



MAYOR & COUNCIL COMMUNICATION

DATE: 1/5/16
REGULAR
ITEM 13

AGENDA ITEM: Gateway Corridor Route and Station Locations in Lake Elmo

SUBMITTED BY: Clark Schroeder

THROUGH: Jan Lucke

REVIEWED BY: Clark Schroeder

SUGGESTED ORDER OF BUSINESS:

- Introduction of Item Jan Lucke, Washington County
- Report/Presentation.....Jan Lucke, Washington County
- Questions from Council to Staff Mayor Facilitates
- Discussion..... Mayor & City Council

POLICY RECCOMENDER:

Staff

POLICY BEING SET:

Three possible options have been identified as a potential route for the Gateway Corridor between Lake Elmo Avenue and Manning Avenue. The action is to identify the preferred route between Lake Elmo Avenue and Manning Avenue.

FISCAL IMPACT:

None. The City of Lake Elmo is not committing to any fiscal responsibilities for the proposed action, beyond the already approved money for a market analysis of the I-94 corridor.

SUMMARY AND ACTION REQUESTED:

Three options have been identified as a potential route for the Gateway Corridor between Lake Elmo Avenue and Manning Avenue. The action is to identify the preferred route among the three options in the form of a resolution of support (attached). Details on the process and technical considerations are included in the following pages. The action is NOT a vote to construct the corridor, rather to amend the locally preferred alternative (LPA) that is already in the Metropolitan Council Transportation Policy Plan.

The LPA action is a statement of support from each community to confirm they are in agreement with the proposed route and type of transit. A statement of support means that each community is willing to assess in more detail what transit could mean for their community. This includes investigating scenarios for land uses and development around each transit station.

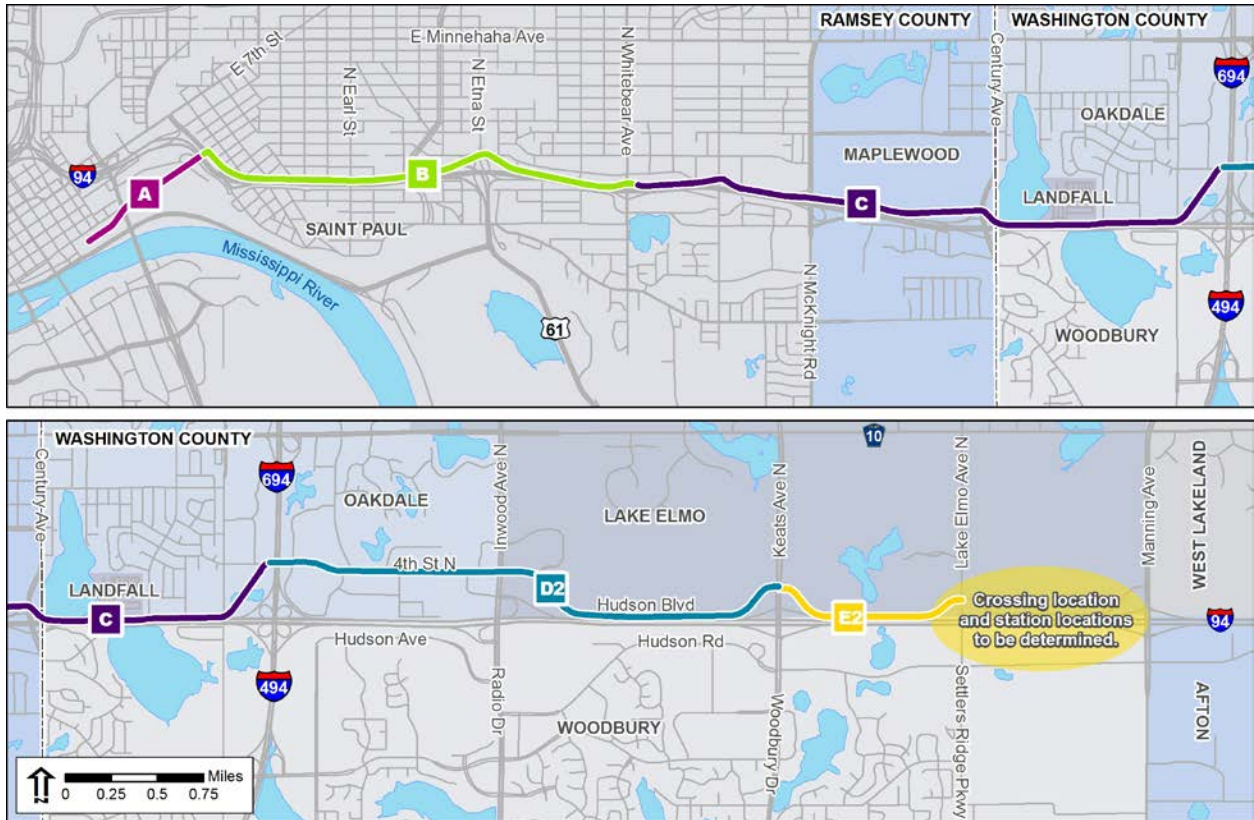
Lake Elmo will have access to support in developing such scenarios. The Gateway Corridor was recent awarded a \$1 million grant from the Federal Transit Administration (FTA) Transit Oriented Development Pilot Program allowing for more support and collaboration on decisions that will be made related to the transit stations in 2016 and 2017. In addition, the Gateway Corridor is fortunate to be undertaking this process with the support of East Metro Strong, a public-private partnership of businesses, cities, and counties working together to bring more and better transit investment to the East Metro. Lake Elmo is currently engaged in an East Metro Strong-supported study; East Metro Strong will provide an update on this work at the January 5, 2016, City Council meeting.

