

1.0 REPORT PURPOSE

1.1 INTRODUCTION

The Ramsey County Regional Rail Authority (RCRRA), in cooperation with the Federal Highway Administration (FHWA), the Minnesota Department of Transportation (Mn/DOT), and the Federal Transit Administration (FTA) prepared this Environmental Assessment (EA) pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969 for the rehabilitation and reuse of Minnesota's Union Depot (the former Saint Paul Union Depot) as a multi-modal transit hub and to accommodate the relocation of passenger service from the Midway Amtrak Station and Saint Paul Greyhound Bus Station. This EA has been prepared to identify potential environmental effects associated with project construction and operation, and to provide agencies and the public the opportunity to review and comment on the potential effects of the proposed project. The document contains information necessary to determine if the project would result in significant social, transportation and environmental impacts, and what further actions or mitigation are required to address potential impacts. The analysis and documentation contained in this EA are based on conceptual design of the proposed improvements to the Union Depot. More detailed preliminary and final design and engineering will commence following completion of this environmental review process.

1.2 OVERVIEW OF THE PROPOSED ACTION

1.2.1 Union Depot

Minnesota's Union Depot, once the center point of a multi-modal transportation system that served 20,000 passengers daily, has the potential to be renewed as a multi-modal transportation hub for the City of Saint Paul, the State of Minnesota and the Upper Midwest. Minnesota's Union Depot is located between Kellogg Boulevard, Shepard/Warner Road, Sibley Street, and the railroad wye (Figure 1.2.1-1).

The general concept for the reuse of Minnesota's Union Depot is to re-establish its former function as a passenger transportation terminal, as the location for passenger railroad tracks and boarding platforms and to rehabilitate the concourse and waiting room to provide transit passenger services including ticketing, baggage, and other auxiliary uses. The rehabilitated Union Depot would include the following services:

- Amtrak including ticketing and baggage handling facilities
- Greyhound and Jefferson Line buses including ticketing and baggage handling facilities
- Metro Transit buses including driver convenience facilities
- Taxi pick-up and drop-off
- Bicycle storage and bicycle rider convenience facilities



- Pedestrian and bicycle connection from Sibley Street to Broadway Street along the south side of Kellogg Boulevard
- Pedestrian connection to the Central Corridor LRT
- Parking and pick-up/drop-off for personal automobiles
- Provide the potential for future transit modes programmed for the region to utilize Union Depot facilities

In order to reuse the Union Depot as a multi-modal transit hub as described, the RCRRA is proposing several actions, the potential impacts of which are identified in this document. These actions include:

- Acquire the property from the United States Postal Service (USPS) and Saint Paul Housing and Redevelopment Authority (HRA)
- Demolish the 1978 USPS Annex
- Reestablish the passenger rail tracks and platforms for use by Amtrak
- Reconstruct the pedestrian vertical circulation between the waiting room and the passenger platforms on the train deck
- Modify the vehicular ramp to the train deck from Kellogg Boulevard and Broadway Street
- Build a bus platform for use by both Metro Transit and inter-city buses
- Construct a bicycle facility in the under track level
- Build a pedestrian and bicycle way along Kellogg Boulevard
- Remove the northwestern portion of the train deck to provide adequate headroom over a portion of the pedestrian and bicycle way
- Relocate passenger service from the Midway Amtrak Station and Greyhound Bus Station
- Create accessible routes through the site

Possible Actions

The RCRRA is considering the option of a pedestrian easement through the head house to connect the Central Corridor Light Rail Station with other transportation modes, however, an easement is not necessary for a successful project. The potential impacts of an easement through the head house are documented in this EA.

In addition, there is a possibility that the Central Corridor Light Rail Transit (LRT) line, which is currently in Preliminary Engineering, would be extended to include a station on the train deck under the waiting room. The potential impacts of extending the Central Corridor LRT are documented in this document.

Project Status

The RCRRA has an agreement with the USPS to purchase a portion of the site west of Broadway Street. The RCRRA will take possession of this portion of the site following the relocation of the USPS operations to Eagan in 2010. In addition, the RCRRA is working with the Saint Paul HRA to acquire the remainder of the property.

