



# GATEWAY CORRIDOR

Metropolitan Council Transportation  
Committee

LPA Recommendation Update

August 11, 2014

[video](#)

# 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.*

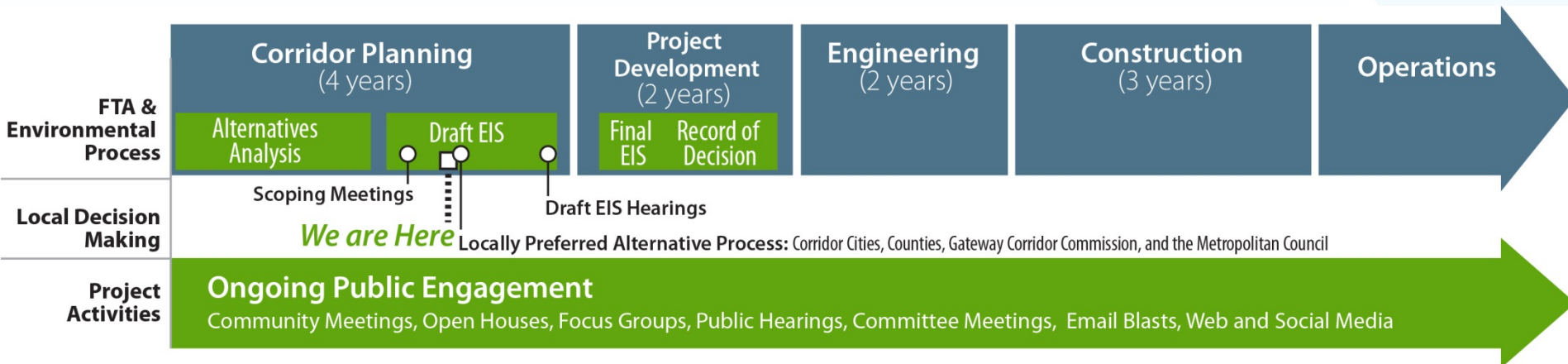


*The Lyric is a new 170-unit artist loft and apartment building near the Raymond Station on the Metro Green Line in St. Paul.*

# Current Status

- Alternatives Analysis Completed 2013
- Draft EIS Underway

## Transitway Development Process



# Environmental Process

## Scoping

- LRT or BRT
- What alignment
- Identify key issues
- Public comment period

## Draft EIS

- Determine mitigation measures
- Further engineering
- Engage public

SCOPING

LOCALLY  
PREFERRED  
ALTERNATIVE  
(LPA)

DRAFT  
ENVIRONMENTAL  
IMPACT  
STATEMENT  
(DRAFT EIS)

