

Summary of Public Involvement and Comments during the Gateway Corridor Locally Preferred Alternative (LPA) Refinement Process

September 30, 2015

1. Overview

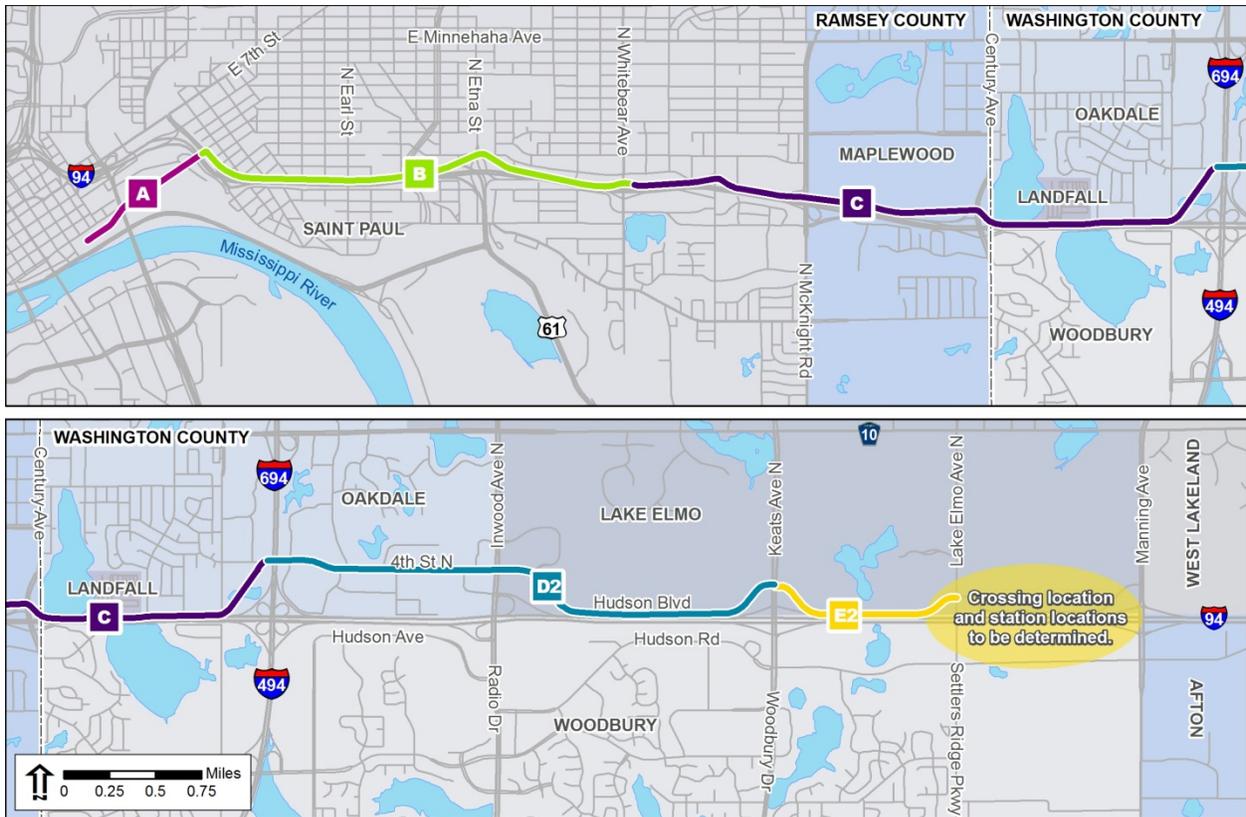
This document provides a summary of public comments received on the Gateway Corridor (Gold Line Bus Rapid Transit) proposed refinement to its locally preferred alternative (LPA) in August and September 2015. Comments received during the LPA process will be used to inform selection of the final LPA by the Gateway Corridor Policy Advisory Committee and the Gateway Corridor Commission. Additionally, each city and county along the refined segment of the LPA will be requested to pass a resolution of support for the refined LPA. This includes the City of Lake Elmo, the City of Woodbury, and Washington County Regional Railroad Authority. After these actions have been completed, the refined LPA will be included in the Metropolitan Council's 2040 Transportation Policy Plan via administrative amendment. The Gateway Corridor LPA Selection Summary Report will also be updated to reflect the LPA refinement.

This Summary of Public Involvement and Comments during the Gateway Corridor proposed LPA refinement process summarizes the comments received. All comments received as well as the transcript of the public hearing are attached to this document.

2. LPA Selection Process

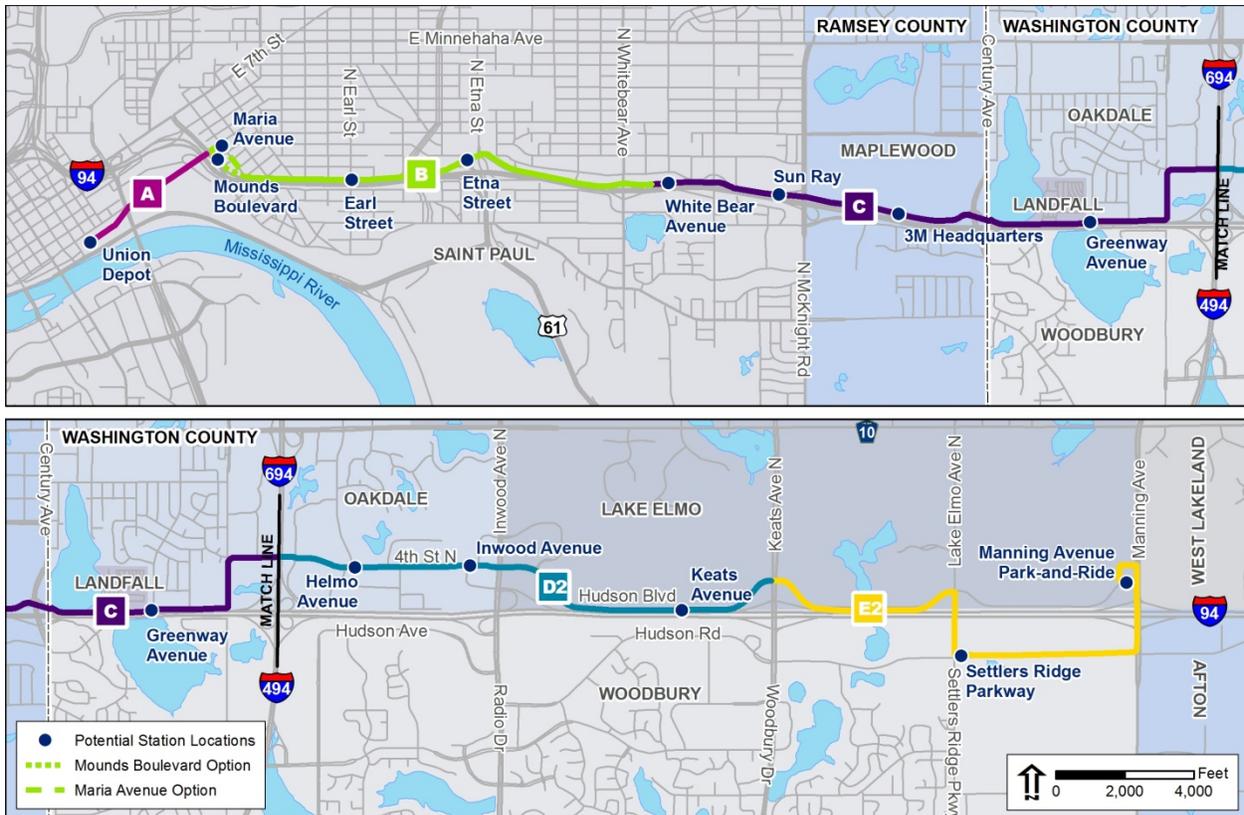
In August 2014, the Gateway Corridor Commission and Policy Advisory Committee, and each of the Cities and Counties in the corridor approved the LPA for the Gateway Corridor: the preferred mode is bus rapid transit (BRT) and the preferred routing is Alignment ABC-D2-E2, shown below in [Figure 1](#). The LPA was included in the Metropolitan Council Transportation Policy Plan adopted in January 2015. However, policy makers requested additional study of the eastern end of the corridor between Settlers Ridge Parkway and Manning Avenue, to solidify the transitway's routing in Lake Elmo and Woodbury, indicated by a gold circle on [Figure 1](#).

Figure 1. Proposed Locally Preferred Alternative – BRT Alignment A-B-C-D2-E2 with Eastern Segment To Be Determined



In September 2015, after outreach to agency and public stakeholders, the Gateway Corridor Commission and Policy Advisory Committee made a draft recommendation for public comment regarding the routing on the eastern end of the corridor, as shown in **Figure 2**. A public hearing regarding the refined LPA was held on Thursday, September 10, 2015.

Figure 2. Proposed Refined Locally Preferred Alternative – BRT Alignment A-B-C-D2-E2 with Eastern Segment Finalized



3. Outreach during the Locally Preferred Alternative Selection Process

A public open house and a public hearing were held to share information about the refined LPA and gather public input.

Approximately 25 individuals attended the Gateway Corridor Open House held on August 19, 2015 at Lake Elmo Inn Event Center.

Most of the attendees at this event reside or work in Lake Elmo. In addition to the general public, participants included elected officials from along the corridor and members of the project’s Community Advisory Committee (CAC). The open format did not include a presentation. Instead, participants were able to view materials including a detailed map of the E alignment and boards with project details. Individuals also left comments on feedback forms See [Appendix A](#) for all comments received.

Approximately 35 people attended the Gateway Corridor Locally Preferred Alternative Public Hearing held on September 10, 2015 at Woodbury City Hall. As the refinements to the LPA were located in the cities of Lake Elmo and Woodbury, most attendees at the public hearing and open house were from these two communities, as well as from the neighboring city of Oakdale. The public hearing was well-advertised via email newsletter, Facebook, flyers, and mainstream media. See [Appendix B](#) for the press release and flyer distributed.

The hearing was preceded by a formal presentation given by Lyssa Leitner, Washington County Project Manager, and a staffed open house with project information.

Testimony was limited to three minutes per speaker and was recorded by a court reporter. Questions and comments were not responded to within the hearing itself, but staff and PAC members were available afterward to address questions and comments. The official transcript of the hearing is included in [Appendix C](#) to this summary.

PAC members present for the hearing included:

- Lake Elmo Mayor Michael Pearson
- Maplewood Mayor Nora Slawik
- Woodbury Mayor Mary Giuliani Stephens
- West Lakeland Township Supervisor Dave Schultz
- Washington County Commissioner Lisa Weik
- Metropolitan Council Member Harry Melander
- Community Advisory Committee Chair Paul Sawyer
- Metropolitan State University representative Tom Cook

Commenters provided input on the proposed refined LPA in several formats:

Comment forms: Interested individuals were invited to submit written comments on comment forms provided at the August 19 open house and September 10 public hearing.

Verbal statements: A court reporter recorded verbatim statements at the Policy Advisory Committee public hearing on September 10, 2015.

