

D1/D2 Open House Summary for Gateway Corridor Website

The D1/D2 open house was held on Thursday, February 6th from 5-7 pm at Globe University in Woodbury. The purpose of the meeting was to inform business and community members in the Corridor of the D1 and D2 alignments and gather community input on the advantages and disadvantages of each option prior to the official scoping period. The meeting was an open house format with a brief presentation at 5:30 and again at 6:30 to provide an overview of the project's goals, planning issues currently under consideration, and upcoming phases of the project.



Through an interactive exercise attendees were asked to map possible station locations and routes for the Gateway Corridor in the area using aerial photography, transparencies, and markers. Many attendees used the aerial photo to orient themselves to the area, point out features, and converse with staff and other attendees about the project. One attendee pinned a station location in the center of Tamarack Village and envisioned conversion of some of the retail center's surface parking lots to structures to make room for additional development near the station. Someone else proposed a station at Globe University, but questioned if

it would be useful to non-Globe users. Another attendee measured how many of the shops near Inwood Avenue she could easily walk to from a station on 4th Street, while another person envisioned conversion of the Oakdale golf course to residential developments near a station on 4th Street.

Comment cards were distributed at the meeting and 15 people provided written responses to several questions which are summarized below:

Are you a current transit rider? If yes, why? If no, why not?

- Yes, I commute to downtown Minneapolis, downtown St. Paul, or the U of M (2)
- Yes, but bus stops in the suburbs are poorly marked (1)
- Occasionally I will drive to the LRT park and ride for events in downtown Minneapolis (2)
- Occasionally I will take the bus to downtown St. Paul (1)
- No, access is difficult/transit doesn't run at convenient times or locations (5)
- No, I need my car for work and errands (2)

How would you use the Gateway Corridor to get where you need to go?

- I would take it to work in downtown St. Paul or along the Central Corridor (4)
- I would take it to events, appointments in downtown St. Paul (5)
- I would take it to shop in Woodbury (1)
- I would take it to the airport (1)
- People might take it to the recreational opportunities on the east end of the corridor (2)
- I would not use it (2)

Do the locations of the stations and route make a difference in how you would use the service?

- Connections to bikeways are important (3)
- Connections to shopping and groceries would be useful (3)
- I prefer D1 (3)
- I would like to have a park and ride nearby (1)
- No difference (4)

Is there anything else you would like to tell us?

- I prefer LRT (3)
- LRT would draw more non-commuting riders (2)

- The no-build should be seriously considered (2)

How did you hear about the meeting tonight? (Respondents sometimes marked more than one way)

- Gateway e-blast (4)
- Gateway website (3)
- Gateway Facebook page (2)
- Flyer in the mail
- Word of mouth (1)
- Newspaper (4)
- Other (2) Afton Newsletter (2) /Woodbury In Touch email (1)

Comments in full are attached to this memo with names and contact information excluded



Gateway Corridor D1 and D2 Open House

February 6, 2014, 5:00 – 7:00 p.m.
Globe University
Woodbury, MN

If you'd like to share your thoughts regarding tonight's information,
please complete the form below and drop it at the front table or
mail your comment using the address on the reverse side.

You can also Email your comment to: gatewaycorridor@co.washington.mn.us

Name: [Redacted]

Address: [Redacted] Woodbury [Redacted]

Email Address: [Redacted] Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

Occasional. Drive to LRT to ride to some Mpls events (Target field); Macalester employee so sometimes ride bus to downtown St. Paul for events. Used to commute to

How would you use the Gateway Corridor to get where you need to go?

Connecting to events in St. Paul, Mpls, future commuting to work with Central corridor connections. Downtown Mpls occasionally for work. Never consistent due to bus service not

Do the locations of the stations and route make a difference in how you would use the service?

Possibly. Would be driving or biking to stations. Connections to bikeways would be important. Access to shopping (groceries) for returning home. Would love a stop convenient to Trader Joe's. 😊

Is there anything else you would like to tell us?

Much prefer LRT as a modality. I think it's attractive to more people for leisure trips - get Mpls bikers out to our trails (and stores). Better for visitors. No one wants to ride the bus, but everyone likes trains.

How did you hear about the meeting tonight?

Gateway e-blast Gateway Facebook page Word of mouth Other

Gateway website Flyer in the mail Newspaper

I fly you go to Washington DC, you →

Affix
Stamp
Here

Andy Gitzlaff, Project Manager
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

matching work schedule

likely ride the train/subway system ~~or~~ but not the bus. BRT
appeals to the daily commuter but not the family who
wants to take the kids to a game at Target Field.



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Address: [Redacted] Woodbury [Redacted]

Email Address: [Redacted] Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

yes. I work at the VoFM and take the bus regularly from downtown St Paul to the U. It would be great to take transit from home to work. I live ~~about~~ 1/2 mile south of Hudson Rd/Woodbury Dr.