If approved by all cities and counties in the corridor, the complete LPA will be included as one of the routes in the Gateway Corridor Draft Environmental Impact Statement submitted to the Federal Transit Administration in February 2016 for technical and legal review and released for public comment in summer 2016. The preferred alignment would also be included in the next phase of study to take place over a 24-month period between mid-2016 to mid-2018 that would bring the project from its current 1% design to approximately 30% design and include robust station area planning.

Background

In September 2014, based on technical, policy and community input, the Locally Preferred Alternative (LPA) was identified for the Gateway Corridor project. The Gateway Corridor will provide for a dedicated guideway for Bus Rapid Transit (BRT) from Union Depot in Saint Paul to Manning Avenue generally along the I-94 corridor. The far eastern portion of the LPA was depicted as a 'yellow bubble' generally on the Hudson Road-Hudson Boulevard alignment that crosses to the south side of I-94 somewhere between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue. The yellow bubble area is called the E-Segment. This route option was not finalized due in part to the fact that Metro Transit had not yet determined the location of an express bus park-and-ride facility that is being planned in the vicinity of Manning Avenue and I-94. Local partners also wanted to have further conversations with elected officials, property owners, and stakeholders before this section was finalized.

All Gateway Corridor cities and counties, including Lake Elmo, adopted a resolution for the LPA with a yellow bubble generally on the Hudson Road-Hudson Boulevard alignment in fall 2014 (Attachment 1). This same LPA was adopted by the Metropolitan Council as part of the 2040 Transportation Policy Plan in February 2015, with the expectation that the route in Segment E would be further analyzed and refined over the next year. A map of the LPA that was adopted in fall 2014 is below.



Approved Locally Preferred Alternative (Fall 2014)

Technical Analysis

Over the past year, additional analysis and coordination has taken place so the preferred route could be refined to determine a more defined route between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue. Key factors considered in the refined LPA include cost, flexibility, ridership, economic development potential, and operational efficiency/system integration. Several proposed routes were considered by the Technical Advisory Committee (TAC), Community Advisory Committee (CAC), and Policy Advisory Committee (PAC) taking these factors into consideration. The following options were considered for inclusion in the refined LPA process. You will note that the station locations remain constant in each option.

Option A

The route crosses I-94 on the existing Lake Elmo Avenue/Settlers Ridge Parkway overpass in mixed traffic, where there is a proposed station location in Woodbury. The route then heads east on Hudson Road to Manning Avenue. The route goes north on Manning Avenue in mixed traffic to Hudson Boulevard to the end/start of the line station location in Lake Elmo. This station location also coincides with the proposed location of the Metro Transit express bus park-and-ride.

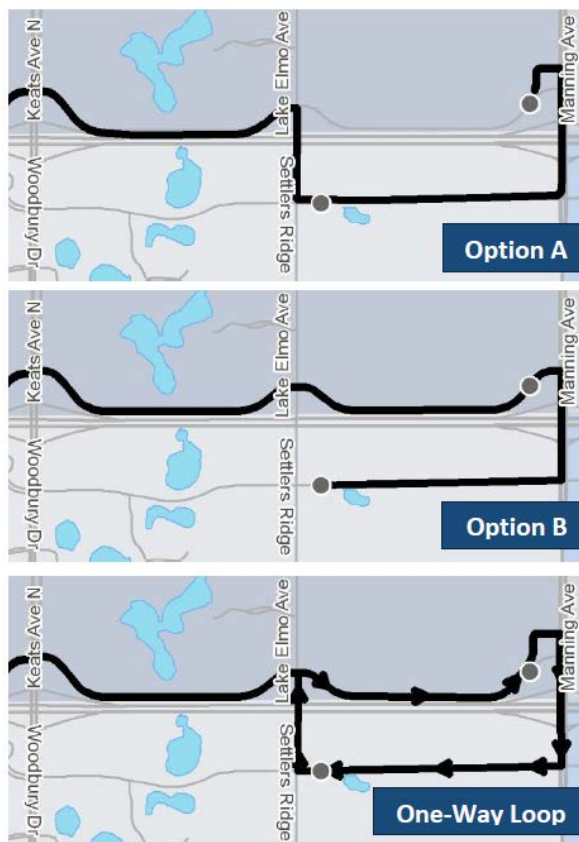
Option B

The route stays north of I-94 in Lake Elmo along Hudson Boulevard to Manning Avenue, where there will be a station location (as well as the express bus park and ride). It then travels south on Manning Avenue in mixed traffic, then west along Hudson Road to the end/start of the line station location near Settlers Ridge Parkway in Woodbury.

Option C

This route involves a one-way loop whereby the route stays north along Hudson Boulevard in Lake Elmo to Manning Avenue, then heads south into Woodbury on Manning Avenue in mixed traffic. It then heads west on Hudson Road to Settlers Ridge Parkway, where there is a station location. It then goes north across the freeway into Lake Elmo turning east onto Hudson Boulevard, to the end/start of the line station location near Manning Avenue.

Option C was eliminated from an operational perspective, as loops have been proven to cause confusion to riders and Metro Transit has refused to accept any additional loop routes given these challenges.



Options A and B were compared against each other using the following metrics: lowest travel time to Union Depot, lowest cost for Segment E, highest ridership gain, and overall transit rider experience.

Based on the analysis and the metrics noted above, Option A was selected as the preferred alignment for the purpose of holding the public hearing and receiving comments. Option A had the lowest travel time from Union Depot, the lowest relative cost, the highest ridership gain, and a better overall transit rider experience. This option was recommended by the CAC, TAC and the PAC for public comment.

Details of the analysis are in Attachment 2 and will be included in the presentation to the Council.

