




Gateway Corridor

Gateway Corridor Alternatives Analysis Findings

Metropolitan Council Transportation Committee
November 26, 2012



90 Mile Corridor



Project Goals



Tier One


- Improve Mobility
- Provide a Cost-Effective, Economically Viable Transit Option

Tier Two


- Support Economic Development
- Protect the Natural Environment
- Preserve and Protect Community Quality of Life
- Improve Safety

3


Type of Transit




Express Bus




Bus Rapid Transit (BRT) Guideway




Light Rail Transit (LRT)



Commuter Rail

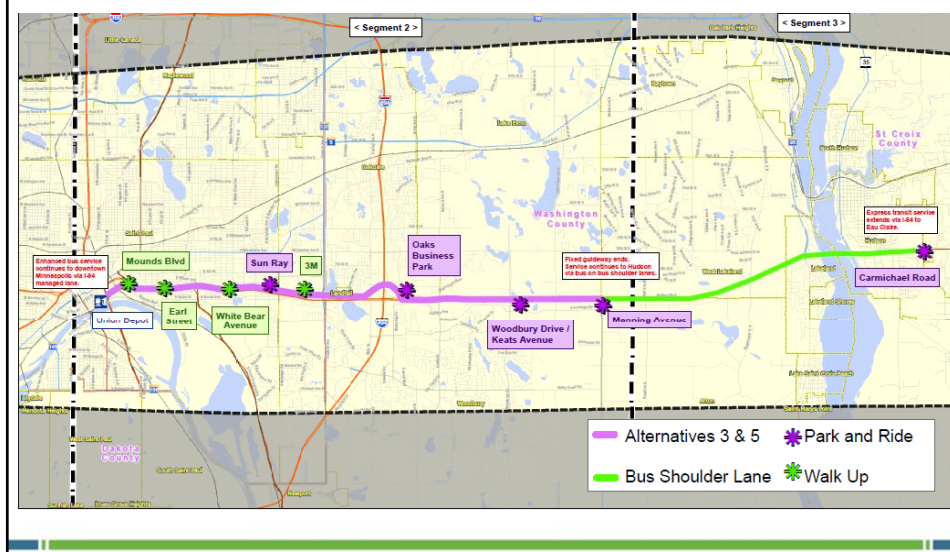


BRT Managed Lane

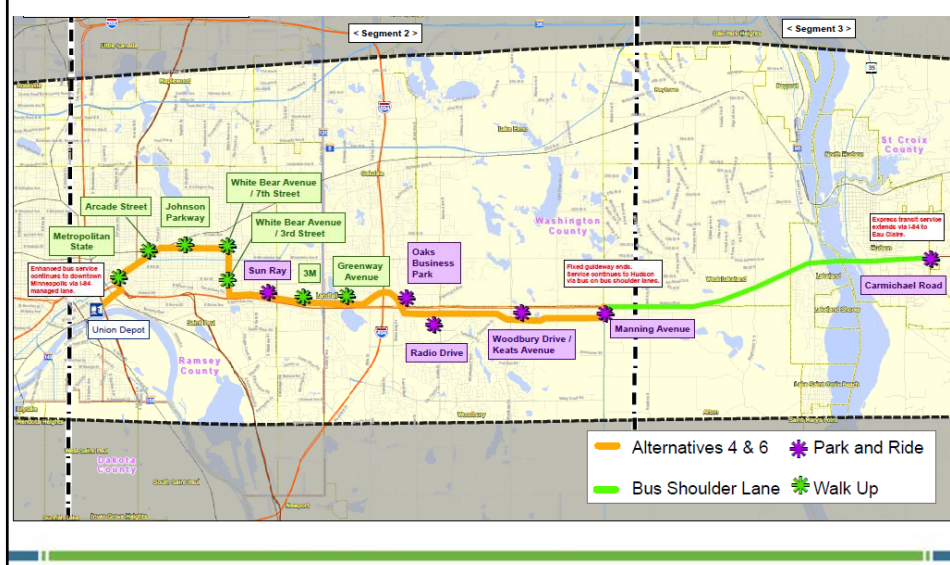


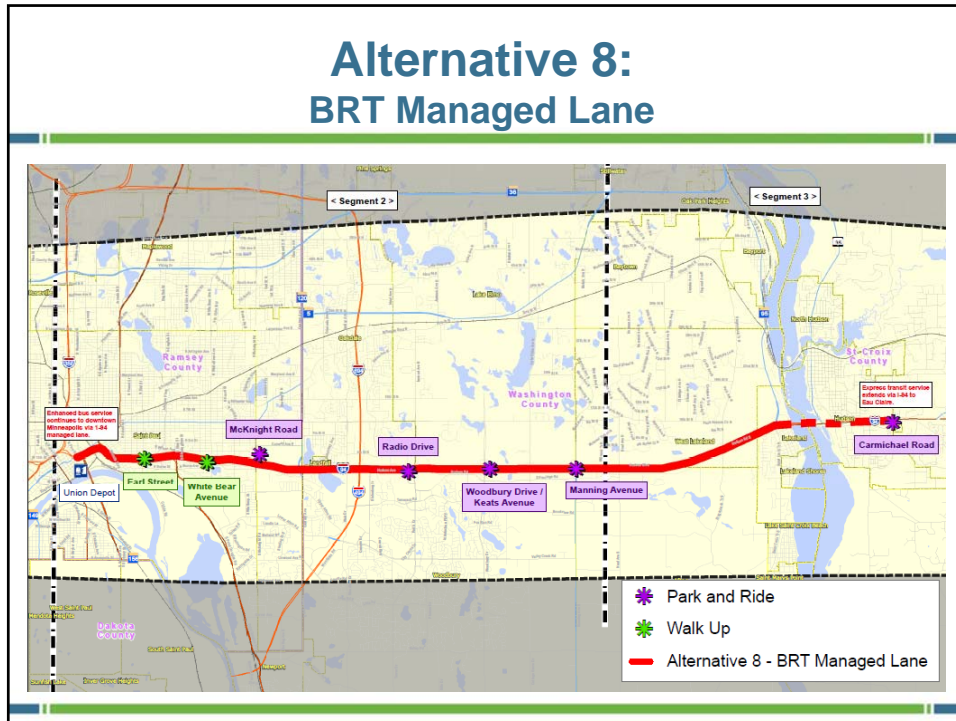
4

Alternatives 3 & 5: Hudson Road/I-94 BRT or LRT



Alternatives 4 & 6: E. 7th/White Bear/Hudson Road BRT or LRT






Preliminary Ranking of Alternatives – March 2012

Alternative	Ranking
BRT along Hudson Rd/I-94 (Alt 3)	HIGH
