

Transportation Context

- Minnesota TH 36 / Wisconsin STH 64
- MN Medium priority Inter Regional Corridor
- WI Corridors 2020
- NHS
- Navigable waters



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Natural Resources Context

- Nationally designated Wild and Scenic River
- Protected species



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Cultural Resources Context

- Numerous cultural resources



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Community Context

- Perceived edge of Metro area
- Tourism area
- Pride in community character

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Mn/DOT Context Sensitive Design Principles

1. Balance safety, mobility, community and environmental goals in all projects.
2. Involve the public and affected agencies early and continuously.
3. Address all modes of travel.
4. Apply flexibility inherent in design standards.
5. Use an interdisciplinary team tailored to project needs.
6. Incorporate aesthetics as an integral part of good design.

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Community and Environmental goals

- How are they identified?
- How can we develop an understanding of these goals?
- How do we evaluate alternatives against these goals?
- How do they play a role in decision-making?

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TH 36 Partnership Study

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Mn/DOT approach to corridor studies – Introduction

- Conventionally, work through technical and policy committees
- Work in Partnership
- Tailor process to Partners' Needs
- Involve key stakeholders
- Find Common Ground

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Study Process

- Study Partners
- Policy Advisory Committee:
 - 9-member Stillwater Planning Commission
 - 9 members from Oak Park Heights
 - Washington County representatives
 - Mn/DOT and Consultant support.
- Technical Advisory Committee:
 - Key staff from all partners + consultant
- Desired Outcome

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Guiding Study Principles

- Focus on points of agreement
- Listen respectfully / confirm "messages"
- Define disagreements
- Keep process transparent & fair
- Be sure roles are understood
- Create opportunities for feedback
- Publicize consensus, progress, and opportunities for input

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Partnership Study process

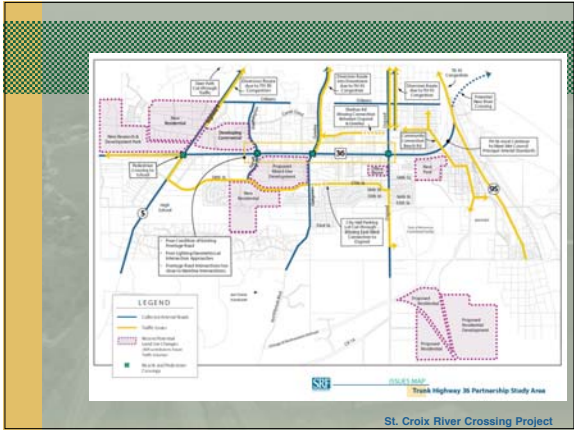
- Establish values
- Identify issues
- Concept alternatives
- Analyze impacts
- Public involvement
- PAC recommendation (if . . . then . . .)

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Establish Values

- Process: individual pre-survey, group discussion, vote
- 1. Safety
- 2. Geometric improvements
- 3. Diversion to local streets...
- 9. Compatibility with land use plans
- 10. Aesthetics
- 11. Three access points

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Public Involvement

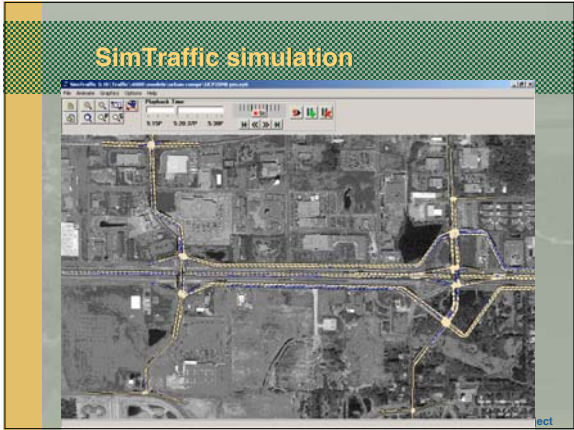
- Policy Advisory Committee
monthly meetings, survey
- 2 community meetings
- Stakeholder meetings/ input
- Good press coverage

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Analysis tools

- Small area traffic forecasting model
- SimTraffic operational simulations
- Travel time analysis
- Perspective sketches
- Bike/ pedestrian analysis

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Travel time analysis

TRAVEL TIMES WITHIN THE STUDY CORRIDOR

Destination	No Build Travel Time*		B: Two All-Grade Intersections*		E: Urban Compressed Diamond*		F: Button Hook Connections*							
	Origin		Origin		Origin		Origin							
	A	B	A	B	A	B	A	B						
A	---	428	---	332	96	---	430	3	---	330	98			
B	201	---	207	-6*	---	117	84	---	222	-22	---			
C	163	383	188	-24	196	187	196	-35	283	90	129	35	265	118
D	173	158	261	-89	270	-113	200	-27	288	-130	204	-31	160	-3
E	441	806	533	-82	521	285	278	163	195	611	127	313	195	611
F	234	599	443	-210	431	108	208	26	512	88	187	47	283	306
G	158	132	171	-13	180	-48	154	4	271	-140	99	59	136	-4
Total Travel Time	1369	2506	1803	1931	1156	1990	968	1380						
Total Travel Time Saved				3734		3145		2348						
				-435		578	213	517		401			1126	
				141		730		1526						