Minnesota's Union Depot has received letters of support from Amtrak, Greyhound Bus, Jefferson Lines, and Metro Transit, the likely primary tenants (Appendix A).

1.2.2 Midway Amtrak and Greyhound Bus Stations

Creating a multi-modal transit hub in downtown Saint Paul will require the relocation of the transit services currently located in other parts of the city to the Union Depot. While the concentration of modal choices in one location will have many benefits, it will require the relocation of current passenger service from the existing Midway Amtrak and Greyhound Bus Stations. However, the impacts of the disposition of the Midway Amtrak Station, if it occurs, will be documented in a separate NEPA document prepared by Amtrak.



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2.0 PURPOSE AND NEED

2.1 TRANSPORTATION NEEDS

The existing transportation infrastructure exhibits a number of deficiencies related to accessibility, convenience and efficiency.

Inadequate connections between regional and local transit service

Currently, Amtrak and inter-city bus services operate out of two separate facilities. This arrangement limits potential destinations of Amtrak passengers and makes all connections inconvenient. In addition, Metro Transit has no direct connections to Amtrak. There are no bicycle facilities that connect the Midway Amtrak Station and inter-city bus services with local destinations.

Forty-seven of the fifty busiest Amtrak stations in the 48 continental United States are served directly by the local transit network and many have connections to other intercity transit services¹. The Midway Amtrak Station, however, is located in the heart of an industrial park. The closest fixed-route bus service is over a quarter of a mile from the station. Two intercity buses a day provide direct service to the station. The only sidewalk in the immediate vicinity of the station runs along the east side of Transfer Road south from the station to University Avenue (over a quarter of a mile), where it then connects to the broader pedestrian and transit network. The large number of railroad tracks in the area around the station requires a bicyclist to ride over a mile and a half to reach the nearest bicycle facility. The location of the station makes it difficult for passengers to access the station without relying on a personal automobile.

Lack of overall connectivity in local and regional transportation system

The lack of connection between different travel modes makes multi-modal trips inconvenient and improbable. Transitioning from train to local transportation, from bus to bike, or from bike to pedestrian can be accomplished in scattered sites throughout Saint Paul, but there is no comprehensive site that facilitates the transfer between all of the various travel modes.

Inadequate local transit layover facilities

Currently, Metro Transit buses layover in a variety of locations in downtown Saint Paul, such as on Minnesota Street, at a facility under I-94 near Fifth Street East, and under the Lafayette Bridge on the eastern portion of the Union Depot site. The layover facility under I-94 will be eliminated as part of the reconstruction of the Lafayette Bridge. Depending on the location, there are no driver facilities or public access is limited to the bus layover location.

¹ Two of the three stations out of the fifty busiest Amtrak stations that are not served by local transit are stations for the Auto Train. This train is used exclusively by passengers who are transporting an automobile from Washington, D.C. to Orlando, FL. Bureau of Transportation Statistics, Transportation Statistics Annual Report, Appendix B 2005.



Inadequate ability to accommodate planned future rapid transit lines

There are currently four potential rapid transit corridors terminating in downtown Saint Paul, in various stages of planning (Central Corridor LRT, Rush Line Corridor, Red Rock Corridor, and the Robert Street Corridor), and two additional corridors (Interstate 94 Corridor and Midwest High Speed Rail Corridor) that have been identified. Currently, there is no facility in downtown Saint Paul capable of accommodating all of these corridors in a single location, making transfers between corridors possible.

Existing facilities discourage bicycle circulation

There is a lack of continuous bicycle facilities, making it difficult to safely travel by bicycle through downtown Saint Paul. Downtown Saint Paul is located in proximity to regional and national bicycle trails. However, the lack of continuous facilities within downtown Saint Paul makes it unsafe to travel through downtown by bicycle. In addition, the lack of bicycle storage and rider convenience facilities (locker room and showers) deters bicycle commuting.

