

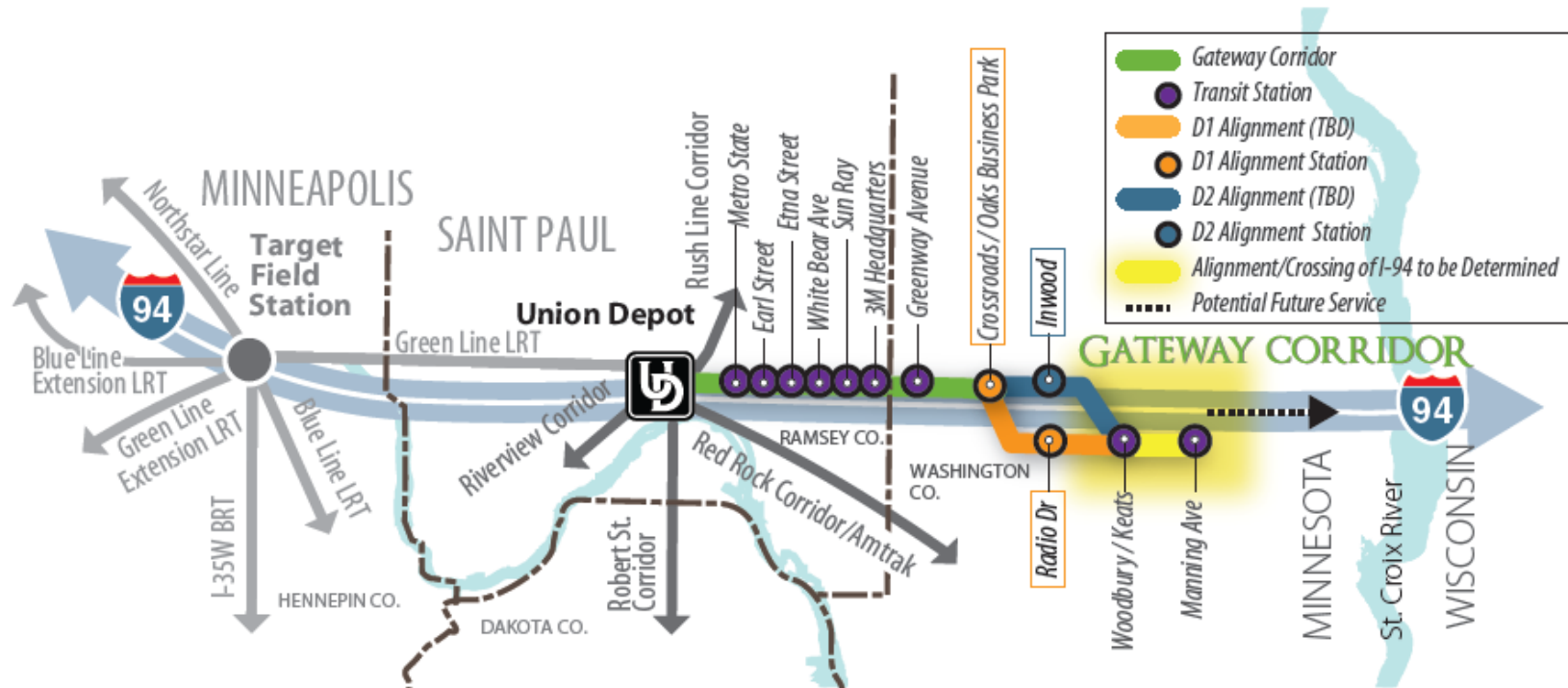


Draft Environmental Impact Statement

Metropolitan Council
Transportation Committee
April 14, 2014

Corridor Job and Activity Centers

12 miles, 12 potential stations



Key Transitway Features



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

Transit Options Under Consideration

Bus Rapid Transit (BRT)



Light Rail Transit (LRT)



- BRT designed to ‘emulate LRT’ operating within its own dedicated road or lane
- Same station stops, alignment, project features

Regional Context

“Five desired outcomes define our shared regional vision” – Draft Thrive MSP 2040

Stewardship – Prosperity – Equity – Livability - Sustainability

Project Goals

Sustainability

Stewardship

Provide a cost-effective, economically viable transit option

Support economic development

Protect the natural environmental features of the corridor

Preserve and protect individual and community quality of life

Improve Mobility



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 ten minutes during the morning and afternoon rush hour, and every 15 minutes at other times.

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

Tanners Lake, Battle Creek Lake, and the Mississippi River are located in the Gateway Corridor.

Woodbury Lakes attracts shoppers from across the region.

