

CC Workshops

11-10-15
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Gateway Corridor Update

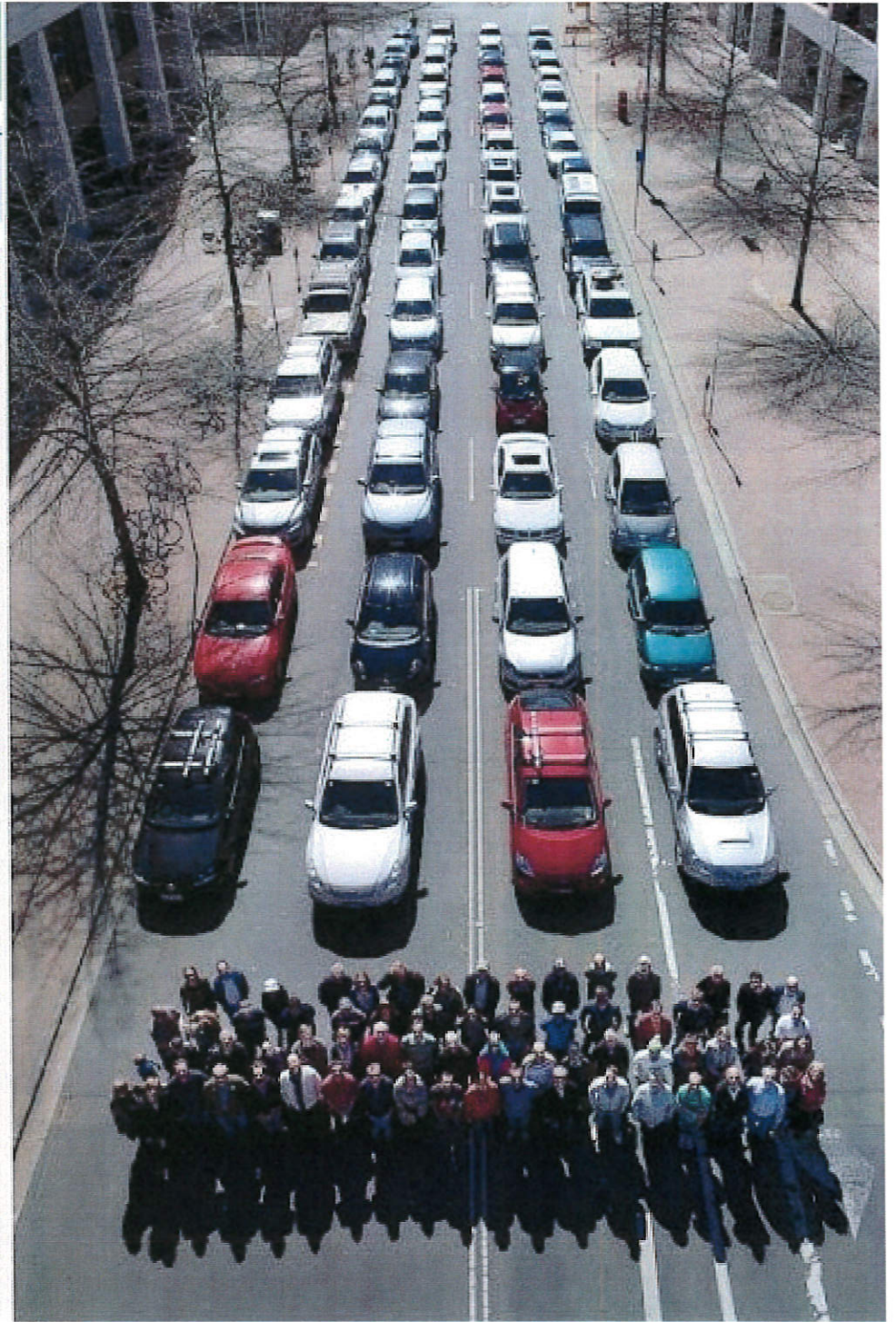
Lake Elmo City Council

November 10, 2015

Outline

- Why Transit?
- Status of Gateway Corridor Project
- E Alignment Decision

Why Transit?