Written statements: Written statements could be submitted in letter format or submitted electronically to the project manager, online at the project website, or to the project email address.

A total of 27 comments were received between August 14 and September 24, 2015. Of these, four verbal statements were received at the Policy Advisory Committee LPA public hearing. The balance included written statements that were received at the Lake Elmo Open House or by email prior to the end of the comment period.

Comments were from individuals or private businesses; no government agencies or other organizations commented. Comments received via email, written comments received at meetings, and the transcript of the September 10 public hearing are all included in [Appendix A](#).

3.1 Topics covered by the comments

The comment form solicited feedback on the proposed refinement to the LPA. Several commenters expressed general support or objections related to the project, but did not comment specifically on the LPA mode or alignment.

Comments ranged from general support for the project to a desire for the project to stop completely. Participants comments included a desire for the project to connect them to other parts of the region, preference for Gateway to run on current streets and to run in mixed traffic east of 3M, and for there to be plenty of parking available for users. Others stated that the project could result in the closing of their business, was too expensive for the resulting benefits, and caused concerns regarding access issues for residents and business owners.

Dale Properties requested consideration of two stations in Woodbury, one near Settlers Ridge Parkway and a second near Manning Avenue.

Additional comments were in favor of bicycle infrastructure to accompany the planned transit improvements, requested fewer stations on the eastern end of the corridor to enable a faster ride to downtown Saint Paul, and emphasized the importance of retaining parking near businesses. Another comment clarified that express buses will indeed not be eliminated when Gold Line begins operations. Several commenters voiced concerns regarding access changes to destinations off of 4th Street in Oakdale, as well as noise on 4th Street, and a change in character of the area around 4th Street and Helmo Avenue.

One comment was in support of a terminus near Manning Avenue in Woodbury, instead of north of I-94 in Lake Elmo.

Appendix A: All Comments Received

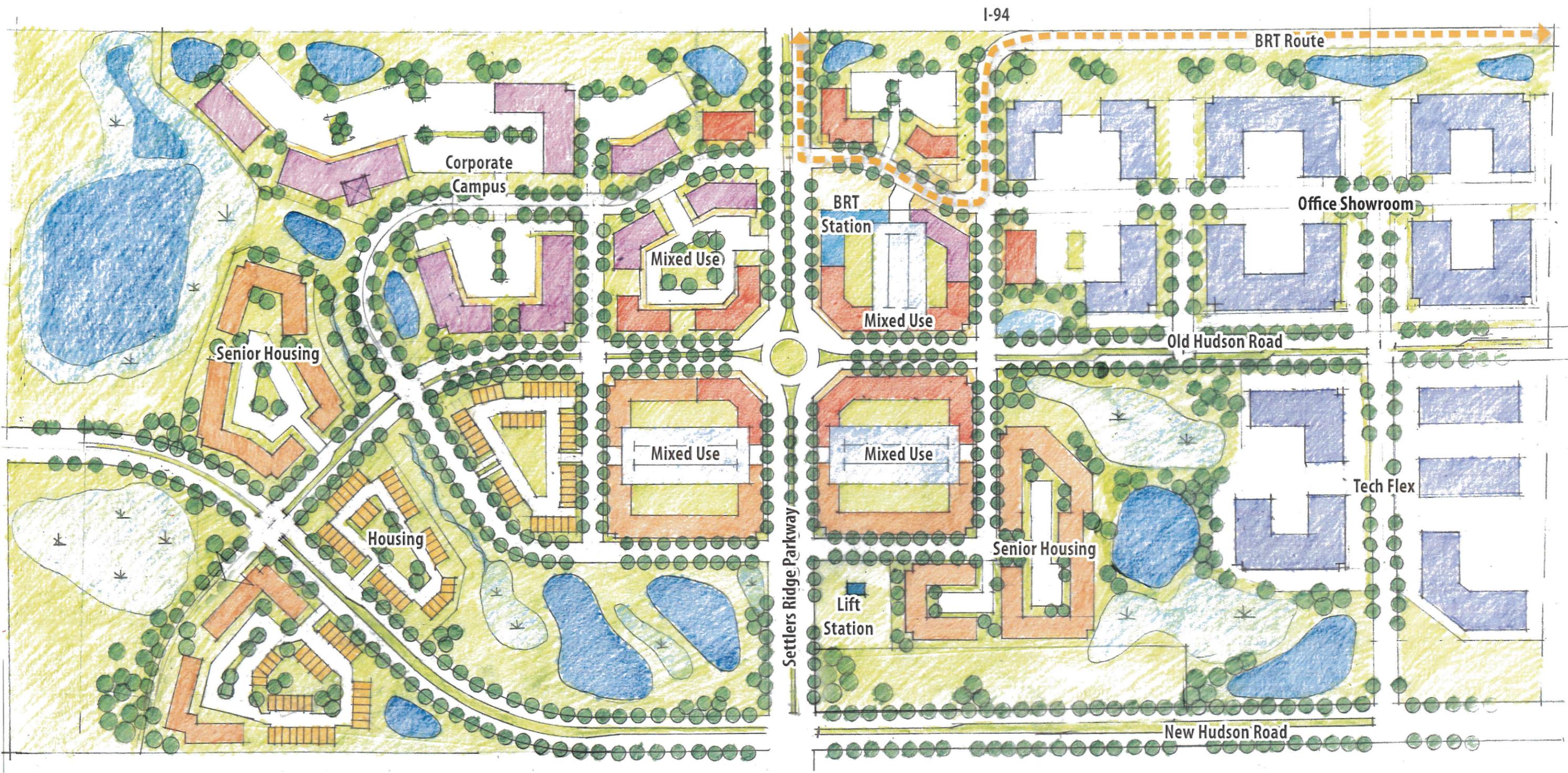


Dale Properties Proposed Gateway Corridor E2 Alignment within Woodbury & Lake Elmo

- Proposed Station Locations
- Dale Properties Locations



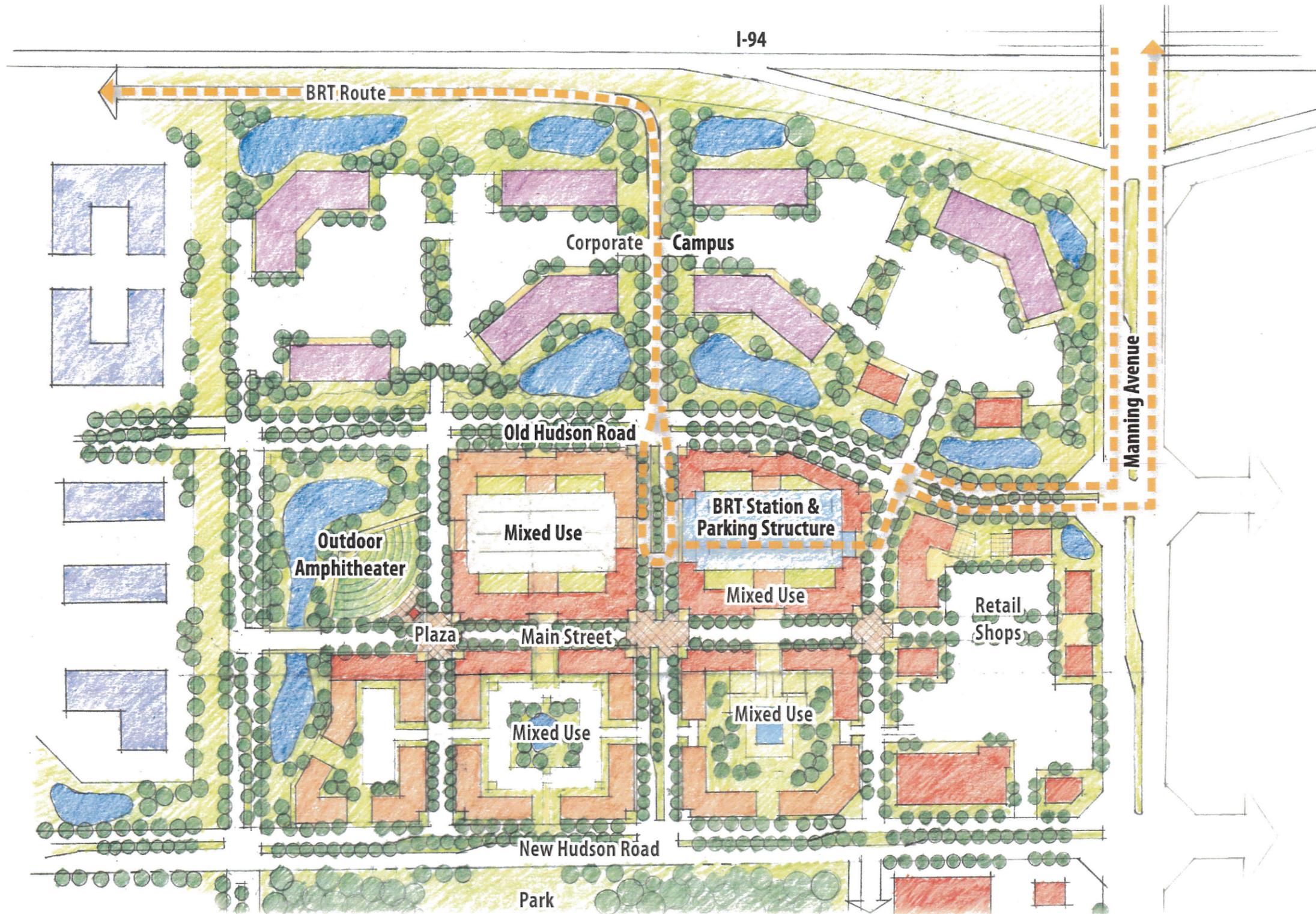
quality excellence economic best passion dedicated responsible contribute planning professional collaborative exceed quality experts innovative success engineer fo
 en... row... coll... ex... engineer design expert focus success



September 9, 2015

DALE PROPERTIES, LLC. – WOODBURY WEST STATION LOCATION OPTION





September 9, 2015

DALE PROPERTIES, LLC. – WOODBURY EAST STATION LOCATION OPTION



Dale Properties Proposed Gateway Corridor E2 Alignment & Station Locations within Woodbury and Lake Elmo

The following narrative is intended to express Dale Properties LLC support for hosting two (2) potential Gateway Corridor BRT stations on the Dale Properties Woodbury Site, and to introduce our Transit Oriented Development (TOD) vision supporting each station.

Dale Properties LLC is respectfully proposing to locate the following two (2) Gateway Corridor BRT Stations on Dale Properties Woodbury Site:

- 1. Woodbury East (Manning Ave S):** The proposed Woodbury East (Manning Ave S) station would be located approximately 0.75 miles southwest of the Lake Elmo East (Manning Ave N), and 0.93 miles east of the proposed Woodbury West (Settlers Ridge Pkwy).
- 2. Woodbury West (Settlers Ridge Pkwy):** The proposed Woodbury West (Settlers Ridge Pkwy) station would be located approximately 1.9 miles east of the Lake Elmo West (Keats Ave) station, and 0.93 miles west of the proposed Woodbury East (Manning Ave S) station.