BRT Managed Lane (Alt 8)	HIGH
LRT along Hudson Rd/I-94 (Alt 5)	MEDIUM
TSM (Alt 2)	MEDIUM
LRT along St. Paul Streets/Hudson Rd (Alt 6)	LOW
BRT along St. Paul Streets/Hudson Rd (Alt 4)	LOW
Commuter Rail (Alt 7)—Dismissed by Corridor Commission March 15, 2012	LOW


8

Optimization Work


 GATEWAY CORRIDOR

- **Look at ways to reduce Impacts and Cost and increase benefits of each alternative**

Modifying Alignment of Alternative 3 (BRT) and 5 (LRT)


 GATEWAY CORRIDOR

- **Shifted to run on the south side of I-94 east of 494/694 interchange**
 - Better economic development potential
 - More accessible stations



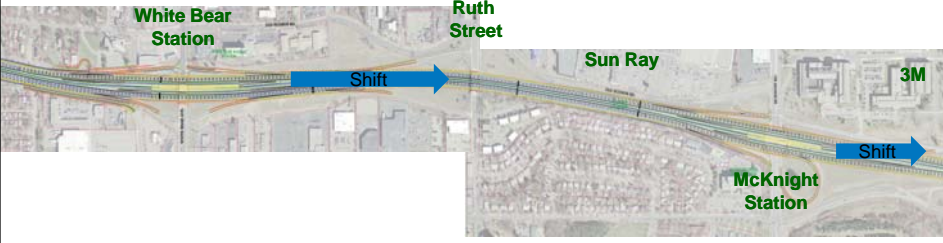
10

Modifying Stations




- **Added Landfall Station for Alt 3 (BRT) and 5 (LRT)**
 - Added significant amount of walk up riders

- **Shifted stations for Alt 8 (BRT Managed Lane)**
 - Better access to SunRay and 3M