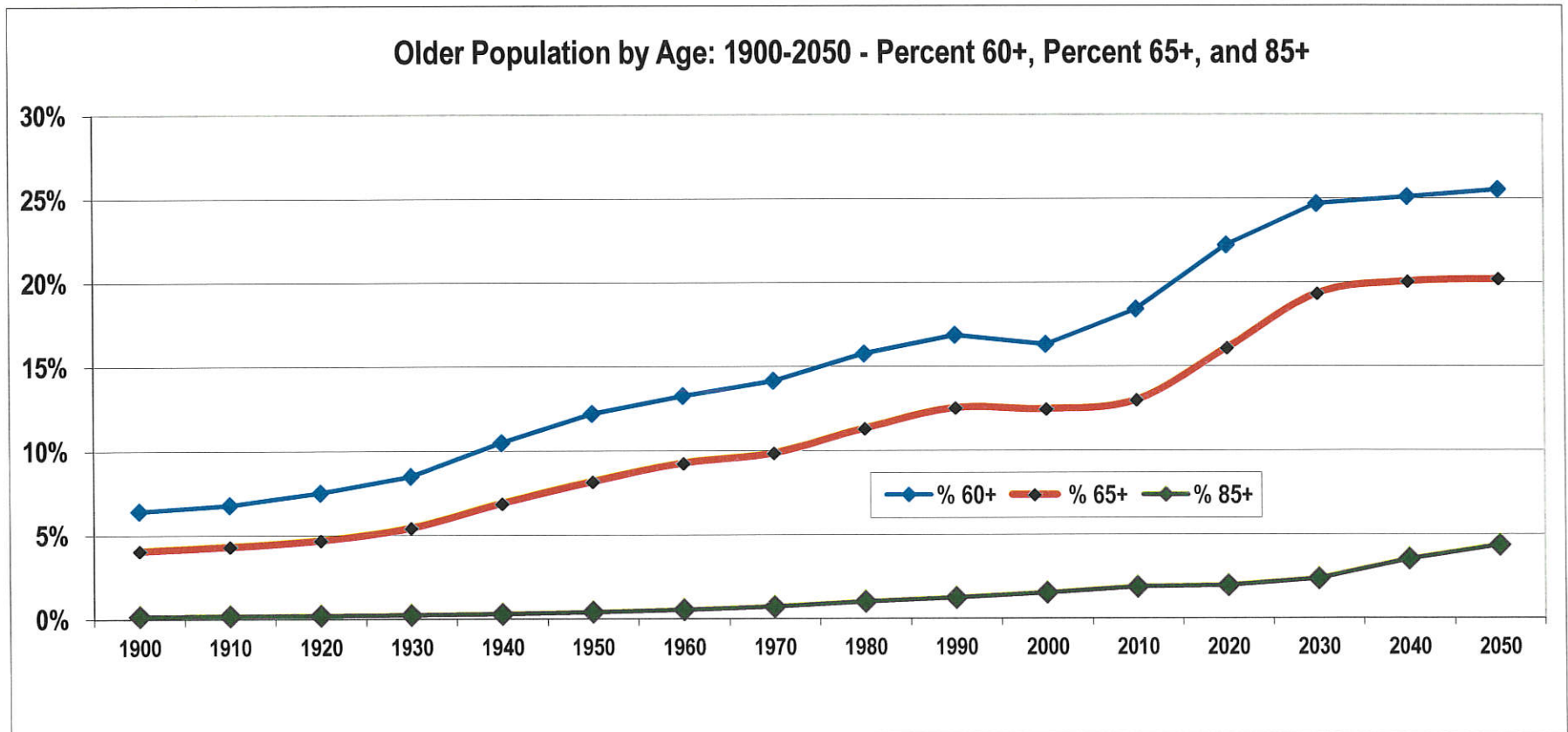


The community is changing

Two major demographic changes are driving the market.

- The **aging** of the **Baby Boomers**.
- The **rise** of the **Millennials**.

The “silver tsunami”



Projections for 2010 through 2050 are from: Table 12. Projections of the Population by Age and Sex for the United States: 2010 to 2050 (NP2008-T12), Population Division, U.S. Census Bureau; Release Date: August 14, 2008

Baby Boomers are Turning in Keys

- 20 percent of Americans age 65 and older don't drive (AARP)
- Using local buses and trains more (source: National Household Travel Survey)
- Bike trips increased 64 percent between 2001 and 2009. (AARP)



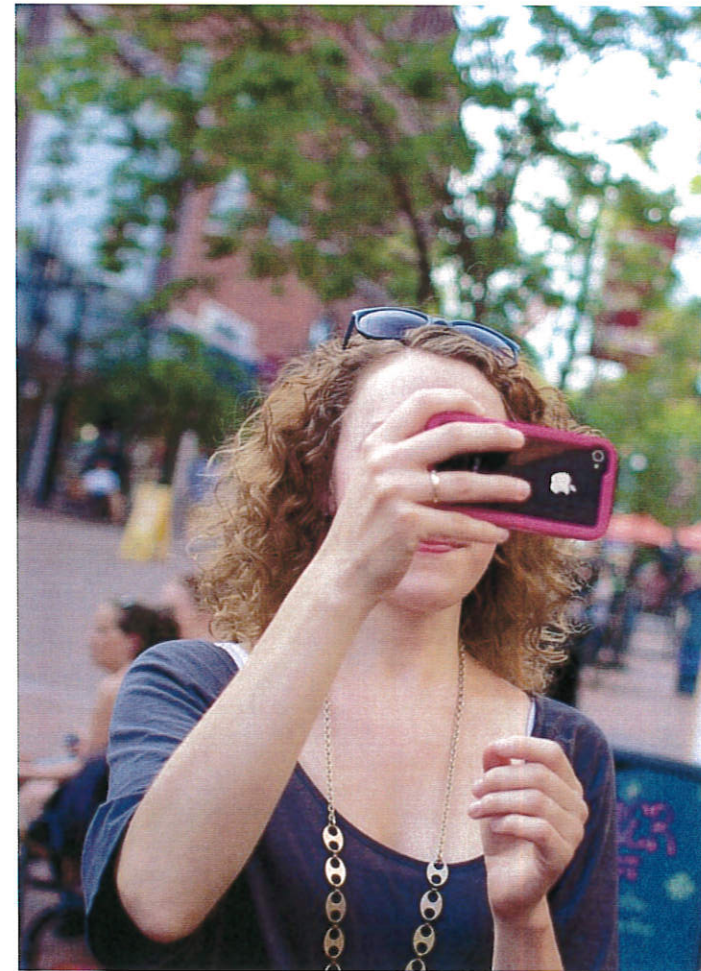
By 2030, Millennials will be 75% of the workforce

They follow lifestyle, not jobs.

Millennials choose where to **live** before finding a **job**.

Of all college-educated 25- to 34-year-olds **64%** looked for a job **after** they chose the city where they wanted to live.

(U.S. Census)



Preferences: Transportation

Millennials are **driving less**

- From 2001 to 2009, the average annual number of vehicle-miles traveled by people ages 16-34 **dropped 23 percent.**

(source: National Household Travel Survey)

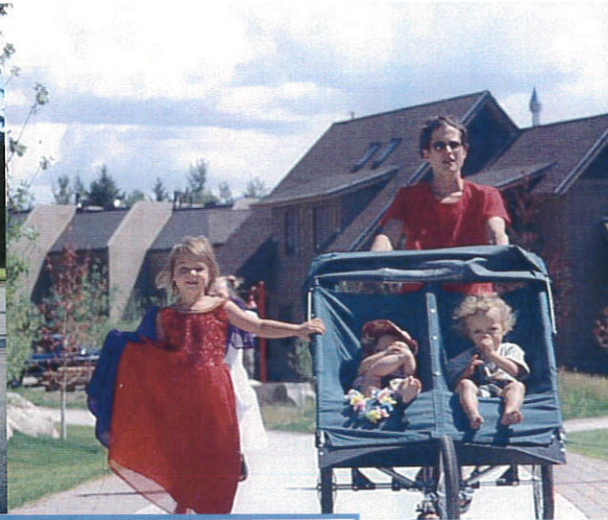
- 26 percent lacked a driver's license in 2010, up 5 percentage points from 2000

(source: Federal Highway Administration)

Demographic change means
preferences change.