The 342 acre Dale Properties Woodbury Site is located in the southwest quadrant of I-94 and Manning Avenue South to the west of Woodbury Drive. The site is part of the Gateway Corridor Bus Rapid Transit (BRT) Gold Line.

Over the past few months, Dale Properties LLC has invested a significant amount of time and financial resources into the design and programming of our vision, goals, and ambitions for the Dale Properties site in Woodbury. This information has been presented to the City of Woodbury and other governing agencies to express our support of the future transit stations, and our dedication to creating a signature transit oriented development (TOD) within the metro area. As part of our efforts, a TOD Study has been conducted, and concept plans and renderings have been developed to promote high quality transit oriented development. The primary goal of the Transit-Oriented Study was to create a unified vision for future development of the site that addresses context that is compliant with the City of Woodbury's planned land uses in the area.

The primary vision for the Dale Properties Woodbury TOD site is to create a significant center for economic and cultural activity that integrates regional-scale destinations served by both multi-modal access (including the proposed Gateway BRT line), and the existing interchange at Manning Avenue and I-94.

The proposed development will accommodate transit-oriented design as well as the development intensity identified by the City's Comprehensive Plan. The study is intended to influence the decisions made by the local and regional authorities for development of this site. The proposed development concept is projected to provide approximately 4 to 6 million square feet of commercial/retail space including single and multi-story employment, and 1,400 medium/high density units of residential and senior campus. The proposed uses are anticipated to create upwards of 13,000 jobs, and attract 3,500 new residents to this site. Additionally, approximately 1/5 of the development will be dedicated to lakes, green spaces, recreational areas and natural stream channels that are integrated directly into the City's adjacent public park lands.

This site is a prime location for BRT stations with remarkable potential for high intensity development and transit supportive uses. Given the site's unified ownership and our enthusiastic support of TOD development, we believe this site is destined to become a marque example of how TOD development can benefit the neighborhood, City, and region as a whole. The two proposed BRT station areas will be focal points within the development, maintaining a mix of uses immediately adjacent to the stations with transitions to predominantly employment-focused uses beyond. Given our blank slate, the proposed station areas have unlimited potential for "placemaking" and the creation of a walkable environment near the BRT stations. In summary, the station areas will be the center of a mix of retail, employment, entertainment and residential uses.

The following are a few key points and advantages associated with the proposed station locations:

- The potential Woodbury East (Manning Ave S) station will be tied in with a parking structure (the number of parking stalls have yet to be identified). The parking structure has the ability to catalyze high density mixed-use development near the transit station.
- The Woodbury East (Manning Ave S) station location is easily accessible to current and future Woodbury residents, and offers a tremendous location for a transit hub surrounded by development and transit supportive uses.
- The distance between the two desired station locations on Dale Properties Woodbury site is approximately 0.93 miles, which is consistent with the distance between other stations on the Proposed

BRT Transitway as shown on the Proposed Gateway Corridor E2 Alignment and Station Locations Map.

- The I-94 exits on Manning Ave S and the Woodbury Drive provide great access to future BRT commuters.
- There is potential for superior development intensity near both of the proposed stations because of their close proximity to the freeway.

As you can see, Dale Properties LLC is both excited and committed to hosting two (2) BRT stations on our Woodbury site. To make our vision a reality though, we view utilization of the Metropolitan Council's Transit Oriented Development funding resources, as well as Federal funds for Transit Oriented Development, as a clear catalyst for accomplishing our development goals for this site. It is also our intention to explore opportunities for public-private partnership on locating the BRT stations on Dale Properties Woodbury site. As the Gateway Corridor project moves along with the DEIS and the FTA funding process, we also intend to work with the Metropolitan Council on exploring financing opportunities with regard to TOD Station Area Planning and the proposed Parking Structure.

Lastly, we greatly appreciate the insight, guidance, and support we have received from the Gateway Corridor, Metropolitan Council, Metro Transit, Washington County and City of Woodbury staff throughout this process. We believe our project will ultimately become the signature TOD development that each agency points to as *the* example of how things should be done. As our efforts continue, we look forward to your continued support.

Sincerely,

Dale Properties LLC.

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: 4th st portion
Date: Tuesday, September 22, 2015 1:41:00 PM

At a previous meeting I asked the question of why couldn't the gateway be Hadley to 10th street and then East. The answer was that it wouldn't work but they didn't have an explanation. After going to the new Hy-Vee on 10th street this morning it would be a nice stop for people going home from work or just going for grocery's. We don't have any nice grocery stores on the route!

And on top of that you could tear down the old Kmart and build a parking ramp!

[REDACTED]

Sent from Xfinity Connect Mobile App

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: BRT
Date: Tuesday, August 25, 2015 10:24:11 AM

First of all, isn't the term Bus Rapid Transit a bit of a misnomer here? It's not even an express bus. Nowhere does it even touch Highway 94. How is this faster than a plain city bus? Have you even done any time studies?

But, most of all, why is money being spent on this when we are the home to the worst cloverleaf on the whole 494-694 loop. At ANY time of the day traffic is stop-and-go crawling on 694 between 94 and 36. Closer to rush hour, that intersection backs up traffic in all four directions, including White Bear Ave. in the west, 61 in the south, and 19 in the east. The merge lanes on the bridge are often at a standstill. The 694 to 94 east exit is so sharp that semi-trucks often flip over there. The completion of the new Stillwater bridge is not going to help any. Most of the time it is scary to try and get onto 94 from the 10th street ramps. The completion of the new Stillwater bridge is not going to help any. Please use the money to fix that intersection instead!

From: [REDACTED]
Subject: BRT
Date: Thursday, September 24, 2015 10:30:42 AM

Mr. Reinke, Mr Bearth; Mr Gitzlaff

I cannot imagine how you, in good conscience, can go along with the plans for the BRT to be installed in our neighborhood our CITY. I live on the corner of Helmo and 4th street. Can you imagine, if you lived here, or in this area how you would feel? This BRT will decrease the value of our homes, and decimate our whole beautiful and peaceful neighborhood. I know how Washington County works, as they, 10 years ago took my home in Oak Park Heights, (for a parking lot), and did not use the land for 9 years, (my neighbor is still there!!!), and 30 years ago they took 30 or so homes (for the bridge) land never did use that land!!!!

It seems that \$450,000,000 for a 12 mile BRT (that is approx. \$37,000,000 per mile) will never pay for itself, or be helpful to anyone. As one person wrote in an article "this will be nice for low income people, as they will not have to buy cars!!!) Is the plan to have our area turn into a 'low income' area??? Will a low income high rise be the next thing on our street? Will they all live along the route???

The BRT will ultimately make our neighborhood an unsafe and dangerous place to live.

It was mentioned, at the meeting last week, that a good trial as to the necessity of BRT, would be to have a regular bus go the route for a few months to see just how many people would use it. Of course, this is logic.

Thank you for reading this and help us in this matte

[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: comment / input about Gold Line
Date: Monday, August 24, 2015 8:18:32 PM

Hi,

I have been a resident of Woodbury for 32 years.

In the recent article in the StarTribune (August 23), with title "Busway may end in Lake Elmo, not Woodbury", it was printed "Instead of the current rush hour express, it offers all-day transit service at 13 stations".

My understanding from reading above is, that express services directly to Minneapolis and/or other places will no longer be offered, but riders would have to change transport at the Union Depot in St. Paul in order to get to downtown Minneapolis.

I hope this is not true, as non-stop transportation to destinations like Minneapolis are needed in order to keep the riding time to an acceptable maximum.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: comment Gold Line BRT
Date: Friday, September 11, 2015 10:28:22 AM

I believe the Gold Line should turn south on Keats Avenue/Woodbury Drive and terminate at Manning Avenue in Woodbury with a Park and Ride. The businesses and potential riders live on the south side of I-94 and this would make it easier if there was a need for more stops in the future. Most of the riders who will be using the line as soon as it gets built live on the south side of 94 and could possibly walk to the line and therefore eliminate any need for the use of an automobile. There is no reason for a loop or park and ride north of I-94 after Keats Avenue.

[REDACTED]

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: Comments and feedback for the Gateway Corridor
Date: Tuesday, August 18, 2015 4:00:09 PM

Hello, my name is Jenn and I live near downtown saint paul and work very near to the proposed station at Helmo. I would love to be able to start using this bus service in the future. However, I think dedicated bike lanes in addition to the bus lanes would be great at encouraging health and fitness and bike commuting in the summer months. I know I would love to bike from home to work but don't feel comfortable because there aren't good routes to take. How are bike commuters being taken into consideration?

Thank you,

[REDACTED]



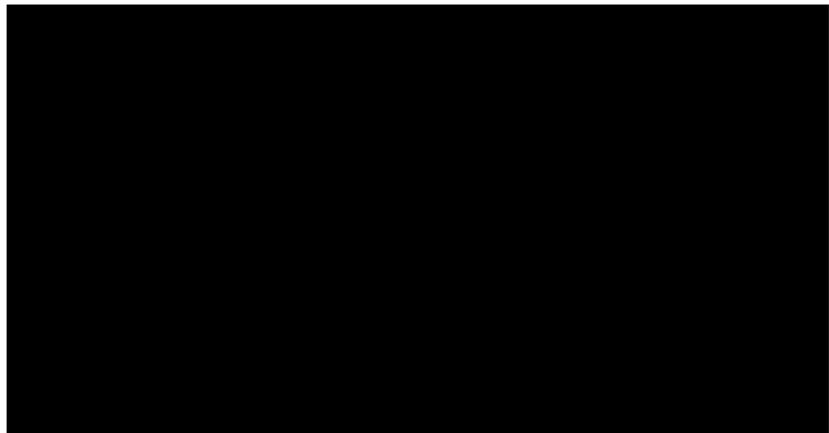
From: [REDACTED]
Subject: Gateway Corridor, Oakdale, Mn.
Date: August 18, 2015 at 11:08 PM
To: Lyssa.Leitner@co.washington.mn.us

We are residents living in Townhomes at [REDACTED], and [REDACTED], in Oakdale Mn. 55128. Our townhomes are in the Oak Run Shores Association. We are concerned about the environmental impact from this proposed project on 4th St.

This neighborhood has homes surrounding a wetland of water, grasses and trees. It is the home of birds, ducks and frequent visits by deer. It is a residential, generally quiet neighborhood. This proposed Gateway Corridor would increase traffic, noise pollution and cause more disruption to a beautiful nature area.

We have always respected the city planning in Oakdale that maintained wetlands, trees, ponds, lakes, and the natural environment. Please do not let this corridor change that priority. We do not support the proposed Gateway Corridor plan for 4th St.

We realize traffic and transportation needs must be addressed. Please consider bus lanes along 94 which already accomodates traffic. There could be space available along 94 without destroying the natural epnvironment on 4th St. in Oakdale. Thank you.



