

Phase 1 3M/Maplewood Station

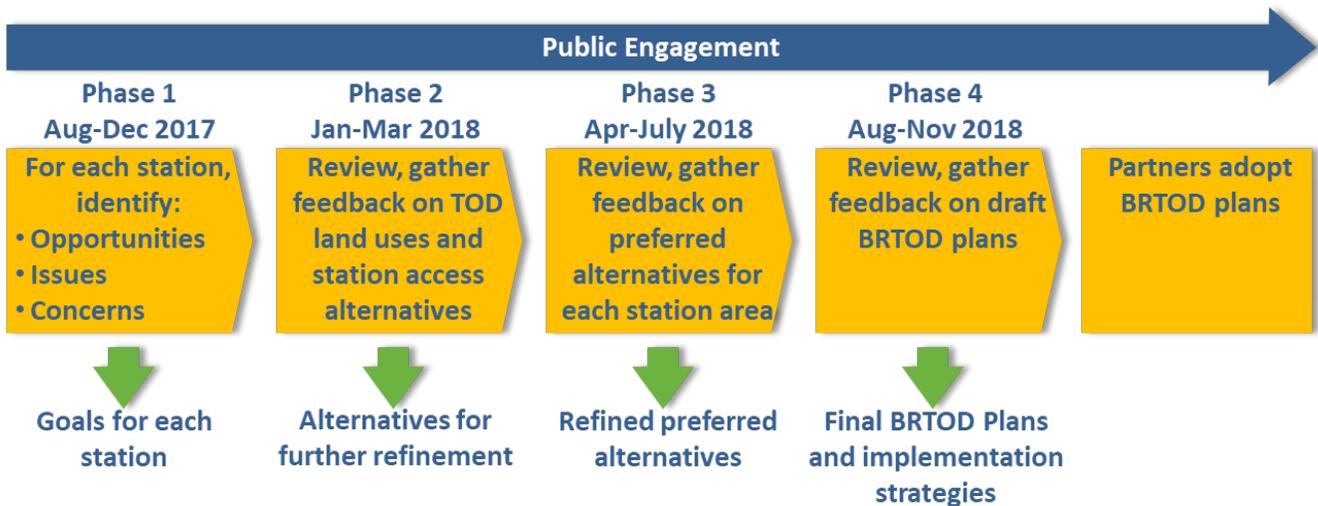
Constraints and Opportunities Summary

The following is a summary of Phase 1 community engagement activities for the 3M/Maplewood Station planning area. The purpose of Phase 1 is to gather stakeholder feedback on draft station area-specific constraints and opportunities to guide the Phase 2 alternatives to address them.

Process

Gold Line BRTOD Phases and Timeline

See the phases and timeline below for this station area.



Engagement

The consultant team conducted in-person meetings with the City Council and with 3M, and a community mailer to station area residents directing them to the online engagement via the Gateway Corridor Gold Line BRT website (<http://thegatewaycorridor.com/station-development/>).

In-Person

The purpose of these meetings was to:

- Inform key stakeholders about the planning process, project objectives, and consultant-identified constraints and opportunities for the station area (1/2 mile radius of the station)
- Gather feedback on station area constraints and opportunities, and key issues or opportunities that need to be addressed
- Review next steps and how the information gathered will be used to inform station area alternatives and BRTOD concepts in Phase 2

Each meeting began with the consultant's [presentation](#) of the BRTOD Plans overview, project phases, and a draft analysis of the constraints and opportunities for the station area, along with a [handout](#).

Participants then provided feedback on constraints and opportunities on a Response Sheet that included a graphic description and the following questions:

Questions related to station area **constraints**:

- What other constraints do you think are missing?
- What prevents you or your family from getting to transit or neighborhood destinations by walking or biking?
- Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?

Questions related to station area **opportunities**:

- What other opportunities do you think are missing?
- What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?
- At this station area or within walking or biking distance of your home, what types of uses would be most useful and convenient for you and your family?

In-person sessions included the following:

- Maplewood City Council work session, October 9, 2017, 5:00-5:45 pm; Maplewood City Council Chambers
- 3M and City of Maplewood input session, October 11, 2017, 1-2 pm, 3M Campus

Online

Online feedback was taken in October through early November 2017 via a link on the Gateway Corridor Gold Line BRT website. Participants were provided with basic project information followed by exactly the same graphics and questions described above for in-person engagement

Station Area Objectives

In-person and on-line engagement provided feedback on draft station area constraints and opportunities to help shape specific station area objectives to guide Phase 2 station area land use and access alternatives. Key objectives identified for this station area include the following:

- Provide a safe and direct pedestrian/bike connection over I-94 to the station
- Maintain and enhance open space and trails
- Ensure safe walking and biking to station, parks, and trails
- Manage traffic speed and congestion