And the **market** follows.

Bottom Line: People Want More Choices



Why plan?

“By failing to prepare,
you are preparing to
fail.”

-Benjamin Franklin



Why plan?

“Have a plan. Follow the plan and you’ll be surprised how successful you can be. Most people don’t have a plan. That’s why it is easy to beat most folks.”

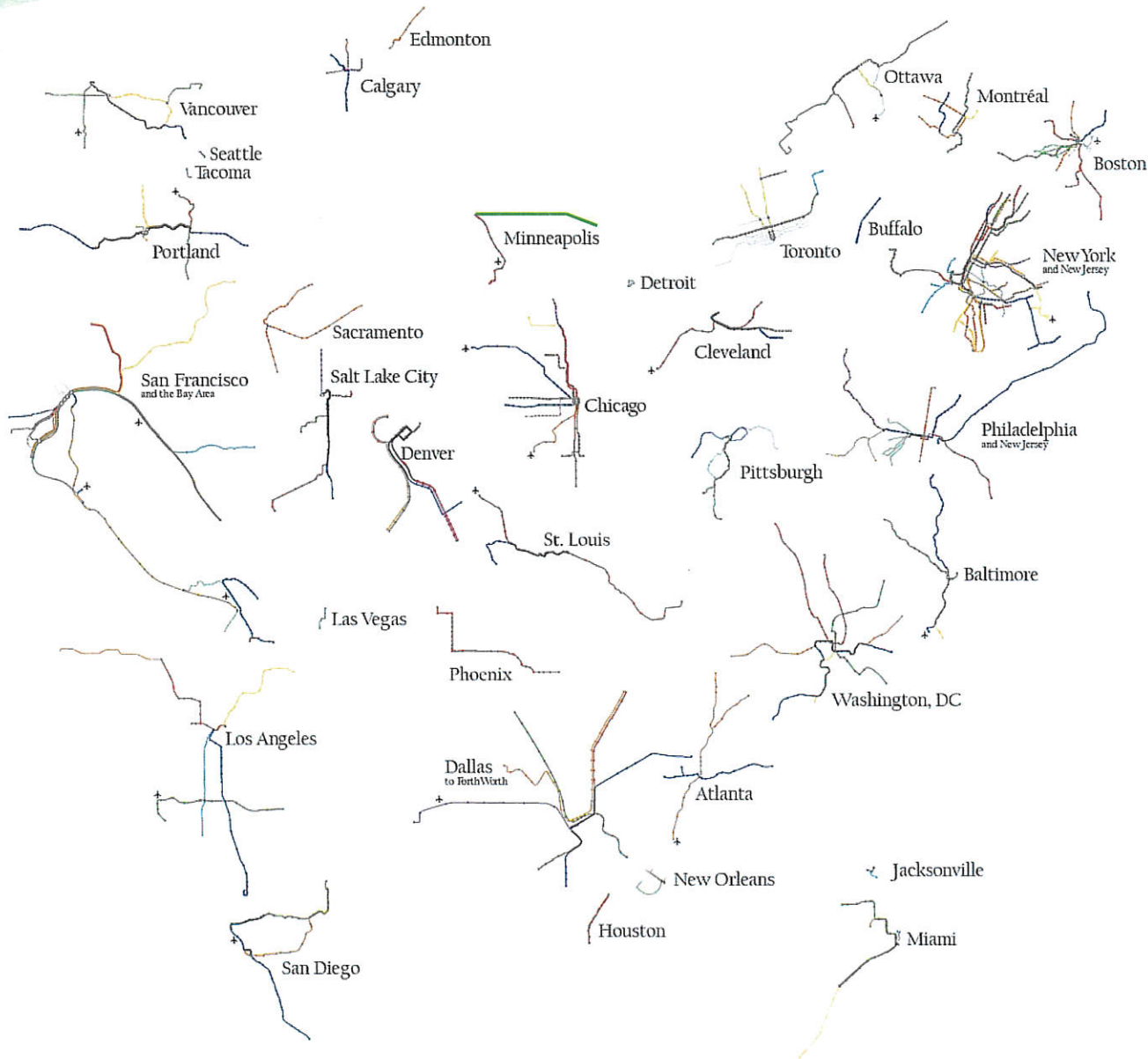
- Paul “Bear” Bryant



Station Area Planning

- Population/employment projections rule the day. Gateway will not change the 2040 projections.
- Stations can be 100% commercial development; in fact, jobs attract a lot of riders.
- Cities decide on development plans around stations, the best way to achieve those plans, and timeline for implementation.

Our competition is far ahead



Maps to same scale
Source: McKinsey team
analysis, following Bill
Rankin

Status of Gateway Corridor Project

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.

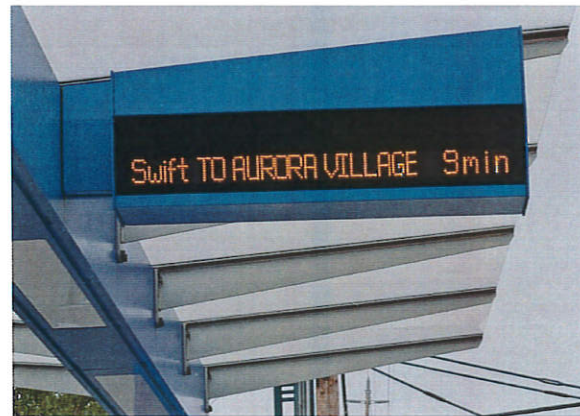
There are five factors that describe the need for the project:

- 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

Efficient – Premium - Permanent



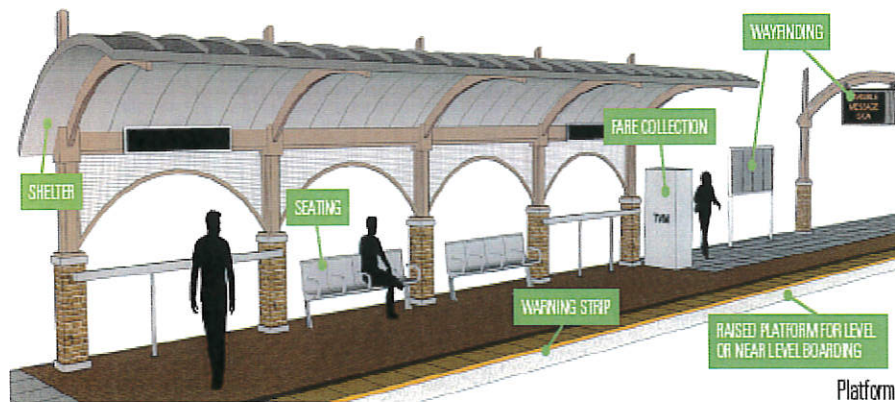
All day bi-directional service every 15 minutes or better