WASHINGTON COUNTY

AUG 24 2015

PUBLIC WORKS

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: Comments on Gold Line Alignment
Date: Monday, August 31, 2015 10:26:33 AM

Mr. Gitzlaff:

The proposed alignment of the Gold Line ending in Lake Elmo, not Woodbury, seems a much better solution for access from the east. We definitely prefer this alignment. Better yet would be to extend the Gold Line to the St. Croix River, making it even more accessible to a even larger number of commuters.

[REDACTED]

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: Comments
Date: Sunday, September 06, 2015 6:33:36 PM

I am a Hudson, WI resident and take the express bus from Woodbury now. This corridor would be a great benefit for me and allow me to have more flexibility and save on even more gas. Please open this corridor as soon as possible.

Thank you,

[REDACTED]

From: [Jeff Dehler](#)
To: [Lyssa Leitner](#)
Subject: Fwd: GATEWAY CORRIDOR
Date: Tuesday, September 01, 2015 8:13:24 PM

Lyssa,

Please see message from [REDACTED] below. Would you like to respond, or should we?

Thanks
Jeff

----- Forwarded message -----
From: Jill Brown <jillcbrown@msn.com>
Date: Mon, Aug 31, 2015 at 6:32 PM
Subject: Fwd: GATEWAY CORRIDOR
To: Jeff Dehler <jeffdehlerpr@gmail.com>

Not sure how he got my email. You'll forward to correct staff person? Thanks. Jill

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: August 31, 2015 at 5:46:00 PM CDT
To: <jillcbrown@msn.com>
Subject: GATEWAY CORRIDOR

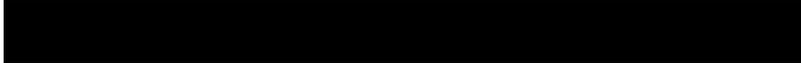
Thank you for the info that will be provided regarding this proposed study/plan.

I will be directly involved if this proposed plan is implemented, as I live on Holly Ln. and will be forced to only take a right on 4th Str. and then drive an extra 3 miles to get to Inwood/Radio Dr. My only question is: what current info is out there that this area needs more bus service? I certainly hope this study proves more people will be using buses, instead of driving to St. Paul; and then moving onward by

train to Mpls.

If there is money in the 'budget' that needs to be spent,
please fix roads and bridges instead of on a way to cut
down on traffic/cars on the roads.

Regards,



--

Jeff Dehler Public Relations, LLC

3427 Utah Ave. N

Crystal, MN 55427

JeffDehlerPR@gmail.com

www.JeffDehlerPR.weebly.com

763.443.1093

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: Gateway BRT
Date: Thursday, September 24, 2015 10:49:53 AM

I am writing as President of Oak Meadows, a non-profit Senior housing, assisted living and memory unit at 8131 Fourth St North, Oakdale.

We are very much opposed to the proposed the dedicated bus project for 4th Street for the following reasons:

1. Because to the greatly over built senior housing, especially the assisted living and the memory units, Oak Meadows is experiencing the highest vacancy rates it has experienced since opening 17 years ago. This is a situation that will only get worse as more projects come on line.
2. The moving of our entrance 1/4 of a mile away from the present driveway, will add another barrier to being able to attract tenants.
3. The two year construction period would be the straw that would break our backs with our already tight budget, because of the high vacancy levels in our assisted living and memory units.
4. If the project goes forward, we will require that our property be bought as a taking, because we will no longer be able to pay all of our bills with an even great vacancy during the construction period.
5. If our property is not bought we would then have to declare bankruptcy and default on the Oakdale backed Bonds.

The project will provide no benefits to our tenants, their families or our staff, and we request that the project be canceled.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: Gateway Corridor Contact Form
Date: Thursday, May 21, 2015 8:25:28 AM

Contact form submitted from the Gateway Corridor website

Name: [REDACTED]

Address:

Email: [REDACTED]

Share your comments here:

From: 
Subject: Gold Line Concerns
Date: Thursday, September 24, 2015 7:18:10 PM

Re: Gold Line BRT Proposal

I am writing to express my sincere and significant concerns about putting a dedicated bus route through my neighborhood. I live at 463 Hickory Lane in Oakdale. I bought a townhome here in 2002, and so far have enjoyed the area. I see that changing, dramatically, for the worse with your proposal. **I can both SEE AND HEAR 4th Street from my house!!** Hickory Lane sits at 4th and Helmo and there are 80 units in this complex. I use 4th St. to get to work, do errands, and to leave and return to my home DAILY. **This project will absolutely DESTROY my peace and enjoyment of my home considerably and make accessing my home difficult and more dangerous.**

I would ask you to reconsider this project. If an increase in public accessibility to the area is needed, why not just run a bus in regular traffic? Has that even been considered? It would be much, much less expensive and much less detrimental to my quality of life.

Here are my many concerns about the Gold Line BRT Proposal:

Decreased access to my home because I will not be able to turn left onto 4th St., which I currently do DAILY. Force me to leave via Helmo Ave., which will have an increase in traffic due to all the new lights in the area.

Increase in frustration and decrease in efficiency of commerce and my travel as I'm forced to sit at numerous, new lights on 4th St.

I walk my dog daily on 4th St., on Helmo Ave., and in the business park. I will have to contend with increased traffic and decreased safety, as well as decreased green space. I moved here because it was a nice, suburban neighborhood. That will all change with your plan.

Increase in pollution in my neighborhood. This is significant. I have allergies and fuel exhaust is a significant problem for me. I do not live in an urban area for this reason!
You will change the neighborhood with this project!

Potential for increased crime in the area, as suggested by the increased police presence on light rail in the Cities.

Incredible costs (\$485 M) associated with the project, which are absolutely NOT SUPPORTED by the expected increase in ridership in this particular suburban corridor.

Decrease in the value of my home. Property values are just now rebounding in townhomes from the 2008-2009 crash, caused by other politicians. Now you will do the same to me?

I absolutely DO NOT want the Gold Line BRT to be placed on 4th St. It

has zero redeeming value to me as a resident, it will damage my quality of life, and reduce my enjoyment of my single greatest asset, my home. Please reconsider other alternatives. Thank you for your consideration.

Sincerely,



From: [REDACTED]
To: [GatewayCorridor](#)
Subject: Gold line stops
Date: Sunday, August 23, 2015 2:38:14 PM

I am greatly in favor of the Gold line but having read the article in the Sunday Tribune have a couple of comments for your consideration.

It would appear that at this point in time, the primary ridership will be people going into St Paul, with the possible exception of a 3M stop. As such 5 stops in the 694 to Manning corridor seems excessive as virtually none of these stops would be walkable for anybody and having to get into a vehicle anyway, a couple of miles additional driving seems insignificant.

At this point in the development, it would seem to me a station at the Inwood Radio area and one in the Settlers Ridge/Manning end would be sufficient.

Has there been consideration in making an arrangement with Eagle Brook Church in Woodbury. They have an enormous parking lot that is effectively empty except for Sat Eve and Sun morning. These seems to have been quite successful with Guardian Angels and Woodbury Lutheran on the current routes. If that hasn't been considered, it could cut the infrastructure costs.

I am less aware of the stops at the St Paul end of the route but wonder if local busses might be more efficient in getting into the downtown/union depot area.

I am also assuming that the 694 to White Bear Ave stops either have bus feeders planned. If they are stops that are park and ride I would suggest that there are too many stops there as well to create a rapid transit option.

For your consideration

[REDACTED]
[REDACTED]

Sent from Windows Mail

From: [REDACTED]
To: [GatewayCorridor](#)
Subject: Public comment for September 10th on Gateway Corridor
Date: Tuesday, August 25, 2015 12:13:08 AM

Transit-oriented development seems to be the de facto policy of local government: light rail, bus rapid transit, traffic calming, building setbacks and density requirements, bicycle lanes, reduction or elimination of parking requirements for new developments and an apparent hostility toward private automobiles.

Some people want the Twin Cities to mimic larger metro areas like New York, Chicago or Boston. Yet visit those cities and find out what their residents only dream of: to predictably park in front of their homes; to allow friends and visitors to park nearby; to easily unload groceries or small children; to avoid a "musical chairs" approach to parking so that their cars don't get towed.

Some people chose St. Paul because it was not as dense as New York City, or even Minneapolis. Some people leave larger cities because of that density. Because of the transit squeeze, **I no longer stop at several businesses along University Avenue -- finding a parking space is unpredictable, almost a competitive challenge or a serendipitous event, rather than an intentional act.**

Reliable public transit is a great part of the mix, but not a good option for people who are not traveling along the designated routes, or who have to transport more than a shoulder bag. Not everyone feels safe walking several blocks in the dark, or in the rain.

Local government should acknowledge the desirability and advantages of accessible on-street parking for residents and visitors, and of including adequate spaces in both commercial and residential development. We should not be in a rush toward adopting the problems of larger cities, while coveting some of the apparent advantages. Lake Elmo doesn't need or desire the Gateway Corridor.

[REDACTED]

From: [REDACTED]
To: [GatewayCorridor](#); preinke@ci.oakdale.mn.us; [Ted Bearth](#)
Subject: Regarding Gateway Corridor project on 4th St.
Date: Thursday, September 24, 2015 11:03:53 PM

Mr. Gitzleff, Mr. Preinke, Mr. Bearth

As a resident living on 4th St. Ln. N., I see great negative impact of this project to the current residents.

The project brings no benefit to the current residents on 4th St.

Unless this is a part of a bigger project to build more housing (most likely, apartments) along the 4th St., spending such a vast amount of money on building bus line on 4th St makes no sense.

In case of building bus line in anticipation of increased users (i.e., increased apartments), you know more than I do that such act will greatly devalue current housing values.

Right in and out to 4th St. Ln. N. is also unacceptable.

It would be great if you plan on development that honors the land and nature in Oakdale.

[REDACTED]

[REDACTED]

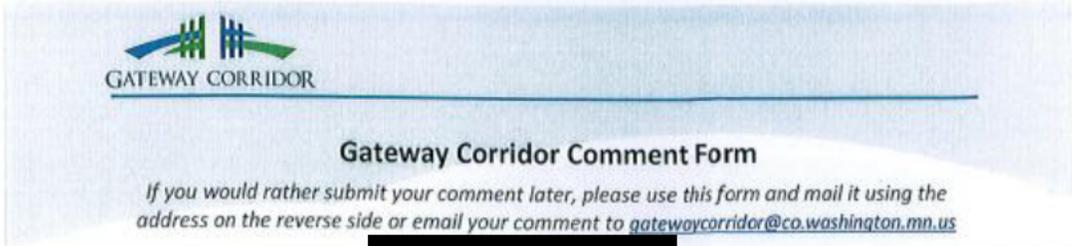
Sent from a mobile device



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com

Appendix: Completed Comment Forms and Ranking Activity




GATEWAY CORRIDOR

Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: _____

Address: _____ Lake Elmo _____

Email Address: _____

Check here to be added to the Gateway Corridor email list

Comments:

I've enjoyed the convenience of both Tokyo and Copenhagen. The growth pains concern me. I'm sure the citizenry around the corridor, both in planning and once established is of top concern. I cannot fathom how London built the Tube, for example, without alienating a substantial portion of its city population. Please, through your communicators make certain the public is aware that not only will this be for the public good (yes, long overdue), but sensitivity will be a top concern for planners, engineers and officials.