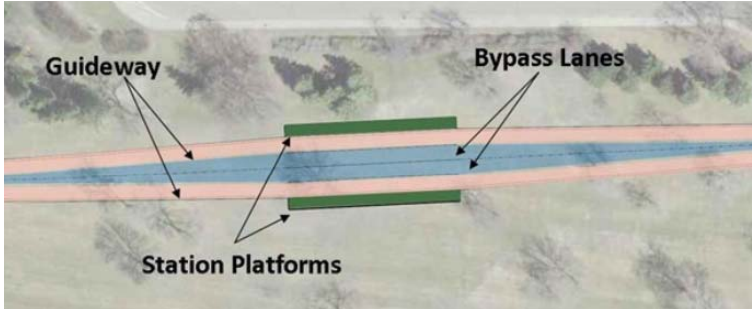


11


Added BRT Bypass Lanes at Stations for Alt 3 (BRT)



- **Passing lane added in each direction**
 - Express buses can use fixed guideway and bypass station platforms where a station-to-station BRT bus may be stopped




12



Changing Transit Service

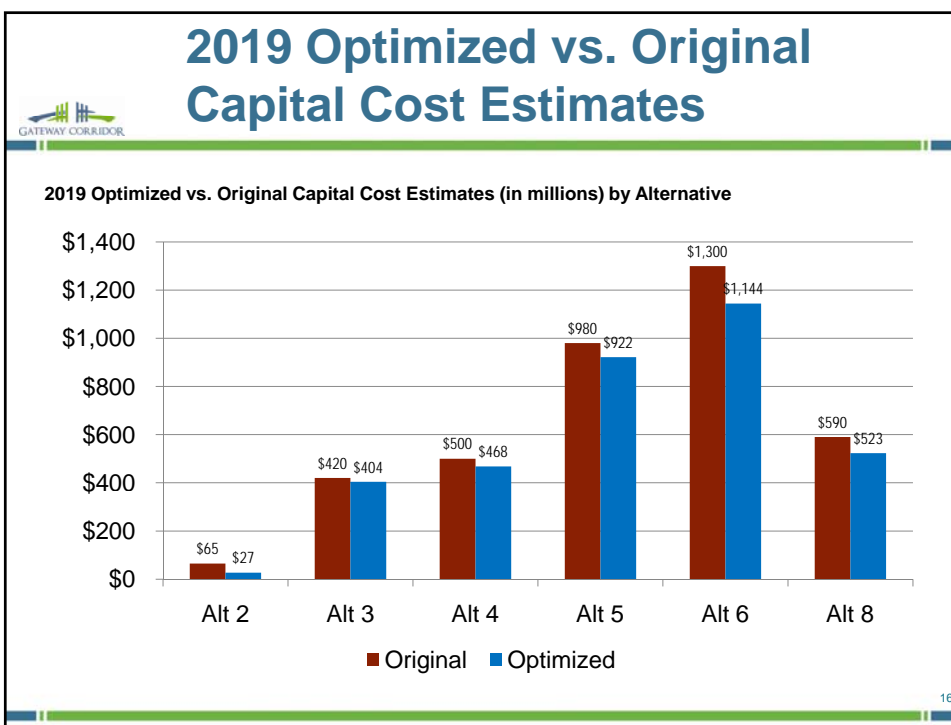
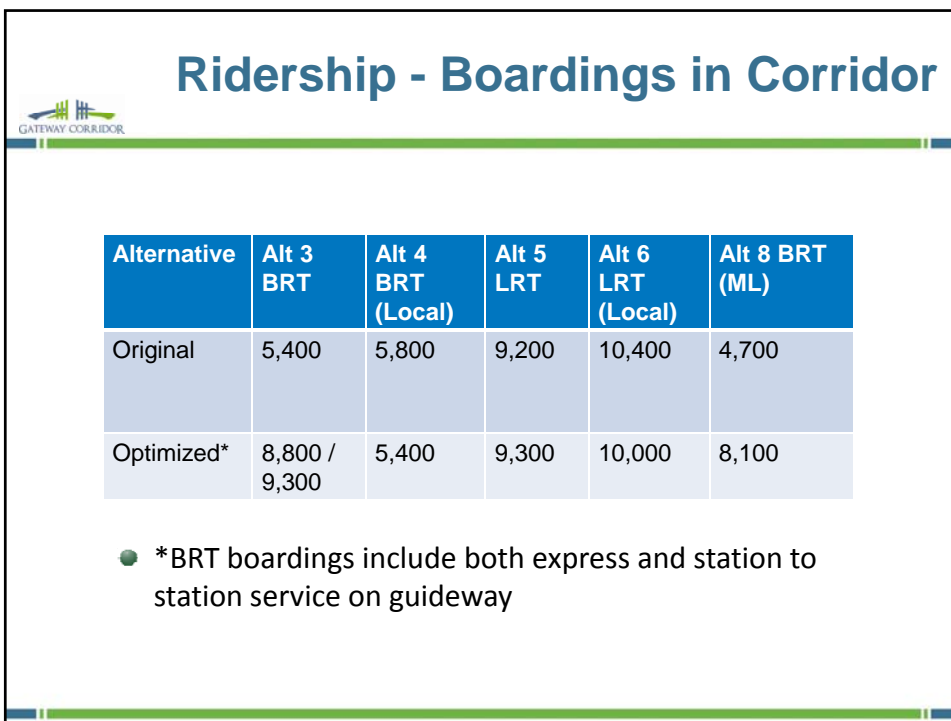
- **Improve Efficiency / Reducing Costs**
 - Scaled back WI bus service to Hudson – originally planned all the way to Eau Claire
 - Reduced off-peak service from every 15 minutes to every 30 minutes