PREFERRED  
ALTERNATIVE

FINAL EIS

RECORD OF  
DECISION/  
ADEQUACY  
DETERMINATION

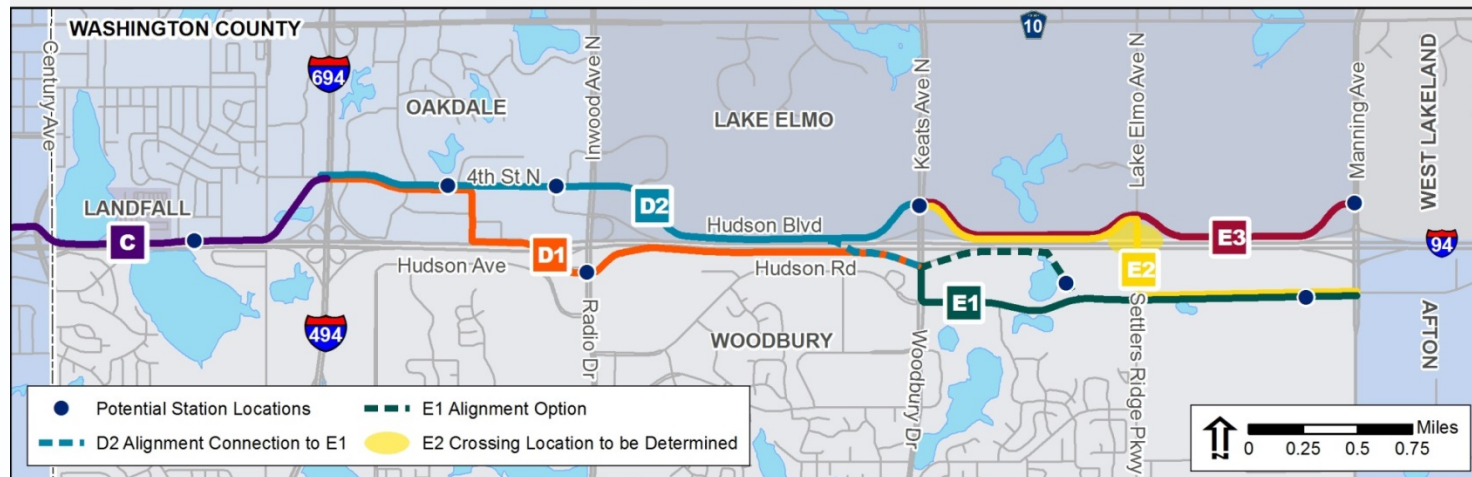
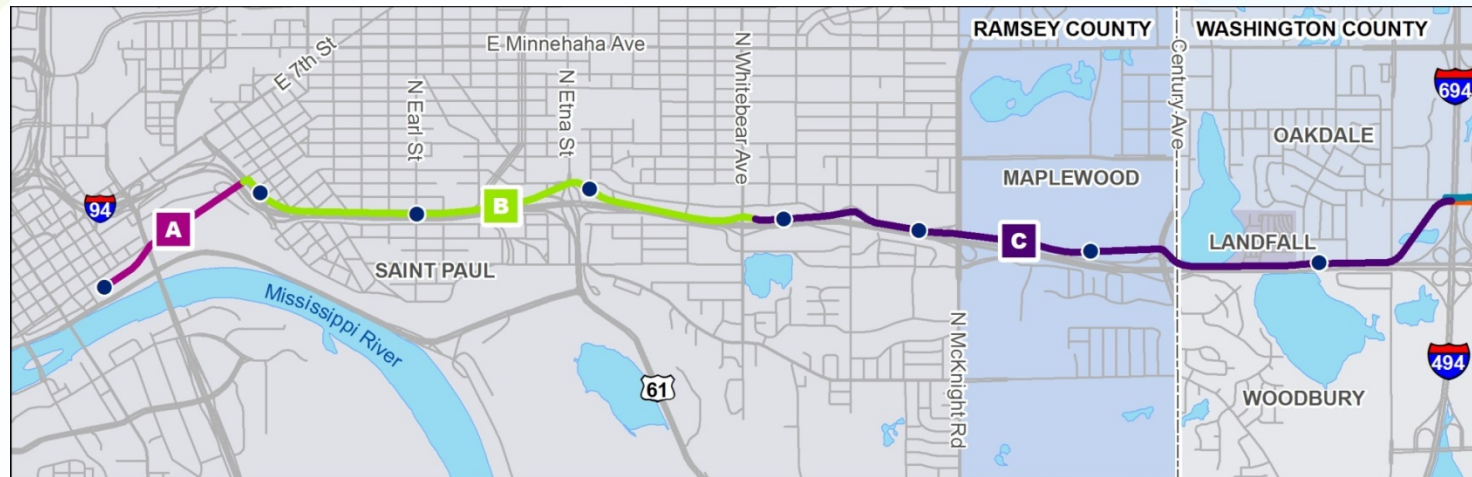
# Gateway Corridor Alternatives

## 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 Options Considered

**Bus Rapid Transit  
(Dedicated Guideway)**



**Light Rail Transit**



**Bus Rapid Transit (Managed Lane)**

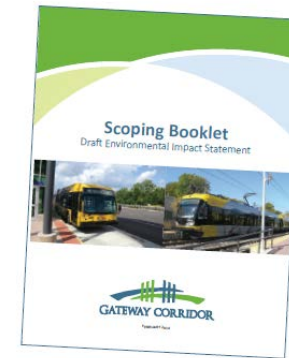


*BRT Managed Lane further studied at the request of federal partners, previously dismissed through Alternatives Analysis (AA)*

# 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 45 held since start of DEIS](#)**
  - “Pop-up” information sessions
  - Focused Interest Group (FIG’s) Presentations
  - Presentations to interested stakeholders, community and business groups, local government boards and commissions





