3.7 Safety and Security

3.7.1 Legal and Regulatory Context

The Metropolitan Council follows safety and security policies that establish minimum requirements for facilities based on local, state, and national codes or standards. These codes and standards include, but are not limited to, the applicable parts of the National Fire Protection Association (NFPA) 130, *Standard for Fixed Guideway Transit and Passenger Rail Systems*; the Uniform Building Code, 1997 Edition as amended by the cities of Minneapolis and St. Paul; Uniform Fire Code, 1997 Edition as amended, the 2007 Minnesota State Building Code, the Life Safety Code as well as ISO standards, and American National Standards Institute (ANSI) and American Society for Testing and Materials (ASTM) Standards. In addition, the FTA provides safety and security oversight for major capital projects (*Safety and Security Guidance for Recipients with Major Capital Projects,* covered under 49 CFR part 633, "Project Management Oversight"). The design of the Central Corridor LRT project should meet the following minimum objectives:

- Design for minimum hazard through the identification and elimination of hazards through the use of appropriate safety design concepts and/or alternative designs
- Use of fixed, automatic, or other protective safety devices to control hazards, which cannot be eliminated
- Use of warning signals and devices if neither designs or safety devices can effectively eliminate or control an identified hazard
- Provide special procedures to control hazards, which cannot be minimized by the aforementioned devices.

In addition, safety and security aspects of the Central Corridor LRT system would be developed in accordance with the Metropolitan Council's Safety and Security Management Plan (SSMP), which is part of the Project Management Plan (PMP). The SSMP addresses activities that need to occur to ensure an acceptable level of system safety for the design, property and equipment acquisition, construction, installation, and testing of the Central Corridor LRT system. Metro Transit employees and consultants are expected to fully comply with the provisions of the SSMP and fully cooperate during planning, engineering, and construction to assure a safe Central Corridor LRT system. Executive Order 13045, Protection of Children from Environmental Health and Safety Risks, mandates that Federal agencies identify and assess environmental safety risks that may disproportionately affect children as a result of implementation of Federal policies, programs, activities, and standards *(62 Federal Register 19883-19888, April 23, 1997).*

3.7.2 Existing Conditions

Public safety and security along the corridor is currently provided by the police, fire departments, and emergency response units of Minneapolis and St. Paul and the University of Minnesota Police Department. Emergency medical services are generally concentrated within the two city centers and at the University of Minnesota.

Although security resources for the corridor are primarily the responsibility of the cities of St. Paul and Minneapolis, and University of Minnesota police departments, the Metro Transit Police provides roving security for bus transit facilities within the corridor (Metro Transit, 2008). Transit police routinely patrol the bus routes and bus stop areas. Transit police

officers on the Hiawatha LRT system, which is similar to the proposed Central Corridor LRT system, provide security at the LRT stations and in the rail cars.

3.7.2.1 Downtown St. Paul, Capitol Area, Midway East, Midway West

The St. Paul Police Department provides crime prevention services for the City of St. Paul along University Avenue from the western city limits through the State Capitol complex, the downtown area, and on to the downtown east area where the Operations Maintenance Facility OMF would be located.

The Minnesota Department of Public Safety, acting through the Minnesota State Patrol and the Capitol Security/Executive Protection unit, provides safety and security services for executive, judicial, and legislative officials, state employees, and the public on the approximately six-block Capitol Complex. Capitol Security is the primary responder to all emergencies and events in the State Capitol complex.

3.7.2.2 University/Prospect Park

The University of Minnesota Police Department provides safety and security services for the West and East bank campuses with a state of the art monitoring center (University of Minnesota, 2008). The Department of Emergency Management (DEM) provides assistance to the University of Minnesota and environs in the preparation and response for recovery from disasters. The University of Minnesota DEM maintains an Emergency Preparedness website for notification of emergencies and actions to take.

Of singular importance is the daytime movement of students crossing Washington Avenue between Coffman Memorial Union on the west and Huron Boulevard on the east. Two overhead pedestrian bridges provide safe pathways for students and others between Coffman Memorial Union and University of Minnesota classrooms and other buildings to the north. At-grade pedestrian crossing of Washington Avenue between Pleasant Street SE and Church Street SE is prevented by a centerline barrier on Washington Avenue. A pedestrian tunnel under Washington Avenue between the parking ramp on the north and the University Medical Center on the south provides safe crossing at that location.

3.7.2.3 Downtown Minneapolis

Minneapolis Police Precincts One and Two provide crime prevention services for Downtown Minneapolis and the Cedar-Riverside portion of the Central Corridor LRT alignment.

3.7.3 Long-Term Impacts

3.7.3.1 No-Build Alternative

There are no positive or negative impacts to safety and security anticipated to result from the No-Build Alternative.

3.7.3.2 Preferred Alternative

This section assesses the potential project impacts to LRT users, area residents, rail corridor visitors, and construction workers for the Preferred Alternative.

System safety and security oversight for the Central Corridor LRT project would be achieved through Metropolitan Council implementation of the Safety and Security Management Plan (Metropolitan Council, 2008). The plan would include requirements for development of a Metro Transit Security and Emergency Preparedness Plan (SEPP) to ensure continuation of

safety and security during Central Corridor LRT operations. Security and safety for the Central Corridor LRT project would also be facilitated by a Metro Transit Fire/Life Safety Committee (FLSC).

No specific safety or security issues have been identified concerning the TPSS facilities. As described in Section 2.3, they would be contained within enclosed buildings that are not accessible to the public. Applicable safety and security precautions would be outlined in the SSMP and SEPP and would be overseen by the Metro Transit Police in cooperation with local law enforcement authorities.

