



GATEWAY CORRIDOR

Locally Preferred Alternative Workshop
City of Saint Paul

August 25, 2014

The Gateway Corridor Project will provide:



All day bi-directional service every 15 minutes or better



Reliable travel time between stations



Connections at Union Depot to Green Line LRT and local and express buses



Comfortable transit stations with weather protection, seating, lights, and ticket vending machines



Stations become focal points for housing, jobs, and commercial activity

The Purpose & Need for the Gateway Corridor Project

The purpose of the Gateway Corridor Project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public in the project area.

There are five factors that describe the need for the project:

- Limited existing transit service
- A policy shift toward travel choices and multimodal investments
- Population and employment growth in the corridor
- Needs of people who depend on transit
- Local and regional objectives for growth and prosperity



Customers boarded Metro Transit buses and trains nearly 81.4 million times in 2013. 70.4 million rides were on local and express buses, 10.2 million rides were on the Metro Blue Line (Hiawatha Light Rail).






Gateway Corridor service will run every 10-15 minutes throughout the day.



The Lyric is a new 170-unit artist loft and apartment building near the Raymond Station on the Metro Green Line in St. Paul.

Regional Transitways (2040)


Existing and Potential High-Frequency Arterial Routes

-  New / Improved Arterial Routes
-  Current Arterial Routes
-  Potential Arterial BRT

Transit Centers and Stations served by Arterial Routes





-  Transit Center
-  Future Transit Center
-  Transit Station

Transitways

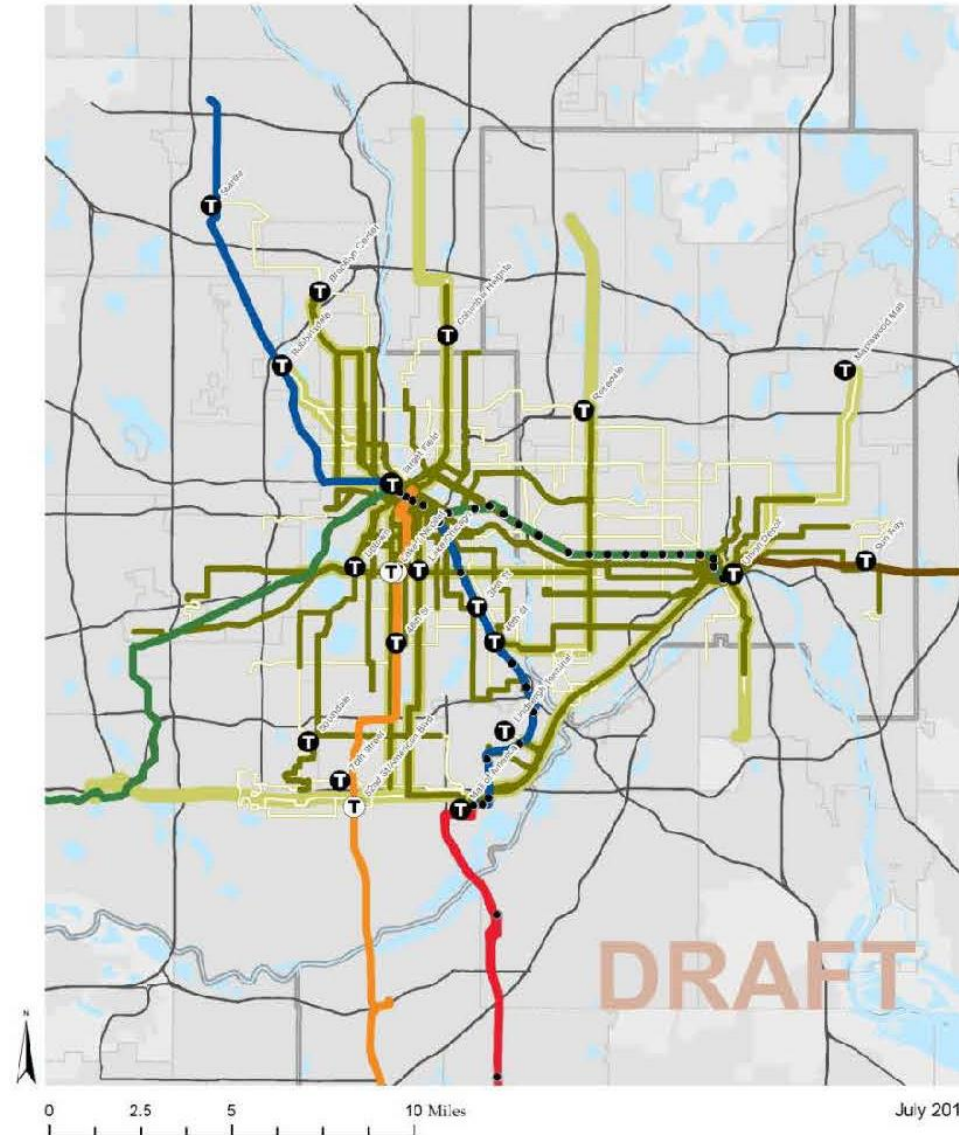
-  Blue Line
-  Green Line
-  Red Line
-  Green Line
-  Orange Line
-  Gateway Dedicated BRT *