# 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.**

# Scoping Decision vs. LPA

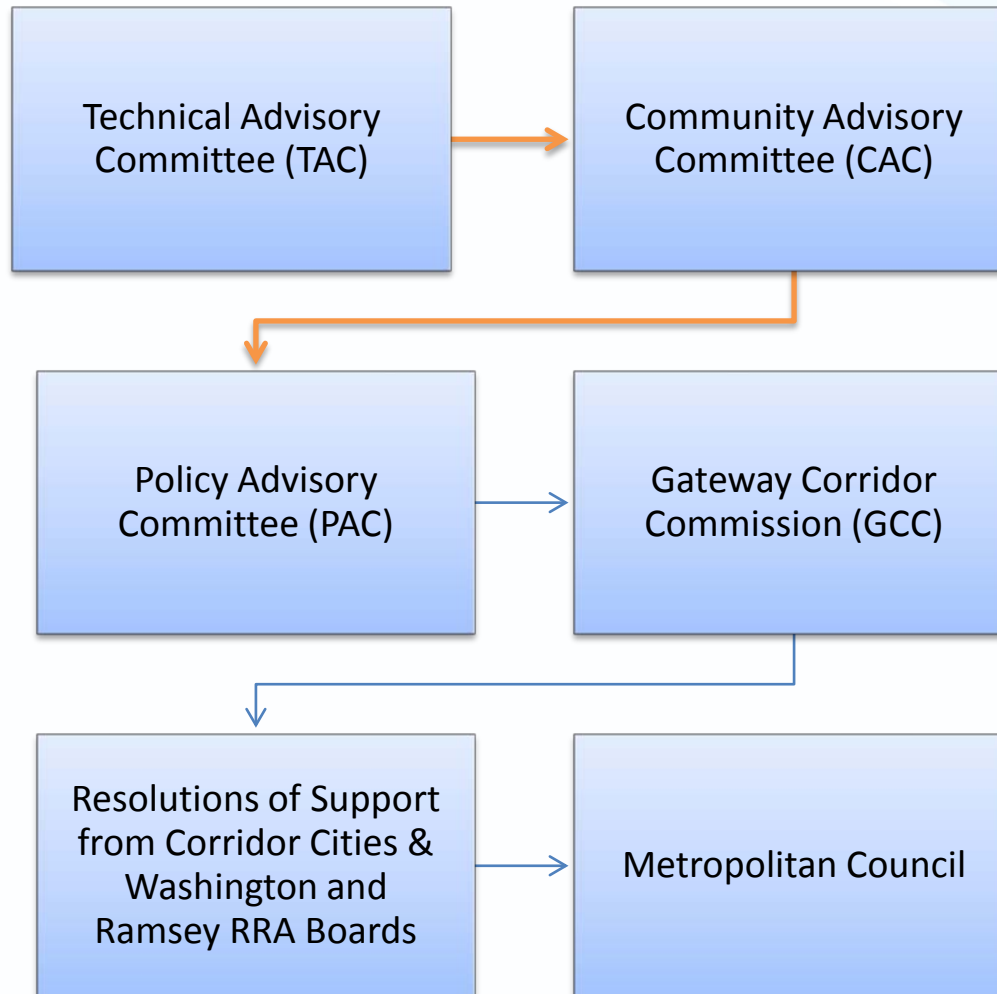
## Scoping Decision

- 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

# Summary of LPA Decision Making Process



# Locally Preferred Alternative (LPA)

## Technical Information



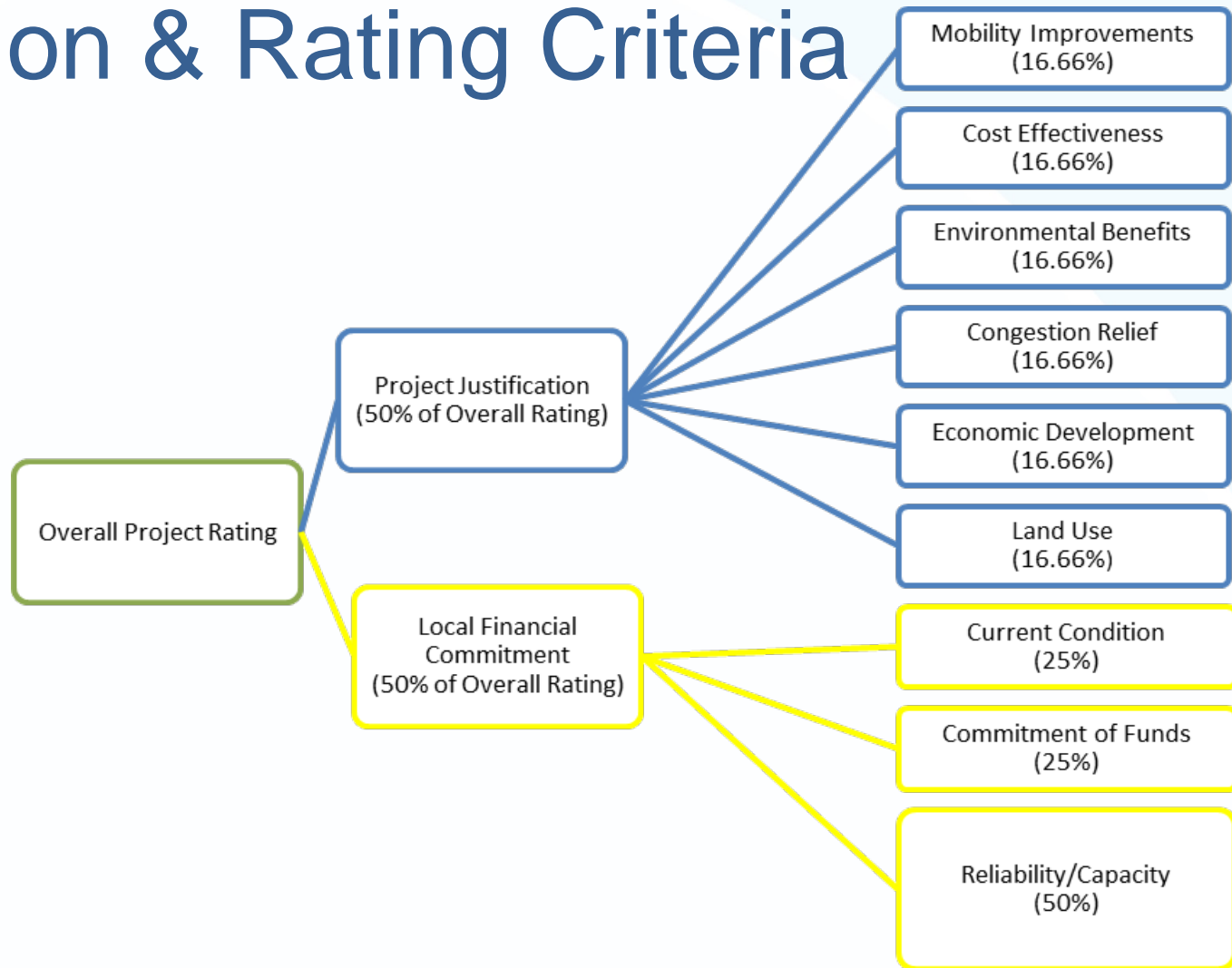
# Alternatives Evaluated

# Travel Time, Ridership, & Costs

	BRT Alternatives				Managed Lane Alternative	LRT Alternative
