

DAN PATCH RIVER CROSSING

169 Coalition

November 12, 2015




Kimley»Horn

Agenda

- History
- Study Purpose
- Key Findings
- Draft Purpose and Need
- Future

DAN PATCH RIVER CROSSING SCOPING STUDY



The map shows a route starting in Minneapolis, passing through St. Paul, Savage, Lakeville, Northfield, Faribault, Owatonna, Rochester, Cresco, Decorah, Dubuque, Galena, Freeport, Elgin, and ending in Chicago. A hand icon points to the area between Rochester and Dubuque.

Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.
POPULARLY KNOWN AS THE

Dan Patch Electric Railroad

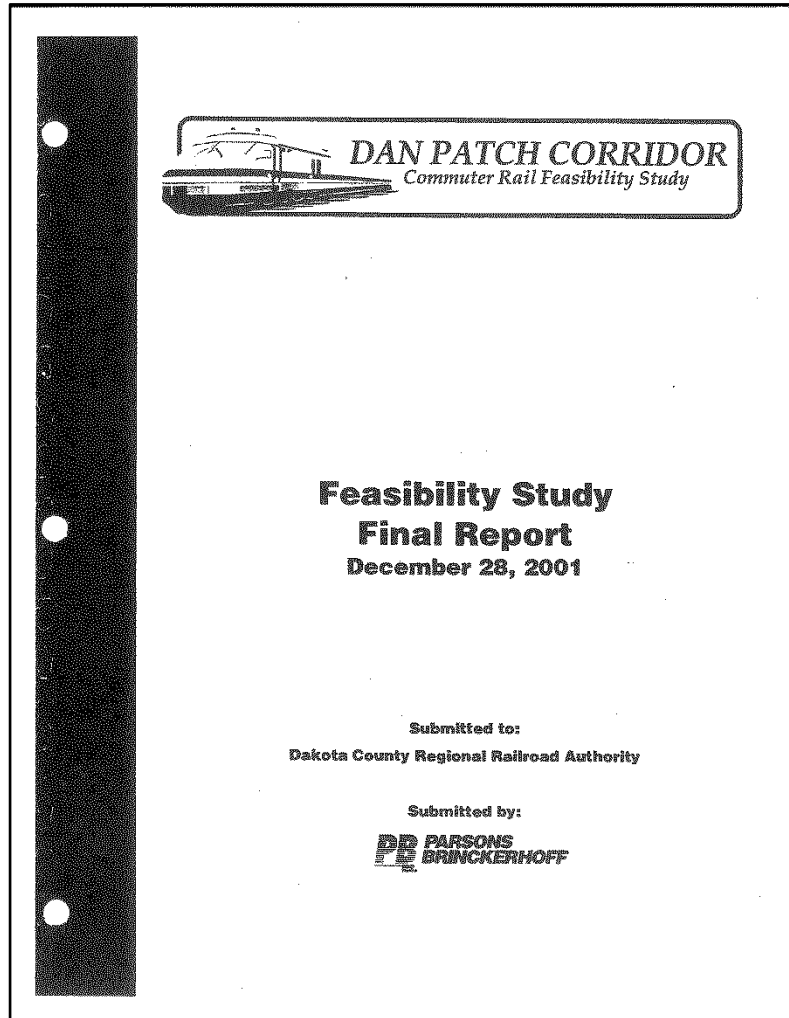
“Straight through the Garden Spot of the Great Northwest”

Showing the General Route of our 109 mile Road to Rochester, Minn., and the ultimate prospective connections on south-east from Rochester, Minn., to Dubuque, Iowa, and Chicago.

Prominent Electrical Interurban Experts who have investigated the resources of the country covered by the Dan Patch Electric Railroad are enthusiastic in their belief that it will be one of the greatest money earning Electric Railroads in the World.

Rockford & Interurban Railway Co.
Now in paying operation. Only 57 miles from Freeport to Dubuque.

DAN PATCH RIVER CROSSING SCOPING STUDY



DAN PATCH RIVER CROSSING SCOPING STUDY

Sec. 85. [DAN PATCH COMMUTER RAIL LINE; PROHIBITIONS.]

Subdivision 1. [DEFINITION.] For purposes of this section, "Dan Patch commuter rail line" means the commuter rail line between Northfield and Minneapolis identified in the metropolitan council's transit 2020 master plan as the Dan Patch line.