Existing facilities discourage pedestrian movements

Existing pedestrian facilities are often of inadequate width and lacking in continuity. This creates an uninviting and unsafe pedestrian environment

Existing transportation system promotes dependence on the private automobile

The existing street network has been constructed to facilitate the swift passage of the automobile at the expense of the mobility of other travel modes. The construction of auxiliary turn lanes, removal of on-street parking, and introduction of one-way streets contribute to an atmosphere where other users such as pedestrians, transit vehicles, and bicyclists are seen as obstacles to free-flowing traffic. In response to an often inhospitable environment, fewer walkers and bicyclists use local streets, reinforcing a trend that makes it appear as if city streets' sole purpose is to move automobiles.

Limited potential uses for the transportation portion of the Union Depot

To preserve the historic role the Union Depot played as a transportation hub and regional transportation facility, it needs to remain a transportation facility. Due to the unique design of the building, it is a very purpose-built structure, with limited uses for other functions. Over the last century it has served as a gateway to St. Paul by providing the initial welcoming and departing place for travelers. The facility has served a pivotal role in the transportation history of the City of St. Paul, the State of Minnesota, and the Upper Midwest (Figure 2.1-1). The proposed action is similar in intent to Amtrak's national effort, "The Great American Stations," that promotes the revitalization of historic rail stations.

Lack of economic opportunities at transit facilities

The dispersed nature of transit service in Saint Paul results in a lack of enough activity at any one location to support local businesses.

2.2 PROJECT PURPOSE

The purpose of this project is to create a multi-modal passenger transportation facility that provides safe and convenient connection between various modes and restores passenger transportation functions to the historic Union Depot.

Goal #1: Create connections between regional and local transportation systems

Plan to accomplish goal – Through consolidation of transit facilities from various areas throughout the city of Saint Paul to a single location in downtown, the Union Depot would allow passengers the ability to easily transfer, thus increasing their potential destinations. Transit-dependent populations in particular would benefit from the increase in possible destinations. Locating the multi-modal transit hub in downtown Saint Paul provides passengers with easy access to downtown destinations.

Goal #2: Provide connectivity in the transportation system to facilitate transfer between travel modes

Plan to accomplish goal – The proposed project would accommodate seven modes (Amtrak, intercity bus, intracity bus, bicycle, pedestrian, taxi, and personal automobile) of transportation with the potential for three additional modes (light rail, commuter rail and high speed rail) to be added in the future. Bringing these various modes together in a single location will create a greater synergy between modes. This will reinforce the Twin Cities as a major transportation hub in the upper Midwest.

Goal #3: Increase efficiency in regional public bus routes

Plan to accomplish goal – The Union Depot will provide a layover facility for Metro Transit buses, allowing for improved schedule reliability of bus service. Additional benefits include driver convenience facilities, elimination of non-revenue route miles and elimination of on-street bus layovers.

Goal #4: Accommodate future rapid transit

Plan to accomplish goal – There are four potential rapid transit corridors (Central Corridor LRT, Red Rock Corridor, Robert Street Corridor, and Rush Line Corridor) that are in various stages of planning, and two more corridors (I-94 East Corridor and Midwest High Speed Rail) which have been identified to provide service to downtown Saint Paul. Minnesota's Union Depot would provide a central transfer location allowing for passenger transfers between rapid transit corridors and modes.



Goal #5: Encourage bicycle commuting

Plan to accomplish goal – Through the introduction of a bicycle facility with bicycle storage, locker rooms, and showers, bicycle commuters will have the ability to shower before work and secure their bicycle while at work. A pedestrian and bicycle way will be added along Kellogg Boulevard connecting the bicycle lanes on Sibley Street, Broadway Street, and the shared use path on the Kellogg Boulevard bridge. These facilities will provide a connection between the Bruce Vento Regional Trail and Sam Morgan Regional Trail (which is part of the National Mississippi River Trail).

Goal #6: Enhance the pedestrian environment

Plan to accomplish goal – Throughout many parts of downtown Saint Paul, including most of Kellogg Boulevard, the pedestrian environment is made up of wide sidewalks with street furniture. This will be continued at the Union Depot through the introduction of a pedestrian and bicycle way along Kellogg Boulevard. This will include a covered walkway from Broadway Street to about Wacouta Street and an open air walkway along the rest of Kellogg Boulevard.