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

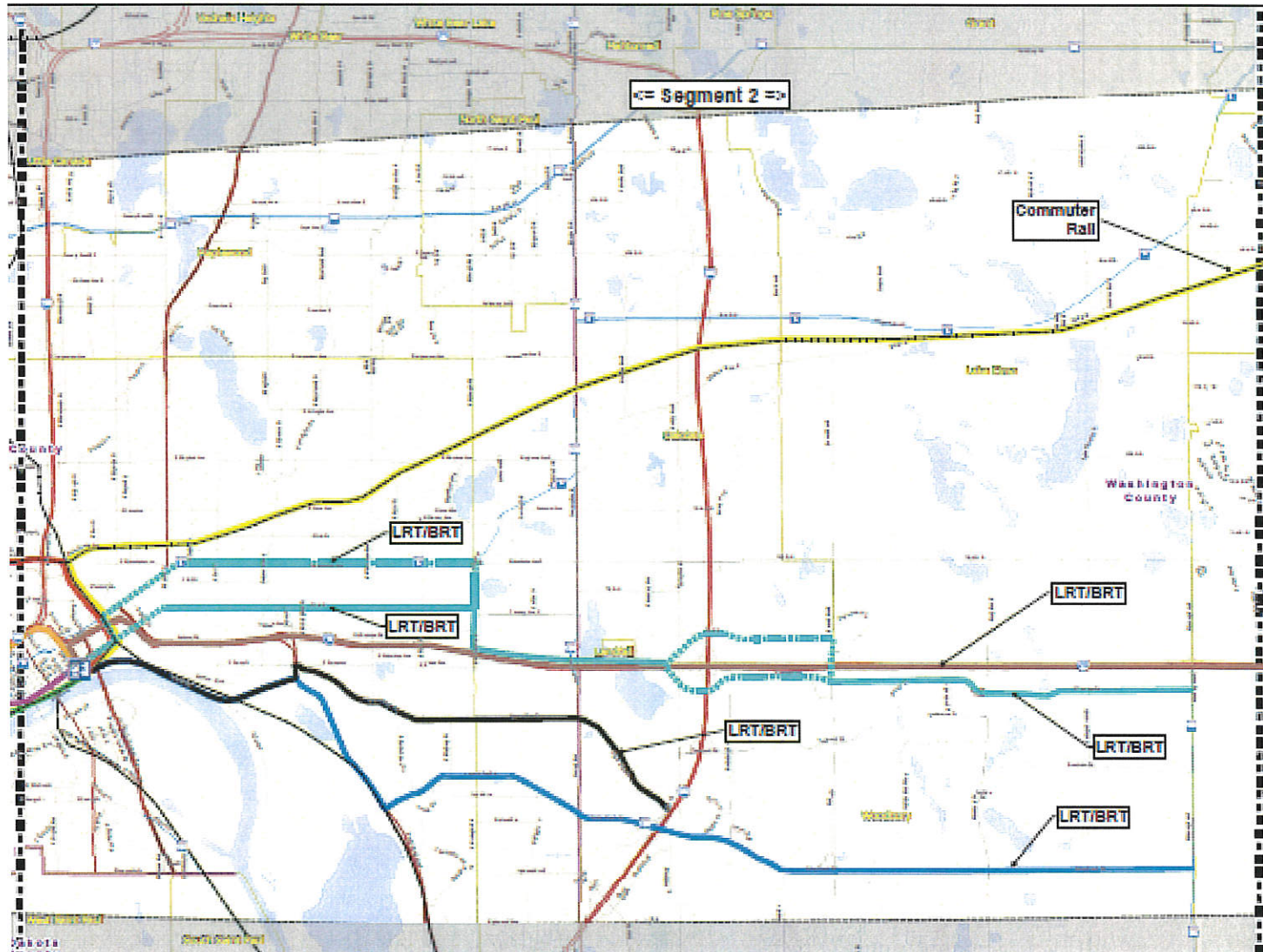
Bus Rapid Transit



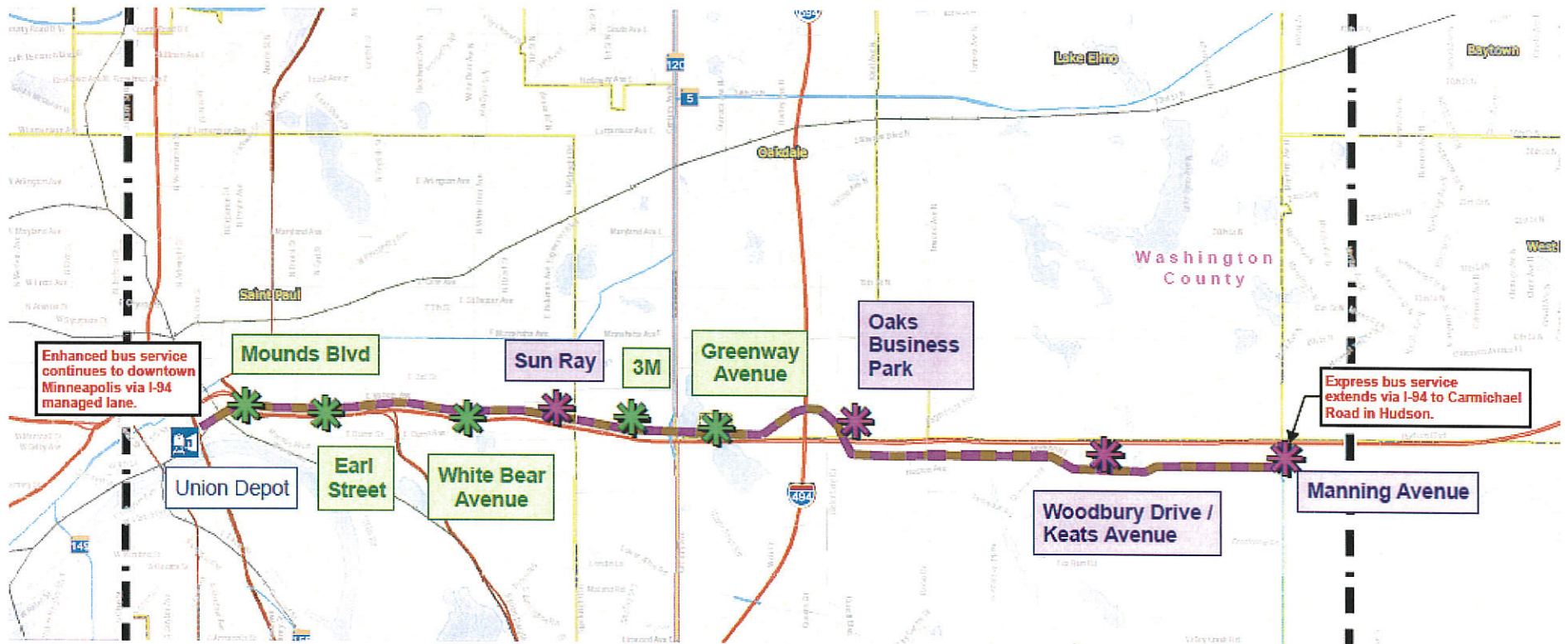
Project Timeline



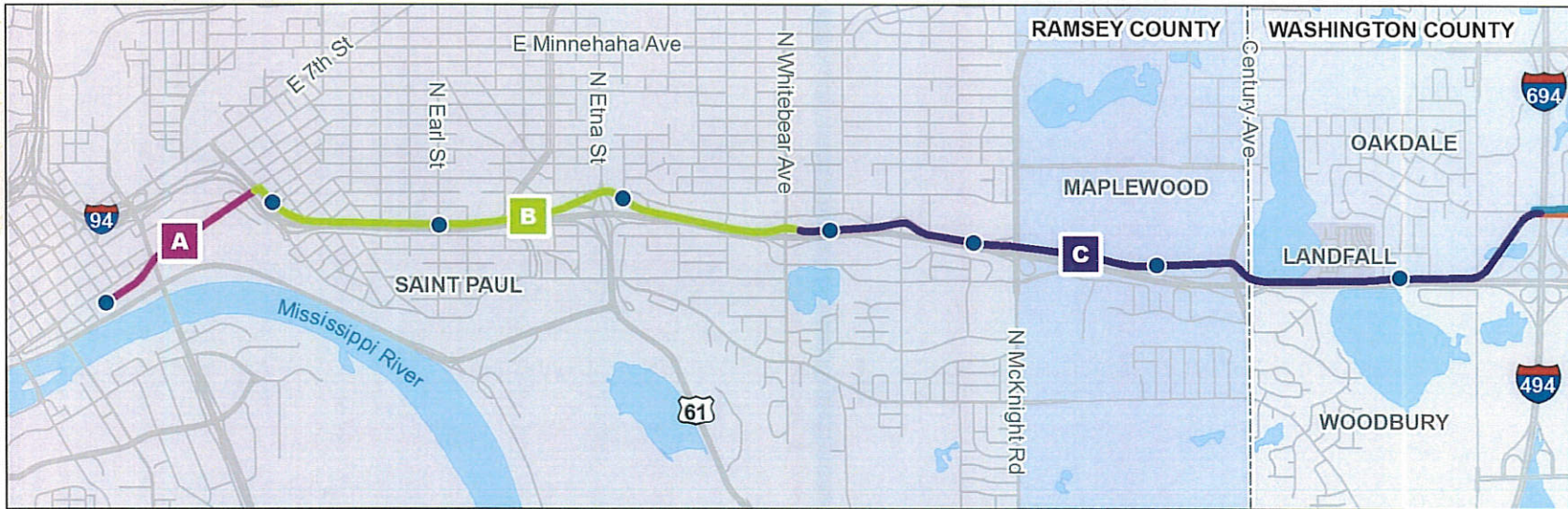
Universe of Alternatives (2010)



End of Alternatives Analysis (2011)