Results: Constraints and Opportunities

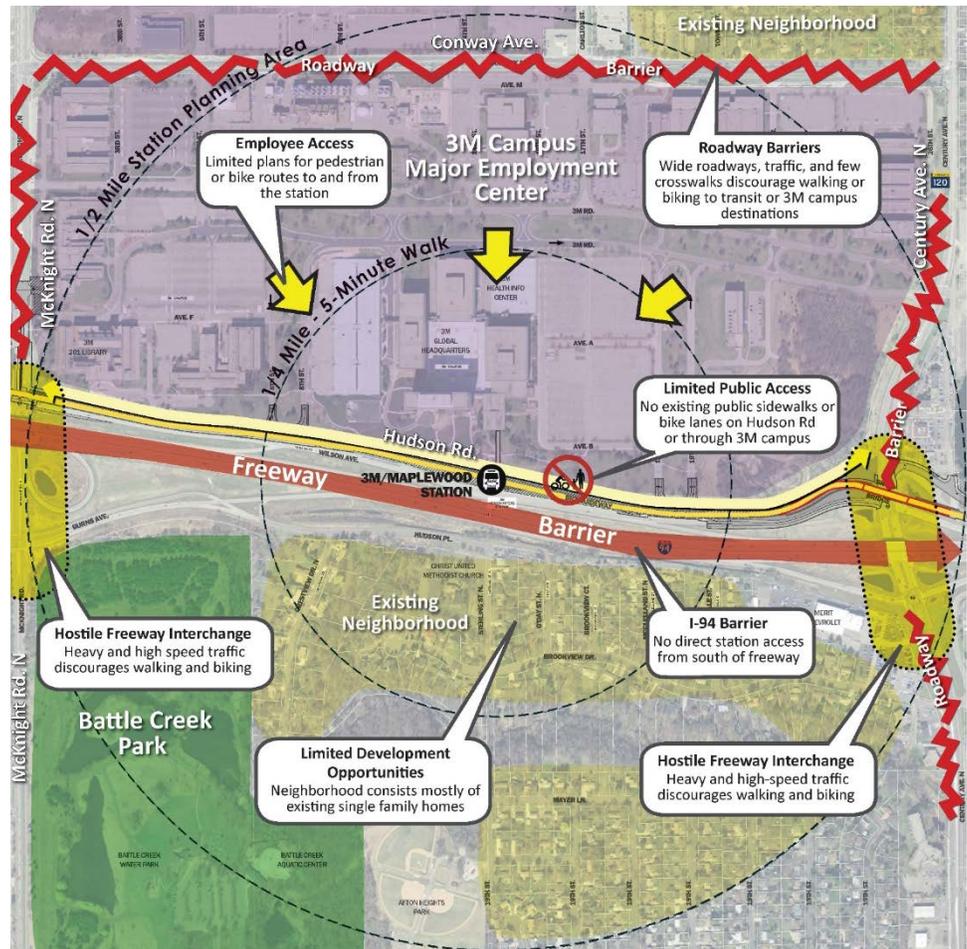
The results compilations below are from in-person and online feedback, along with the graphics and explanations that were provided to participants.

Constraints

Content

Participants provided feedback via a written Response Sheet that contained the graphic, description, and questions shown below.

Today, it is hard for those who choose to walk or bicycle in the area 1/2 mile around the proposed 3M/Maplewood station, and I-94 is a major barrier to residents on the south side who wish to access the station.



- What other constraints do you think are missing?
- What prevents you or your family from getting to transit or neighborhood destinations by walking or biking?
- Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?
- Additional comments, questions, or concerns about constraints in this station area?

Stakeholder Feedback

1. What other constraints do you think are missing?

- A connection to neighborhoods south of 94; a Century Avenue link
- How can residents get from the station north through 3M?
- Ped or bike walkway protected along Hudson Place on the south of 94. At present, people walk along the entrance ramp to 94 to get to the church or from the neighborhood to the park proper on McKnight.
- The creek might limit access from the north to the south, into the park.

2. What prevents you or your family from getting to transit or neighborhood destinations by walking or biking?

- At Century there's been some reconfiguration, but it's still very difficult
- It's almost impossible to get from the south to the north of I-94 by foot or bicycle

- Lack of trails/sidewalks
 - No safe access along McKnight or Century south of battle creek park. Cars speed on McKnight and all the major streets that run east to west between McKnight and Century, but none of these roads have safe shoulders or bike paths
 - no safe pathway from Hudson Place to McKnight.
 - There aren't any close enough.
 - We live near the 494/Century Area, which is too far to walk. Biking would be a desirable option for the adults but the kids, who commute to school in St. Paul, are too young too safely bike that far with existing bike infrastructure.
- 3. Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?**
- Bus shelters along McKnight or Century
 - More affordable housing.
 - The closest bus route is Highwood and Century, which is within biking/walking distance. If this could be coordinated with the Gold Line that would be great. Right now there is a patchwork of options that mean it takes two hours to get home via bus.
- 4. Additional comments, questions, or concerns about constraints in this station area?**
- Loss of green areas or housing.
 - Need to ensure that trails and access don't encourage transit users to walk through 3M campus or park in 3M lots