Goal #7: Decrease dependence on the personal automobile

Plan to accomplish goal – Creating a single transfer point between seven transportation modes and local and regional transportation systems substantially increases the number of potential destinations which can be accessed without a personal automobile. This will have the largest impact on transit dependent populations.

Goal #8: Preserve Minnesota's transportation heritage

Plan to accomplish goal – Minnesota's Union Depot was designed to function as a transportation hub. The structure's historical significance is directly linked to both the architecture and the role it played in shaping travel in Minnesota for decades. To properly reflect this heritage it is vital that passenger transportation is restored to the Union Depot. The proposed reuse of the Union Depot will maintain or restore many of the internal and external architectural historical features.

Goal #9: Support economic development

Plan to accomplish goal – Concentrating Amtrak, Intercity bus, and local transportation into a single facility will increase the number of transit riders in a single location creating a climate where a private business could provide additional passenger conveniences.

2.3 PROJECT HISTORY

In recent years, numerous plans have been developed that call for enhancing transit service in the Twin Cities. Many of the plans focus on providing increased access to downtown Saint Paul through rapid transit. Several of these plans have called for the development of a transit hub or

multi-modal transit hub to be located in downtown Saint Paul to provide convenient transfers between various transit lines.

2.3.1 Commuter Rail System Plan

In January 1999 and February 2000, the Minnesota Department of Transportation (Mn/DOT) released the *Twin Cities Metropolitan Commuter Rail Feasibility Study* and *Commuter Rail System Plan*, respectively. These plans identified three potential commuter rail corridors that would provide service to downtown Saint Paul: Central Corridor (downtown Minneapolis to downtown Saint Paul), Rush Line Corridor (Forest Lake to downtown Saint Paul), and Red Rock Corridor (Hastings to downtown Saint Paul). They also discussed the need to integrate commuter rail with other modes of transportation, including light rail, buses, park and ride, bicycles, and pedestrians.

2.3.2 2030 Transportation Policy Plan

The Metropolitan Council developed the *2030 Transportation Policy Plan* in December 2004. It identifies transitways in the same three corridors as the *Commuter Rail System Plan*, providing service to downtown Saint Paul. In addition, it highlights express bus service along I-35E and I-94 into downtown Saint Paul. The *2030 Transportation Policy Plan* indicates the Union Depot, in its discussion of the need for transfer points located in downtown St. Paul and Minneapolis, as the likely terminal point for these alignments in downtown Saint Paul.

2.3.3 Midwest Regional Rail System Plan

The Midwest Regional Rail Initiative (MWRRI) is a multi-agency effort involving transportation agencies of nine states (Indiana, Illinois, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin) and the Federal Railroad Administration (FRA). The MWRRI developed the *Midwest Regional Rail System Plan*, which calls for the implementation of high-speed rail between Saint Paul and Chicago. According to the plan, trains would travel at speeds up to 110 mph, reducing the travel time between Saint Paul and Chicago by just over two and a half hours compared to current rail service. The plan also calls for six daily round trips compared to the one per day currently provided by Amtrak. The Union Depot could serve as the future terminus for high speed rail in the Twin Cities.

2.3.4 Corridor Plans

In addition to the system-wide plans previously discussed, several corridor plans make downtown Saint Paul the focal point for transit service.

- Central Corridor Draft Environmental Impact Statement
- Rush Line Corridor Alternatives Analysis
- Red Rock Corridor Alternatives Analysis
- Robert Street Corridor Transit Feasibility Study



The introduction of transit enhancements, and the increased accessibility they would provide to downtown Saint Paul, would reinforce its role as an economic and cultural center of the region. However, questions arose regarding how and where these transit enhancements would interact with each other and other transportation modes. In 2002, the LOCATE Task Force, a multi-party working group, was created to address these questions and to identify potential practical solutions. The LOCATE Task Force included representatives from federal, state, county, and city agencies, as well as the private sector. The LOCATE Task Force evaluated alternative site and identified the Union Depot as the preferred location for a multi-modal transportation facility in downtown Saint Paul (more information regarding the work of the LOCATE Task Force is included in 3.0 Alternatives).