	A-B-C-D1-E1	A-B-C-D2-E1	A-B-C-D2-E2	A-B-C-D2-E3		A-B-C-D1-E1
Length (miles)	12	12	12	12	10	12
Number of stations	12	12	12	12	6 online stations	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	8,100*	9,300*
Estimated Travel Time (minutes from Union Depot to Manning Avenue)	30.0 – 30.3	30.2 – 30.5	29.5 – 30.3	29.4	20*	28*
Estimated Capital Cost	\$500 - \$505	\$470 - \$475	\$460 - \$465	\$460	\$540*	\$950*

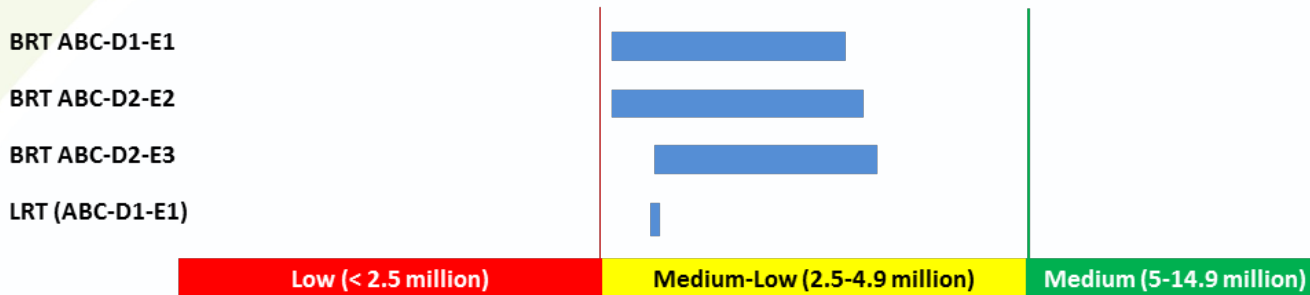
\*Estimates based on 2013 Alternatives Analysis