Public Input and the Locally Preferred Alternative (LPA) Approval Process

The PAC and Gateway Corridor Commission recommended the refined LPA be released for public comment on August 13, 2015. At the public hearing on September 10, 2015, held at Woodbury City Hall, the public was provided an opportunity to comment on the proposed route. Additional comments were accepted at an open house in Lake Elmo on August 19, 2015 and via email or mail through September 24, 2015. The cities of Lake Elmo and Woodbury (note: Woodbury acted on 12/9/15) and the Washington County Regional Railroad Authority are now asked to provide resolutions of support for the refined LPA, so that it can be forwarded to the Metropolitan Council for adoption into the Transportation Policy Plan. All comments received can be found here:

<http://thegatewaycorridor.com/documents/2015/2015%20LPA%20Comments.pdf>

After the Gateway Corridor Commission, Cities of Lake Elmo and Woodbury, and Washington County pass resolutions to confirm the LPA the information will then be sent to the Metropolitan Council and an administrative amendment will be done on the TPP.

Additional Considerations for the Action

What a “yes” vote means:

- Does not come with an implicit or explicit expectation for future action.
- Continues down a path of providing a transportation alternative for those that live in Lake Elmo and cannot drive, including seniors and persons with disabilities, or choose not to drive.
- Allows Lake Elmo to continue to explore a range of residential and commercial development opportunities/visions in the Old Village and along I-94 and test whether the market place can deliver those opportunities/visions with or without a transit investment.
- Distinguishes Lake Elmo from other communities that are trying to attract high quality commercial development.
- Provides more options to work with the residential and commercial market and through those options have more control over Lake Elmo’s destiny
- Includes Lake Elmo in the Draft Environmental Impact Statement to be submitted to the Federal Transit Administration in February 2016 for technical and legal review and released for public comment in Summer 2016. Also includes Lake Elmo in the next phase of study to take place over a 24-month period between mid-2016 to mid-2018 to bring the project from its current 1% design to approximately 30% design.
- Does not change the accepted Metropolitan Council residential forecast of 18,200 residents, 7,100 households, and 3,800 jobs in 2040. The total of existing and approved but not yet constructed households are below the forecasts, as are residents and jobs. Taking into account the roughly 1850 housing units approved by the city there are roughly 2200 more housing units that would need to be planned for by 2040. These housing units will be planned in both sewer as well as non-sewered areas of the city and will need to be accounted for in the 2018 comp plan. The housing units which will be planned for sewer areas of the city will need to have a density of at least 3 units per acre on average. The transit area planning densities would need to meet the Met Council expected densities; this density could be made up of employment, students, residential or a combination of any of them. Finally, the Met Council expects the city to plan for sufficient land to accommodate forecasted growth and land to meet the Cities affordable housing allocation through 2040.

What a “no” vote means:

- Removes Lake Elmo from consideration of all day bus rapid transit service and forecloses on the exploration of the benefits and protections bus rapid transit service may

bring Lake Elmo.

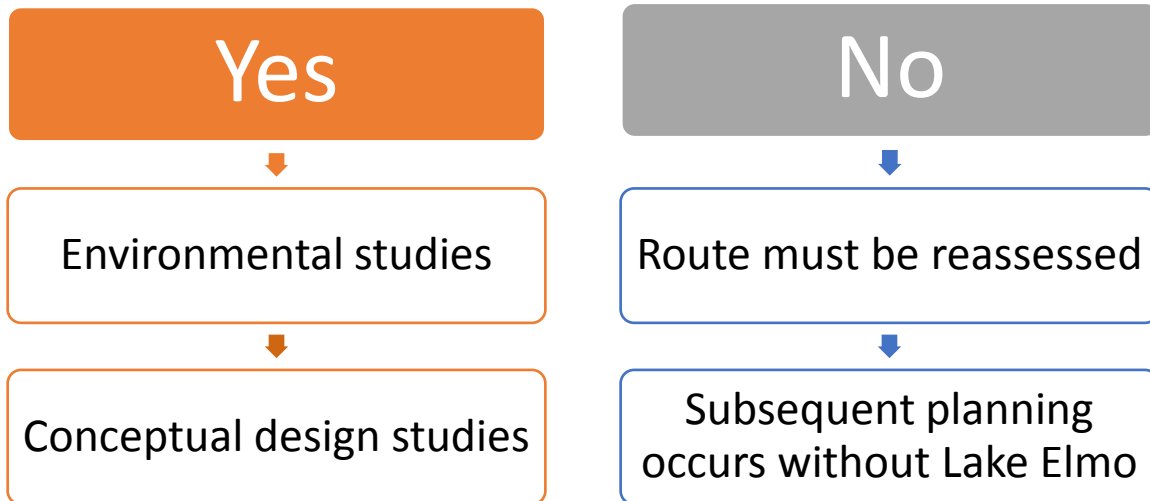
- Because the East Metro Strong-supported study is to help study issues related to transit, stopping consideration of transit would also result in termination of the contract with East Metro Strong and payment of 20% of costs incurred to date.

The discussions held with the City as part of the East Metro Strong-supported study raised—and began exploring—a variety of issues that will affect Lake Elmo’s future. The loss of the planned work supported by East Metro Strong and the loss of access to the support available through the FTA grant together would mean the loss of substantial resources which would help the Lake Elmo understand these issues and shape its response to them.

- Delays submittal of the Draft Environmental Impact Statement to the Federal Transit Administration while the Gateway Corridor takes time to establish a route and termini that the remaining local partners support.