**Contingent upon resolutions of support and commitments to local land use from local governments along the locally preferred alternative and commitment to addressing use of highway right-of-way in the DEIS process.*

Reference Items

-  Principal Arterial Highways
-  Lakes and Rivers
-  City Boundary
-  County Boundary

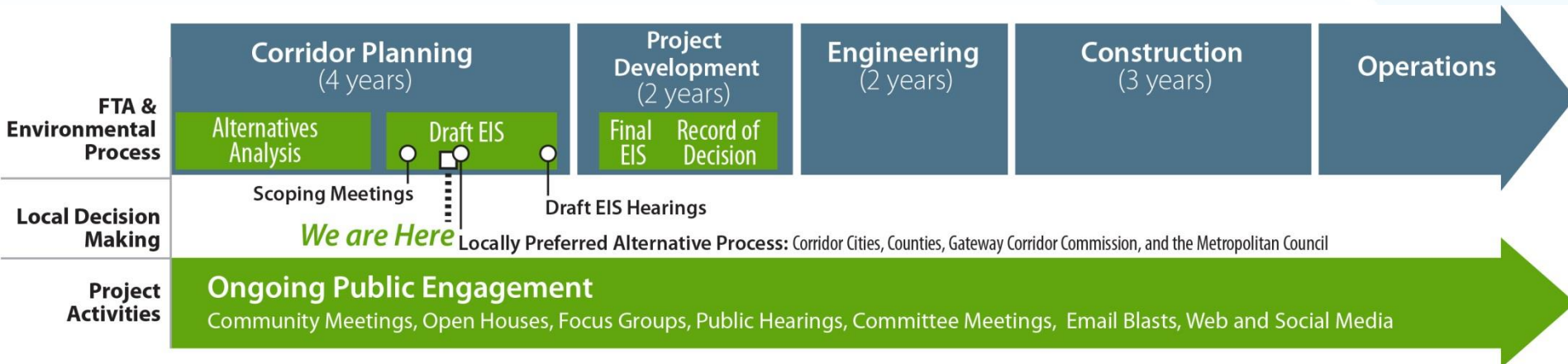
2040 Urban Service Area
MPO Area



Current Status

- Alternatives Analysis Completed 2013
- Draft EIS Underway

Transitway Development Process



Public Engagement informs Project

Decisions

The project has actively sought community input since planning began in 2009. Most recently, engagement efforts were focused on the Draft EIS Scoping Process, which included:

- **User Friendly Materials**
 - Scoping Booklet and Project Fact Sheets
 - Informational Video – [945 views on YouTube](#)
- **Official Scoping Meetings and Scoping Comment Period – [97 comments received](#)**
- **Additional Engagement Events – [over 100 held since start of DEIS](#)**
 - “Pop-up” information sessions
 - Presentations to interested stakeholders, community and business groups, local government boards and commissions