# Federal New Starts Program Project Evaluation & Rating Criteria



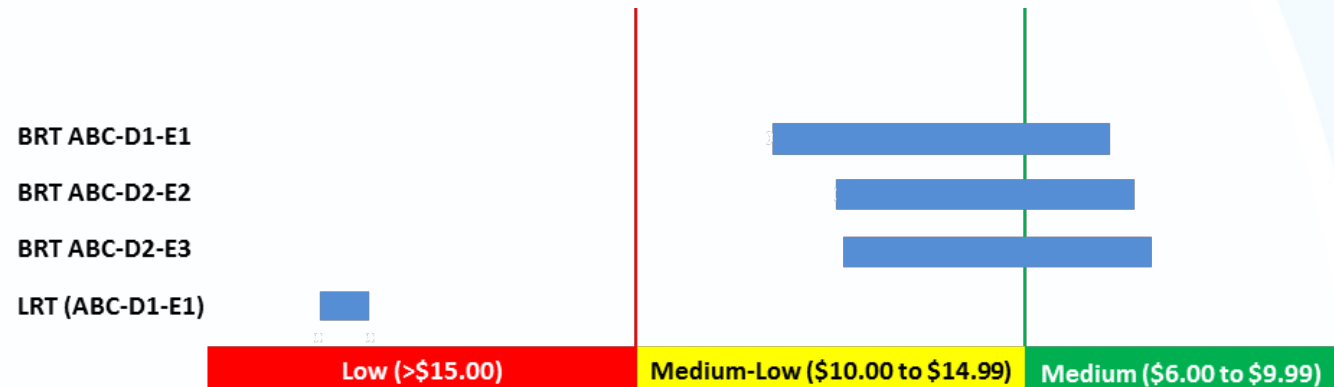
# Potential MAP-21 Rankings

## Mobility Improvements: Weighted Annual Riders



*Daily riders (double-counted transit dependents) times annualization factor, averaged between current and 2030 time horizons*

## Cost Effectiveness: Capital & Operating Cost per Project Trip



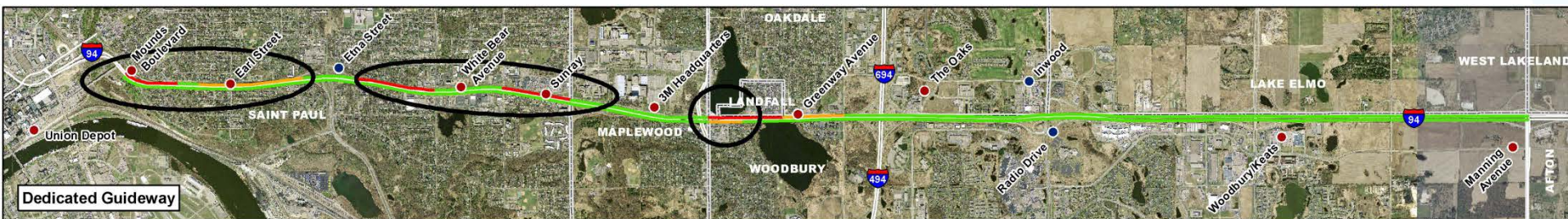
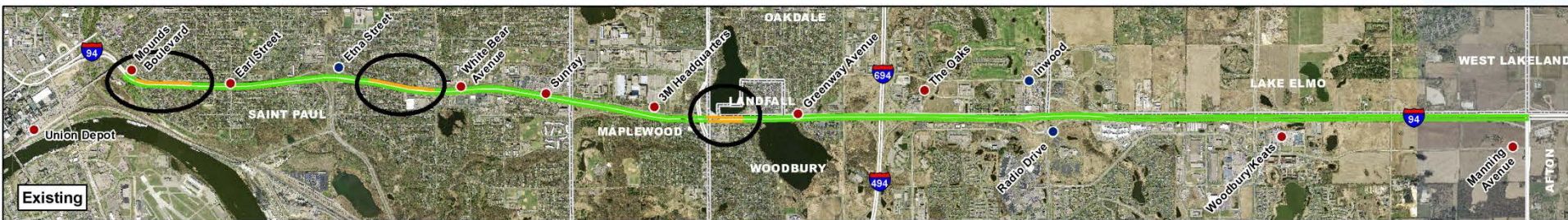