Subd. 2. [METROPOLITAN COUNCIL; PROHIBITIONS.] The metropolitan council must not take any action or spend any money for study, planning, preliminary engineering, final design, or construction for the Dan Patch commuter rail line. The council must remove all references, other than references for historical purposes, to the Dan Patch commuter rail line from any future revisions to the council's transportation development guide and the council's regional transit master plan.

Subd. 3. [COMMISSIONER OF TRANSPORTATION.] The commissioner of transportation must not expend any money for study, planning, preliminary engineering, final design, or construction for the Dan Patch commuter rail line. The commissioner must remove all references, other than references for historical purposes, to the Dan Patch commuter rail line from any future revisions to the state transportation plan and the commissioner's commuter rail system plan.

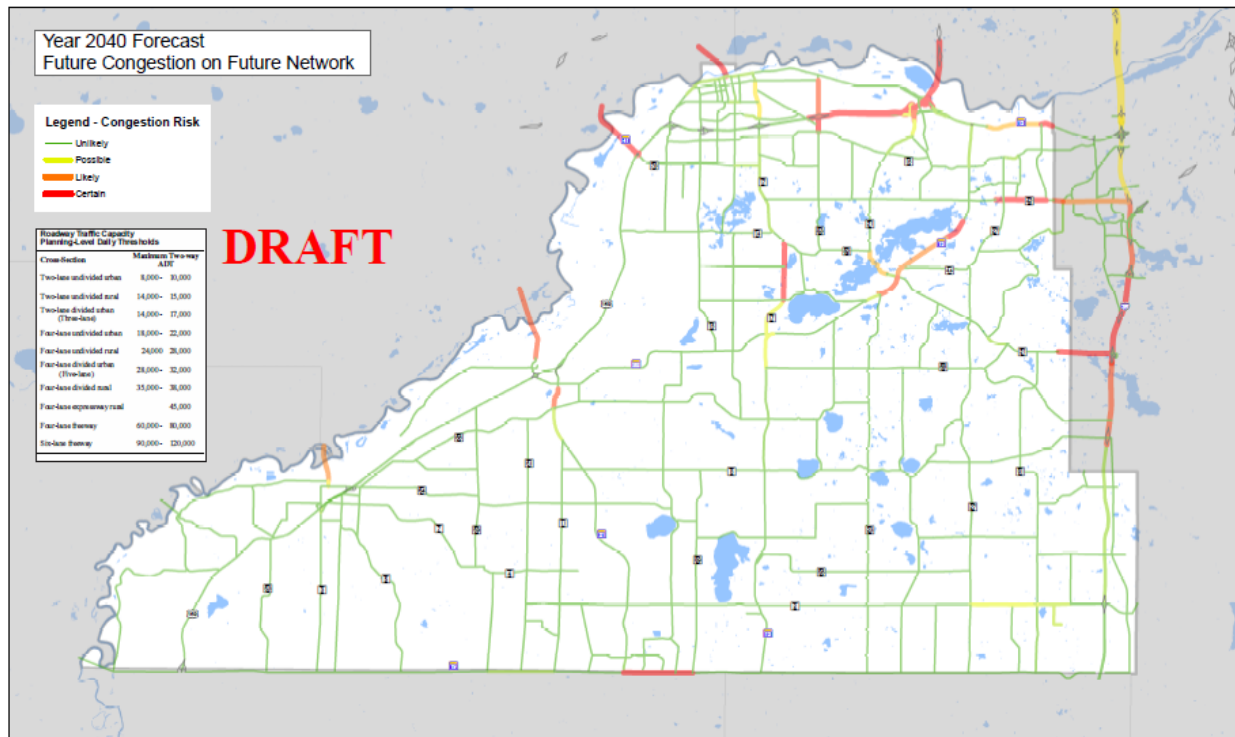
Subd. 4. [REGIONAL RAIL AUTHORITIES.] No regional rail authority may expend any money for study, planning, preliminary engineering, final design, or construction for the Dan Patch commuter rail line.