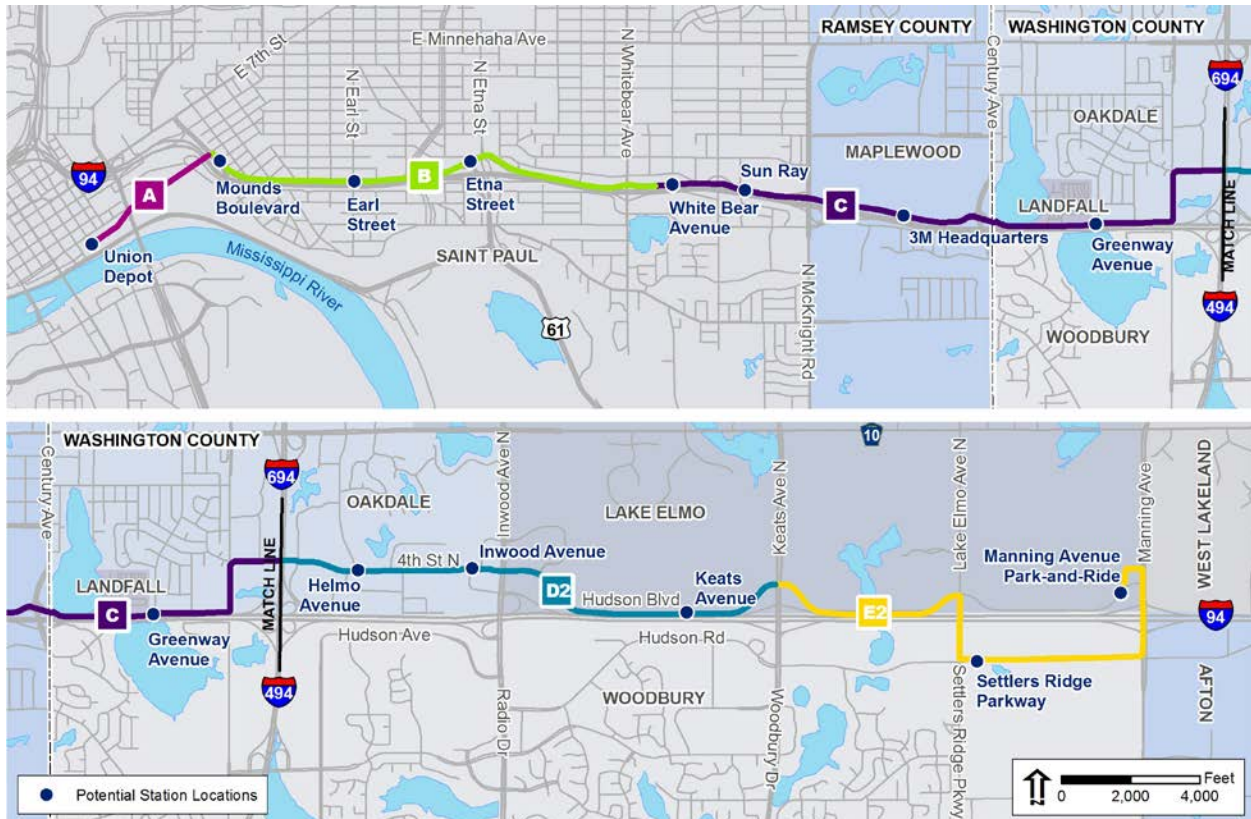
Summary: Yes and No

Voting yes or no on studying the “E2” Gateway Corridor rapid transit alignment



RECOMMENDATION:

A resolution transmitting the city of Lake Elmo’s support for the locally preferred alternative – segment E alignment refinement in Lake Elmo and Woodbury to the Gateway Corridor Commission, WCRRA and Metropolitan Council.



Updated Locally Preferred Alternative (Recommended by PAC November 2015)

ATTACHMENTS:

1. City of Lake Elmo Resolution No. 2014-71 Support for the Locally Preferred Alternative
2. Analysis for route options in Lake Elmo and Woodbury
3. Resolution 2016-2 Support for LPA -E2

**CITY OF LAKE ELMO
WASHINGTON COUNTY
STATE OF MINNESOTA**

RESOLUTION 2016-02

**A RESOLUTION TRANSMITTING THE CITY OF LAKE ELMO'S SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE
SEGMENT E ALIGNMENT REFINEMENT IN LAKE ELMO AND WOODBURY TO THE GATEWAY CORRIDOR
COMMISSION, WCRRRA AND METROPOLITAN COUNCIL**

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 12 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury, and;

WHEREAS, the Gateway Corridor Project received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, resolutions of support for BRT Alternative A-B-C-D2-E2 were provided by the PAC, GCC, each of the Gateway Corridor cities, and Ramsey and Washington County Regional Railroad Authorities in 2014, and;

WHEREAS, the Gateway Corridor (Gold Line) was officially included in the Metropolitan Council's 2040 Transportation Policy Plan, and;

WHEREAS, the LPA alignment from Lake Elmo Avenue/Settlers Ridge Parkway to Manning Avenue required further refinement to determine the crossing location of I-94, and;

WHEREAS, several alignment and station location configurations were prepared and assessed from Lake Elmo Avenue to Manning Avenue, and;

WHEREAS, the TAC, in a technical advisory role to the PAC, provided the following input on the LPA Alignment refinement between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue:

- BRT Alignment A-B-C- D2-E2, which on the east end begins and ends at the Manning Avenue park and ride in Lake Elmo, travels on Manning Avenue to Hudson Road, proceeding on Hudson Road to Settlers Ridge Parkway, with a station in the vicinity of Settlers Ridge, then proceeding north on Settlers Ridge to Hudson Boulevard in Lake Elmo. The LPA alignment from this point west remains unchanged.