* Travel Time in Seconds
** Negative numbers represent decreases in travel time

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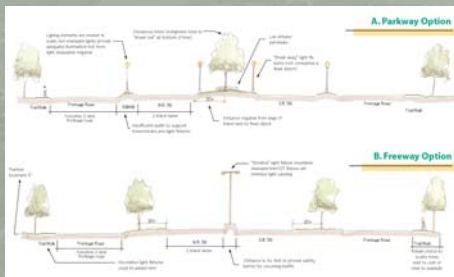
Perspective sketches

A. Conceptual illustration of parkway concept designed to accordance to Mn/DOT standards.



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Illustrative cross sections

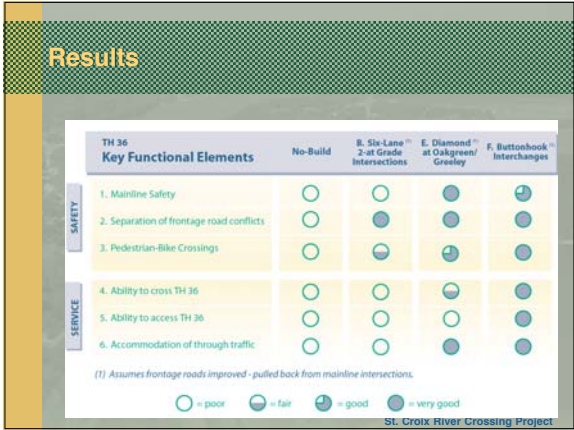


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Bike/pedestrian analysis



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- ### Lessons learned
- Agreement regarding need, projected problems vs. current experience
 - Values & criteria & decisions: not a linear experience
 - Useful data vs. hiding behind lots of numbers
 - Visual aids are critical
 - Using/trusting the larger process
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Institute for Environmental Conflict Resolution

Stakeholder Resolution Process

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Recent Events

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IECR Stakeholder Resolution process

- Institute for Environmental Conflict Resolution assessed potential for consensus while project in suspension
- Identified possibility for consensus
- Recommended Stakeholder Resolution process
- Contracted with RESOLVE to provide stakeholder facilitation

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IECR Stakeholder Resolution process

- Convened in June 2003
- To facilitate a common understanding of transportation, environmental and historic preservation issues
- To define various solutions to these issues by exploring advantages/ disadvantages
- To arrive, if possible, at a consensus
- To reach agreement among permitting agencies on project components and regulatory conclusions: Sect. 7(a), Sect 106, Sect 4(f)

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Stakeholder Group members

- **Federal agencies:** FHWA, NPS, ACHP, COE, USFWS, Coast Guard, EPA
- **State agencies:** DOTs, DNRs, SHPOs
- **Local governments:** City of Stillwater, City of Oak Park Heights, Town of St. Joseph, St. Croix County
- **NGOs:** National Trust for Historic Preservation, Sierra Club, Mn Center for Environmental Advocacy, Mn Preservation Alliance, Chamber of Commerce, Historic Lift Bridge Association, etc.

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IECR Stakeholder Resolution process

- Developed project objectives/ purpose
- Defined alternatives
- Reviewed analysis
- Subgroups focused on specific issue areas
- Guided public involvement
- Identified potential mitigation measures
- Provided feedback regarding level of consensus

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Stakeholder Group alternatives



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Public Input through a number of meetings



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Items for a Preferred Alternative Package

Alternative Alignment



Future Use of Lift Bridge



Bridge Type



Mitigation Package

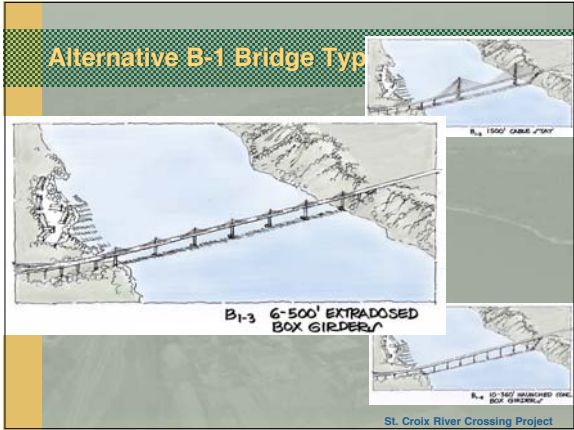
Preferred Mitigation Items	
Bridge type	Artificial park
Bridge location	Open space
Percentage of surface	Land use restrictions
Bank stabilization	Land management
Bank revegetation	Wildlife management
Bank stabilization	Wildlife management
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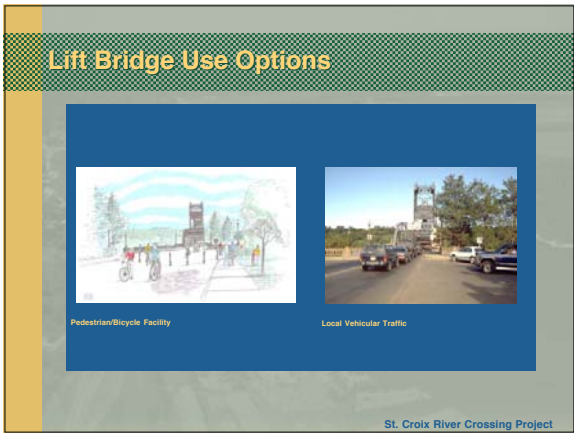
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Alternative B-1

