

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.

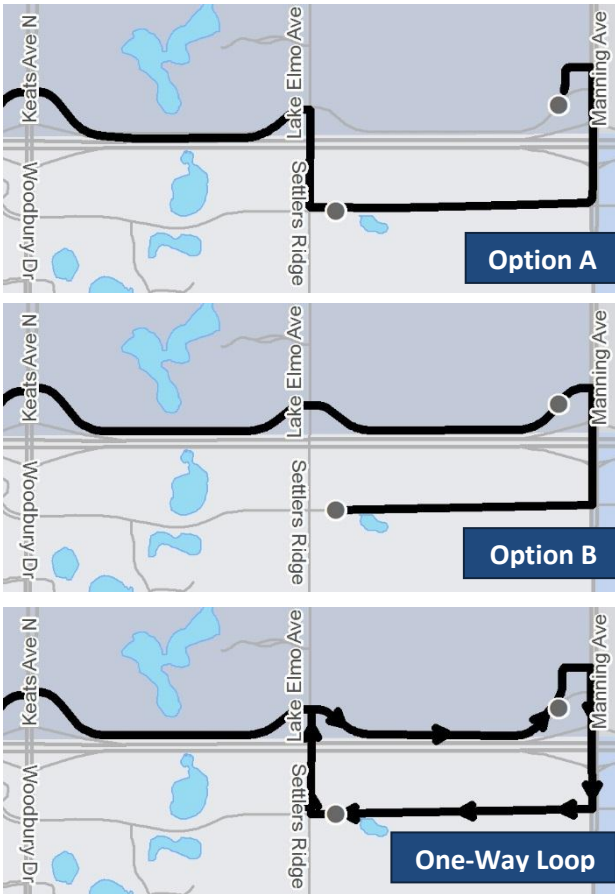
Contact Information

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

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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