WHEREAS, a public hearing was held on September 10, 2015 in Woodbury on the preliminary LPA alignment refinement, at which time four comments were received, and;

WHEREAS, the comment period on the LPA refinement remained open through September 24, 2015, during which time 26 comments were received

NOW THEREFORE BE IT RESOLVED that the City of Lake Elmo has taken into consideration the technical information on each of the alignment options for the segment of the LPA between Lake Elmo Avenue/Settlers Ridge and Manning Avenue, along with the TAC and public input and identifies BRT Alternative A-B-C-D2-E2 (*see map on page 3*) which on the east end begins and ends at the proposed Manning Avenue park and ride in Lake Elmo, travels on Manning Avenue to Hudson Road, proceeding on Hudson Road or in the vicinity of Hudson Road to Settlers Ridge Parkway, with a station in the vicinity of Settlers Ridge, then proceeding north on Settlers Ridge to Hudson Boulevard in Lake Elmo as the refined LPA alignment in Lake Elmo and Woodbury. The LPA alignment from this point west remains unchanged, and;

BE IT FURTHER RESOLVED that the City of Lake Elmo commits to working with the Washington County Regional Railroad Authority (WCRRRA), on behalf of the Gateway Corridor Commission, and the Metropolitan

Council to address the comments submitted by agencies, adjacent communities, the business sector, and the following areas of particular importance to the City of Lake Elmo

1. . The ownership and maintenance responsibilities of Hudson Boulevard were recently turned back to the City of Lake Elmo from MnDOT. If Hudson Boulevard is expanded to accommodate a BRT guideway or additional travel lanes for the exclusive use of buses it may increase the demands on the City to properly maintain the roadway. The City of Lake Elmo requests analysis of appropriate jurisdictional control over Hudson Boulevard and robust consideration of a possible turn back to Washington County.
2. Maintaining access for current land owners along Hudson Boulevard and planning for access for future development needs to be part of a functional ingress – egress policy. The City of Lake Elmo requests the development of an access management plan for Hudson Blvd. that is supported by property owners, the City of Lake Elmo and Washington County.
3. The City of Lake Elmo supports an easterly station in the proximity of the NW corner of Manning Avenue and I-94 to support economic development, including job creation, tax value, and traffic efficiency associated with the creation of a business park as guided by the City's Comprehensive Plan. Incorporating a Gateway station in Lake Elmo will require station area planning resources to ensure that Lake Elmo is maximizing economic development potential and ridership. The City Lake Elmo requests thorough analysis of economic development potential to assist in guiding the placement of Gateway stations in the corridor segment from Keats Avenue to Manning Avenue as well as planning resources from the Gateway Corridor Commission and Washington County to assist with transit oriented development/station area planning.
4. Lake Elmo Avenue serves as an important access point to downtown Lake Elmo. Due to the proximity of the road to both the Lake and developed neighborhoods, future expansion is constrained through the downtown area and the roadway cannot functionally handle additional growth in the regional movement of traffic beyond what is currently forecasted. The City of Lake Elmo recognizes that while the Gateway Corridor project will likely not preclude an interchange in this location, it would like to take this opportunity to state to Washington County, the Minnesota Department of Transportation and the Federal Highways Administration that an interchange is NOT desired in this location.
5. Safety and security at BRT stations for transit patrons and surrounding businesses and neighborhoods is very important to Lake Elmo. BRT Stations should be designed to be safe and secure environments that incorporate design elements to deter crime such as good lighting, visibility, security monitoring. The City of Lake Elmo requests a safety and security plan to ensure that adequate resources are provided at a regional and local level to effectively address safety and security concerns at Gateway Corridor facilities.

NOTE: THE PLACEHOLDER FOR CITY OF LAKE ELMO TO IDENTIFY PARTICULAR AREAS OF IMPORTANCE IN RESOLUTION IS OPTIONAL. CITY SPECIFIC ITEMS COULD ALSO BE ADDRESSED THROUGH SEPARATE TRANSMITTAL.

BE IT FURTHER RESOLVED that this resolution adopted by the City of Lake Elmo be forwarded to the Gateway Corridor Commission, WCRRA and the Metropolitan Council for their consideration.