[The preceding was the opinion of one long-term citizen who served many years on Lake Elmo parks. As a group during my tenure we took every development opportunity to gain more park space.]

My second concern is the aging system, which occurs all too soon, and the security issues which seem to follow quickly. I am hoping the agenda from start to finish of the project has an official directly accountable for security and public safety.

m _____



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: [REDACTED]

Address: [REDACTED] LAKE ELMO, MN. 55042

Email Address: [REDACTED]

Check here to be added to the Gateway Corridor email list [REDACTED]

Comments:

My ANTIPODY SHOPS BIGGEST CONCERN IS THAT WE CAN MAINTAIN ACCESS TO OUR DRIVEWAY FROM BOTH DIRECTIONS. IF THE CORRIDOR IS ON THE SOUTH SIDE OF HUDSON BLVD, THAT SHOULD WORK OK FOR MOST BUSINESS ON THE ROUTE, IN OUR AREA, MAYBE FOR THE EXCEPTION OF WIFEI ACCOUNTING & VALLEY CARTAGE BUILDING. WE HAVE 10-15 DELIVERY TRUCKS IN FRONT OF OUR LOCATION DAILY, PLUS CUSTOMERS, SO TOTAL ACCESS IS MANDATORY, WITHOUT CROSSING A CENTER DEDICATED BUS LANE. WE BARELY SURVIVED WAY BACK IN 1986 WHEN THE FRONTAGE ROAD WAS PUNCHED THROUGH, SO WE KNOW HOW TO BE EFFICIENT! CONSTRUCTION OF THIS MAGNITUDE IN TODAY'S TIMES WOULD PROBABLY BE FATAL FOR MANY BUSINESSES ALONG THE ROUTE.



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: _____

Address: Lake Elmo

Email Address: _____

Check here to be added to the Gateway Corridor email list

Comments:

LPA looks like a good compromise to serve both Lake Elmo and Woodbury.
A top priority regarding stations is to provide lots and lots of parking in order to draw riders from a wider area. Park and ride is very important for the success of BRT. Buy plenty of land immediately, ~~at~~ while it is available at a decent ~~price~~ price.



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address on the reverse side or email your comment to gatewaycorridor@co.washington.mn.us

Name: [REDACTED]

Address: [REDACTED] Lake Elmo

Email Address: [REDACTED]

Check here to be added to the Gateway Corridor email list

Comments:

Very happy mass transit is in development. Please keep in mind future increases in need (ie ability to upgrade to rail) when planning route so the land needed is available.

Concentrate diverse development and high density housing near stations with bike & pedestrian friendly routes to and from them.



GATEWAY CORRIDOR
GOLD LINE BRT

www.thegatewaycorridor.com



Gateway Corridor Comment Form

If you would rather submit your comment later, please use this form and mail it using the address of _____

Name: _____

Address: _____

Email Address: _____

Check here to be added to the Gateway Corridor email list

CAC member

Comments:

Brokers is a huge proponent of the Gold Line BRT. The decision made to stick with the D2 route is perfect for recruitment at our service center. All back room operations are completed at this location which is right off Hudson Blvd No. + Shurwood Ave. We have jobs at this location starting entry level all the way up to network engineers. Our largest dept is IT which makes up 20% of the work force in Lake Elmo. Other jobs include; internal audit, compliance, Com'l Credit, retail files, loss prevention (fraud) compliance, procurement, vendor mgmt, mortgage services + processing, help desk, phone bank, Customer Service, etc. We have it all!

With no bus service to our area, those who need transportation to + from this part of town will now have the opportunity for public transit. We embrace this economic change + want it to be successful! What a bonus to businesses in their wants + goals to be able to recruit those w/a desire to work but are unable to drive or can't afford it.

8.19.15 Lake Elmo Open House
Tax Activity Responses

Frailelderly #2
Emergency Response
to service elderly

Minimize freeway expansion
& pollution

Too much expense
for benefits
resulting. #1

Should Run in ~~the~~
Mixed traffic east
of 3M #1

CONNECTIONS TO OTHER
PARTS OF REGION #1

Plenty of parking to draw
more riders to the stations
#1

Regular bus service #1
on current streets

Reduce existing congestion
on Woodbury road and
intersections, #1

Stop project. It #1
will kill our business.

Appendix B: Public Hearing Press Release and Flyer



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: Aug. 14, 2015

**Public Input Requested on Gateway Gold Line BRT Eastern Alignment, Station Locations
*Hearing Set for Sept. 10***

The Gateway Corridor Commission, comprised of elected officials, and business and community leaders in the East Metro, made an initial recommendation for public comment Aug. 13 on a refinement of the Gold Line bus rapid transit alignment and station locations in Woodbury and Lake Elmo.

Public comment will be accepted on the recommendation through Sept. 24. A public hearing will be held Sept. 10, 5:30 p.m., at Woodbury City Hall. Information boards and staff will be available to answer questions. A short presentation will begin at 6 p.m. with testimony taken directly following.

Prior to the Commission's action, a Technical Advisory Committee, a Policy Advisory Committee and a Community Advisory Committee each reviewed the data on travel time, projected ridership, capital costs, and operating considerations for multiple alignment options. They unanimously recommended, and the Commission accepted, a route that serves both communities in an efficient manner.

The recommended route would follow Fourth Street North/Hudson Boulevard east through Oakdale and Lake Elmo with a station near Keats Avenue, and turn right on Lake Elmo Avenue. It would cross Interstate 94 south into Woodbury and turn left to continue east on Hudson Road with a station near Settler Ridge Parkway. The route would then turn left on Manning Avenue, concluding north of Interstate 94 at a proposed Metro Transit park and ride station.

Washington County Commissioner Lisa Weik, chair of the Gateway Corridor Commission, has confidence in the recommendation.

Public Comment Welcome on Eastern Alignment and Station Locations

“After reviewing the engineering, environmental and operational data during several meetings with city officials, we believe we’ve selected the most cost effective and efficient option,” Commissioner Weik said. “We welcome comments from community members and encourage people to attend the Sept. 10 public hearing where questions can be answered.”

The cities of Woodbury and Lake Elmo have played an integral role in the development of the refined route, and will help finalize station locations. Mayor Mary Giuliani Stephens expects her community will support the recommended route.

“Woodbury residents and businesses want transportation options and the economic opportunities that come with fixed transit services,” Mayor Giuliani Stephens said. “We’re excited about the Gateway Gold Line and pleased to be included on the route.”

Lake Elmo Mayor Mike Pearson said, “The Lake Elmo City Council is very interested in focusing economic development along our southern border. Gold Line BRT could provide that focus while also providing a transportation alternative for our residents. Lake Elmo has worked very hard over the last 18 months and we appreciate that the Commission has included us in the route.”

Comments will be accepted at the Sept. 10 public hearing and by phone, email or mail through Sept. 24 at:

- 651-430-4300
- gatewaycorridor@co.washington.mn.us
- Project Manager - Andy Gitzlaff, Senior Planner
Washington County Public Works Department
11660 Myeron Road North
Stillwater, MN 55082

After the public comment period, final action will be taken in October by the PAC, the Gateway Corridor Commission, the Washington County Regional Railroad Authority, and the Cities of Lake Elmo and Woodbury to amend the [Locally Preferred Alternative](#) report to include the eastern alignment and station locations.

About the Gateway Corridor transit project

The Gateway Gold Line BRT is a proposed bus rapid transit line that would run next to Interstate 94 for 12 miles in an exclusive lane on Hudson Road between the Union Depot in downtown Saint Paul and Woodbury. All-day transit service would stop at 13 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. This would be Minnesota’s first BRT line in an exclusive lane. The work is led by the Gateway Corridor Commission, which is comprised of local elected

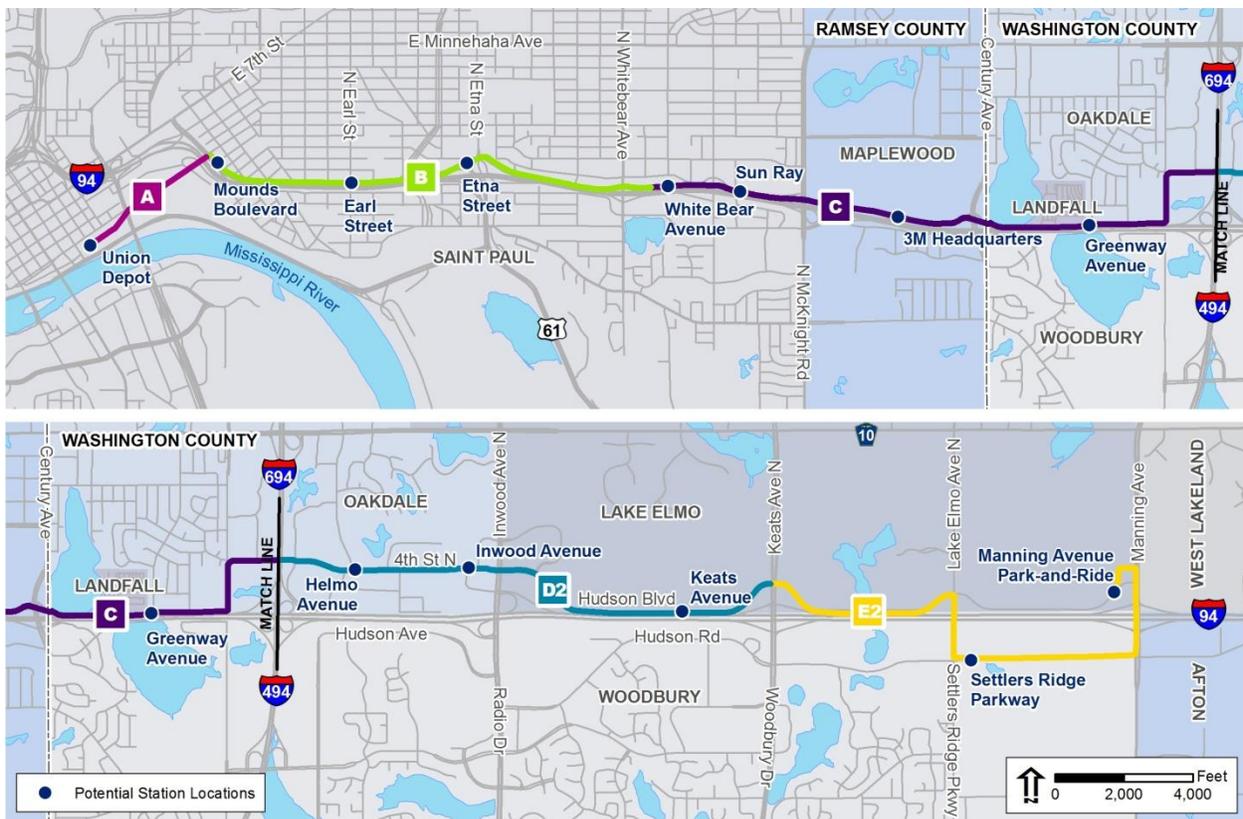
Public Comment Welcome on Eastern Alignment and Station Locations

officials, business and community leaders. More information is available at www.theGatewayCorridor.com.