How would you use the Gateway Corridor to get where you need to go?

I would walk or bike to the station closest to me, transfer in St. Paul, and take LRT to the VoFM.

Do the locations of the stations and route make a difference in how you would use the service?

No. North or south of I-94 doesn't make a difference to me. It would be more convenient if it was south of I-94, but might be more efficient/better on the north side.

Is there anything else you would like to tell us?

Businesses could draw on inner city St Paul citizens to hire in Woodbury, Oakdale, Lake Elmo. I like this. If you locate on the north, allow/create better pedestrian/bike paths on both east and west side of Woodbury Dr.

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- Other
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- Newspaper



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Name: [Redacted]

Address: [Redacted] St Paul [Redacted]

Email Address: [Redacted] Add me to the Gateway Corridor email list
yes, keep on the list.

Are you a current transit rider? If yes, why? If no, why not?

yes, but poorly marked bus stops in suburbs can be confusing.

How would you use the Gateway Corridor to get where you need to go?

If to D1 Woodbury Shopping. either to Sun Ray or to connect to downtown St Paul/Minneapolis

Do the locations of the stations and route make a difference in how you would use the service?

Yes, if D1 - near Woodbury shopping areas. D2 is yet to be determined if there would be new prospected places.

Is there anything else you would like to tell us?

Looking forward to this being built.

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Name:

[Redacted]

Address:

Afton, [Redacted]

Email Address:

Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

NO. I do not like the smell of the fuel and the pollution. Access is difficult. Stairs, narrow walkways/paths. Out dated. Congested roadways. Negative image.

How would you use the Gateway Corridor to get where you need to go?

I would use Light Rail to go into the cities. City dwellers would come out to our local businesses and Ski and outdoor areas.

Do the locations of the stations and route make a difference in how you would use the service?

D1 would have "destinations" already built and attract riders to start paying for this.

D2 more building flexibility.

Is there anything else you would like to tell us?

Light rail is an investment upfront > ~~that~~ than bus system - but more inviting, LESS polluting, easier access and greater longevity. Look @ rails in England - it is a quiet, pleasant way to commute.

How did you hear about the meeting tonight?

Gateway e-blast
Gateway website

Gateway Facebook page
Flyer in the mail

Word of mouth
Newspaper

Other

Afton News Letter



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Name: [REDACTED]

Address: _____

Email Address: already signed up at registration Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

Very infrequently, Because it is a 20-minute drive to the closest transit option (in Woodbury) from my home in downtown Afton.

How would you use the Gateway Corridor to get where you need to go?

Communiting into downtown St. Paul, ideally from St. Croix Trail & I-94.

Do the locations of the stations and route make a difference in how you would use the service?

Not the D alignment options; doesn't matter. I may not use the service until it gets at least as far east as Manning & 94.

Is there anything else you would like to tell us?

I am waiting for a park and ride & bus service at Manning and I-94.

How did you hear about the meeting tonight?

Gateway e-blast

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Word of mouth

Other

Gateway website

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Newspaper

City of Afton newsletter



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Name: [Redacted]

Address: [Redacted] Oakdale, [Redacted]

Email Address: [Redacted] Add me to the Gateway Corridor email list *already on!*

Are you a current transit rider? If yes, why? If no, why not?
yes 375 Guertgen Angles to Minneapolis for work.

How would you use the Gateway Corridor to get where you need to go?
Business Mtgs. at night can have a drink or 2 and not have to drive. Also to take guests to shops and attractions... regional visitors.

would allow a drink or 2!

Do the locations of the stations and route make a difference in how you would use the service?
yes..

Is there anything else you would like to tell us?
I would prefer D1 over D2 but I think a split at Oaks business park to at least eventually serve both ~~near~~ South and North corridors makes sense.

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Thank You!



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Name: [Redacted]

Address: [Redacted] Woodbury

Email Address: [Redacted] Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?
No - not convenient for me (locations, time not flexible enough)

How would you use the Gateway Corridor to get where you need to go?
- work in St. Paul, but also getting to the cities in the evening / weekends for events
- would be great to have biking access to stations

Do the locations of the stations and route make a difference in how you would use the service?
yes-- bik-able is important -- link easily to the network of biking trails.

Is there anything else you would like to tell us?
- LRT is more expensive, but would be more of a draw to the "casual" (non-regular commuter) transit rider.
- kids like trains

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Name: [REDACTED]

Address: [REDACTED] Woodbury

Email Address: _____ Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

How would you use the Gateway Corridor to get where you need to go?

Do the locations of the stations and route make a difference in how you would use the service?

Is there anything else you would like to tell us?

why not skip all the concrete + all the stations ~~and~~ and
buy lots of small buses running every 10 minutes and
save millions of dollars and maximize flexibility so not locked
in to specific locations ?