Equity

Prosperity

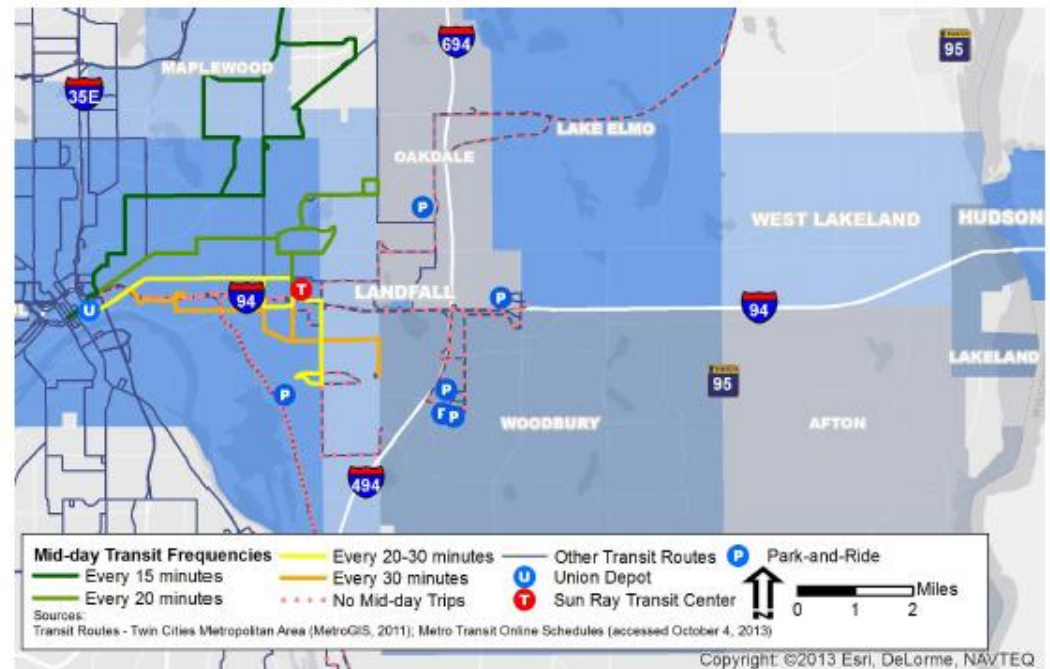
Livability

Limited Existing Transit Service

Much of corridor not accessible by transit or only peak period service

- Park-&-ride demand growing
- 80% of available spaces occupied

Existing Mid-day Transit Frequencies



Policy Shift Towards Travel Choices and Multimodal Investments

The draft Thrive MSP 2040 calls for the Metropolitan Council and its regional partners to “Enhance transit projects” and “Offer transportation choices that do not involve single-occupant vehicles”

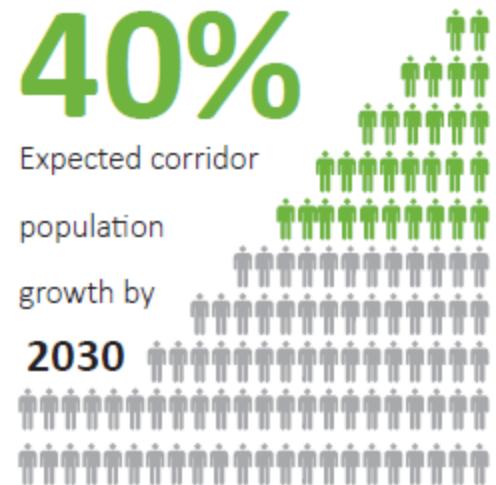
Congestion today and no roadway projects planned to address congestion in future



Traffic volumes and congestion are expected to increase

Population and Employment Growth

Growth will increase the number of trips made in the corridor and need for multi-modal access to and within the corridor