###

Map cutline:

The Gateway Corridor Commission has an initial recommendation prepared for public comment on the Gold Line BRT route and general station locations in Lake Elmo and Woodbury. A public hearing is set for Sept. 10, 5:30 p.m. at Woodbury City Hall where details of the proposal will be discussed.





Open House and Public Hearing on Route through Woodbury and Lake Elmo – September 10th

Open House starting at 5:30, short presentation at 6:00 with public testimony immediately following
Woodbury City Hall

8301 Valley Creek Rd, Woodbury, MN 55125

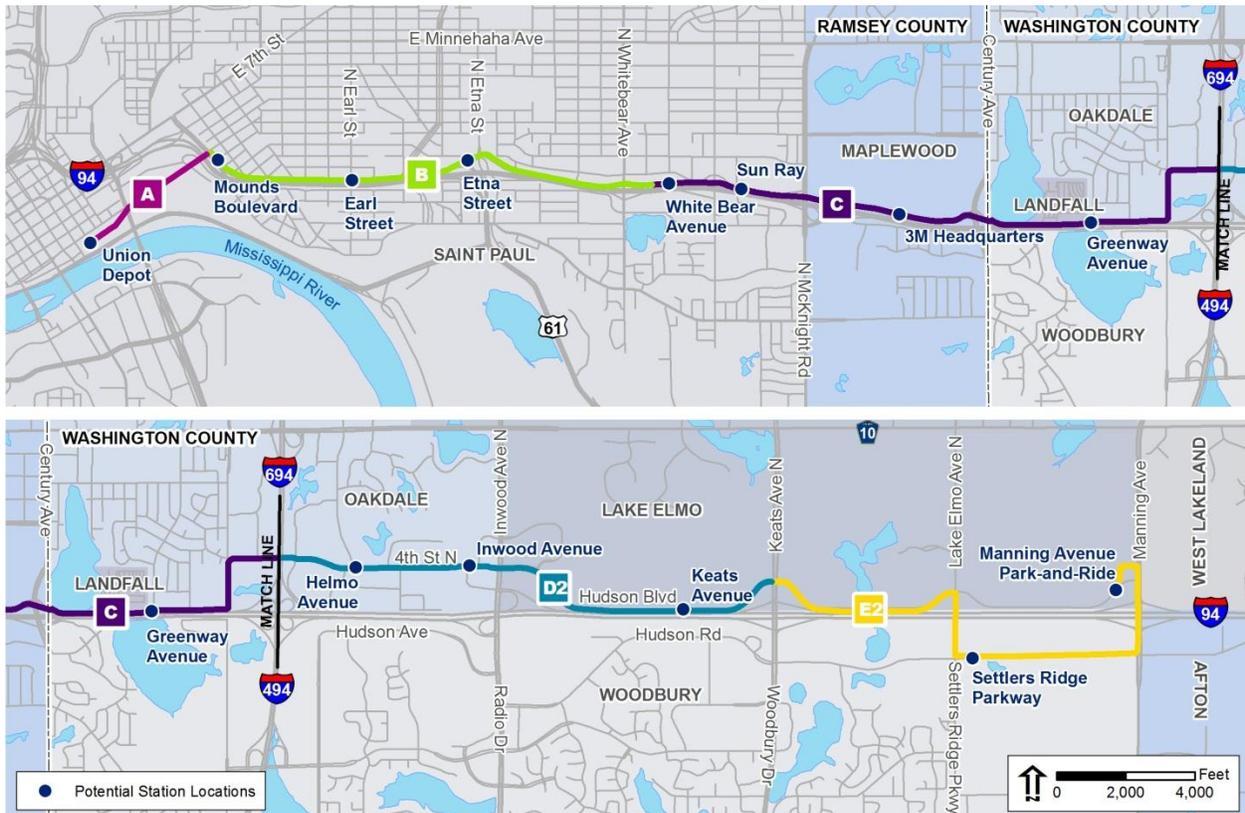
The purpose of the public hearing is to receive public input on the refined locally preferred alternative (LPA) route through Woodbury and Lake Elmo that has been initially recommended by the Policy Advisory Committee. All interested persons are encouraged to attend the public hearing and offer comments. Upon request, we will provide reasonable accommodations to persons with disabilities. Advance notice, indicating the specific accommodation needed, is appreciated.

Can't make the meeting and want to submit comments? Comments must be received by **September 24th**.

651-430-4300

11660 Myeron Road North, Stillwater, MN 55082

gatewaycorridor@co.washington.mn.us - www.thegatewaycorridor.com



Appendix C: Hearing Transcript

GATEWAY CORRIDOR
POLICY ADVISORY COMMITTEE
LOCALLY PREFERRED ALTERNATIVE
PUBLIC HEARING

* * * * *

10TH DAY OF SEPTEMBER 2015

AT WOODBURY CITY HALL

WOODBURY, MINNESOTA

5:30 P.M.

* * * * *

Taken before Pauline Hanson, RPR

www.nwcourtreporters.com

nwcr@nwcourtreporters.com

1-800-628-7551

- 1 APPEARANCES:
- 2 Lyssa Leitner - Senior Planner
- 3 Lisa Weik
- 4 Paul Sawyer
- 5 Nora Slawik
- 6 Dave Schultz
- 7 Mary Guiliani Stephens
- 8 Harry Melander
- 9 Mike Pearson
- 10 Tom Cook
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

1 LYSSA LEITNER: Let's go ahead and get
2 started. Thank you, everybody, for coming.
3 I really appreciate your time on a lovely
4 September still summer day. Let's pretend
5 it's still summer. My name is Lyssa
6 Leitner. I'm the project manager for the
7 Gateway Corridor Project. I'm an employee
8 of Washington County. We're going to do
9 quick introduction here. The folks sitting
10 at this table are part of the Gateway
11 Corridor Commission and Policy Advisory
12 Committee. They represent the decision
13 makers. There are more of them. The folks
14 here are primarily concentrated on the
15 representatives that on the eastern end of
16 this project. But the commission and Policy
17 Advisory Committee has folks on it all the
18 way from St. Paul to the river, including
19 business representatives, so city council
20 members, county commissioners. And if you
21 want to know the full list of who those
22 folks are, we can provide that information.
23 Let's start.

24 LISA WEIK: Good evening. My name is
25 Lisa Weik, Washington County commissioner

1 District 5. I represent the majority of
2 Woodbury. And I'm Gateway Corridor chair.

3 PAUL SAWYER: Hello. My name is Paul
4 Sawyer. I'm the chair of the project's
5 Community Advisory Committee. I'm a
6 resident of St. Paul. And I represent the
7 residents of the corridor on this project.

8 DAVE SCHULTZ: Good evening. I'm Dave
9 Schultz. I'm supervisor for West Lakeland
10 Township.

11 MARY GIULIANI STEPHENS: Mary Giuliani
12 Stephens. I'm the mayor of Woodbury. And I
13 serve as chair of the Policy Advisory
14 Commission for Gateway.

15 HARRY MELANDER: Harry Melander. I'm a
16 Mahtomedi resident. And I'm the District 12
17 rep for the Met Council.

18 MIKE PEARSON: Mike Pearson, City of
19 Lake Elmo.

20 TOM COOK: I'm Tom Cook, Metro State
21 University.

22 LYSSA LEITNER: Thank you for that. We
23 will launch in. I have a quick presentation
24 and then we will go into the public comment
25 period of this. Just a little bit of an

1 overview. This is a map of the Twin Cities
 2 region and all of the major transit ways
 3 that are in existence or planned. People
 4 are probably familiar with the Blue Line
 5 that is coming down. So to orient you,
 6 St. Paul, Minneapolis, this is the Blue
 7 Line, which is the -- was formally called
 8 Hiawatha. The Green Line that connects the
 9 downtowns. And then Red Line, which is
 10 another bus rapid transit line into Dakota
 11 County. The other colored lines on that map
 12 are all lines that are being planned,
 13 including the Gateway Corridor, which will
 14 be known as Gold Line once it is open and
 15 operational.

16 LISA WEIK: Do you want to point out
 17 Northstar?

18 LYSSA LEITNER: Northstar, which is the
 19 commuter rail, so that just operates in the
 20 mornings and afternoon, operates on heavy
 21 rail freight tracks, is kind of that thick
 22 striped line that goes up into Sherburne
 23 County.

24 Of course all of these projects start
 25 with a purpose and a need. We don't start

1 anything with -- any, really, transportation
2 project without defining first why are we
3 doing this, why do we need this, what is the
4 purpose behind all of this.

5 As you can see here, there's really
6 five main factors for the purpose and need
7 of this project. There's limited existing
8 transit service, especially out to this
9 area. People can only use transit if they
10 have a -- basically a 9-to-5 job into the
11 downtowns. There is some local service that
12 can get you all day long into the evenings
13 maybe to about 3M or Landfall, but it's
14 fairly limited.

15 There has been a lot of shift over the
16 last few years to do multi modal planning or
17 transportation, so that's biking, walking,
18 cars, trucks and transit to make sure all of
19 this gets planned together.

20 Population employment, of course, is
21 growing as we all know. Of course there's
22 needs for people who rely on transit. That
23 is people who potentially are elderly and
24 don't have the ability to drive anymore,
25 disabled folks, low income folks that don't

1 have vehicles. And then, of course, the
2 local and regional objectives for growth and
3 prosperity.

4 I will say there's a board back here --
5 Adele, do you want to point that out -- that
6 there's a little bit more detail on all of
7 these items in that folder connected to that
8 board if people want them.

9 The Gateway Corridor Project, what will
10 provide? These five things are very
11 important because these are what it provides
12 over just a regular bus. All day transit
13 service in both directions that is reliable
14 every 15 minutes. So somebody will be able
15 to get, say, from Oakdale to downtown
16 St. Paul whether it be at 6 a.m., noon or
17 midnight with bus service arriving very
18 constantly. There will be reliable travel
19 time. Because these buses will be traveling
20 in their own lanes, there won't be the
21 delays that you see with regular route buses
22 because of traffic with connections to the
23 Union Depot. Basically once you get to the
24 Union Depot you can get literally almost
25 anywhere. You can get to the Mystic Lake

1 casino. They have the buses running there.
 2 You can get to Seattle because you can
 3 connect on Amtrak. You can literally get
 4 anywhere in this country, anywhere in the
 5 world, you can connect down to the airport
 6 from that location. So that piece is
 7 really, really important, because we know
 8 people are going elsewhere besides just the
 9 Union Depot and downtown St. Paul.

10 Stations, the stations will look very
 11 similar to light rail stations you may be
 12 familiar, with just shorter. Light rail
 13 vehicles are much, much longer. These buses
 14 are basically the length, you've seen the
 15 buses that have kind of the accordion in the
 16 middle. That's about the length of these
 17 buses. The stations will be a little bit
 18 longer than that, but they won't be quite as
 19 long as a light rail station.

