

Phase 1 Earl Street Station

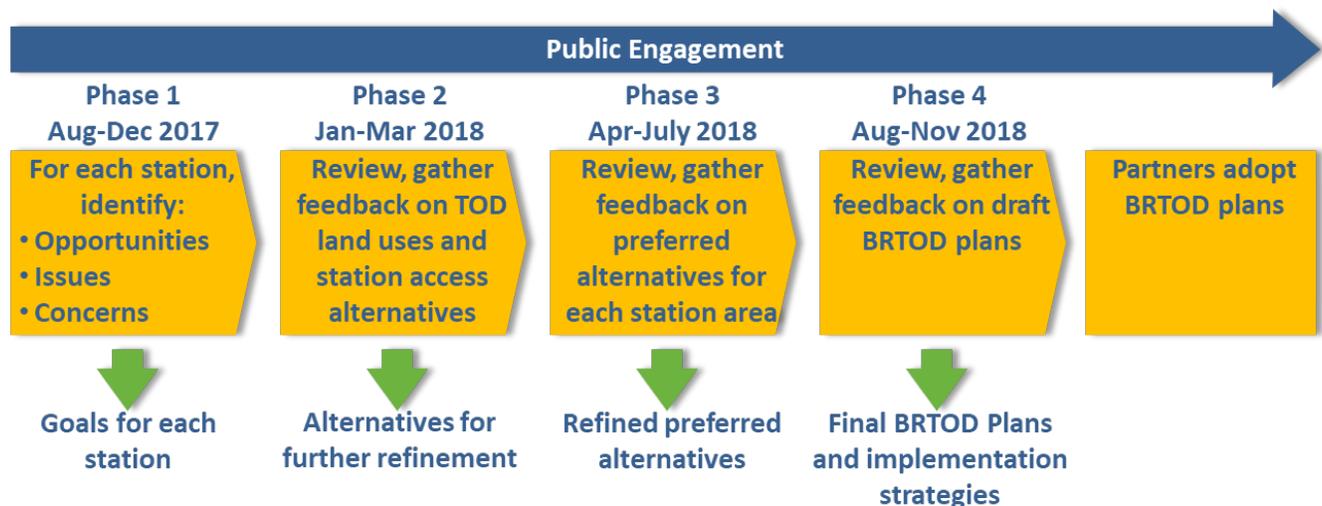
Constraints and Opportunities Summary

The following is a summary of Phase 1 community engagement activities for the Earl Street 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 an in-person community session hosted by the District 4 Dayton’s Bluff Community Council within the station area, and 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:

- Community feedback session hosted by the District 4 Dayton’s Bluff Community Council for St Paul station areas at Mounds Boulevard, Earl, and Etna; October 11, 2017, 6:30-8:00 pm at Dayton’s Bluff Recreation Center 800 Conway St, St Paul

Online

Online feedback was gathered 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:

- Preserve and promote neighborhood historic character
- Preserve and enhance environment for existing business
- Preserve parking and auto access for Hudson Road businesses
- Create a safe station environment
- Ensure safe walking and biking
- Promote compatible development