Downtown St. Paul, Capitol Area, Midway East, Midway West

Metro Transit completed a safety and hazard analysis of LRT operations in the area of the proposed OMF at the former Diamond Products building in downtown St. Paul. This hazard analysis was based on LRT operating assumptions consistent with those described in this FEIS. Specifically, that the CCLRT will be controlled by all traffic control measures installed on non-revenue service track at the intersections of Wacouta Street, Wall Street and Broadway, would operate at speeds no greater than 10 mph, and would not sound audible warning devices as a matter of standard procedure. The analysis was also based on track design and street configuration as described in this FEIS.

Results of the safety and hazard analysis indicate that the likelihood for severe accidents (collisions with vehicles and pedestrians) would be negligible and the probability of accidents would be remote. Therefore no additional mitigation, beyond that already committed to in the FEIS, is required to mitigate effects of the re-use of the former Diamond Products building for the CCLRT operations and maintenance facility.

No specific safety or security issues have been identified concerning the alignment or stations in these segments other than somewhat greater pedestrian activity at the Rice and Robert Street stations. Applicable safety and security precautions at the stations and adjacent sidewalk areas and street crossings and emergency response needs would be outlined in the SSMP and SEPP and would be overseen by the Metro Transit Police in concert with St. Paul Police. Routine transit police patrols of station areas and track alignment and unannounced presence in rail vehicles would help ensure rail user and visitor safety.

No specific safety or security issues have been identified in the Midway East segment, which includes potential future stations at Victoria Street, Western, and Hamline avenues. If developed in the future, normal precautions would be specified in an amended SSMP and SEPP and would be overseen by Metro Transit Police. Similarly, no specific safety or security issues have been identified concerning the alignment or stations in the Midway West Segment. Applicable safety and security precautions for this segment would be similar to that for the Midway East portion of the project.

University/Prospect Park

Pedestrian safety of both the transit patron and area pedestrians is an existing concern in the Washington Avenue corridor at the University of Minnesota. Thousands of students move by foot or bicycle across Washington Avenue between the Coffman Memorial Union area and University Avenue (East Gate District).

The eastern portion of the University of Minnesota campus presently experiences heavy pedestrian activity during sporting events at Williams and Mariucci arenas when up to 24,000 fans can enter or leave that area before and after events. The future addition of 50,000 to 80,000 visitors to the new football stadium can be expected to increase conflicts

between pedestrians and vehicles near the Stadium Village station. Site specific safety and security precautions would be identified in the SSMP and SEPP and would be overseen by the Metro Transit Police in cooperation with the University of Minnesota and Minneapolis Police Departments.

The removal of automobile traffic within the Transit Mall would improve pedestrian safety in this busy corridor. No specific safety and security issues have been identified concerning the Washington Avenue Bridge. Students and bicyclists presently cross the bridge on the upper pedestrian level which includes both an open and sheltered walkway. City and University buses transport students from the existing West Bank Transit Station across the lower level of the bridge to the east bank complex. Required structural modifications to support LRT traffic are not expected to impact existing or future pedestrian or bicycle traffic other than minor increases in pavement vibrations from passing LRT vehicles on the lower level. Site specific safety and security precautions would be specified in the SSMP and SEPP and would be overseen by the Metro Transit Police in cooperation with University public safety personnel.

Downtown Minneapolis

No specific safety and security issues attributable to the connection with the Hiawatha LRT or the required bridge crossing of Interstate I-35W have been identified. The I-35W interchange and depressed Washington Avenue corridor between downtown Minneapolis and the existing West Bank Transit Station discourage any pedestrian or bicycle traffic in this area. Safety and security precautions utilized for this portion of the Central Corridor would be specified in the SSMP and SEPP and would be overseen by the Metro Transit Police in cooperation with University and Minneapolis police personnel.

3.7.4 Short-Term Construction Impacts

Worker safety will be an important concern throughout the corridor during all phases of the project. Issues to be addressed as part of a required site safety and health plan will include the possibility for worker-vehicle conflict in restricted work spaces under traffic conditions, work in deep and confined spaces during utility relocations and construction, and the potential for exposure to potential contaminants during soil excavation and drilling work. Public safety, particularly the encroachment of pedestrians, bicyclists, area business staff, and interested spectators near open excavations along the corridor is an issue to be resolved by the creation, proper timing, and placement of protective safety programs, public information efforts, and selected protective measures. Similarly, adverse safety impacts to pedestrians and bicyclists resulting from turning vehicles at congested crosswalk areas during construction will need to be addressed in project design and development of traffic control plans. Applicable safety and security precautions would be specified in the SSMP and SEPP and would be overseen by the Metro Transit Police in cooperation with University and local law enforcement and emergency response personnel.

3.7.5 Mitigation

System safety and security oversight for the project would be achieved through implementation of the SSMP by the Metropolitan Council. The primary purpose of the SSMP is to ensure that safety and security are considered when designing and constructing the project. This plan would cover requirements for safety and security design criteria, hazard analyses, threat and vulnerability analyses, construction safety and security, operational staff training, and emergency response measures. The plan would also include requirements for development of a Metro Transit SEPP to ensure continuation of safety and security during Central Corridor LRT operations. Safety and Security plan development for

the project would be closely coordinated with city and county law enforcement agencies, Capitol Area Police, and the U of M Police Department.

Security and safety for the Central Corridor LRT project would also be facilitated by a Metro Transit Fire Life Safety Committee, which facilitates exchange of information on safety and security policy to minimize fire and life safety hazards to rail patrons, project employees, and the public. The FLSC maintains project safety criteria and supports inspections of transit system elements in compliance with established fire/life safety criteria. The FLSC reviews design specifications, drawings and other related documents for Metro Transit facilities and systems for compliance with established federal, state, and local regulations, codes, and standards relating to fire/life safety.

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