



Gateway Corridor Commission News Release

Contact:

Andrew J. Gitzlaff
Gateway Corridor Project Manager
Direct: 651-430-4338 | Fax: 651-430-4350
andy.gitzlaff@co.washington.mn.us

For immediate release: Oct. 7, 2014

Transit Mode, Route Approved by all the Cities and Counties along the Gateway Corridor

Each of the six cities and two counties along the Gateway Corridor has approved the locally preferred alternative (LPA) for the proposed transit line. The Washington County Regional Railroad Authority gave the final approval following a public hearing Oct. 7. The LPA selects bus rapid transit (BRT) as the mode and a conceptual route that will be refined through further engineering.

Over approximately four weeks, resolutions were passed by Lake Elmo, Landfall, Maplewood, Oakdale, Saint Paul and Woodbury, and the regional railroad authorities of Ramsey and Washington counties.

The LPA identifies BRT in its own dedicated lanes from Union Depot in Saint Paul to Woodbury on a route generally following the Hudson Road/Hudson Boulevard alignment that crosses to the south side of I-94 between Lake Elmo Avenue and Manning Avenue in Woodbury.

One of the benefits of the LPA process was the opportunity for communities to work together as one corridor, said Washington County Commissioner Lisa Weik, chair of the Gateway Corridor Commission.

"We're united in our commitment to provide access to jobs and education in the form of reliable, comfortable and convenient public transit," Commissioner Weik said. "Approving the LPA is evidence of that."

Project planners held public hearings and attended meetings with city and county officials to review details of the plan, gather feedback and adjust as necessary. "From the general public to the business community, we greatly appreciate the participation and viewpoints of all those who engaged in this process," said Commissioner Weik.

Next Steps for LPA

The LPA is expected to be adopted into the Metropolitan Council’s 2040 Transportation Policy Plan, which is a necessary step in order to pursue federal funding for the project.

This decision represents another major milestone in the development of the Gateway rapid transit system, said Ramsey County Commissioner Rafael Ortega, vice-chair of the Gateway Corridor Commission.

"We are confident that public transit traveling frequently, all day, in both directions will help the east metro grow," Commissioner Ortega said.

The selection of a LPA is a local decision-making process. It is a separate process from the federal Draft Environmental Impact Study, also occurring at this time. 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. More information can be found at www.theGatewayCorridor.com under the Transit Studies tab.

About the Gateway Corridor Rapid Transit Project

Gateway is a proposed bus rapid transit (BRT) line that would run 12 miles in its own lane between the Union Depot in downtown Saint Paul and Woodbury next to Interstate 94 and Hudson Road. All-day transit service would stop at 12 stations and include connections to the growing regional transit system. The system could open for service by 2022 and will provide a focal point for new economic development opportunities as the region grows. The work is led by the Gateway Corridor Commission, which is comprised of local elected officials, business and community leaders. More information is available at www.theGatewayCorridor.com.

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PHOTO CUTLINE: This map shows the locally preferred alternative route of the Gateway Corridor Bus Rapid Transit project. The route will be further refined through the engineering process.