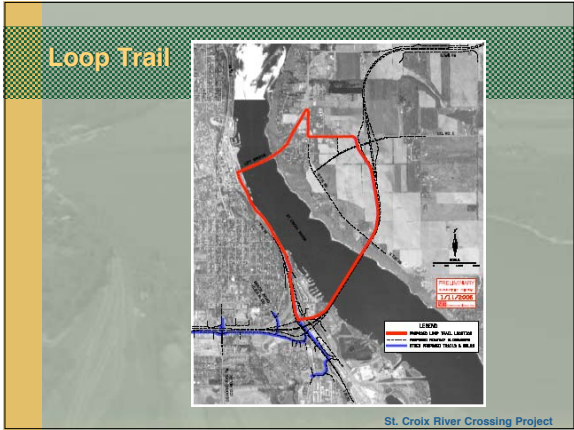


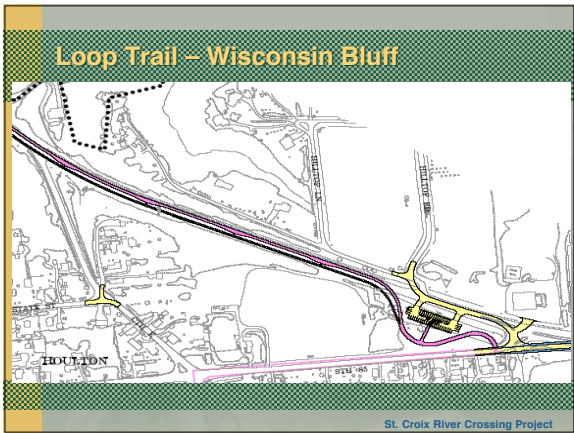
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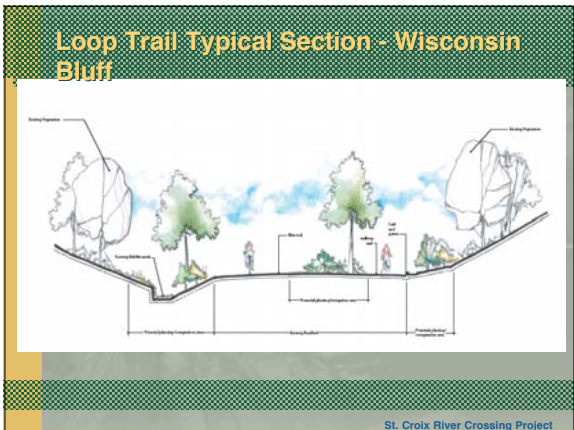


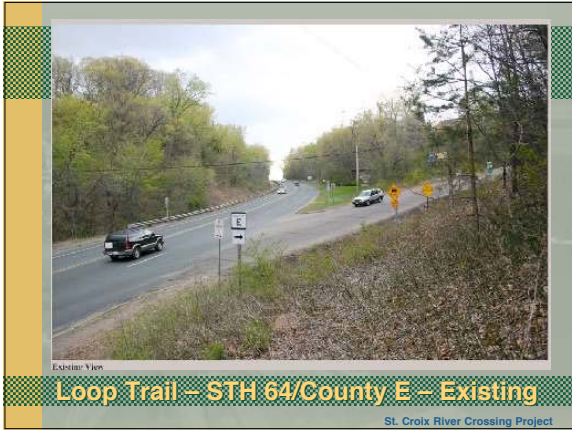


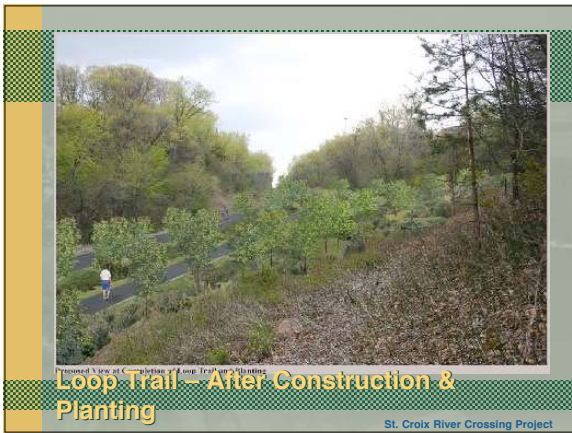














Stakeholder Resolution process

Lessons Learned

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Concluding thoughts

What's the best starting point – community objectives or transportation objectives?

- Establishing project need is critical
- Community objectives set the context
- Project objectives need to be defined cooperatively addressing both transportation and community needs

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Project Website
<http://www.dot.state.mn.us/metro/projects/stcroix/>

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