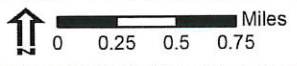
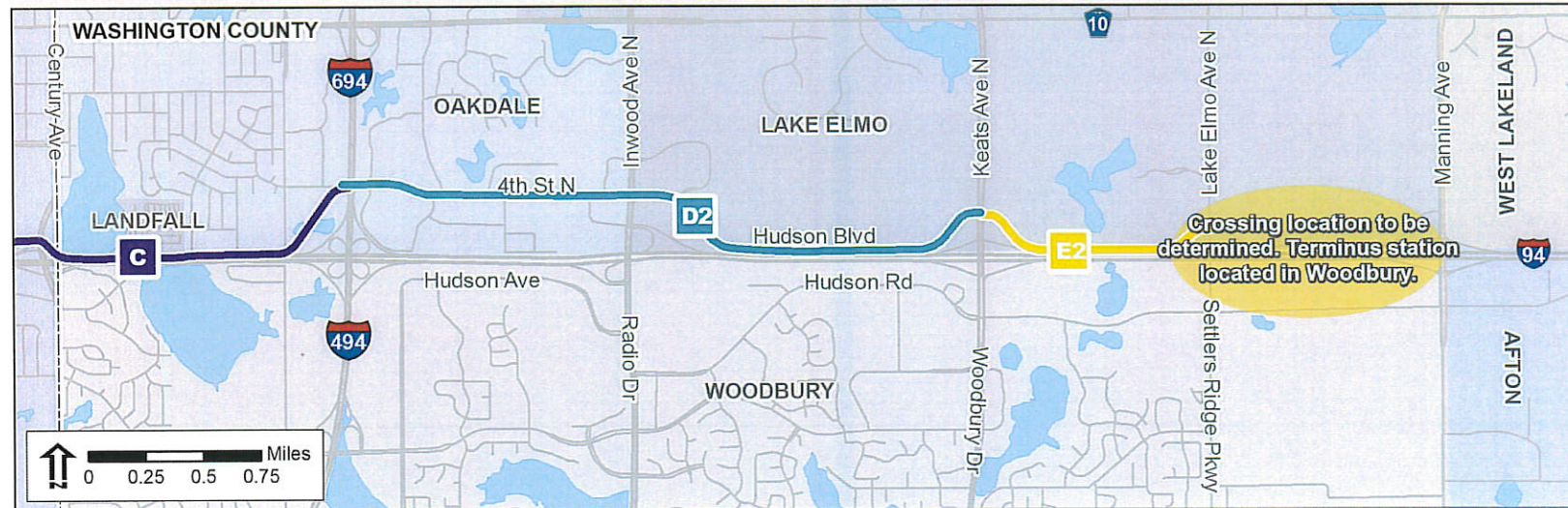


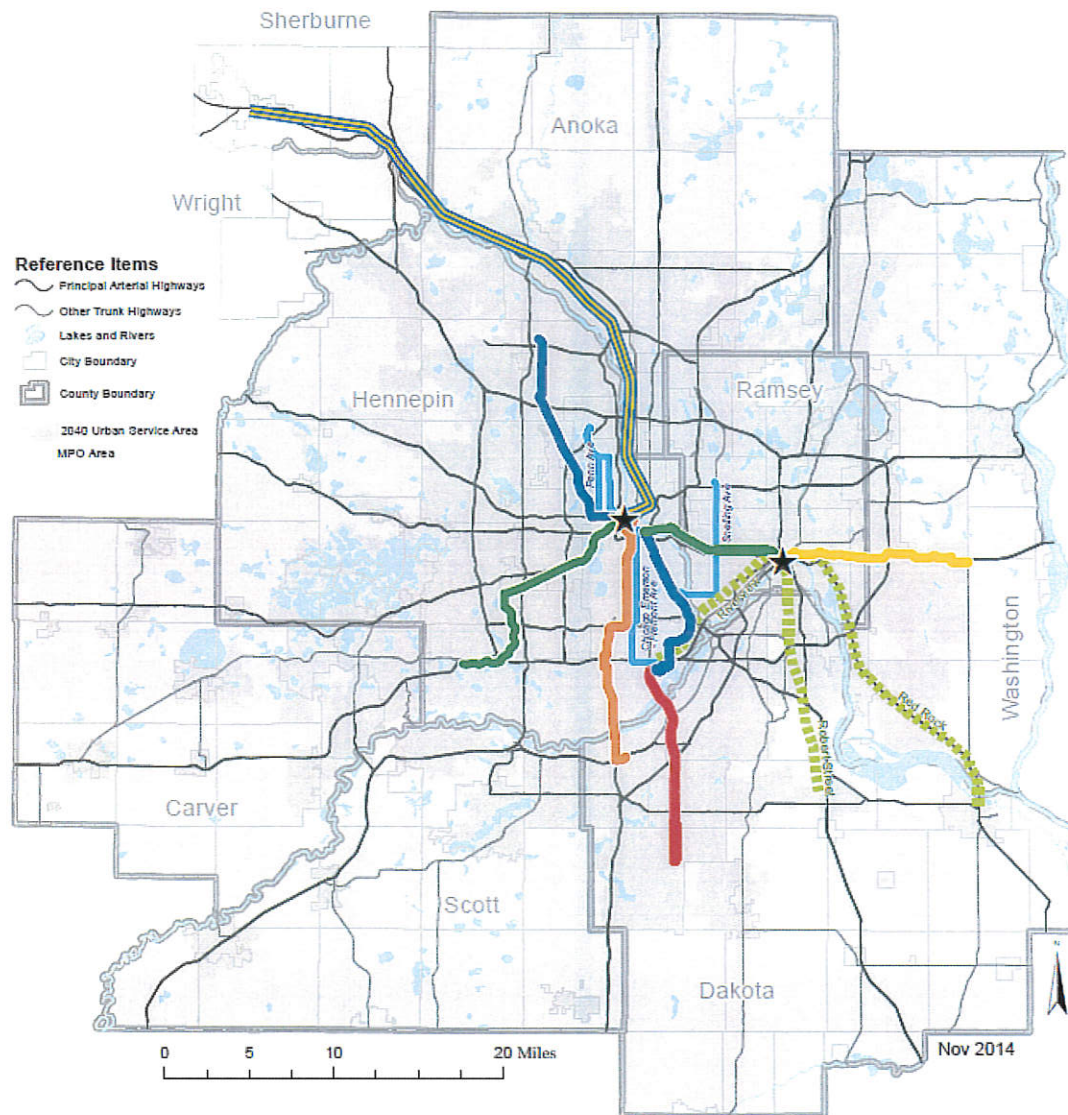
Alternatives Analyzed in DEIS (2014)