Results: Constraints and Opportunities

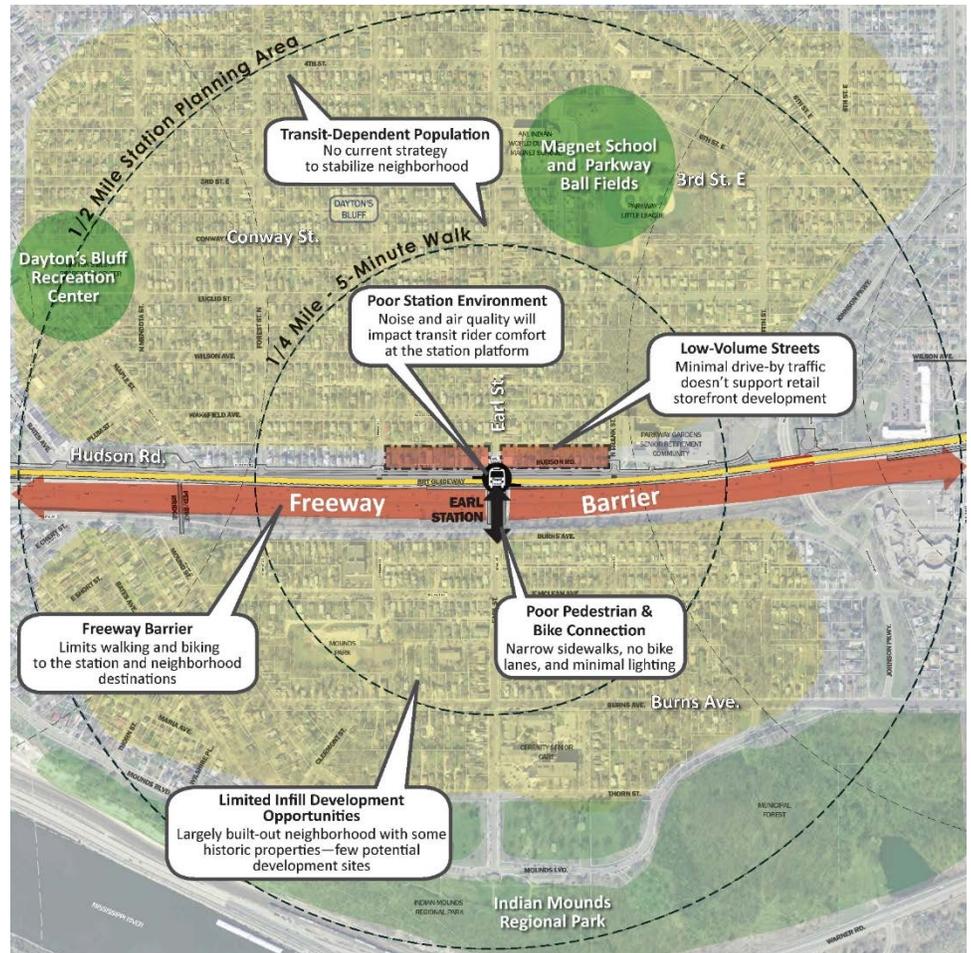
The results compilations below are from in-person and online feedback, along with the graphics and explanations that were provided to participants.

Constraints

Content

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

Today, existing streets generally support walking and biking in the area 1/2 mile around the future Earl Street station, while I-94 is a major barrier to residents accessing the station or neighborhood destinations on either side of the freeway. On the Earl Street bridge, poor lighting, narrow sidewalks, and wide auto lanes discourage walking and biking, and freeway noise and air quality will impact transit riders at the station. Future new development around the station is limited as the neighborhood is largely built out.



- 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?

- Add one-way on Hudson and reduced parking as constraints
- Historic feel of neighborhood not maintained
- Sinkholes on Johnson
- Winter! Seems the constraints outnumber the opportunities

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

- Parking is hard to find

- Poor lighting
- Public safety
- Sometimes bars are not family friendly

3. Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?