Study Purpose

- Determine a “purpose and need” statement
- “Purpose and need” statement is the starting point for transportation decision making

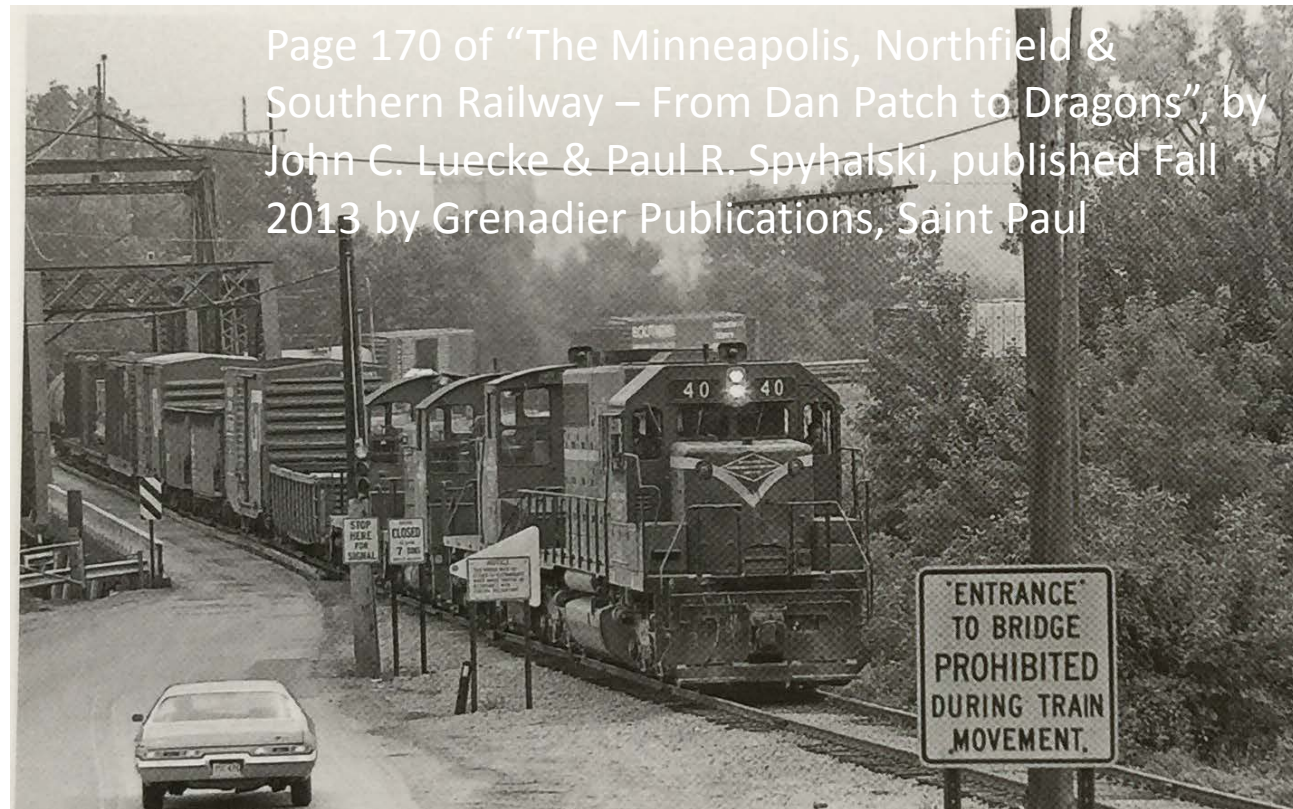
Key Findings

- Minnesota River crossings remain congested, even with all planned improvements



Key Findings

- Dan Patch Swing Bridge had a roadway deck until 1980s



Key Findings



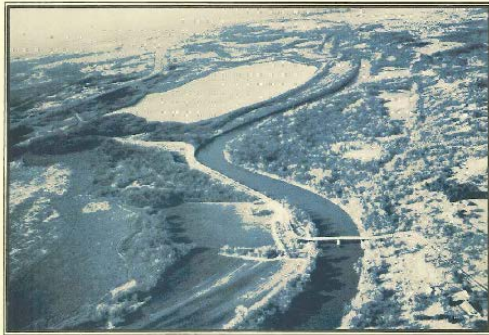
- Twin Cities & Western Railroad, the owner of the Dan Patch Swing Bridge, is not opposed to the idea of reestablishing a motor vehicle deck on the bridge
- The existing Dan Patch Swing Bridge is operational and serves a few trains per year

DAN PATCH RIVER CROSSING SCOPING STUDY

Key Findings

- 1986 CSAH 18 FEIS (TH 169 Minnesota River bridge)