PAC / GCC recommended LPA

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



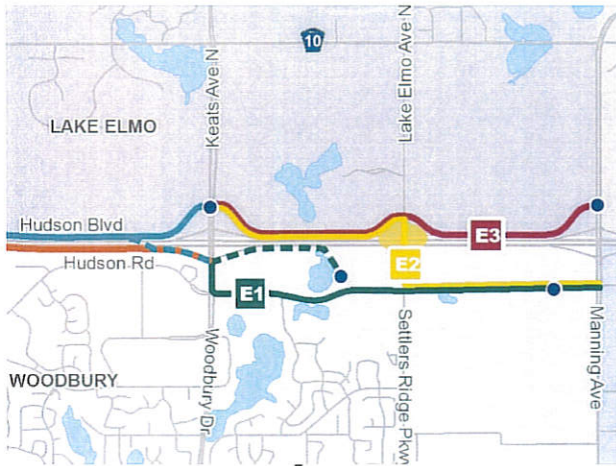


- | | | |
|--|---|---|
|  Northstar Line |  Red Line |  Arterial BRT |
|  Blue Line |  Orange Line |  CTIB Phase I Program of Projects under study mode and alignment not yet specified |
|  Green Line |  Gold Line |  Regional Multimodal Hub |

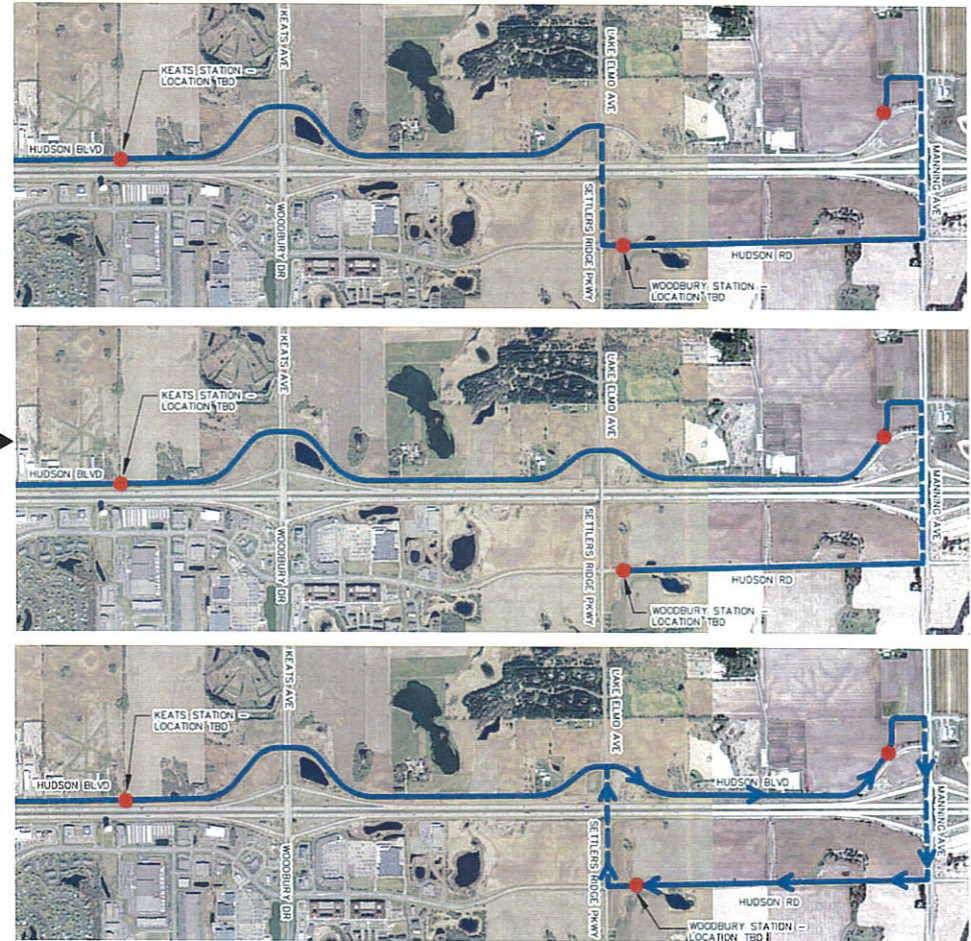
E Alignment Decision

Progression of Eastern End (2014-15)