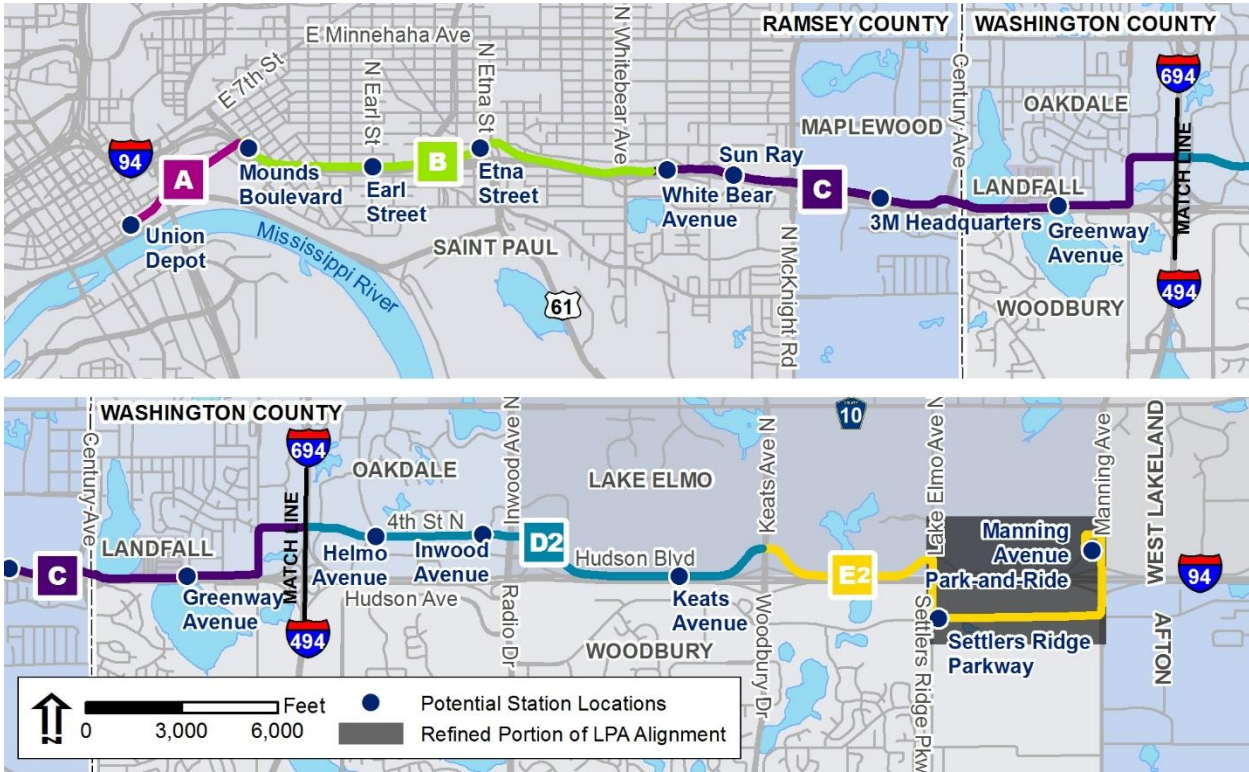
Date: _____

Date: _____

Attest City Clerk

Mayor _____

Refined Locally Preferred Alternative with E-2 end point



DRAFT

Why is the LPA being refined?

In September 2014 based on technical, policy, and community input, the Locally Preferred Alternative (LPA) was identified for the Gateway Corridor project. This alternative was described as bus rapid transit (BRT) generally on the Hudson Road-Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue. The LPA was adopted by the Metropolitan Council as part of the *2040 Transportation Policy Plan* in January 2015.

In order to determine the route between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue, additional analysis and coordination has taken place.

What were the key factors in defining the refined LPA?



Cost



Economic development potential



Flexibility



Ridership



Operational efficiency/
system integration

What is the refined LPA alignment?

Multiple routes were studied (see back of handout) and community, technical, and policy input was collected. Based on the information gathered to date, the Policy Advisory Committee made a draft recommendation for public comment that Option A should be included as part of the refined LPA alignment. Option A has the fastest travel time, lowest cost, and highest ridership out of the routes studied.

The refined LPA route is shown on the back of this handout. Station locations are included as reference and are not adopted as part of the LPA.

The LPA refinement is limited to the proposed route from Lake Elmo Avenue to Manning Avenue.

What is the LPA and why is it important?

The Locally Preferred Alternative (LPA) is the transitway alternative that the Cities and Counties in the corridor prefer and expect to be competitive and achieve support at the federal level.

The LPA is a general description of the type of transit that will be used (mode) and the location (route). The LPA definition is general; design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.

What are the next steps?

The Gateway Corridor Policy Advisory Committee (PAC) and Gateway Corridor Commission (GCC) recommended the refined LPA for public comment on August 13, 2015. At the public hearing on September 10, 2015, the public will be provided an opportunity to comment on the refined route. Comments will also be accepted via phone, email, or mail through September 24, 2015 (see contact information below). Based on the input received, the PAC and GCC will make a final recommendation at their October 2015 meetings.

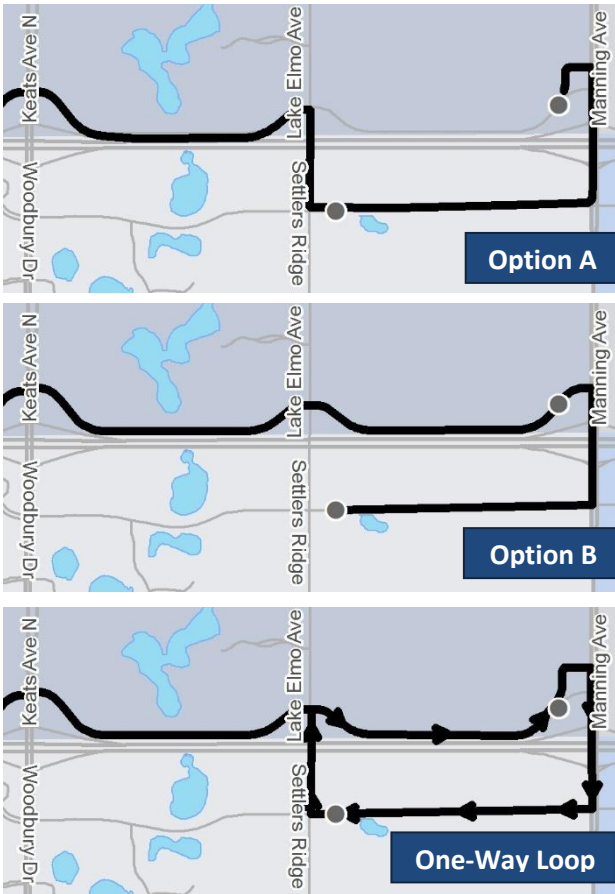
Contact Information

If you have questions or would like to submit a comment on the refined LPA, please contact:

Lyssa Leitner, Senior Planner
11660 Myeron Road North
Stillwater, MN 55082
651-430-4300

gatewaycorridor@co.washington.mn.us

Routes Considered Between Lake Elmo Avenue/Settlers Ridge Parkway and Manning Avenue