Coordination with Central Corridor Light Rail Transit

Minnesota's Union Depot and the Central Corridor LRT (CCLRT) have been developed simultaneously as two separate but complementary projects. Both of these projects should be evaluated independently concerning their potential social, transportation and environmental impacts. Independently, these projects will enhance the mobility of residents and visitors to the Twin Cities. Combined, the two projects build on the demand from the public for increased options regarding transportation. This document only discusses the impacts of Minnesota's Union Depot; information regarding the impacts of the Central Corridor can be found in the Central Corridor Environmental Impact Statement. However, various figures and discussions included in this document do address the interaction of the two projects if both are built. This is done to demonstrate the level of coordination that has occurred and to show how the complicated relationship between the two projects will appear seamless to future users.

3.0 ALTERNATIVES

3.1 SCREENING OF ALTERNATIVES

The LOCATE Task Force considered seven alternative sites and narrowed the list to four sites for more detailed evaluation as possible locations for the multi-modal transit hub in downtown Saint Paul. These sites included:

- Government Center West
- Government Center East
- Downtown East Area
- Union Depot

Figure 3.1-1 shows the location of these alternatives.

Due to high space and infrastructure costs, and the long life of railroad alignments, particular attention was given to the relationship between the terminal's assumed future passenger train activity and the large and growing volume of freight traffic on the mainline railroad tracks passing through and near downtown Saint Paul. The sites were also evaluated relative to accessibility to all public transportation modes, parking availability, and motor vehicle and pedestrian access. Based on these criteria, three of the four alternatives were eliminated from further consideration. The eliminated sites include Government Center West, Government Center East, and Downtown East. The detailed evaluation of these alternatives is documented in the *Saint Paul Multi-modal Terminal Evaluation Study – Final Report* (Evaluation Study) and *Saint Paul Multi-modal Terminal Evaluation Study – Addendum to Final Report* prepared for RCRRA by LTK Engineering Services (LTK 2002a, 2002b). A brief review of these alternatives is provided below.

3.1.1 Government Center West

The Government Center West site is located at the corner of Kellogg Boulevard and Wabasha Street. Although located adjacent to mainline railroad tracks, this site would require major reconstruction of adjacent properties to accommodate the station tracks and support functions. This site is also located at a congested bridgehead intersection where terminal-related automobile circulation would be difficult. There does not appear to be an adequate parking supply, nor is it connected to the skyway. This site would require additional right-of-way and the reconstruction of neighboring structures to accommodate a multi-modal transit hub. Therefore, this site was removed from further consideration.

3.1.2 Government Center East

The Government Center East site is located southeast of the corner of Kellogg Boulevard and Robert Street. This site is also located adjacent to mainline railroad tracks. However, like the Government Center West site, this location would require major reconstruction of adjacent



properties to accommodate all the facilities associated with a multi-modal transit hub. This site is also located at a congested bridgehead intersection where terminal-related automobile circulation would be difficult. Some parking would be available; the ability to accommodate short term, package, express and baggage would be limited. Like Government Center West, it is not connected to the skyway system and would require the construction of a connection. Therefore, this site was removed from further consideration.

3.1.3 Downtown East Area

The Downtown East site refers to a large area generally bounded by Robert Street on the west, Warner Road on the south, the Union Pacific and Canadian Pacific rail line corridor on the southeast and east, and an irregular northern boundary formed by I-94, East Fifth Street, Wall Street, and the blocks between Fourth and Fifth Streets between Wall and Robert, in which a specific site might be located, it should be noted that this larger area includes both the Government East site and Union Depot site. Since both of these sites are located along the southern border of the Downtown East Area this study focused on the sites along the eastern border, as any other location would require major infrastructure modifications. Railroad operations were the limiting factor for locating a multi-modal transit hub on the eastern border. A terminal located at this site would conflict with the Union Pacific track connecting the “Spine” and “Omaha” lines with the mainline to Wisconsin and Chicago potentially requiring removal of the line and rerouting of the freight traffic at considerable expense. Additionally, there would be engineering and construction problems associated with locating the terminal next to one of the nation’s busiest railroad freight junctions, where multiple tracks and interconnections and lines on different gradients would probably make terminal track construction awkward, expensive to build initially, and expensive to operate in the long term. Therefore, this site was removed from further consideration. These same conflicts are reduced south of this area where there are not as many track switches.