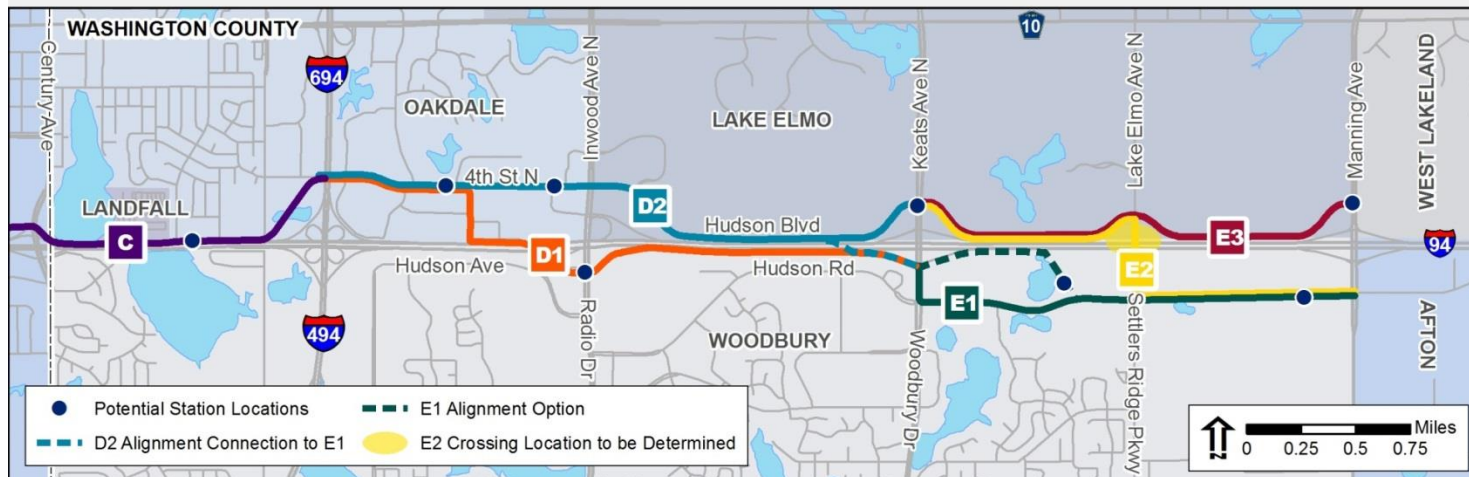
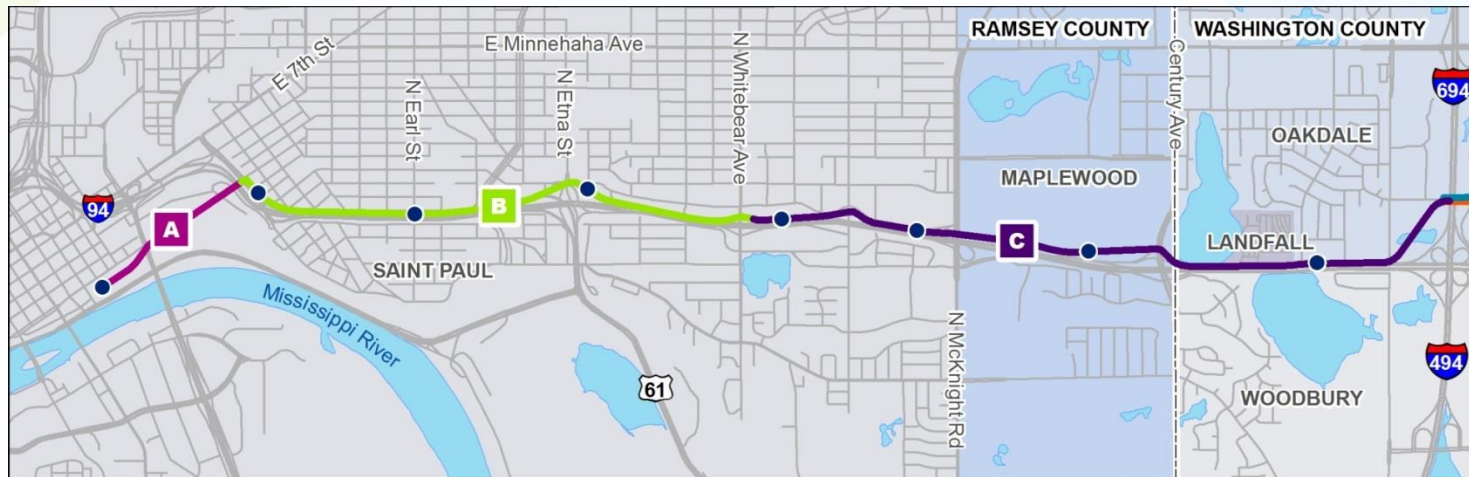
Gateway Corridor Alternatives

Transit Mode

- BRT or LRT
- Managed Lane

Alignment

- Segments A, B, and C common to all alternatives
- Segments D1 vs. D2 and E1 vs. E2 vs. E3



Transit Modes Considered

Bus Rapid Transit in a dedicated guideway



Light Rail Transit



Bus Rapid Transit in a managed lane



Scoping Decision vs. LPA

Scoping Decision

- Why study transit improvements?
- Which alternatives?
- Evaluation methods
- LPA will be one of but not the only alternative studied in the Draft EIS

LPA

- **Early** indicator of local preferences
- General description of alignment and mode
- Process is governed by Met Council for adoption into their Transportation Policy Plan
- Key step in pursuit of federal funding

PAC/GCC Scoping Decision

- **BRT Alternatives recommended for further evaluation in the Draft EIS:**
 - BRT A-B-C-D1-E1
 - BRT A-B-C-D2-E1
 - BRT A-B-C-D2-E2
 - BRT A-B-C-D2-E3