How did you hear about the meeting tonight?

<input type="checkbox"/> Gateway e-blast	<input type="checkbox"/> Gateway Facebook page	<input checked="" type="checkbox"/> Word of mouth	<input type="checkbox"/> Other
<input type="checkbox"/> Gateway website	<input type="checkbox"/> Flyer in the mail	<input checked="" type="checkbox"/> Newspaper	



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Name: [Redacted]

Address: [Redacted] Woodbury, [Redacted]

Email Address: [Redacted] Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

We occasionally ride the light rail from Ft. Snelling to downtown Mpls. For shopping, concerts, sporting events

How would you use the Gateway Corridor to get where you need to go?

*I would use it for downtown St. Paul medical appointments, take light rail to Mpls for sporting events.
I would take the Transit to go to St. Paul Saints games.*

Do the locations of the stations and route make a difference in how you would use the service?

I'd like to have park & ride lots reasonably close to home.

Is there anything else you would like to tell us?

I prefer light rail, but BRT is also a good option.

How did you hear about the meeting tonight?

<input type="checkbox"/> Gateway e-blast	<input checked="" type="checkbox"/> Gateway Facebook page	<input type="checkbox"/> Word of mouth	<input type="checkbox"/> Other
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Name: [Redacted]

Address: [Redacted] Woodbury [Redacted]

Email Address: [Redacted] Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

Retired, and my part-time job is not on a transit corridor (including these proposed ones). I pretty much always used public transit during my working years if it was available.

How would you use the Gateway Corridor to get where you need to go?

I wouldn't - but I believe the corridor needs to serve the Oakdale, Tancred Village, and Woodbury Lakes shopping areas

Do the locations of the stations and route make a difference in how you would use the service?

Is there anything else you would like to tell us?

A crossing on the Eastern or Western boundary of Guardian Angels makes the most sense to me. I'm sure there would be a big ruckus about being next to the cemetery, but plenty of bus service goes by ^{streets} cemeteries already.

How did you hear about the meeting tonight? We need to give priority to existing

- Gateway e-blast
 - Gateway Facebook page
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 - Other
 - Gateway website
 - Flyer in the mail
 - Newspaper
- Commercial development is maybe future.*



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Name: _____

Address: _____

Email Address: _____

Add me to the Gateway
Corridor email list

Are you a current transit rider? If yes, why? If no, why not? *no - not available
to me in my area*

How would you use the Gateway Corridor to get where you need to go? *to get
to airport - etc.*

Do the locations of the stations and route make a difference in how you would use the service?
no

Is there anything else you would like to tell us?

How did you hear about the meeting tonight?

Gateway e-blast
Gateway website

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Word of mouth
Newspaper



Other



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Name: [Redacted]

Address: [Redacted] Stillwater [Redacted]

Email Address: _____ Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?
No. People don't live, work, and leisure in straight lines. They are extremely subsidized and unsustainable

How would you use the Gateway Corridor to get where you need to go?
Never

Do the locations of the stations and route make a difference in how you would use the service?
No

Is there anything else you would like to tell us? *See "my citizen comment" Also found on www.fb.com/wcwatchdog*

Thank you for please hearing me out. I source everything from credible sources like DOT, Gateway corridor etc

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 Gateway website Flyer in the mail Newspaper



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Name: [Redacted]

Address: [Redacted] Woodbury

Email Address: [Redacted] Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

NO
I NEED my car for work,
errands

How would you use the Gateway Corridor to get where you need to go?

I wouldn't

Do the locations of the stations and route make a difference in how you would use the service?

NO

Is there anything else you would like to tell us?

it's upsetting to me that
The "NO BUILD" is NOT
Being seriously considered

How did you hear about the meeting tonight?

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Name: [REDACTED]

Address: OAKDALE

Email Address: _____ Add me to the Gateway Corridor email list

Are you a current transit rider? If yes, why? If no, why not?

yes However There is very limited access To ride from ~~one~~ ^{one} ~~of~~ ^{of} ~~the~~ ^{the} origin to destination. with a LTR from Woodbury to St. Paul I would increase my ridership

How would you use the Gateway Corridor to get where you need to go?

from the proposed locations I could bike or drive 2-3 miles to a Terminal

Do the locations of the stations and route make a difference in how you would use the service?

yes They could, however one route D1 would allow more residents to adopt LRT as a mode of Transportation / lifestyle

Is there anything else you would like to tell us?

I feel LRT has more marketing power to influence potential ridership than ~~BRT~~ BRT.

How did you hear about the meeting tonight?