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

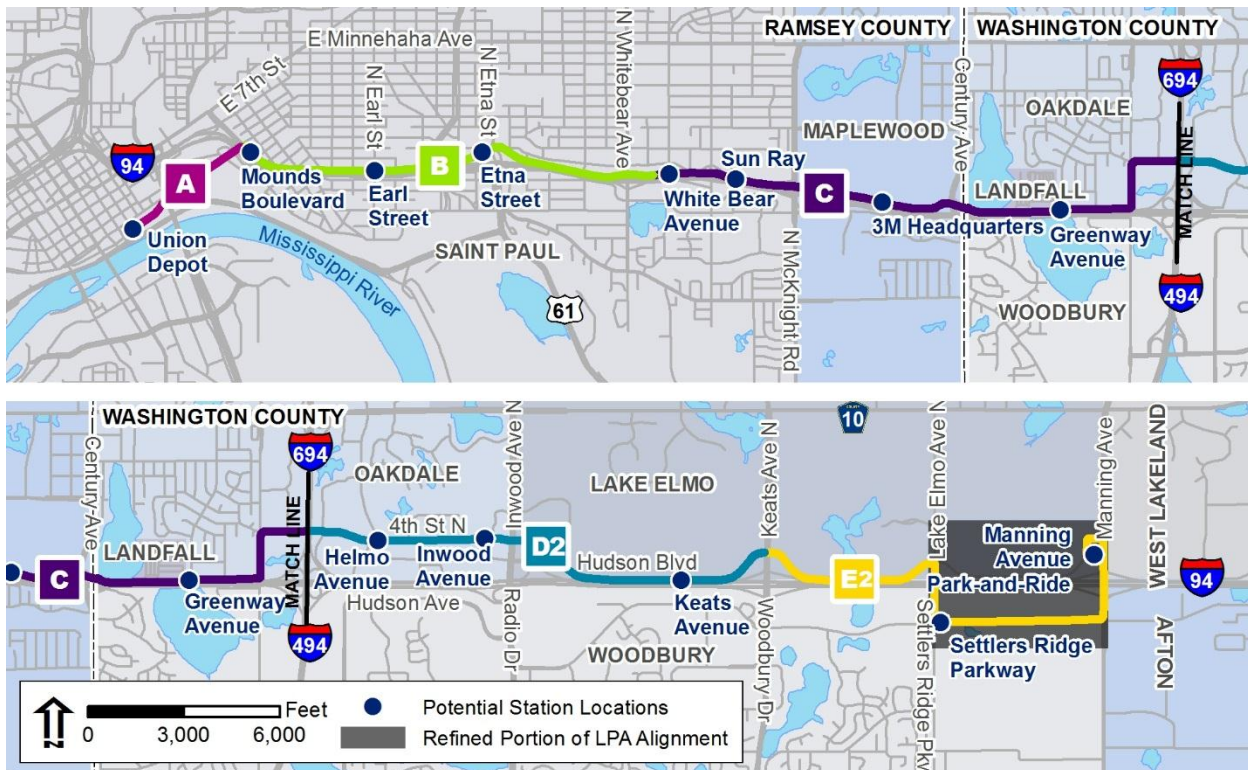
¹ Travel time

to Union Depot

² Cost

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

Refined Locally Preferred Alternative



**CITY OF LAKE ELMO
WASHINGTON COUNTY
STATE OF MINNESOTA**

RESOLUTION NO. 2014-71

A RESOLUTION TRANSMITTING THE CITY OF LAKE ELMO'S SUPPORT OF THE LOCALLY PREFERRED ALTERNATIVE (LPA) TO THE RCRRA, WCRRA, and METROPOLITAN COUNCIL

WHEREAS, the Gateway Corridor is a proposed project that will provide for transit infrastructure improvements in the eastern portion of the Twin Cities, and;

WHEREAS, the purpose of the 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 within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor, and;

WHEREAS, the Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 12 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Landfall, Oakdale, Lake Elmo, and Woodbury, and;

WHEREAS, the Gateway Corridor Commission (GCC), in partnership with the Metropolitan Council and other project stakeholders, completed the Gateway Corridor Alternatives Analysis (AA) Study that in addition to the No-Build alternative recommended one bus rapid transit (BRT) and one light rail transit (LRT) alternative be advanced for further study in the federal and state environmental review process, and;

WHEREAS, the Federal Transit Administration (FTA); the Washington County Regional Railroad Authority (WCRRA), serving on behalf of the GCC; and the Metropolitan Council have initiated the environmental review process for the Gateway Corridor project, with FTA designated as the lead federal agency for this project, and;

WHEREAS, the Gateway Corridor project recently received the important Presidential designation as a Federal Infrastructure Permitting Dashboard Project, and;

WHEREAS, the Gateway Corridor project recently completed the Scoping phase of the environmental process, which resulted with the Policy Advisory Committee (PAC) and the GCC recommending further study of the No-Build alternative, four BRT alternatives operating within a dedicated Guideway (A-B-C-D1-E1, A-B-C-D2-E1, A-B-C-D2-E2, A-B-C-D2-E3) and a managed lane alternative in the Draft Environmental Impact Statement (EIS) at the request of the FTA and Federal Highway Administration (FHWA), and;

WHEREAS, the BRT alignments that advance into the Draft EIS will be further defined and evaluated to minimize impacts to surrounding properties and the I-94 corridor which may include operating in existing lanes with mixed traffic at pinch points where right-of-way is constrained, enhance economic development potential, and reduce capital costs while providing required operating efficiency, with attention to mobility options for environmental justice populations, and;

WHEREAS, through the Scoping process, the PAC and the GCC recommended that the LRT alternative be eliminated from further study due to its higher costs while generating a similar ridership, and;

WHEREAS, the identification of a Locally Preferred Alternative (LPA) is a critical first step in pursuing federal funding for the Gateway Corridor project, and;

WHEREAS, the adoption of the LPA into the Metropolitan Council's Transportation Policy Plan will conclude the FTA Alternatives Analysis process, and;