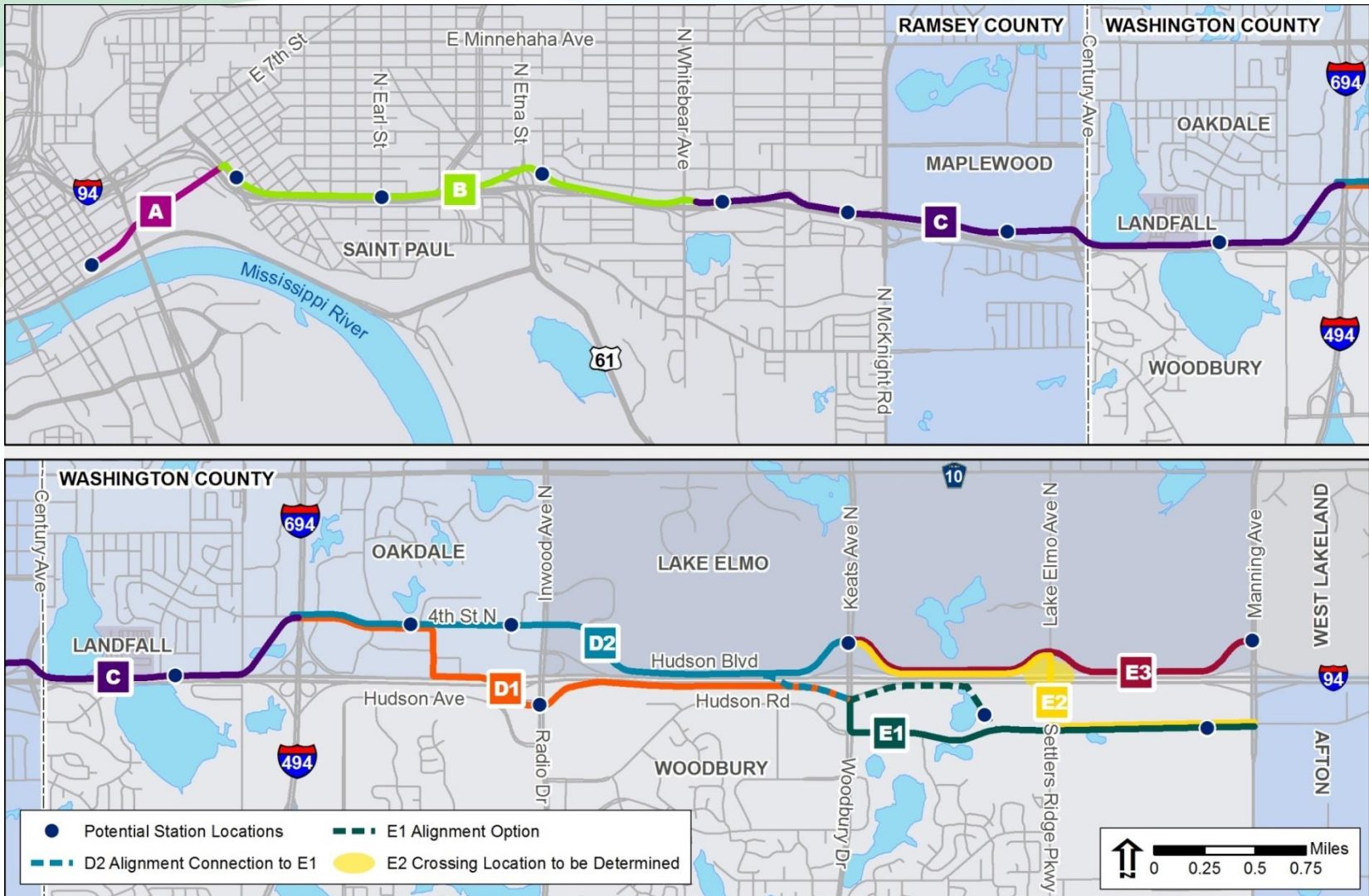
These BRT alternatives will be further refined to minimize impacts, enhance economic development potential and reduce capital costs

- **Managed Lane Alternative**
 - Managed Lane Alternative will be further studied in the Draft EIS as requested by FHWA/FTA.
 - The PAC continues to support the findings of the AA that the Managed Lane Alternative does not support the Purpose and Need for the project.

- **LRT Alternative was not recommended for study in the Draft EIS.**

Locally Preferred Alternative

Technical Information
(LPA)