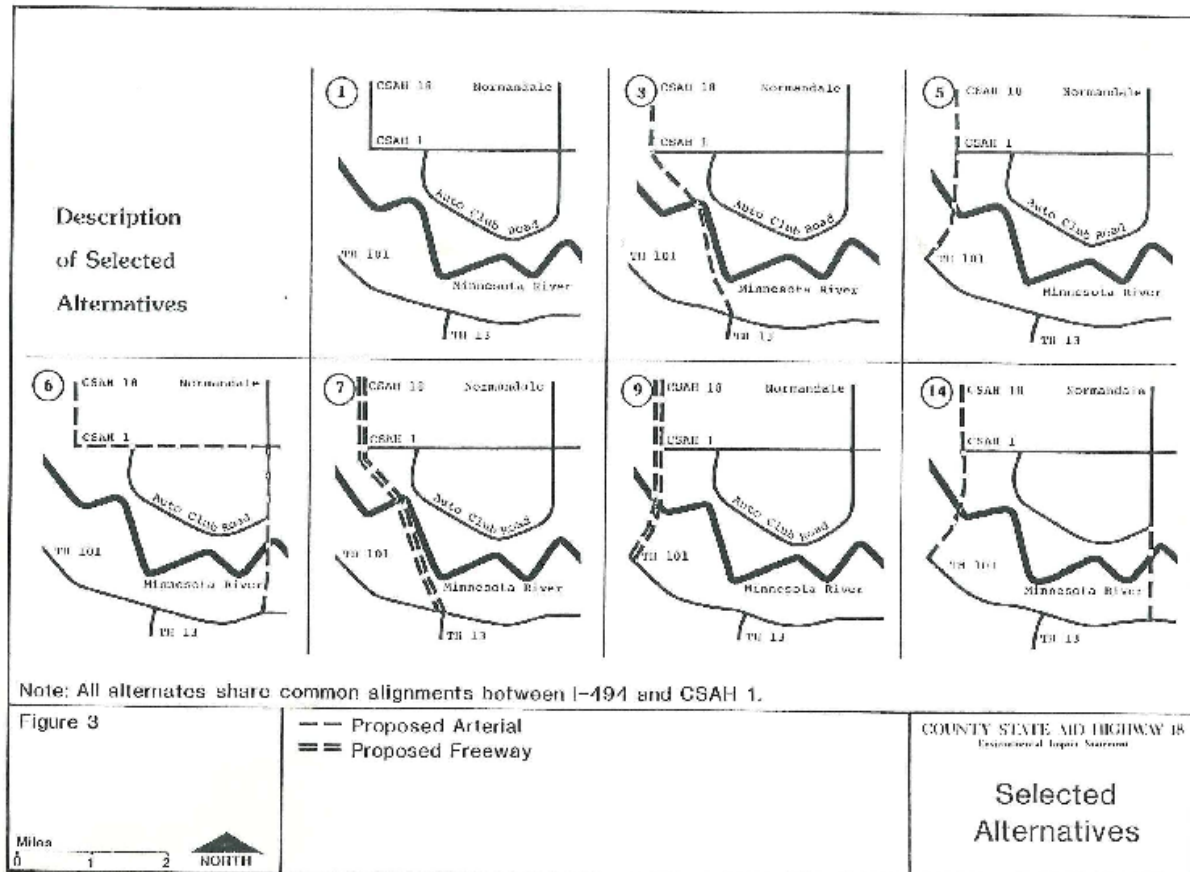
FINAL ENVIRONMENTAL IMPACT STATEMENT



CSAH 18

FROM INTERSTATE 494 (HENNEPIN COUNTY)
TO TRUNK HIGHWAYS 13 & 101 (SCOTT COUNTY)

