



FOR IMMEDIATE RELEASE
February 16, 2011

Media Contacts:
Darin Broton
Tunheim Partners
952-851-7286 (office)
651-983-9432 (cell)

Gateway Corridor Study Outlines Seven Possible Transit Options from Minneapolis to Western Wisconsin

Possible options include light rail, bus-rapid transit and commuter rail

STILLWATER, MINN. – The Gateway Corridor Commission announced today seven possible transit options that will receive further detailed analysis in its Alternatives Analysis Study (AA). The study initially screened 20 potential options to determine the best mode and route for new transit along I-94, from downtown Minneapolis through Saint Paul and east to Eau Claire, Wisconsin.

The seven possible transit options, which include express bus, light rail transit (LRT), bus-rapid transit (BRT) and commuter rail service, will be presented at a series of open houses in late February and early March. After receiving public feedback, the study team will look at possible station locations, service frequency and Park & Ride facilities. Those specifics will be presented to the public later this spring.

Option 1: Express Buses from St. Paul-Minneapolis to Woodbury

The first option would maintain the current express bus service between downtown St. Paul-Minneapolis and Woodbury. Buses would continue to operate on highway shoulders when general traffic is 35 mph or less. This option would include future Park & Ride lots throughout the corridor. [View Map](#)

Option 2: Express Buses from St. Paul-Minneapolis to Eau Claire

The second option would allow express buses to operate between downtown St. Paul-Minneapolis and Eau Claire. Express buses would use highway shoulders when the speed of general traffic is 35 mph or less. In addition to express bus service, this option would analyze a managed lane of traffic, such as a MnPass lane. This option would add Park & Ride lots throughout the corridor. [View Map](#)

Option 3: Bus-Rapid Transit from Minneapolis to Hudson on I-94

The third option would incorporate BRT in an exclusive bus-only lane from Minneapolis to Hudson, primarily along I-94. The route would start in downtown Minneapolis following I-94 to Ayd Mill Road and I-35E to the Union Depot in downtown St. Paul, then continuing on Seventh Street or Warner Road onto I-94 to Hudson. Express buses would connect Hudson to Eau Claire. [View Map](#)

Option 4: Bus-Rapid Transit from Minneapolis to Hudson through St. Paul's Eastside

The fourth option would also operate BRT in an exclusive bus lane from downtown

Minneapolis to Hudson along a route that veers north of I-94 into St. Paul's Dayton's Bluff and Battle Creek Park neighborhoods. Two possible alignments for this option are a St. Paul to Oakdale to Woodbury alignment and a St. Paul to Woodbury alignment. Similar to Option 3, the route would start in downtown Minneapolis and continue to the Union Depot in downtown St. Paul. The route continues from Seventh Street onto either Minnehaha Avenue or Third Street connecting to Hudson Road near Radio Drive. The route would follow Hudson Road and connect to I-94, then continue to Hudson. Express buses would connect Hudson to Eau Claire. [View Map](#)

Option 5: Light Rail Transit from St. Paul to Hudson on I-94

The fifth option would incorporate LRT from St. Paul to Hudson. The route would start at the Union Depot in downtown St. Paul and connect to I-94 from either Seventh Street or Warner Road, then continue to Hudson. At the Union Depot, commuters would connect with Central Corridor LRT to continue onto Minneapolis. Express buses would connect Hudson to Eau Claire. [View Map](#)

Option 6: Light Rail Transit from St. Paul to Hudson through St. Paul's Eastside

The sixth option would also operate LRT from St. Paul to Hudson along a route that veers north of I-94 into St. Paul's Dayton's Bluff and Battle Creek Park neighborhoods. Two possible alignments for this option are a St. Paul to Oakdale to Woodbury alignment and a St. Paul to Woodbury alignment. Similar to Option 4, the route would start at the Union Depot in downtown St. Paul, and continue from Seventh Street onto either Minnehaha Avenue or Third Street connecting to Hudson Road near Radio Drive. The route would follow Hudson Road and connect to I-94, then continue to Hudson. Express buses would connect Hudson to Eau Claire. [View Map](#)

Option 7: Commuter Rail from Minneapolis to Eau Claire

The seventh option would incorporate commuter rail service from downtown Minneapolis to Eau Claire. The route would start in Minneapolis and follow either the Burlington Northern Santa Fe Railway route north of I-94 through St. Paul's Midway or follow the Canadian Pacific Railway south of I-94 along Ayd Mill Road to the Union Depot in downtown St. Paul. The route would continue from the Union Depot along the Union Pacific Railroad route north of I-94 to Eau Claire. The route would travel northeast to St. Paul's Payne-Phalen neighborhood, through Maplewood and Oakdale. The route continues to parallel to Highway 5 into downtown Lake Elmo before veering south of Bayport and crossing the St. Croix River into North Hudson. The route then continues north of I-94 to Eau Claire. [View Map](#)

The purpose of the AA is to identify a cost-effective, economically viable transit option for the Gateway Corridor that improves mobility and safety, supports economic development; protects the natural environment in the corridor, and preserves and protects individual community quality of life. For more information on the Gateway Corridor AA, visit: www.thegatewaycorridor.com.

About The Gateway Corridor Commission

In 2009, the Gateway Corridor Commission was created to study and plan alternative transportation options for the area along Interstate 94. The Commission is comprised of local elected officials and community leaders in the Gateway Corridor who are continuously working to bring new transit options to residents, businesses and travelers in the area. To learn more, please visit www.thegatewaycorridor.com.

###