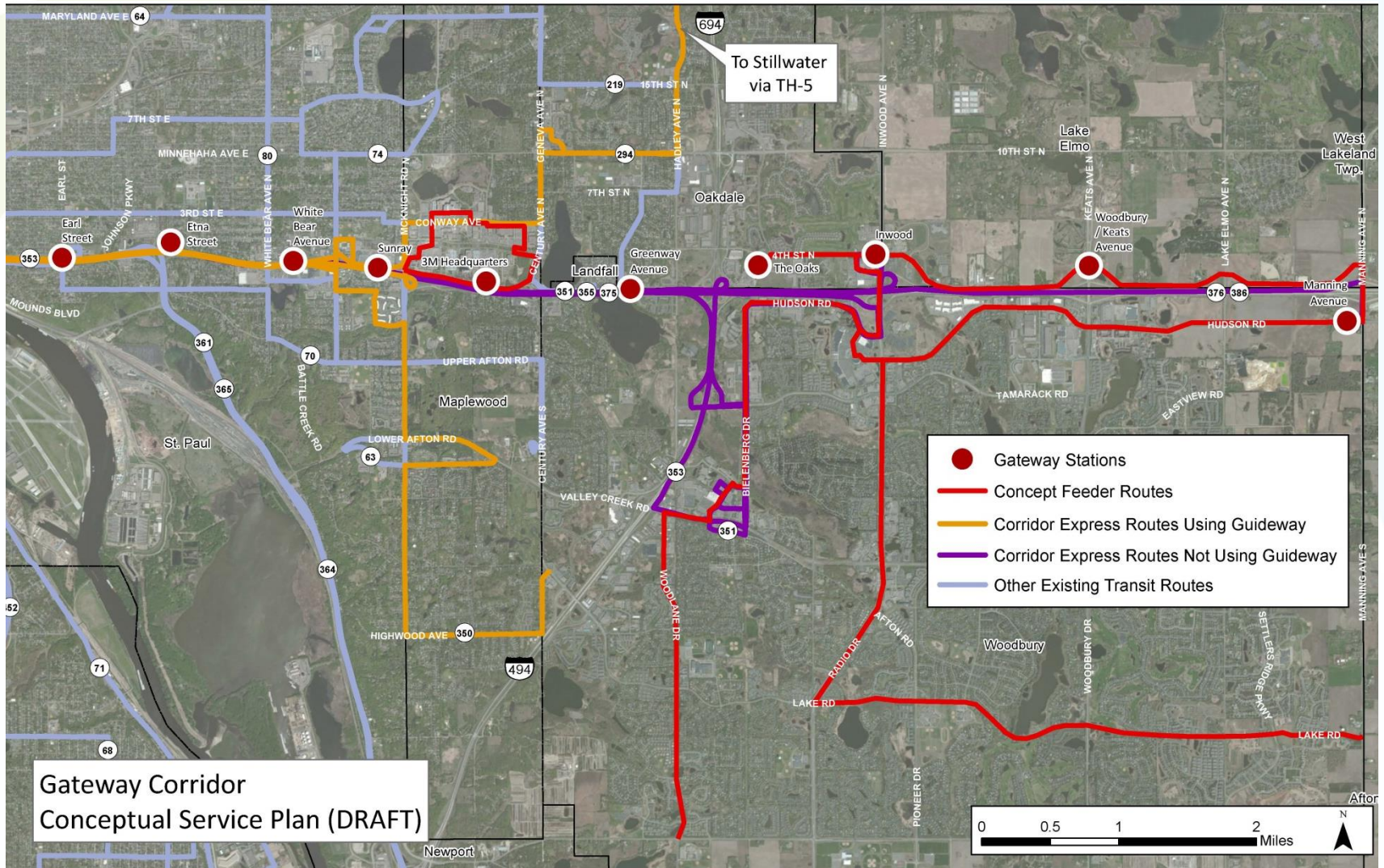


BRT Alternatives under consideration for LPA.

Travel Time, Ridership, & Costs

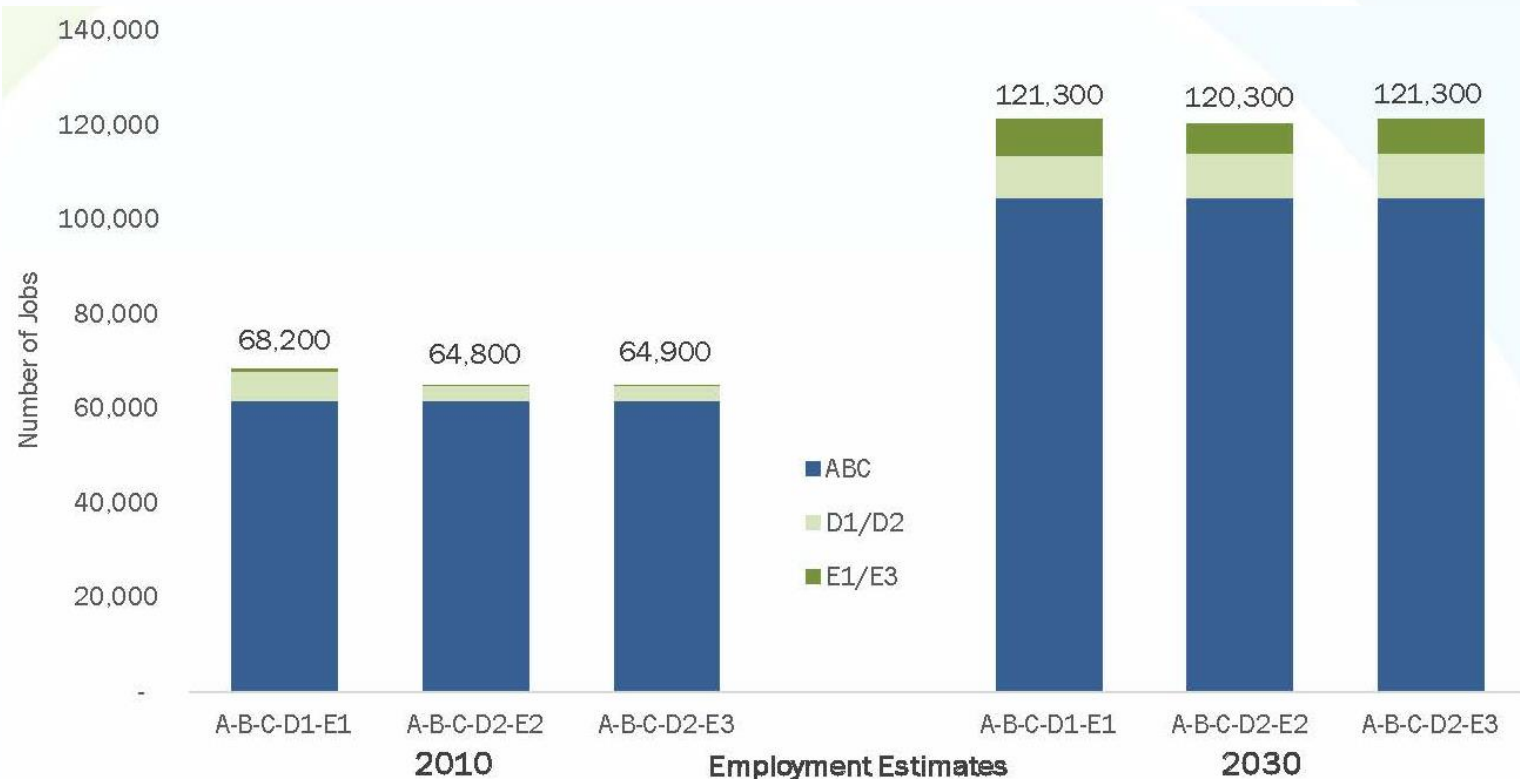
	BRT Alternatives			
	A-B-C-D1-E1	A-B-C-D2-E1	A-B-C-D2-E2	A-B-C-D2-E3
Length (miles)	12	12	12	12
Number of stations	12	12	12	12
2030 Daily Ridership: Station to Station BRT	8,600	8,800	8,800	8,900
2030 Daily Ridership: Total Corridor	13,100	13,300	13,300	13,500
Estimated Travel Time (minutes from Union Depot to Manning Avenue)	30.0 – 30.3	30.2 – 30.5	29.5 – 30.3	29.4
Estimated Capital Cost	\$500 - \$505	\$470 - \$475	\$460 - \$465	\$460