13




Results

- **Optimization process has been a huge success resulting in the following notable improvements:**
 - ✓ Ridership increased significantly for Optimized Alternative 3 (BRT) and 8 (Managed Lane)
 - ✓ Capital Operating & Maintenance Costs decrease for all Optimized Alternatives
 - ✓ Economic development opportunity increases for Alt 3 (BRT) and 5 (LRT)
 - ✓ Transit Travel Times competitive with automobile on freeway in the rush hour periods




Updated Evaluation Summary



	Goal 1: Improve Mobility			Goal 2: Cost Effective, Economically Viable		Goal 3: Supports Economic Development		Goal 4: Protect Natural Environment	Goal 5: Community Quality of Life	Goal 6: Safety	Overall Ranking
	Daily Transitway Ridership	Transit Travel Times	Traffic Impacts	2019 Capital Cost/CEI	Operating Costs	2010 Population & Employment	Station Area Development Potential	Impact Avoidance/Minimization & VMT Reduction	Property Acquisitions	Ungated, At-Grade Crossings	
3 – BRT along Hudson Rd/ I-94 <i>OPTIMIZED</i>	+	+	○	+	○	+	+	+	○	+	High 85 points
5 – LRT along Hudson Rd/ I-94 <i>OPTIMIZED</i>	+	+	○	○	-	+	+	+	○	+	Medium 75 points
8 – BRT Managed Lane <i>OPTIMIZED</i>	+	+	+	○	○	○	-	+	+	+	Medium 75 points
2-TSM <i>OPTIMIZED</i>	-	+	○	+	+	○	-	+	+	+	Low 70 points
4 – BRT along E 7 th /White Bear Ave/Hudson Rd	○	-	-	+	-	+	+	+	-	○	Low 50 points
6 – LRT along E 7 th /White Bear Ave/Hudson Rd	+	-	-	-	-	+	+	+	-	○	Low 45 points

Gateway Corridor Commission (GCC) Action



- **Advance Optimized Alternative 3 – BRT along Hudson Road / I-94 into DEIS as preferred option**
 - Highest Ranked Alternative Overall
 - Received Medium or High Ranking Under All Project Goals
 - FTA New Starts Eligible under MAP-21
- **Advance Optimized Alternative 5 – LRT along Hudson Road / I-94 into DEIS for comparative purposes to BRT**
 - Received low ranking for cost but medium or high ranking for all other goals
 - Continued evaluation in DEIS allows for side-by-side comparison to BRT
 - FTA New Starts Eligible under MAP-21

18

Additional Direction



- **Do not advance Optimized Alternative 8 – BRT Managed Lane**
 - Fewer Station and location in middle of freeway offer less economic development opportunity compared to other alternatives
 - Does not qualify for FTA New Starts funding under MAP-21
- **Alternative 2 advances into DEIS only if required under MAP-21**

19

Next Steps



Upcoming Meetings / Milestones	Date/Time	Purpose
Report Released / 63 Day Comment Period	November 5, 2012 through Jan 3, 2013	Public Comment on Overall Rankings, Alternatives to Advance, Draft Final Report
Gateway Corridor Commission	January 2013 (Date TBD)	Review Public Comment, Approve AA Final Report
Washington County RRA	January 2013 (Date TBD)	Resolution Supporting findings of AA study

- **Next Phase: Prepare Environmental Impact Statement 2013-2014**



Thank You

Questions/Comments

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