WHEREAS, the LPA will be one of the Build alternatives identified and studied in the Draft EIS, and;

WHEREAS, the LPA includes the definition of the Gateway Corridor mode and a conceptual alignment which can be refined through further engineering efforts, and;

WHEREAS, the LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process, and;

WHEREAS, the comments submitted by agencies, the business sector, and the public during the Scoping phase, as well as the additional comments received from adjacent communities since the Scoping phase, will be addressed accordingly through the Draft EIS process, and;

WHEREAS, the PAC and GCC each passed resolutions on July 24, 2014 recommending BRT Alternative A-B-C-D2-E2 (*see attached figure*) as the proposed LPA for review at the August 7 PAC sponsored LPA public hearing and inclusion in the Metropolitan Council's Draft 2040 Transportation Policy Plan, and;

WHEREAS, the Gateway Corridor PAC/GCC held a public hearing on August 7, 2014 as part of the LPA decision making process. A total of 35 comments were received through the proposed LPA review process, and;

WHEREAS, the Cities will be working collaboratively and with support from the GCC to complete a market analysis and station area plans for the areas around the BRT Guideway stations as a part of the Draft EIS process, and;

NOW THEREFORE BE IT RESOLVED that the City of Lake Elmo supports the LPA recommendation of the PAC and GCC and identifies the dedicated BRT alternative generally on the Hudson Road – Hudson Boulevard alignment that crosses to the south side of I-94 between approximately Lake Elmo Avenue and Manning Avenue is the Locally Preferred Alternative for the Gateway Corridor project (*see attached figure*).

BE IT FURTHER RESOLVED that the City of Lake Elmo commits to undertaking and developing station area plans with the support of the GCC for the proposed BRT guideway station areas within its jurisdiction based on the results of a market analysis, community input, and Metropolitan Council guidelines and expectations for development density, level of activity, and design.

BE IT FURTHER RESOLVED that through the Draft EIS process the PAC and the GCC will continue to evaluate and focus on transit service connections to the dedicated BRT system (A-B-C-D2-E2), including an efficient feeder bus network, as well as the number and location of stations throughout the Gateway Corridor to maximize service, accessibility, and surrounding economic development opportunities, while minimizing impacts.

BE IT FURTHER RESOLVED that the City of Lake Elmo commits to working with the Washington County Regional Railroad Authority, on behalf of the Gateway Corridor Commission, and the Metropolitan Council to address the comments submitted by agencies, adjacent communities, the business sector, and the public during the Scoping phase, as well as additional comments received during the development of the LPA, through the Draft EIS process, and the following areas of particular importance to the City of Lake Elmo.

1. The ownership and maintenance responsibilities of Hudson Boulevard were recently turned back to the City of Lake Elmo from MnDOT. If Hudson Boulevard is expanded to accommodate a BRT guideway or additional travel lanes for the exclusive use of buses it may increase the demands on the City to properly maintain the roadway. **The City of Lake Elmo requests analysis of appropriate jurisdictional control over Hudson Boulevard and robust consideration of a possible turn back to Washington County.**
2. Maintaining access for current land owners along Hudson Boulevard and planning for access for future development needs to be part of a functional ingress – egress policy. **The City of Lake Elmo requests the development of an access management plan for Hudson Blvd. that is supported by property owners, the City of Lake Elmo and Washington County.**
3. The City of Lake Elmo supports an easterly station in the proximity of the NW corner of Manning Avenue and I-94 to support economic development, including job creation, tax value, and traffic efficiency

associated with the creation of a business park as guided by the City's Comprehensive Plan. Incorporating a Gateway station in Lake Elmo will require station area planning resources to ensure that Lake Elmo is maximizing economic development potential and ridership. **The City Lake Elmo requests thorough analysis of economic development potential to assist in guiding the placement of Gateway stations in the corridor segment from Keats Avenue to Manning Avenue as well as planning resources from the Gateway Corridor Commission and Washington County to assist with transit oriented development/station area planning.**

4. Lake Elmo Avenue serves as an important access point to downtown Lake Elmo. Due to the proximity of the road to both the Lake and developed neighborhoods, future expansion is constrained through the downtown area and the roadway cannot functionally handle additional growth in the regional movement of traffic beyond what is currently forecasted. **The City of Lake Elmo recognizes that while the Gateway Corridor project will likely not preclude an interchange in this location, it would like to take this opportunity to state to Washington County, the Minnesota Department of Transportation and the Federal Highways Administration that an interchange is NOT desired in this location.**
5. Safety and security at BRT stations for transit patrons and surrounding businesses and neighborhoods is very important to Lake Elmo. BRT Stations should be designed to be safe and secure environments that incorporate design elements to deter crime such as good lighting, visibility, security monitoring. **The City of Lake Elmo requests a safety and security plan to ensure that adequate resources are provided at a regional and local level to effectively address safety and security concerns at Gateway Corridor facilities.**
6. **The City of Lake Elmo would also support an A-B-C-D2-E3 alignment and continued evaluation as part of the Draft EIS.**

BE IT FURTHER RESOLVED that this resolution adopted by the City of Lake Elmo be forwarded to the Metropolitan Council for their consideration.

Recommended Locally Preferred Alternative – BRT Alternative A-B-C-D2-E2 (Conceptual)

ADOPTED BY THE LAKE ELMO CITY COUNCIL ON THE SIXTEENTH DAY OF SEPTEMBER 2014.

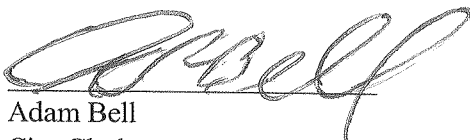
CITY OF LAKE ELMO



By: _____
Mike Pearson
Mayor

(Seal)

ATTEST:



Adam Bell
City Clerk