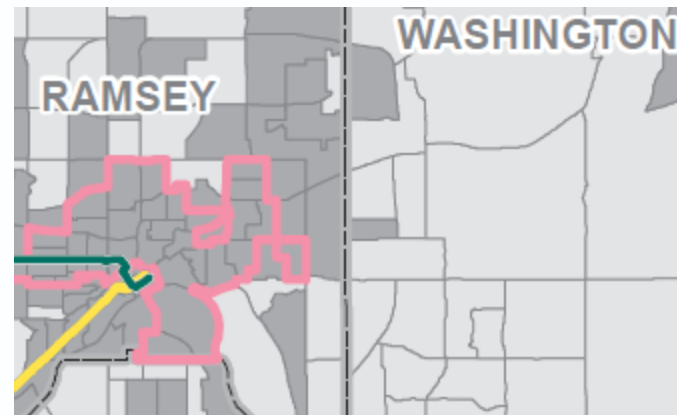
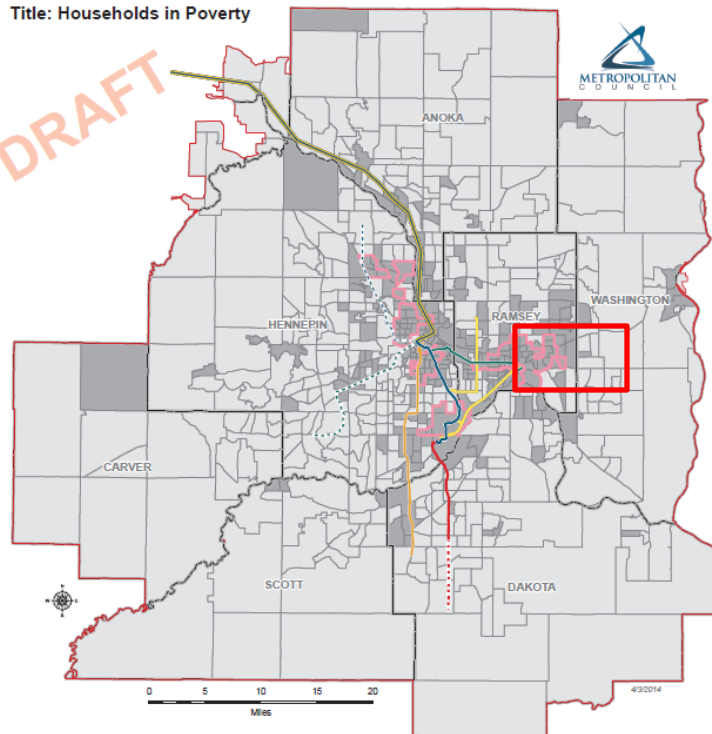



61,500
Jobs added by **2030**

People who depend on transit

Approximately 32,000 people in the Corridor live in households without cars (predominately low-income and minority)

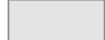
Title: Households in Poverty



 Racially Concentrated Areas of Poverty

Regional Average - Household in Poverty

 Above

 Below

Local and Regional Objectives for Growth and Prosperity

"It is the policy of Landfall Village to offer access to transit for all residents."

- Landfall Village 2008 Policy Plan

"Maplewood supports efforts by other agencies to improve transit service in the City by the addition of transitways on the arterial roadways. When transitways are added to arterials, the City will encourage higher-density economic development and redevelopment near such corridors."

- Maplewood Transportation Plan

"Support land use patterns that efficiently connect housing, jobs, transportation, transit, and retail and commercial centers."

- Washington County 2030 Comprehensive Plan

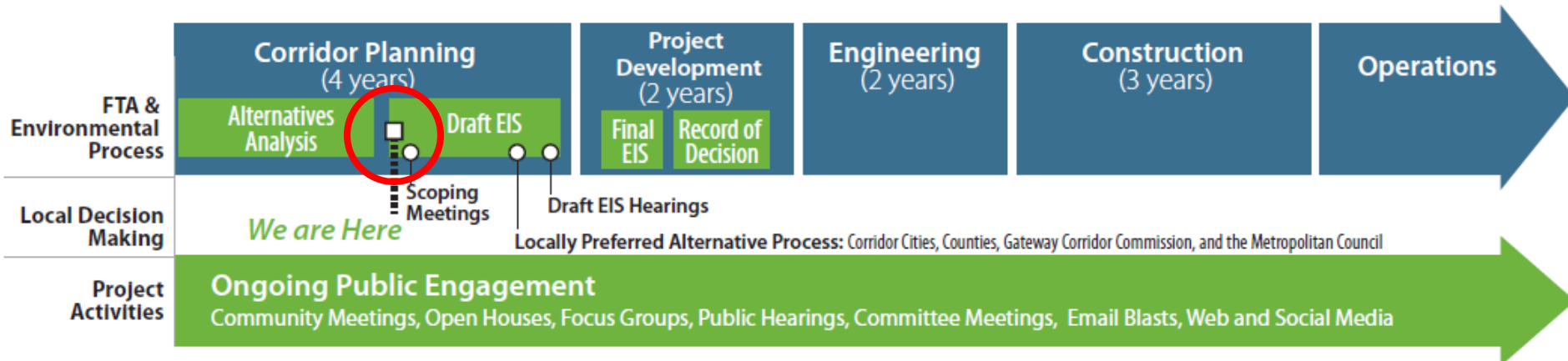
Without improved transit service, communities are limited in their ability to comply with local and regional policies

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) UPDATE

Current Status

- Alternatives Analysis Completed 2013
- DEIS 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

Scoping Comment Period (March 3 - April 16)