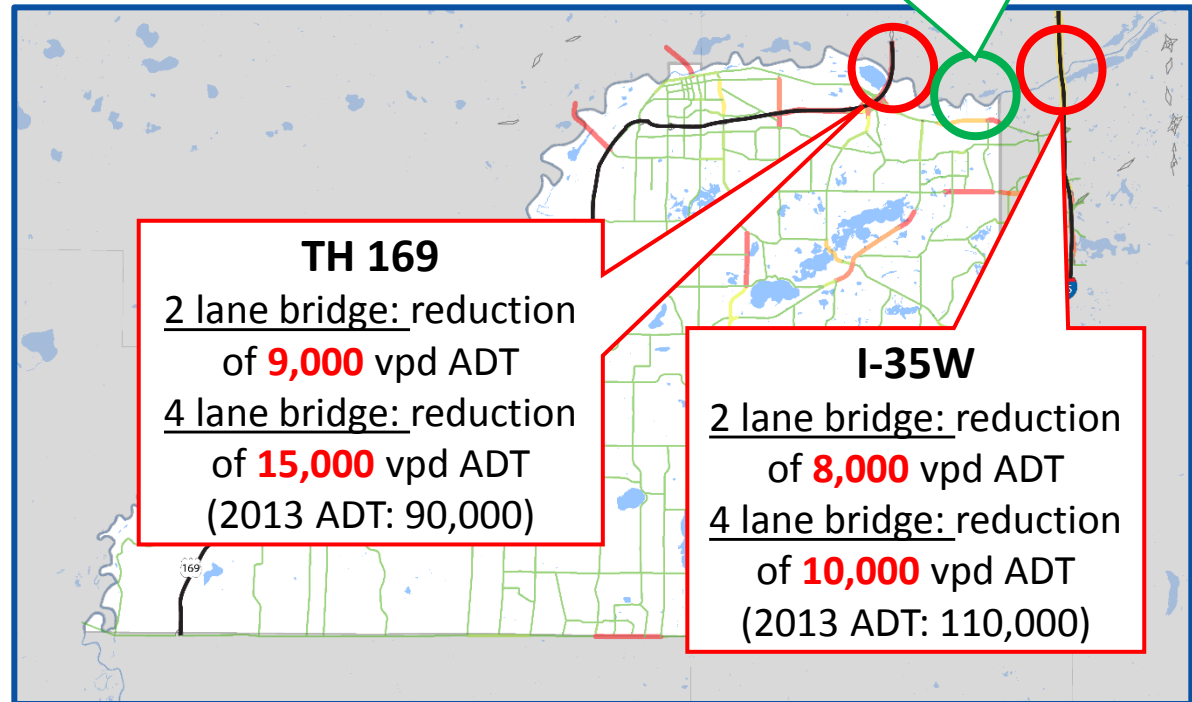
PREPARED BY
U.S. DEPARTMENT OF TRANSPORTATION-FEDERAL HIGHWAY ADMINISTRATION
MINNESOTA DEPARTMENT OF TRANSPORTATION
HENNEPIN COUNTY DEPARTMENT OF TRANSPORTATION
SCOTT COUNTY HIGHWAY DEPARTMENT



Key Findings

- The regional traffic model indicates there is significant demand for a new Dan Patch highway river crossing

New Dan Patch River Crossing
2 lane bridge: potential **30,000** vpd ADT
4 lane bridge: potential **45,000** vpd ADT



Key Findings

- Results of agency coordination meetings:
 - Met Council: Regional transportation system in Scott County doesn't support high traffic volume bridge at Dan Patch.
 - MnDOT: Focus traffic at existing I-35W and TH 169 bridges.
 - Scott County: Trail connectivity across river is important.
 - Hennepin County: Concerned about traffic increase on CSAH34 / Normandale Boulevard.
 - Bloomington: Did not participate in meetings.
 - Environmental Agencies: No "show stopper" issues identified.

Key Findings

- Regional transportation system upgrades would be required unless the demand is managed
- Minnesota statutes allow the creation of a toll authority comprised of the local road authorities, with approval of the Commissioner of Transportation.

Key Findings

- The Minnesota Statewide Rail Plan designated the Twin Cities to Albert Lea passenger rail corridor, which would use the Dan Patch river crossing, as a Phase I priority corridor
- There is broad support for a shared use path crossing at the Dan Patch location

DRAFT Purpose and Need

Based on the background research and traffic forecast the following need have been identified:

- Relieve vehicle congestion and delay at Minnesota River roadway crossings serving Scott County

Additional considerations that would benefit the transportation system at this location would be:

- Enhanced transit system connectivity
- Bicycle and pedestrian connectivity
- Economic development, safety and air quality enhancement

DRAFT Purpose Statement

- **Meet increased demand for additional access across the Minnesota River and enhance network connectivity for all modes of transportation.”**

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DAN PATCH RIVER CROSSING

SCOPING STUDY

Questions?