continues
  - Community Dialogues conducted
  - Land Use & Transit component continues
- April/May 2014
  - Preliminary results from Concept Development and Community Dialogues available for review
- May/June 2014
  - Steering Comm. Mtg.
- June 2014
  - Public Open House
- Oct./Nov. 2014
  - Land Use & Transit component results available
  - Overall study final draft report available for review
  - Final Steering Comm. Mtg.
  - Final Public Open House

Thank You – For more information, contact:

Brad Larsen
MnDOT I-35E MnPASS Extension Study Project Manager
651-234-7024
brad.larsen@state.mn.us

Or for specific study components:

Concept Development
Jennie Read
MnDOT Metro North Area
651-234-7713
jennifer.read@state.mn.us

Land Use & Transit
Lynne Bly
MnDOT Metro Multimodal Planning
651-234-7796
lynne.bly@state.mn.us
or
Mary Vogel
University of Minnesota, Ctr. for Changing Landscapes
612-626-7417
vogel001@umn.edu

Or visit the Study Website:
http://www.dot.state.mn.us/metro/projects/i35emnpassextension/index.html

We all have a stake in A TO B