# Ranking Early Assessment

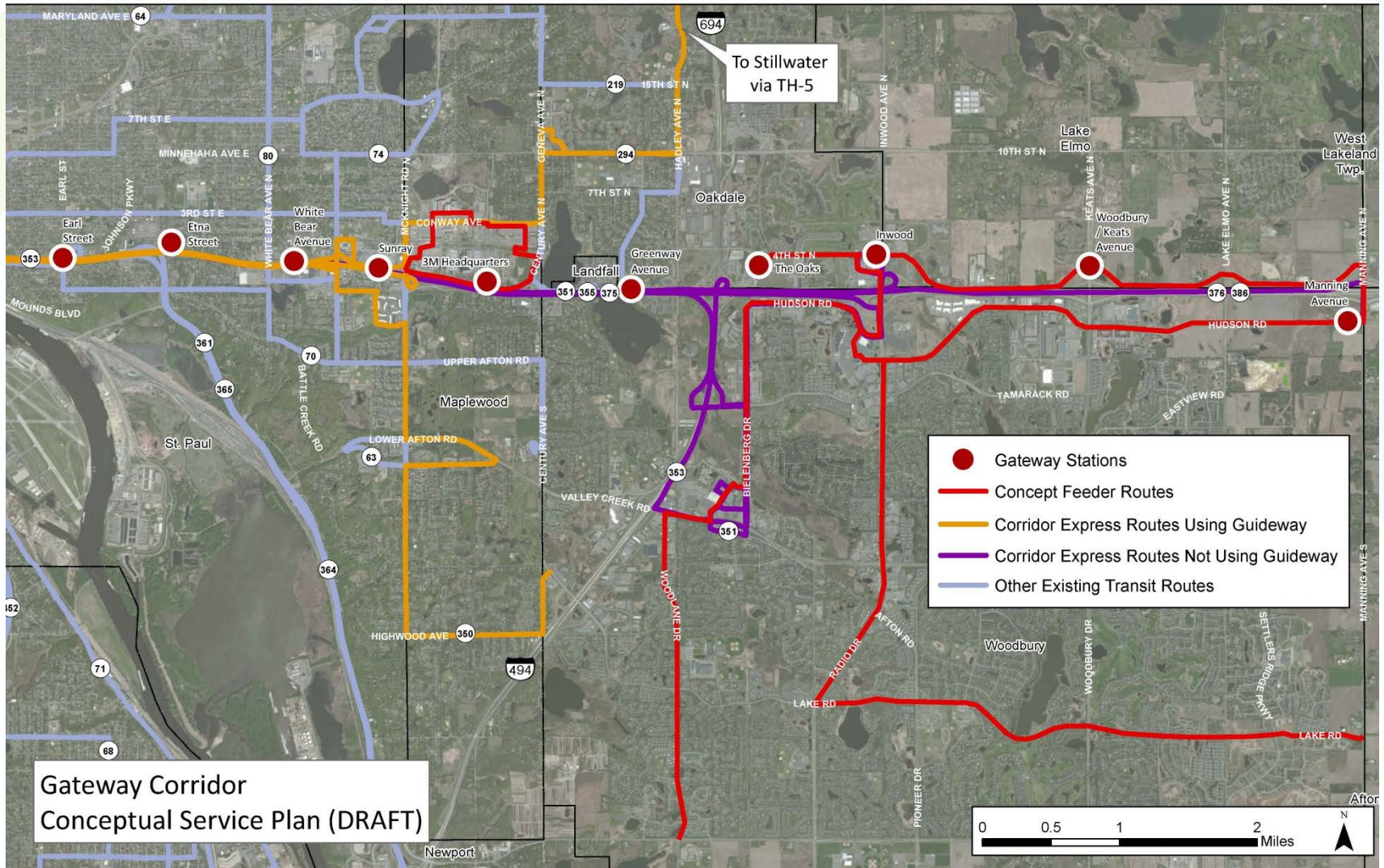
- BRT could be competitive for New Starts funding
- LRT not competitive and Managed Lane would not qualify for New Starts funding
- Reducing federal share by as little as 5% could improve financial rating and overall project rating (medium to medium high)
- Favorable rating can be achieved for Land Use and Economic Development but additional leg work is needed