3.1.4 Union Depot

The Union Depot is adjacent to mainline railroad tracks. However, unlike the Government Center locations, there appears to be adequate space for off-line station trackage, allowing passenger train operations to have minimal impact on freight service. Although the Union Depot is not as well connected to the existing Metro Transit bus service, it does provide the potential for, with minimal transit service modifications, transfers without grade separation between Amtrak and bus service. The Union Depot site would provide parking for the multi-modal transit hub and other downtown uses and it is connected to the skyway system via the head house if an easement through the Depot’s head house was obtained. As a result, the Union Depot was determined to be a feasible location for a multi-modal transit hub and was retained for further consideration. Figure 3.1.4-1 shows the components of the existing Union Depot.

3.2 SCOPING OF SITE DESIGN ALTERNATIVES

After identifying the Union Depot site as the most appropriate location for a downtown multi-modal transit hub, a number of site design options were considered. The site design alternatives considered a variety of layouts and the following programmatic issues:

- Site vehicular access. Initial alternatives considered to provide vehicular access to the train deck from Sibley Street and a number of alternative locations along Kellogg Boulevard. The City of Saint Paul expressed concerns about traffic operations along Sibley Street and particularly at the intersection of Sibley and Kellogg Boulevard. Therefore, adding site access to/from Sibley or in the vicinity of the Sibley and Kellogg intersection was not acceptable. Consideration was given to access from Kellogg at both Wall and Wacouta Streets. Either of these locations would have required adding a new signalized intersection on Kellogg Boulevard. In addition, providing access from Sibley Street would have limited egress from the under track level. As a result, access to the train deck was eventually located on Kellogg Boulevard opposite Broadway Street, where the current ramp is located, to minimize impacts to traffic operations. There is an existing traffic signal at Broadway that can accommodate turning movements into and out of the site.
- Pedestrian Vertical Circulation. Consideration was given to locating pedestrian vertical circulation elements (elevators, escalators, stairs) both on the exterior of the east wall of the concourse and waiting room and through the floor of the waiting room. Vertical circulation into the floor of the waiting room was eliminated from consideration for the following reasons:
 - The floor of the concourse and waiting room was built of two concrete slabs with an air space of about 18 inches between them in which a radiant heating system was placed for warming the floor. Cast-iron plates, 30 inches wide, are imbedded in the lower slab directly over the center lines of tracks to protect the concrete against the direct blast from locomotive exhaust chimneys.
 - During the construction period for the original buildings composing the Union Depot and during later maintenance activities, it is likely that asbestos was used as a building material. Minimizing physical impacts to the structures limits the amount of asbestos that could be disturbed by construction activities associated with the proposed project.
 - Bringing the vertical circulation into the floor of the waiting room would use much of the floor space and present an obstacle to pedestrian circulation through the length of the waiting room.
 - In some of the platform locations, it would not be possible to locate the vertical circulation in the floor of the waiting room without relocating the columns supporting the waiting room.
 - Historically, the pedestrian vertical circulation was located on the exterior of the east wall of the waiting room. (Figure 2.1-1).

3.3 ALTERNATIVES RETAINED

In accordance with FHWA policy on conducting an EA, the No Build Alternative was retained for evaluation in this EA. Based on the results of the Evaluation Study (LTK 2002a), the Union Depot was retained as the proposed action for evaluation in this EA. These alternatives are discussed in detail below.