Feeder & Express Bus Network



Access to Jobs

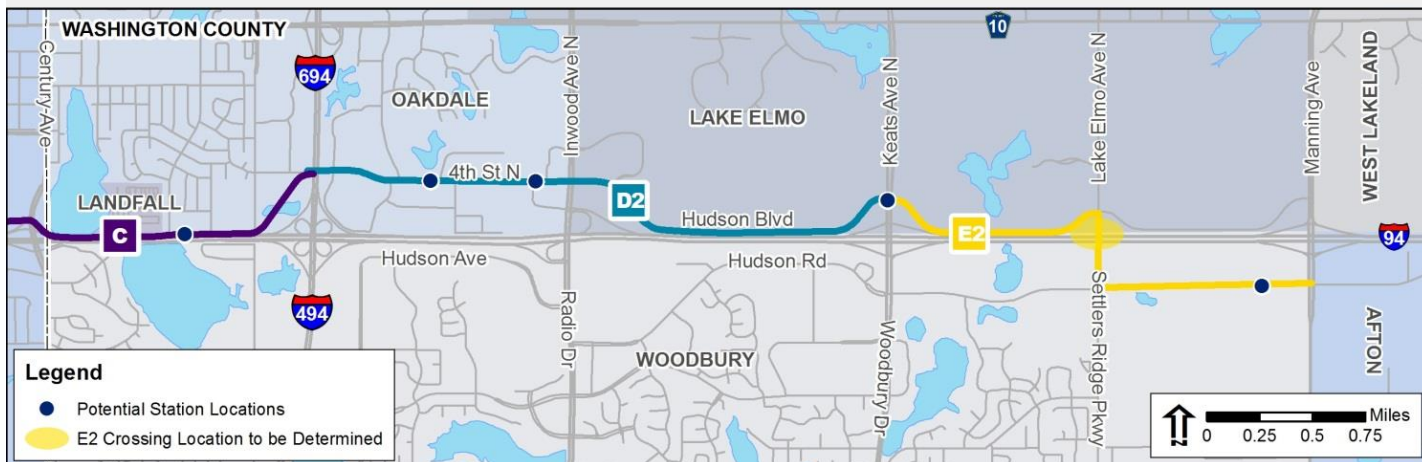
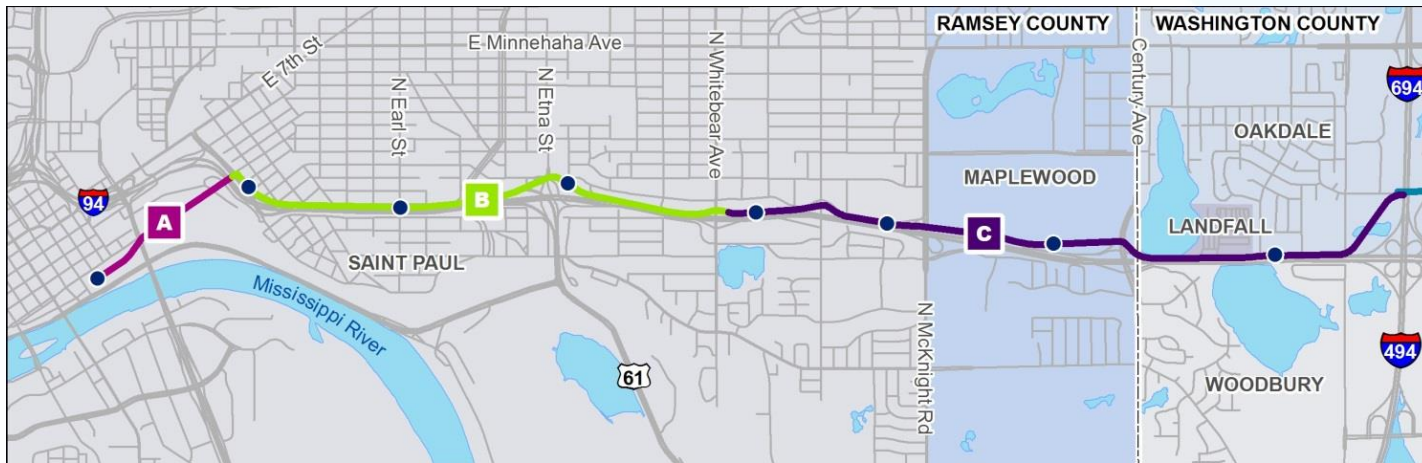
- While A-B-C-D2-E2 provides access to slightly fewer jobs today, employment projections account for planned growth in Lake Elmo, and the number of jobs along each alternative will be nearly the same in 2030.
- The A-B-C-D2-E2 alternative has a slightly higher number of non-retail jobs than other alignments.