# Right-of-Way Impacts

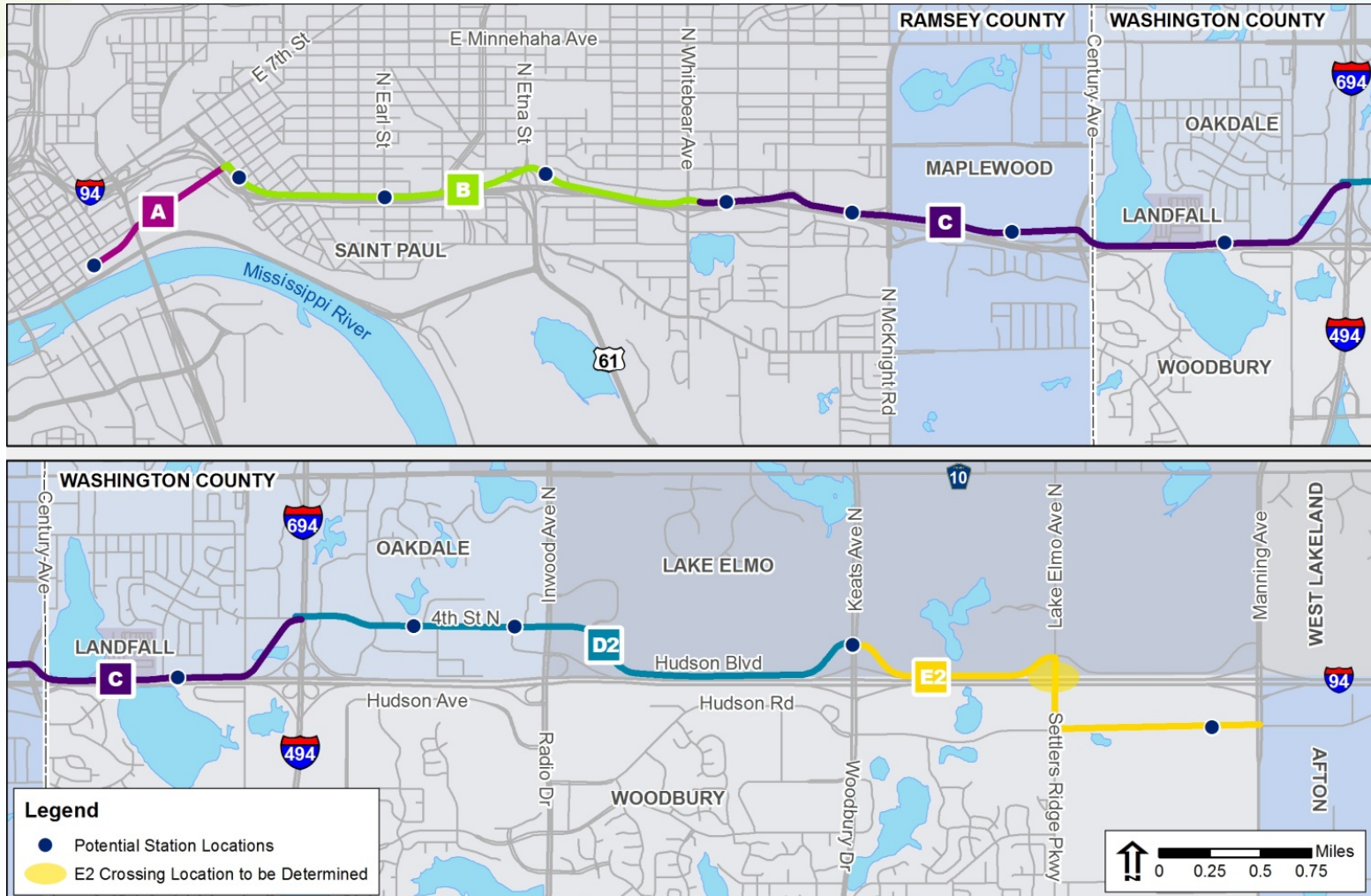
- BRT offers more flexibility to reduce ROW impacts at pinch points



# Feeder & Express Bus Network



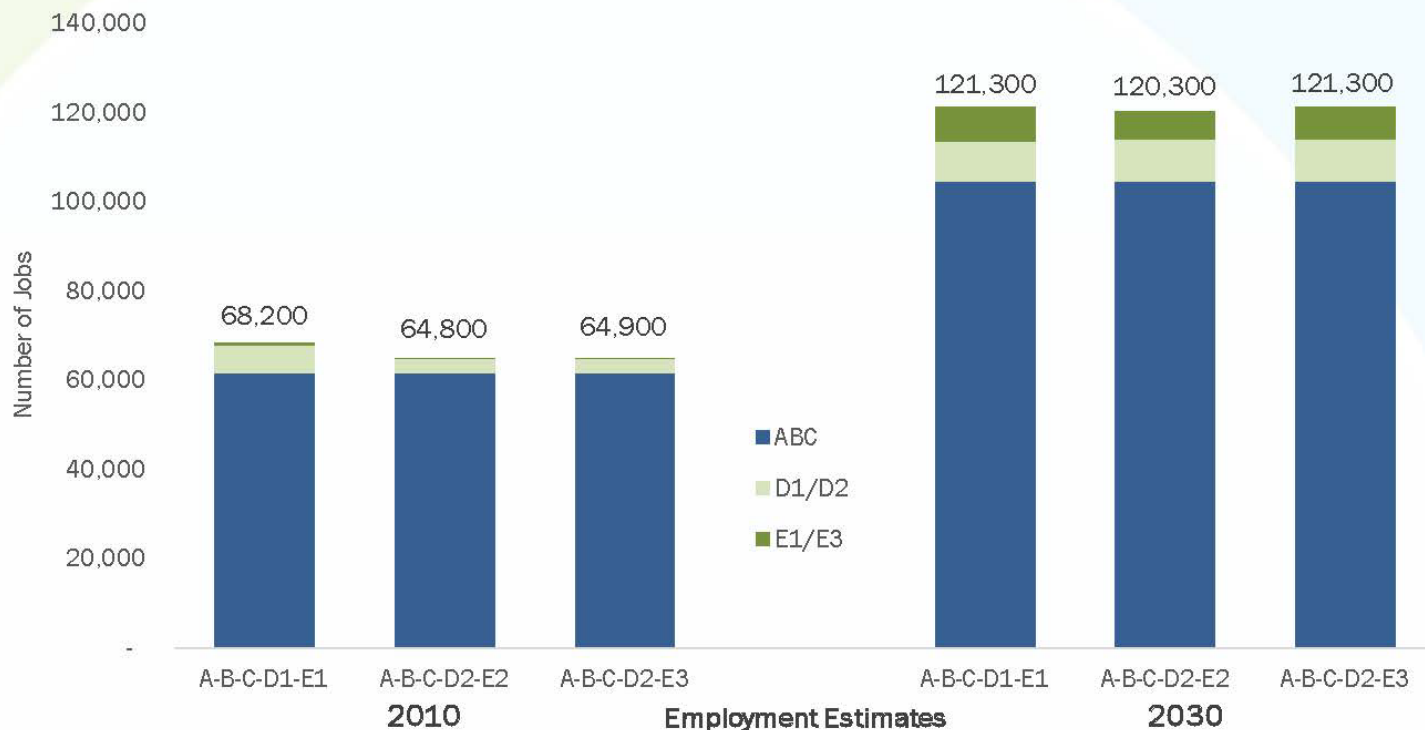
# Proposed LPA (conceptual alignment) BRT Alternative A-B-C-D2-E2