20 You will pay before you get on. You
 21 will board very evenly. So if you are, say,
 22 have a stroller or wheelchair, you can, more
 23 or less, roll on and off. Local buses are
 24 bogged down a lot from people paying as they
 25 get on so people are trying to, you know,

1 put their paper clips in the little coin
2 machine and lint from their pockets. So
3 basically make the buses stop for literally
4 a matter of seconds. People get off all at
5 one time. And people all go on at one
6 time. And then, finally, stations will be
7 focal points for job, commercial activity,
8 economic development.

9 So this is what we're here to talk
10 about today is Locally Preferred
11 Alternative. It's kind of a wonky term.
12 It's a very pulsy driven term that really is
13 just an indicator of what the local
14 preference is for the route. It's a general
15 description of just the route and the mode,
16 so what type of transit is it buses or
17 trains, basically. This is a key step in
18 federal funding and it also is reflected in
19 the Metropolitan Council's transportation
20 policy plan.

21 The current status, for the last few
22 years we have been looking at multiple
23 options, multiple types of transit, multiple
24 routes. That was completed in 2013. And
25 last year we went through a process to

1 basically define the route and the mode.
2 The mode is the bus rapid transit, and the
3 route all the way from start to finish along
4 this entire corridor.

5 We're in the midst of an Environmental
6 Impact Statement so to look at kind of the
7 typical environment features of impacts and
8 mitigation measures too, so land, air,
9 water, but also impacts to people and
10 property.

11 We are in a pretty long time frame
12 here, but a lot of decisions get made now.
13 So we're really happy to see this amount of
14 people that are involved right now, because
15 decisions are being made that will factor in
16 further along into construction.

17 This alignment that you see here, it's
18 also what was on this map, is what is the
19 Locally Preferred Alternative that was
20 adopted by all the of the communities, all
21 six cities, about this time last year and
22 then was formally adopted into the regional
23 plan from the Met Council in early 2015.
24 The only piece that was left up in the air
25 was basically this yellow bubble at the end.

1 One mile was the only thing that needed to
 2 be defined still. So over the last few
 3 years we've -- or last year or so we've been
 4 having multiple conversations. And really
 5 the reason why this piece was left up in the
 6 air is because right now most of that is
 7 cornfields. So when you have unlimited
 8 options, it almost makes it more difficult
 9 to settle on one option. Other places were
 10 more constrained by existing roads, existing
 11 development. So there was a clearer path on
 12 where some of this would be located. We
 13 wanted to make sure we had a lot of
 14 conversations with property owners and with
 15 the cities and residents where they -- how
 16 this whole area can look in the future.

17 Here's a few images of what bus rapid
 18 transit would look like. That top picture
 19 is a drawing that represents this actual
 20 project. As you can see, there's two bus
 21 lanes running down in the middle with
 22 traffic on both sides. This would not be
 23 the case everywhere throughout the corridor.
 24 This is just one option of what it could
 25 look like. This option on the bottom, your

1 left, is a project out in Los Angeles that
 2 is a really good representation of what
 3 station could potentially look like. And
 4 then this project on the right here is a
 5 project in Washington, just outside of
 6 Washington, D.C.

7 Public engagement, of course, is a huge
 8 part of all the decision making on these
 9 projects. We have multiple pieces of
 10 information, some of which you have here
 11 with you. We've done a lot of meetings to
 12 get information and get people to provide
 13 feedback on the project, including an open
 14 house in Lake Elmo that we very specifically
 15 talked about this issue. And we will make
 16 sure that we document all of the comments
 17 that we get both via email here today. As
 18 you can see, we have a court reporter
 19 present, if you write them today and what
 20 has been submitted already, either via mail
 21 or at the other open house.

22 So let's drill down into the decision
 23 making for this last mile. The E alignment,
 24 so that's basically this last section, the E
 25 section. A is in downtown St. Paul, and

1 they go out. That's really for our planning
2 purposes so we can break it down a little
3 better. No matter what, there will be
4 multiple routes that we look at for their
5 environment impacts in the Environmental
6 Impact Statement to make sure that we do our
7 due diligence so see what the difference is
8 between all of those lines on the map on the
9 top left. No matter what, from the
10 environmental perspective, we will look at
11 those routes.

12 As I said, that in 2014 we knew that
13 the route was generally up until Lake Elmo
14 avenue there, but then what happens? In the
15 last year and really over the last few
16 months we have drilled it down to basically
17 these three options that you see on the
18 right-hand side. These are the items that
19 really went into the decision making.
20 Really aligned with the purpose and need and
21 the goals for this project.

22 To get into a few pieces of the
23 technical information, this is also all in
24 your handout that you have. So on the
25 left-hand side there a column of this chart

1 is the measure that we're looking at and
2 then the top option A, B and the one way
3 loop. So to explain these a little bit
4 further, the coming into the black line,
5 you'd be coming up on Hudson -- is it road
6 or boulevard on the north? Hudson
7 Boulevard, you would be coming down Lake
8 Elmo Avenue/Settlers Ridge in mixed traffic.
9 We would not have dedicated bus lanes on
10 that portion. You would have dedicated bus
11 lanes on Hudson Boulevard and Hudson Road,
12 but not on Lake Elmo Avenue or Manning.
13 We'd be just running just in the general
14 purpose travel lanes. There would be a
15 station near Settlers Ridge in Woodbury
16 here. We'd come up and over and then have a
17 station up at Manning Avenue in Lake Elmo.

18 A key piece of all of this is that
19 there is park and ride being constructed and
20 planned right now that Metropolitan
21 Council/Metro Transit is building and will
22 open in 2017 unrelated to this project, but
23 for express buses. So people who live in
24 Woodbury and Lake Elmo know that a lot of
25 the express bus lots, actually almost all of

1 the, are over capacity. They're building
2 another lot to help with that at Manning
3 Avenue. But we want to provide a synergy
4 between these two projects so that if
5 somebody takes their bus for their 9-to-5
6 job downtown St. Paul and, say, they want to
7 go to a Saints game, they could get on
8 Gateway Corridor at 10 p.m. at night and get
9 home. Right now they don't have the
10 opportunity. If their kid gets sick in the
11 middle of the day or they get sick, want to
12 take half day, they could take Gateway
13 Corridor home because it runs on much more
14 extended hours.

15 The second option stays basically in
16 Lake Elmo and then cuts down on Manning
17 Avenue in general purpose traffic with
18 station down there down at Settlers Ridge.
19 And then the other option we looked at is
20 the one way loop. So as you can see there,
21 there isn't data up there for the one way
22 loop. That is basically because, from an
23 operation's perspective, how the buses would
24 actually travel doesn't really work. Buses
25 need to do a layover. They need to stop for

1 anywhere between 10 to 15 minutes for the
 2 drivers to have a break at the end of a
 3 route, use a rest room, make sure they have
 4 kind of their safety check. So if somebody
 5 were to get on here, and the buses look a
 6 break there, somebody sitting on that bus
 7 for 10, 15 minutes before the bus keeps
 8 traveling again. It's very confusing for
 9 the riders. Metro Transit has experienced
 10 trying to do this elsewhere. And it's very,
 11 very confusing. Even though intuitively it
 12 might make sense, Metro Transit really has a
 13 problem with it. So they told us they
 14 wouldn't operate it; therefore, we aren't
 15 going to look at it any longer.

16 So then we really drilled down to
 17 Option A and B. As you can see there, the
 18 stars are for kind of where it came out. As
 19 you can see, this is the travel time from
 20 the Union Depot all the way in, all the way
 21 out to the end point here. So close to the
 22 same, .3 minute difference, not a huge
 23 difference, but there is a difference. The
 24 cost is much less expensive for Option A.
 25 This is an added cost to the overall

1 project. We are already assuming kind of a
2 ballpark cost for this piece. This -- so
3 don't assume this is in addition to any
4 other project costs we've had. These costs
5 we already assumed, but this is more of a
6 drilled down number.

7 And then the other piece of this which
8 is really, really huge is ridership gain.
9 How many more people are we adding from one
10 option to the other?

11 As you can see because of those data
12 points and that both of them really aligned
13 with that park and ride in Lake Elmo, that
14 Option A, this top left option, was what was
15 recommended for the LPA.

16 This is just the updated map, which is
17 reflected on this table from end to end with
18 the corridor but also has the stations
19 corresponding.

20 For the process for this piece of this,
21 we know this is fairly technical, we just
22 want to make sure everybody is aware. Of
23 course all of the engagement is ongoing.
24 Our comment period is open until September
25 24th. In July the Technical Advisory

1 Committee, which is staff, planners and
2 engineers from all the cities, counties,
3 Mn/DOT, Metro Transit, Met Council, all the
4 respective bodies looked at this information
5 in July. They made the recommendation,
6 which is the option you've seen before you
7 today. The Policy Advisory Committee
8 reviewed that information. And they made
9 their draft recommendation for public
10 comment, which is what we're here today to
11 do. The comment period ends on the 24th.
12 Both Woodbury and Lake Elmo will be passing
13 resolutions of support after the comment
14 period closes. They will be able to see all
15 of the comments that were received, take a
16 look at those. We will present them the
17 technical data. And then they will pass
18 resolutions of support. And then the
19 Washington County will also do same item
20 along with the final body with the
21 commission.

22 Of course we have multiple ways to stay
23 in touch with us. Gateway Corridor email
24 address, phone number, the project website,
25 Facebook. Absolutely send us an email. We

1 do respond to emails. We do call people
 2 back. We are very proud of the fact that we
 3 are -- have a very -- we are responsive to
 4 residents. We want to make sure people have
 5 their questions answered. We are more than
 6 happy to come meet with people, whether
 7 one-on-one or group meeting, you get your
 8 neighbors together, if you have other
 9 questions. We are very open to that.

10 So now for the public hearing
 11 procedure: If you want to sign up, you
 12 still can. Just go to the front table and
 13 get a sheet to sign up. Make sure you state
 14 your name and your address for the record.
 15 You have three minutes. Please be
 16 respectful of your time. I will have an
 17 iPad out that will be taking down the time
 18 and will flash a one minute and 30 seconds
 19 so people are prepared. There is the court
 20 reporter here. We will have the full
 21 transcript of this in the public record.
 22 This is the public hearing, so if you do
 23 have questions, staff will be around
 24 afterwards and we can answer questions. We
 25 won't be answering questions in this format,

1 because we want to make sure for those three
2 minutes you can have your time to talk for
3 those full three minutes. And then, of
4 course, any written comments can be sent to
5 mail or email to the information posted on
6 the comment sheets by September 24th. So
7 with that, additional contact information.

8 MS. SPEAKER: Lyssa, we do have
9 additional sign-up sheets back here if
10 anybody would like one and doesn't want to
11 squeeze out of their row.