PAC Proposed LPA

Recommendation

- BRT within a dedicated guideway (A-B-C-D2-E2)
- TAC and CAC also supported A-B-C-D2-E2 as the LPA

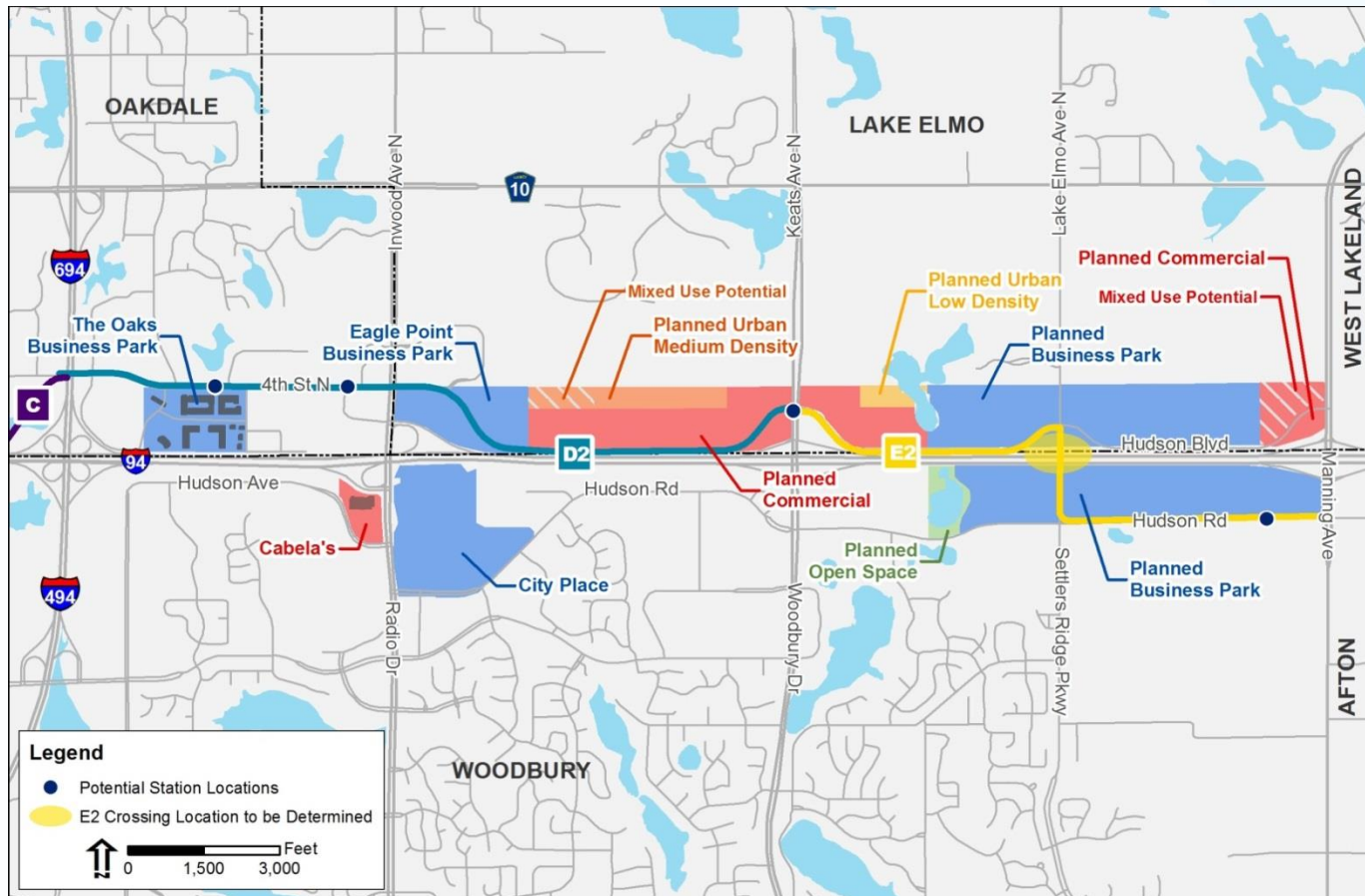


PAC Proposed LPA

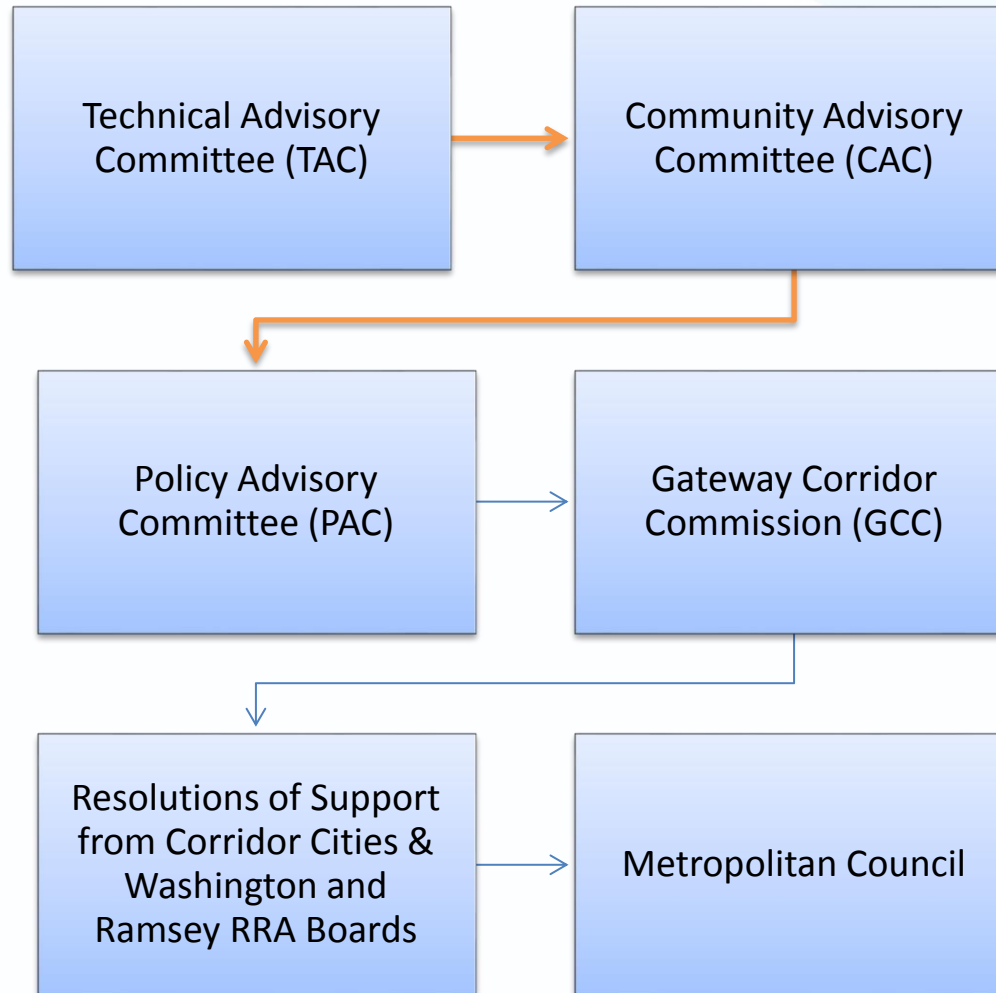
Recommendation

A-B-C-D2-E2 was chosen as the LPA because:

- Of its proximity to areas of potential transit-oriented growth and job access,
- It minimizes impacts to congested roadways and traffic, and
- Has a similar travel time, ridership, and cost to the other BRT alternatives



LPA Decision Making Process



Next Steps in the LPA process

- PAC/GCC Public Hearing on Proposed LPA – August 7
- PAC Meeting (LPA recommendation to WCRRA) – September 11
- City resolutions of support –September
- RCRRA/ WCRRA actions – by October 7
- Met Council review of public input on draft TPP - October

Additional Opportunities to Learn More and Provide Input

- Invite Gateway team members to meet with your organization or community group
- Contact project staff directly at GatewayCorridor@co.washington.mn.us or 651-430-4300
- Sign up for email newsletter
- Visit www.TheGatewayCorridor.com
 - Videos, project updates, analysis reports, meeting summaries
- Visit/Like www.facebook.com/GatewayCorridor
- Comment directly to policy makers at PAC meetings

City Resolutions of Support for the

LPA

In order for the Gateway Corridor LPA to be included in the final version of the 2040 Transportation Policy Plan, a resolution of support for the LPA must be obtained from each city and county through which the line passes.

- The project has prepared resolution language for all cities' use to be modified as needed.
- The resolution of support is also an opportunity for each city to formally recognize issues of importance to the city as they relate to the Gateway Corridor.
- It is important that the resolution does not make city support for the Gateway Corridor LPA conditional upon any given project decision.

Thank you!

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