3.3.1 No Build Alternative

Under the No Build Alternative, the USPS would vacate the Union Depot concourse, waiting room, and elevated rail yard. No reuse or demolition of the concourse would occur. Amtrak would continue to operate out of the existing Midway Amtrak station and both Greyhound and Jefferson lines would continue to use the Greyhound Bus Station (Figure 3.3.1-1). Metro Transit buses would continue to use layover areas on Minnesota Street and under Lafayette Bridge on the eastern portion of the Union Depot site. The layover facility under I-94 will be eliminated as part of the Lafayette Bridge reconstruction project; the buses currently laying over under I-94 will likely be relocated to the facility under the Lafayette Bridge. There would be no change to bicycle or pedestrian facilities on the site.

3.3.2 Multi-modal Transit Hub at Union Depot - Proposed Action

The RCRRA is proposing the reuse of the Union Depot as a multi-modal transit hub. The general concept for the reuse of Union Depot as a multi-modal transit hub is to re-establish the former track level on the elevated rail yard located between Kellogg Boulevard and Shepard/Warner Road as the location for passenger railroad tracks and boarding platforms; and to rehabilitate the concourse and waiting room to provide transit passenger services including ticketing, baggage, and other auxiliary uses.

The Union Depot would include the following services:

- Amtrak including ticketing and baggage handling facilities
- Greyhound and Jefferson Line buses including ticketing and baggage handling facilities
- Metro Transit buses including driver convenience facilities
- Taxi pick up and drop off
- Bicycle storage and bicycle rider convenience facilities
- Parking and pick-up/drop-off for personal automobiles
- Central Corridor LRT access through a pedestrian connection

The train deck of the elevated rail yard would be reused as the location for various transportation modes serving the multi-modal transit hub. Historically, there were ten passenger boarding platforms on the train deck and these will generally be re-established. Figure 3.3.2-1 shows the conceptual site plan. Figure 3.3.2-2 shows a cross section of the proposed Minnesota's Union Depot and Figure 3.3.2-3 is a conceptual 3D image. Figure 3.3.2-4 depicts the proposed track location.

Establishing these services at the Union Depot would involve the following actions:

- Relocate Amtrak passenger rail service from the Midway Amtrak Station to the Union Depot. There are currently two Amtrak trains per day passing through the Twin Cities

and stopping at the Midway Amtrak Station: the Empire Builder eastbound to Chicago and the Empire Builder westbound to Seattle and Portland. Amtrak has determined that four tracks would be needed to accommodate existing service, switching and storage needs, and the potential for adding an additional train in each direction at some time in the future. The four Amtrak tracks would require two station platforms, one approximately 1,200 feet in length. These platforms would be located at the southern end of the waiting room. The Amtrak tracks, which would function as a siding at the Union Depot, would be connected into the existing freight rail tracks passing on the south side of the elevated rail yard.

- Relocate intercity bus service. This action involves the relocation of passenger services from the current Greyhound Bus Station on University Avenue. Intercity and intracity buses will share a platform, allowing for transfers between buses without pedestrians crossing in front of vehicles or utilizing vertical circulation.
- Change local bus routes to incorporate the Union Depot into the routes as a passenger station and layover facility. Seven local bus routes would need to be revised to use space at the Union Depot for transfer and layovers. These buses currently layover along Minnesota Street north of Kellogg Boulevard, in an area under I-94, or under the Lafayette Bridge on the eastern portion of the Union Depot site.
- Rehabilitate the historic concourse and waiting room. The concourse and waiting room would be rehabilitated for their original uses as walkway and passenger waiting room. Passenger support uses including ticketing, baggage handling, and convenience facilities, such as coffee shops, other types of retail operations, and restrooms, would be located within the concourse and waiting room.
- Install bicycle facilities, including an initial storage area for approximately 200 bikes, along with lockers and showers. Other bicycle support facilities such as bike repair, bike rentals, and other convenience elements could be included. The bicycle area will be located on the under track level with access into the facility from Kellogg Boulevard near Wacouta Street, next to the vertical circulation.
- Improve pedestrian and bicycle access into this facility by developing a 15- to 20-foot-wide bicycle/pedestrian way along the south side of Kellogg Boulevard. This bicycle/pedestrian way would be located under the train deck for part of this length, but would require removal of a portion of the train deck on the north side of the site approaching Sibley Street due to the relative change in grade between the sidewalk and the deck.
- Remove the 1978 USPS Annex Building to allow reuse of the train deck. This loading dock facility is currently located on the western edge of the train deck adjacent to Sibley Street.
- Provide vertical circulation from the waiting room to the platforms. At each of the proposed platforms, a pedestrian vertical circulation vestibule would be provided. Each vertical circulation vestibule would contain an elevator, up and down escalators, and a stairway, generally located sequentially from west to east. The wider bus platform would allow for the escalators and stair to be placed side-by-side.