- Scoping is an opportunity for stakeholders, agencies and the public to comment on what will be studied in the DEIS

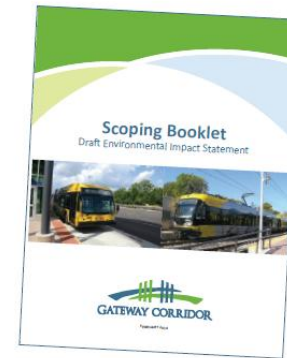
- Encourage comments on:
 - Purpose and need for project
 - Proposed alignment, transit mode and station locations
 - Project Impacts and benefits that should be evaluated in DEIS

Summary of Scoping Activities

- **Materials**
 - User-Friendly Scoping Booklet (online and in print)
 - Informational Video

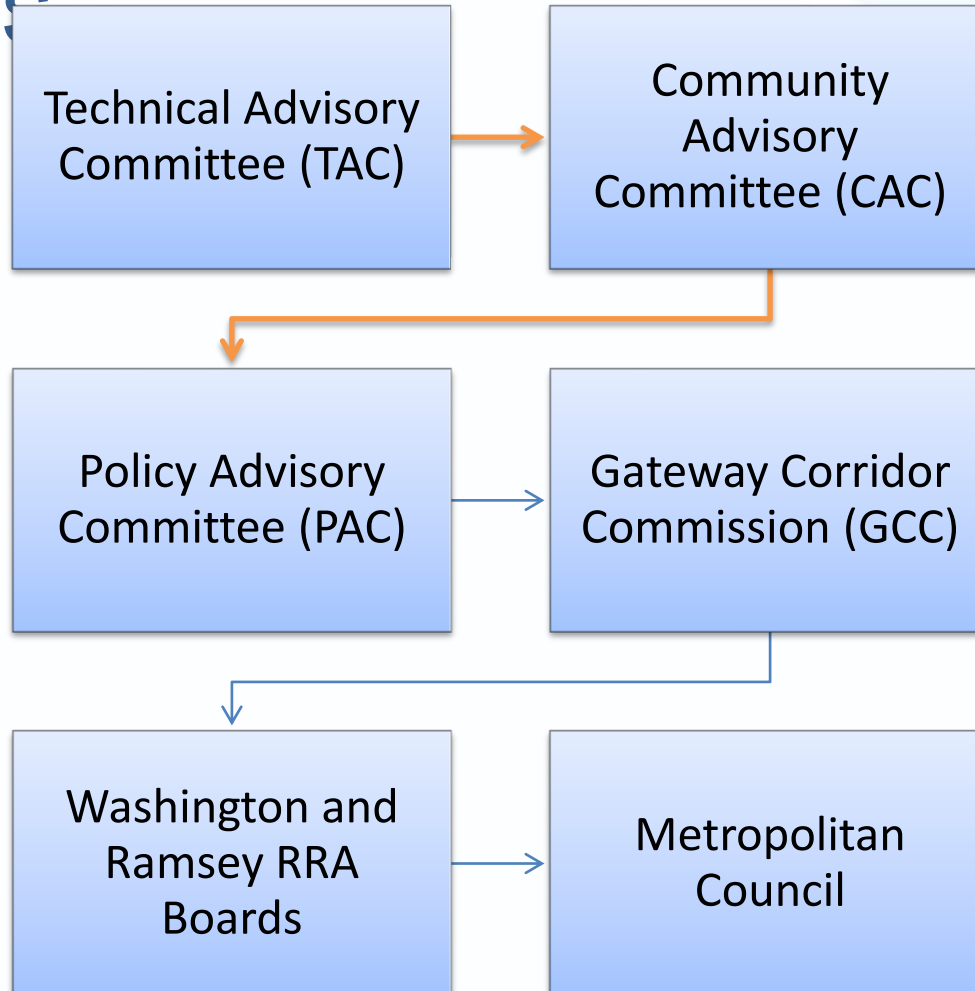
- **Scoping Meetings**
 - Open houses held on March 24th in Oakdale and March 25th in St Paul
 - Comments accepted at April 10th PAC Meeting

- **Additional Engagement**
 - “Pop-up” information sessions
 - Focused Interest Group (FIG’s) Presentations



March 25th Scoping Open House at Conway Rec Center in St. Paul

Summary of Decision Making Process



DEIS and LPA Timeline

March –
April,
2014

- Scoping Comment Period
- Official Scoping Hearings

April –
June, 2014

- Review Scoping Comments
- Scoping Decision Document

July –
December
2014

- LPA adoption process with RRAs and Cities
- LPA adoption process with Met Council

July 2014-
April 2015

- DEIS document preparation

Thank you!

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