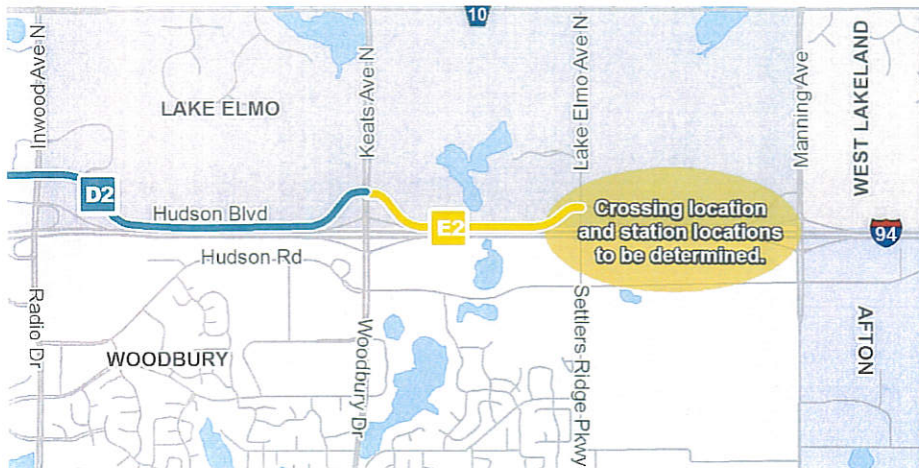
Early 2014



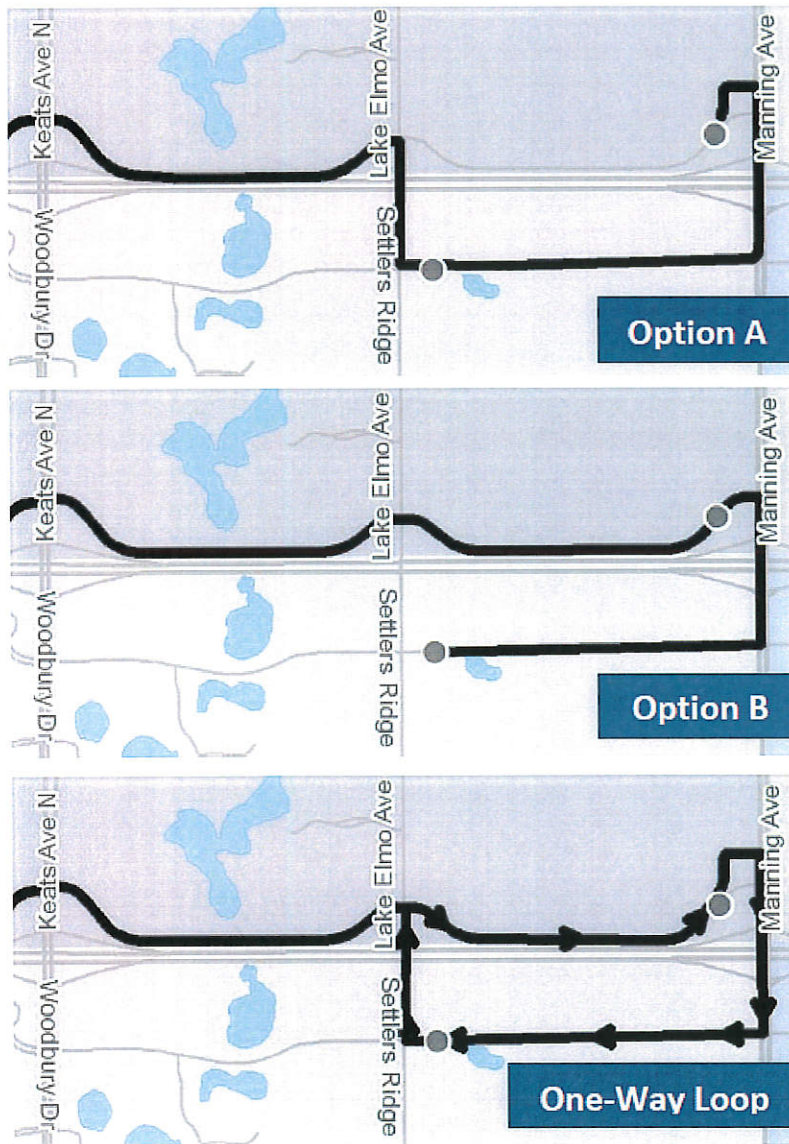
Summer-Fall 2015



Fall 2014



Eastern End Findings

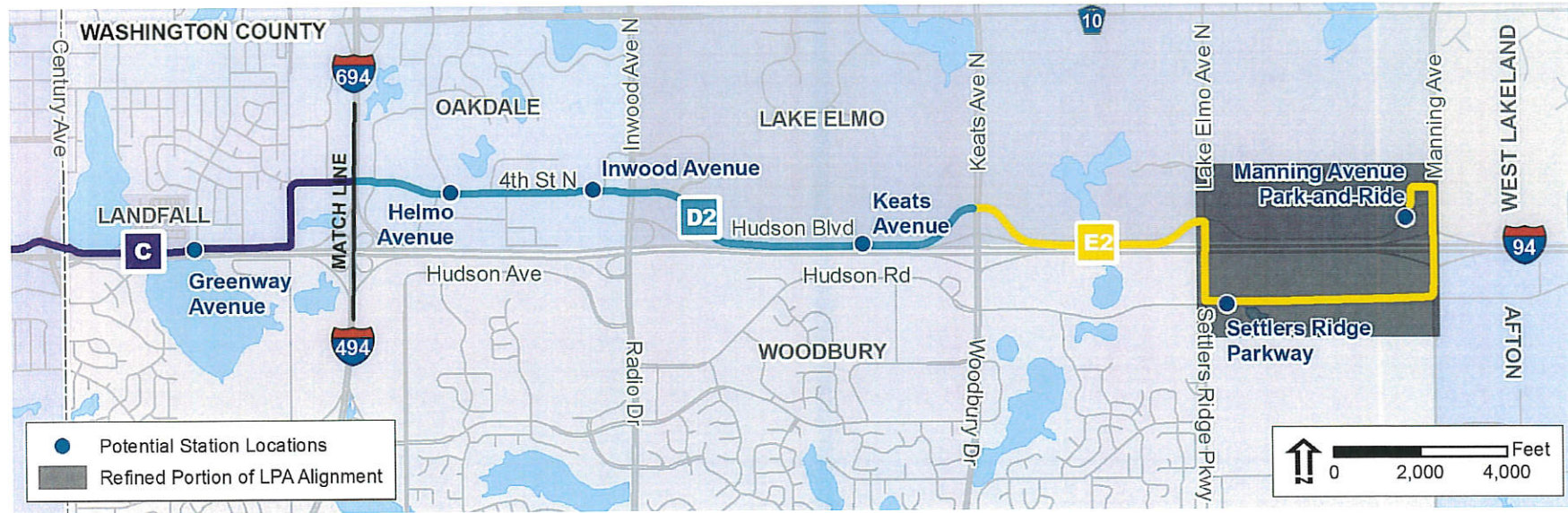


| Metric | Option A | Option B | One-Way Loop |
|--|--|--|--|
| Lowest Travel Time¹ | 33.2 min ★ | 33.5 min | -- |
| Lowest Cost² | \$16.7 million ★ | \$23.5 million | -- |
| Highest Ridership Gain | 275 riders ★ | 225 riders | -- |
| Overall Transit Rider Experience | Stops at future express bus park-and-ride at Manning Avenue in Lake Elmo ★ | Stops at future express bus park-and-ride at Manning Avenue in Lake Elmo but would backtrack | Loops have been proven to cause confusion for riders |
| Supported by Technical, Policy, and Community Advisory Committees | Recommended for refined LPA ★ | Not recommended for refined LPA | Not recommended for refined LPA |

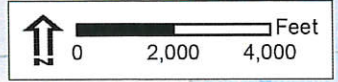
¹ Travel time to Union Depot

² Cost represents LPA refinement area only; does not add to overall project cost

Draft LPA Recommendation



- Potential Station Locations
- Refined Portion of LPA Alignment



Next Steps

- City resolutions of support for preferred E alignment – late November to early December
- Gateway Corridor Commission action on E alignment – December 10
- WCRRA action on E alignment – late December
- Amend Transportation Policy Plan and submit Draft Environmental Impact Statement to the Federal Transit Administration - January