- Bakery, small businesses
- Business area
- Jobs that pay well

4. Additional comments, questions, or concerns about constraints in this station area?

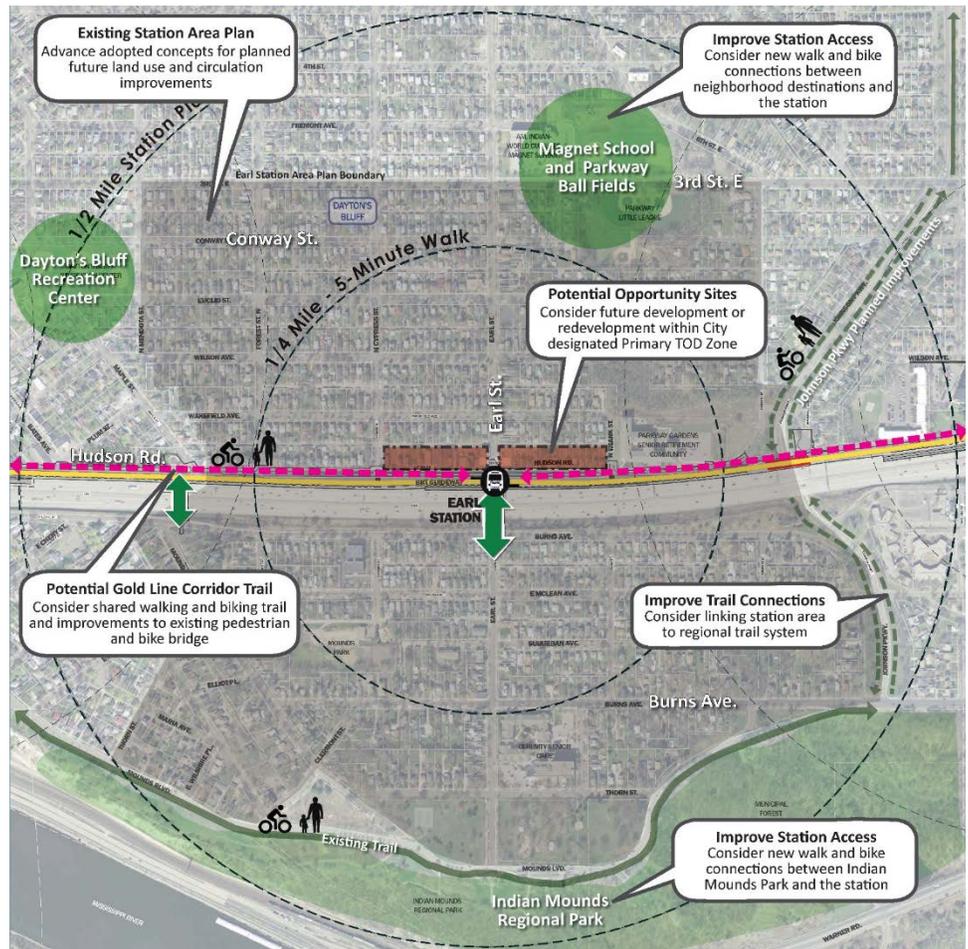
- Seems disrespectful of current thriving businesses to "plant" new businesses there to compete with and potential displace them -- not right
- Skip Earl station (save \$1 million); run buses westbound from Etna onto Highway 94; run eastbound only on Hudson

Opportunities

Stakeholder Content

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

For the future Earl station area, there are many ways to improve walking and bicycling to transit and neighborhood destinations. Potential development along Hudson Road and Earl Street could provide a more pedestrian-friendly environment, with some opportunity for new or redeveloped properties and possibly adding goods and services to meet the daily needs of current and future residents.



- 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?

- Not many opportunities to be had; limited net value to neighborhood
- Public art
- Strong, good businesses that should be able to thrive with more transit, including historic Mounds Theater, St Paul Saloon, Leo's Chow Mien, etc.
- Walk bridge connecting Mounds Park neighborhood is a vital connector to business district
- With theater and some bars here now, this could be a designated entertainment area

2. What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?

- 2-way auto access at intersection + parking
- Adjacent businesses
- Bike lanes on Earl Street connecting Mounds Park and Battle Creek/trail system
- Dance, music schools
- Entertainment focus; enhance Mounds Theater
- Improve perception of safety by improving lighting on Hudson and under the Johnson Parkway I-94 underpass
- More north-south transit connections -- what about Earl Street?
- More N-S transit connections between Sun Ray and downtown
- More ped-bike friendly and safer underpass at Johnson

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?

- I would argue that there are sites to development medium density housing and invest in upgrading existing multi-family housing
- If one way, Wakefield needs improvements
- Make Earl/Hudson an entertainment zone with Mounds Theater, St Paul Saloon, etc.
- Parking
- Protect and improve our neighborhood businesses
- Two-way traffic on Hudson

4. Additional comments, questions, or concerns about opportunities in this station area?

- Add N/S bus service on Earl
- Bridge improvements are a great idea
- Business district needs parking
- Include cars/trucks in multi-modal corridor
- Need more parking and improved (perception of) safety
- Reach Together on Earl and Hudson serves Karen refugees who live in large numbers at Johnson and I-94 in dense apartment complex
- What is happening on Wakefield?