- | | | | |
|--|--|---|--------------------------------|
| <input type="checkbox"/> Gateway e-blast | <input type="checkbox"/> Gateway Facebook page | <input type="checkbox"/> Word of mouth | <input type="checkbox"/> Other |
| <input type="checkbox"/> Gateway website | <input type="checkbox"/> Flyer in the mail | <input checked="" type="checkbox"/> Newspaper | |

My Citizen Comment for Gateway Corridor (pics and sources included)



My 5 minute comment for the Gateway Corridor Open House:

I'm [redacted] live in Stillwater. Over the last year I've been watching the progress of all three transit corridors that are developing in the County as a concerned tax payer. Specifically concerned about the cost vs benefit of these projects and their reliance to be primarily funded by taxpayers who will never hear, let alone use, these bus routes.

The Gateway Corridor is very concerning to tax payers considering **it's the most expensive line proposal in the county (\$400 million dollars) and also the shortest (11.5 miles)**. It was determined in 2012 that bus rapid transit (BRT), specifically "alternative 3", would advance to further study according to page 22 of the Gateway Corridor Final Alternative Analysis Report.

http://thegatewaycorridor.com/documents/2013/Gateway_Final_AA_Report.pdf

The proposed Gateway Corridor in Woodbury can learn a lot from the Red Line Corridor in Apple Valley. According to City-Data.com Woodbury has a slightly larger population than Apple Valley by 20%. However Apple Valley is 60% more densely populated because their population fits into nearly half the footprint of Woodbury (17 vs 35sq miles). I mention this because transit lines are severely underutilized the less dense a population gets. People don't want to drive to a bus stop.

Just look at the NorthStar Line that comes from 40 miles outside of Minneapolis. **Even with the addition of the new Ramsey station in 2012 and lowering their ticket prices (hoping for more riders and money) they saw a 17% decline in ticket sales from 2012 to 2013.** The NorthStar line has consistently only been able to cover on average 16% of it's operating cost. The national average is 30% according to MNDOT. This is comparing the 2012 and 2013 MNDOT annual Guideway Status Reports. I know if any other market besides transit saw a 17% decline in sales it'd be front page news.

2012, p. 21: <http://www.dot.state.mn.us/govrel/reports/2012/GuidewaysReportfinal.pdf>

2013, p. 24: <http://www.dot.state.mn.us/govrel/reports/2013/2013GuidewayStatusReport.pdf>

The Gateway Corridor like the Red Line Corridor is 11.5 miles long with routes into the twin cities. The Gateway's I-94 route sees 90,000 - 150,000 cars a day as it gets into the cities (p.44 2013 MNDOT report). The Red Line's Cedar ave route sees 94,000 - 128,000 cars a day according to MNDOT (second source).

<http://www.dot.state.mn.us/govrel/reports/2013/2013GuidewayStatusReport.pdf>

<http://www.dot.state.mn.us/metro/projects/hwy77managedlanes/pdfs/factsheet.pdf>

Woodbury, like Apple Valley is surrounded by smaller nearby cities. According the the Gateway Corridor Alternative Analysis they expect a lofty 9,000 riders a day to ride the Gateway Corridor BRT option (p. 22). 3,600 of those riders being brought in on five "feeder" bus lines from the area (p.67). The Red Line BRT corridor in Apple Valley was finished last summer and it has six feeder lines (see picture from MVTA.com). **One problem, and this is where it all comes together. The Red Line in Apple Valley, as similar it is to the Gateway Corridor in demographics, length, traffic, and design relating to feeder bus lines... has only 850 riders a day! (according to the 2013 MNDOT Guideway report p.26) Hardly 9,000 riders the Gateway corridor studies report.** <http://www.dot.state.mn.us/govrel/reports/2013/2013GuidewayStatusReport.pdf>

These unrealistic ridership projections aren't the only problem with the Gateway Corridor plans. On page 115 of the Alternative Analysis Report we find "

http://thegatewaycorridor.com/documents/2013/Gateway_Final_AA_Report.pdf

We're going to spend almost a half billion dollars on this bus line. We have wildly unrealistic ridership figures. It's going to completely transform the I-94 corridor. I could find no public survey data taken, just information on a couple dozen Gateway corridor Lectures to the community: <http://thegatewaycorridor.com/documents/2013/Full%20List%20of%20AA%20Outreach%20Meetings.pdf>

Often less than 50 people show up to these meetings. I spoke at the Red Rock Corridor public hearing a couple weeks ago and only about 10 citizens showed up. These events are more like propoganda platforms than public comment sessions because you have to sit through a half hour one sided presentation from the project planners. It's worse than one of those free steak dinner deals you can get if, while you eat, you listen about a great time share you can buy down in a Florida swamp.

All of this is WAY to good to be true. You just have to look at the failed transit systems around us. Like the Red Line, \$112 million dollars to take 850 people off it's 90,000 car a day road... that's less than 1%! Or the \$350 million dollar Northstar line that,