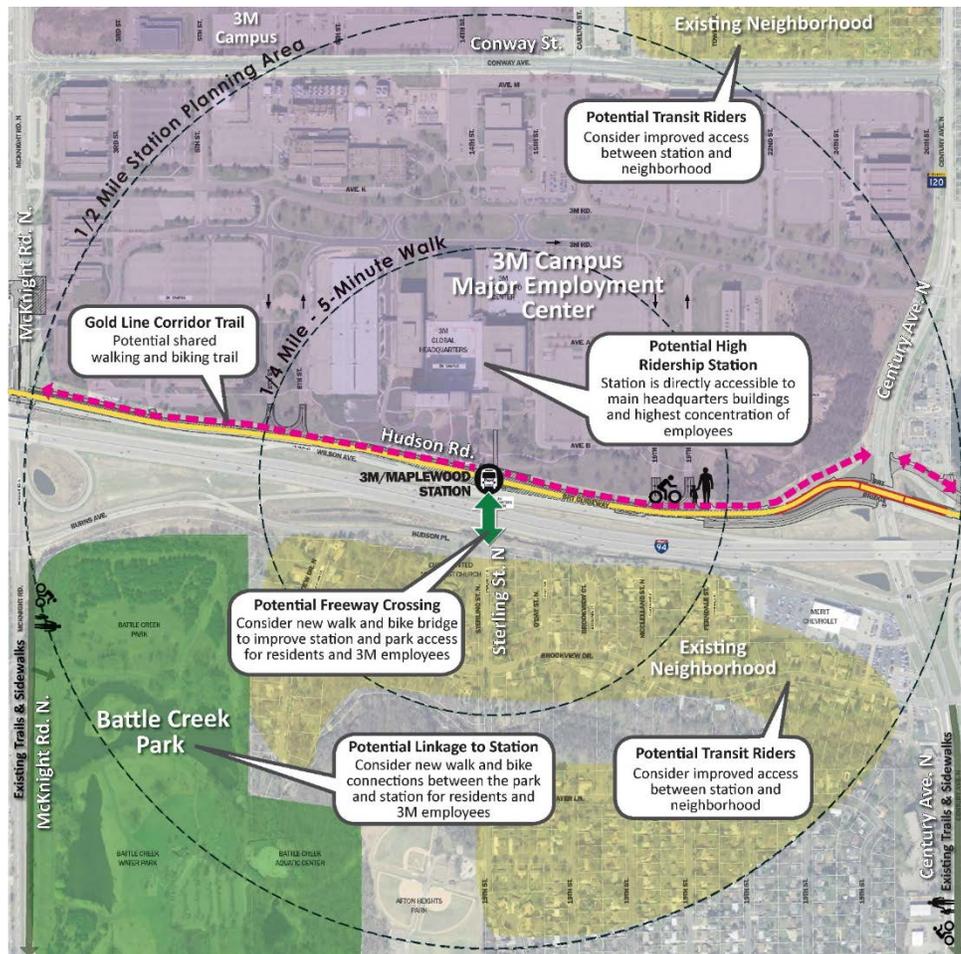
Opportunities

Stakeholder Content

Participants provided feedback via a written Response Sheet that contained the graphic, description, and questions shown below.

For the future 3M/Maplewood station area, there are potentially many ways to improve walking and bicycling to transit and neighborhood destinations.

- What other Opportunities do you think are missing?
- What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?
- At this station area or within walking or biking distance of your home, what types of uses would be most useful and convenient for you and your family?
- Additional comments, questions, or concerns about opportunities in this station area?



Feedback

- 1. What other opportunities do you think are missing?**
 - Biking all along the transit way would benefit users
 - Higher density housing opportunities - not just single family homes.
 - No Century Ave trail/sidewalks
 - Wouldn't it be nice to have a walking trail near the creek?
- 2. What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?**
 - Access to station via McKnight and Century would be great, as well as a potential over-the-freeway bridge directly to the station
 - Better access to Sun Ray from this station

- Better ways access station from east and west; intersections on McKnight are impossible; safe access across McKnight is essential
 - Bridge over 94 would cut the distance measurably.
 - Connecting south and north Maplewood has been an issue for a long time, with I-94 being a huge barrier; the more we can connect our city, the better
 - Look at pedestrian, bicycle, and safety improvements that would benefit both station users and the school on the south side of I-94
 - More off street trails.
 - Station access must be available during non-business hours
 - The multiuse trail
 - This will increase value to the city, providing community members with transit access
- 3. At this station area or within walking or biking distance of your home, what types of uses would be most useful and convenient for you and your family?**
- Secure bike lock up with the parking ramp
- 4. Additional comments, questions, or concerns about opportunities in this station area?**
- Anticipate that 3M employees and non-employee service providers, especially Millennials, would use BRT; can optimize connections for employees and service providers between the BRT station and transportation systems within the 3M campus
 - City is looking at opportunities within their updated Comprehensive Plan to make areas around this station more attractive to Millennials
 - I love the idea of a bridge over 94 to the 3M station
 - So excited to see this bus line being built!