12 LYSSA LEITNER: Do we have any more
13 than the ones that you were already given?
14 No, okay. So Linda Stanton is up first with
15 Scott Anderson second and Nancy Volkman is
16 third. So, Linda, if you want to --

17 LINDA STANTON: Thank you. My name is
18 Linda Stanton. I live at [REDACTED]
19 [REDACTED]. And I just want to thank
20 you for having the open house. Thank you
21 for having the open house today, because I
22 think a lot of people got their questions
23 answered. I've been on the Citizen Advisory
24 Committee for two years, so I've been really
25 following this really closely.

1 I just want to let people know that I'm
2 just really dismayed, particularly about
3 certain county commissioners, not the ones
4 sitting here, about concerns about Oakdale
5 and Lake Elmo residents. I don't feel that
6 they're taking them really that seriously.

7 I wrote to some of you about this
8 earlier last month. To say the least, I'm
9 just really disgusted with the way the
10 planning is going, being bulldozed and
11 bullied. All the way along the east side
12 the proposed corridor route, along Hudson
13 Road, Fourth Street and the boulevard it's
14 regardless of what the serious concerns of
15 residents and businesses have all along the
16 way.

17 So I'm asking that the commission and
18 the Woodbury Chamber, in particular, really
19 look at the concerns of the businesses
20 directly along the route as opposed to
21 listening to businesses that would only be
22 indirectly impacted. They wouldn't -- they
23 don't work on the route. Their businesses
24 aren't on the route. They wouldn't be
25 affected by the build. They wouldn't be

1 affected by the necessity of living with
2 drastically altered entering and exit,
3 travel times, et cetera. So having a
4 negative impact on business wouldn't be in
5 the best interest of anybody along the
6 corridor.

7 In addition, I just kind of wonder why
8 would Woodbury support the corridor while
9 let the neighboring communities deal with
10 almost all of the entire impact of the
11 project along an existing residential and
12 business district?

13 The plan could be altered to have the
14 absolute least negative impact upon
15 residents and businesses along Fourth Street
16 in Oakdale and on Hudson Boulevard in Lake
17 Elmo, such as driving in mixed transit. It
18 would cost a lot less for taxpayers.
19 Unfortunately, there's no plan to even study
20 that right now.

21 Certainly, at least, attention should
22 be given to the concerns of the people that
23 live along and would be directly impacted by
24 the route rather than people that live a
25 mile away.

1 Furthermore, it's disappointing that
2 there seems to be no public meetings planned
3 for the Oakdale when something could be
4 arranged possibly Oakdale City Hall, served
5 by an evening bus route. I brought this up
6 when the meeting -- when we had our meeting
7 to go over what the route was going to look
8 like in Oakdale. And it could have happened
9 at Oakdale City Hall. There is a bus route
10 there that runs in the evening.

11 So, anyway, thank you very much.

12 LYSSA LEITNER: Scott Anderson and then
13 Nancy.

14 SCOTT ANDERSON: Good evening. My name
15 is Scott Anderson. I live in [REDACTED],
16 [REDACTED] [REDACTED] [REDACTED] [REDACTED],
17 [REDACTED] [REDACTED].

18 And this was the first I've seen the
19 proposed route. And as an avid bicycle
20 commuter between Lakeland and 3M Center, I
21 was a little bit concerned as to the status
22 of the present day bike route, which goes
23 between Manning Avenue and, generally,
24 Oakdale. I was hoping that maybe the route
25 would accommodate with maybe extra wide

1 lanes, maybe shoulders on the bus route to
2 accommodate bicycles as well. As you can
3 see, the south part of, anything south of
4 I94 is a little bit more dangerous for
5 bicycles to commute through because of the
6 traffic conditions in Woodbury. And I would
7 stress that maybe considering bicycles to be
8 included in this route, just have maybe
9 wider shoulders for bicycles to ride on
10 would be much more advantageous to
11 everybody. I know Washington County is a
12 big advocate for bicycling with new routes
13 opening up recently near Stillwater. And
14 I'd hope that they support routes along the
15 bus route as well for bicyclists. Thanks.

16 LYSSA LEITNER: And Nancy.

17 NANCY VOLKMAN: Well, I didn't have
18 anything prepared when I came tonight. I
19 just needed to listen first before I got my
20 thoughts together.

21 My name is Nancy Volkman. And I live
22 on [REDACTED].

23 We're going to be impacted greatly. We
24 live right off of Fourth Street. We have a
25 lot of traffic going up and down Fourth

1 Street right now. They're going faster than
 2 they should be. They're coming over hills
 3 and trying to push us off the road. We have
 4 one way to get in and out of our
 5 development. And to making -- if the
 6 road -- if they end up taking the middle
 7 lane and having the roads go down -- the
 8 buses go down the middle lane, we cannot
 9 make a left-hand turn. We'll have to make a
 10 right-hand turn, go down to a stoplight,
 11 make a U-turn with traffic to be able to
 12 make a left-hand turn. The same thing
 13 coming back, depending upon where we're
 14 going.

15 We're mostly all retired in that area.
 16 And we come and go. We've got a lot of
 17 people. We've got like 74, 76 homes, so
 18 there's -- 76 buildings. So there's quite a
 19 few people that come and go in there. And
 20 the traffic is getting bad now because of
 21 people taking our road. So we have concerns
 22 about how this is going to look for us if
 23 it's in the middle. Preferably it would be
 24 on the south side. But every time you add
 25 more stops along the way, you end up with --

1 they're saying that ours is going to be a
2 walk-up. But I don't know where all the
3 people are going to come for a walk-up.
4 Where are they going to park for a walk-up?
5 And we have a big open space. And I'm
6 really concerned that they're going to end
7 up putting in a parking ramp and making it
8 bigger than what we have right now or what
9 they're talking about.

10 So we have a lot of concerns. We're
11 concerned about the crime coming to our
12 area. We've got homes right alongside the
13 road that are going to be affected. If
14 there's buses going every 15 minutes, night
15 and day, that's going to be noisy. It's
16 going to be polluted. And it's going add a
17 lot more traffic to our area. Thank you.

18 LYSSA LEITNER: That was the last item
19 we -- or -- we have one more? Is there
20 anybody else that needs a sheet that would
21 like to sign up? So you're up right now.
22 Michael Engh.

23 MICHAEL ENGH: Engh.

24 LYSSA LEITNER: Engh.

25 MICHAEL ENGH: Name is Michael Engh. I

1 live at [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
2 [REDACTED]. And many questions, but my main
3 comments right now have to do with
4 maintenance impacts such as, okay, if you do
5 ton the outside, snow removal in the winter.
6 You got the buses running in the outside and
7 the cars in the center, how is this timely
8 going to be removed? Road repairs, how is
9 that going to be handled with both systems
10 running together? And, thirdly, incident
11 management: If something occurs there, what
12 is the plan for you to reroute either both
13 the buses and the public together? I know
14 such things had to be done with 94 corridor.
15 Wisconsin has got it all the way broken down
16 in segments. You probably end up doing the
17 same thing here, coming up with a plan
18 accordingly. So -- but those are the main
19 things. Plus, when it's constructed, the
20 impacts are beyond the corridor, you know,
21 everything spills out and where everything
22 happens, it would be nice to be -- have a
23 plan informed so the public and the
24 businesses are totally aware of what the
25 impact and the timelines. Plus, other

1 communities, agencies with the road work,
2 grid, what are they doing so we're not
3 compounding issues as far as transit,
4 meaning cars, bikes, walkers, everything, so
5 we know exactly what the impacts are
6 happening regionally. I think that will do
7 for now. Thank you.

8 LYSSA LEITNER: Is there anybody else?
9 So with that, that is the close of the
10 public hearing. We really appreciate
11 everybody's time. We will probably be
12 around here for another half hour or so, so
13 if people do have questions, if you had
14 questions in your comments, come to staff
15 and we can help you through some of those as
16 well as commissioner -- or, Mayor Slawik, do
17 you want to announce who you are?

18 NORA SLAWIK: Nora Slawik, I'm the
19 mayor of Maplewood. So we have the part
20 where 3M is.

21 LYSSA LEITNER: Thank you. We did the
22 introductions before you arrived.

23 Do keep an eye out. We will be having
24 a lot more public meetings and kind of more
25 specialized meetings in certain areas. The

1 intent of Environmental Impact statement is,
2 as I said, to look at the impacts, the
3 mitigation measures to a lot of the things
4 that were brought up today. Once we have
5 all of that analysis for people to look at,
6 so things like noise or air quality, we will
7 come and make sure that that information is
8 available for folks. And then there will be
9 a very specific comment period on all that
10 as information too at the very beginning of
11 2016.

12 So with that, thank you. we really
13 appreciate it.

14 (The hearing came to a close at
15 approximately 6:28 p.m.)

16
17
18
19
20
21
22
23
24
25

1 STATE OF MINNESOTA)

2 COUNTY OF RAMSEY)

3 I, Pauline H. Hanson, do hereby certify the
4 foregoing is a true and correct transcript of the
5 proceedings taken by me in stenotypy and thereafter
6 transcribed by me to the best of my ability.

7

8 Dated this 14th day of September 2015.

9

10

11

12

13

14

Pauline Hanson, RPR

15

16

17

18

19

20

21

22

23

24

25

Appendix D: E Alignment Fact Sheet

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



Operational efficiency/
system integration



Ridership

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.

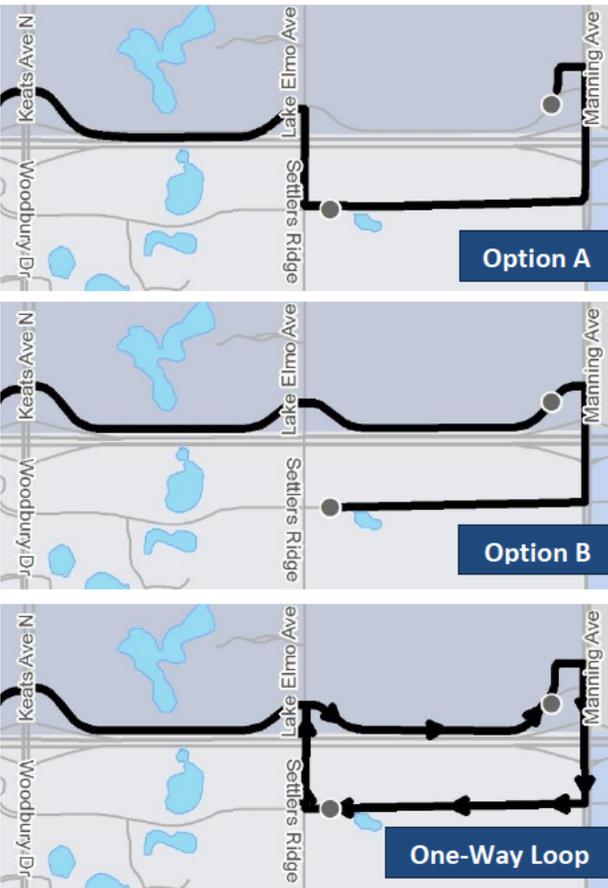
Contact Information

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