# Access to Jobs – Planning For Future

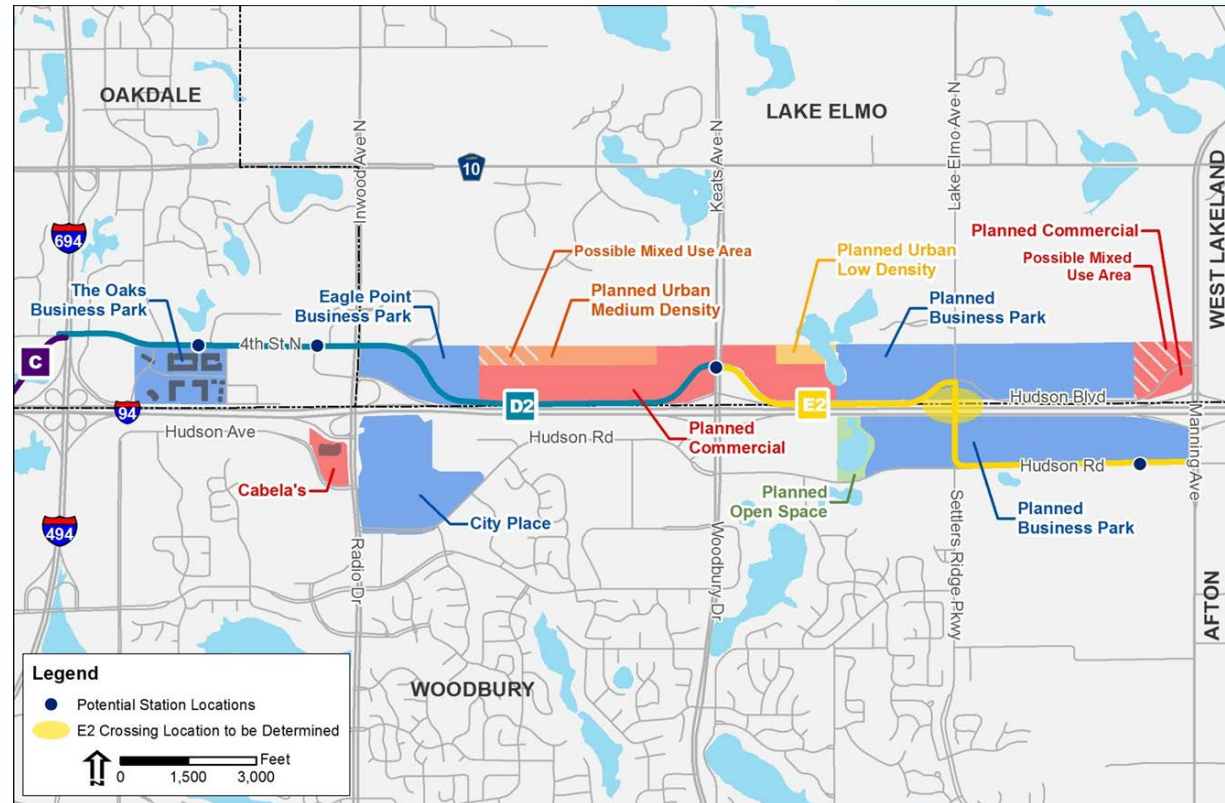


- While A-B-C-D2-E2 provides access to slightly fewer jobs today, employment projections account for planned growth in Lake Elmo, and the number of jobs along each alternative will be nearly the same in 2030.
- The A-B-C-D2-E2 alternative has a slightly higher number of non-retail jobs than other alignments.



# LPA Alignment Benefits

- Proximity to areas of potential transit-oriented growth in Oakdale, Lake Elmo, and Woodbury
- High level of job access in the future
- Minimizes impacts to congested roadways and traffic.
- Similar travel time, ridership, and cost to the other BRT alternatives



# 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 to begin October 14

# Thank you!

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