- Accommodate baggage and freight. At intercity bus and Amtrak platforms, freight elevators would be provided from the west side of the concourse to the train deck and under track level to provide for handling of passenger baggage and freight.
- Add an Americans with Disabilities Act (ADA)-compliant ramp from the corner of Sibley Street and Kellogg Boulevard to the train deck and install curb cuts at all crosswalks that facilitate pedestrian access to the site.
- Construction of the Amtrak tracks would require reconstruction of the train deck over the southern portion of the existing vehicular ramp.
- Reconstruct the vehicular access to the site from Kellogg Boulevard across from Broadway Street at a three-way intersection. The access will remain at street level until it passes the access to the under track parking. Vehicles would then ascend and turn west on the approach to the upper level of the parking ramp.
- RCRRA is exploring the possibility of an easement through the head house to provide a pedestrian connection to CCLRT if RCRRA acquires the easement. This would then require an ADA accessible route through the head house and coordination with State Historic Preservation Office (SHPO). A provision regarding this access would be included in the purchase agreement.

Although pedestrian access through the head house would make walking access more convenient for many passengers, it is not necessary for a successful project. Individuals wishing to make the connection from the CCLRT to other transportation modes can exit the station platform on the west side and walk one block south on Sibley Street and access the train deck via the stairs/ramp at the corner of Sibley Street and Kellogg Avenue.

3.4 POTENTIAL FUTURE PROJECTS

Although not part of the current project, there are potential future projects that could involve Minnesota's Union Depot as the primary multi-modal transit hub in Saint Paul. The Supplemental Draft Environmental Impact Statement for the Central Corridor identifies a station on Fourth Street in front of the head house.

In addition to the Central Corridor, other projects are in various stages of planning include potentially using Minnesota's Union Depot as a key transfer point between various modes of transportation. The Red Rock line from the southeast and the Rush Line from the north would provide rapid transit service into downtown Saint Paul. The Midwest High Speed Rail Initiative would provide a high speed rail connection to Chicago. Rapid transit options are also being considered in the Robert Street Corridor south of downtown Saint Paul and the I-94 Corridor east of Saint Paul. These projects are currently in various stages of the planning process and it is not known when or if these projects will ultimately be constructed. To accommodate the future increases in rapid transit at the Union Depot, the site has been designed so that it can accommodate two additional platform with tracks on each side, located in between the Amtrak tracks and the vehicular ramp.

3.5 PROJECT FUNDING, COST AND SCHEDULE

The project to reuse the Union Depot as a multi-modal transit hub has received funding commitments from several levels of government, but additional funds are required before the project can be completed. To date, the project has received \$53.4 million from the federal government along with \$3.5 million in state bonding and \$5 million from the RCRRA. The RCRRA has entered into a purchase agreement for USPS parcels for \$49.6 million dollars. A purchase price has not yet been negotiated for the Saint Paul HRA parcel.

The capital costs for the proposed action are estimated to be \$162,349,600 for the without a Central Corridor LRT extension or \$181,569,800 with the Central Corridor LRT extension and platform. A detailed Capital Cost Estimate can be found in Appendix B.

The current schedule for redevelopment of the Union Depot anticipates that the USPS would vacate the property in 2010. Assuming two years for construction and rehabilitation, the Union Depot could open to the public in 2012.



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