

Phase 1 Etna Street Station

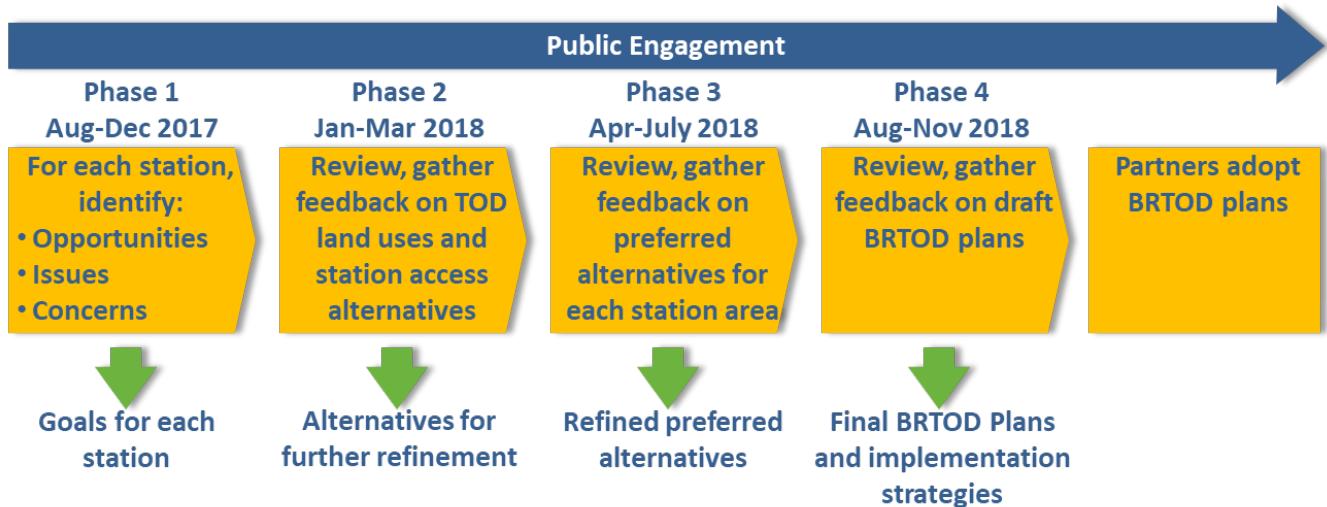
Constraints and Opportunities Summary

The following is a summary of Phase 1 community engagement activities for the Etna 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 taken 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:

- Consider station relocation
- Create a safe station environment
- Consider park and ride
- Ensure safe walking and biking
- Promote mixed-use development
- Manage traffic 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.

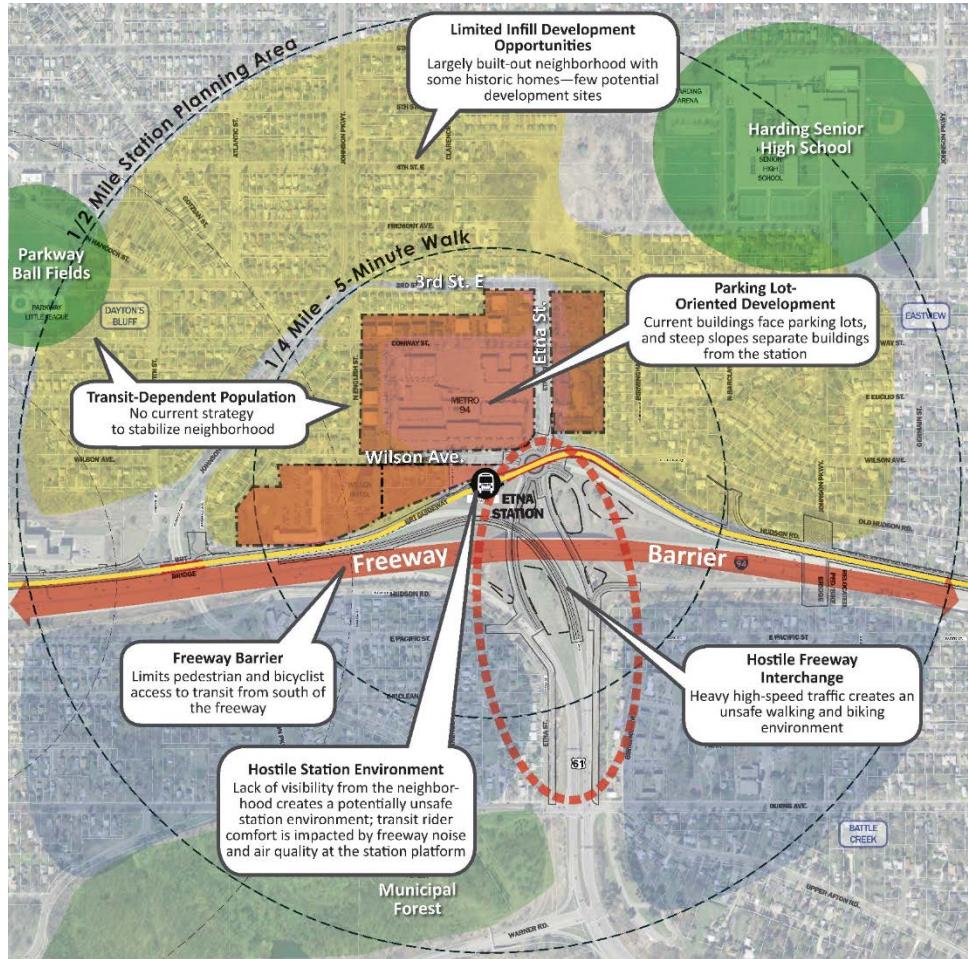
Constraints

Content

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

Today, it is difficult for those who choose to walk or bicycle in the area 1/2 mile around the future Etna station, and both I-94 and the interchange with Highway 61 are major barriers. The planned station location lacks visibility from the neighborhood and freeway, and freeway noise and air quality will impact transit riders at the station. Much of the existing development along Etna Street and Wilson Avenue serves customers arriving in cars, and there is a limited amount of daily needs goods and services close to the planned 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?**
 - Addition of Red Rock line traffic
 - Business park expansion
 - No bike/pedestrian link to Johnson Parkway
2. **What prevents you or your family from getting to transit or neighborhood destinations by walking or biking?**
 - Highways very difficult to cross
 - Lack of quick stop and gas station

- Wilson is only access to housing here; no sidewalks Incredibly dangerous to go N-S from either side of 94, and almost impossible to walk N from S
- Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?**
 - None
 - Additional comments, questions, or concerns about constraints in this station area?**
 - Build this station with adequate capacity to accommodate Red Rock line

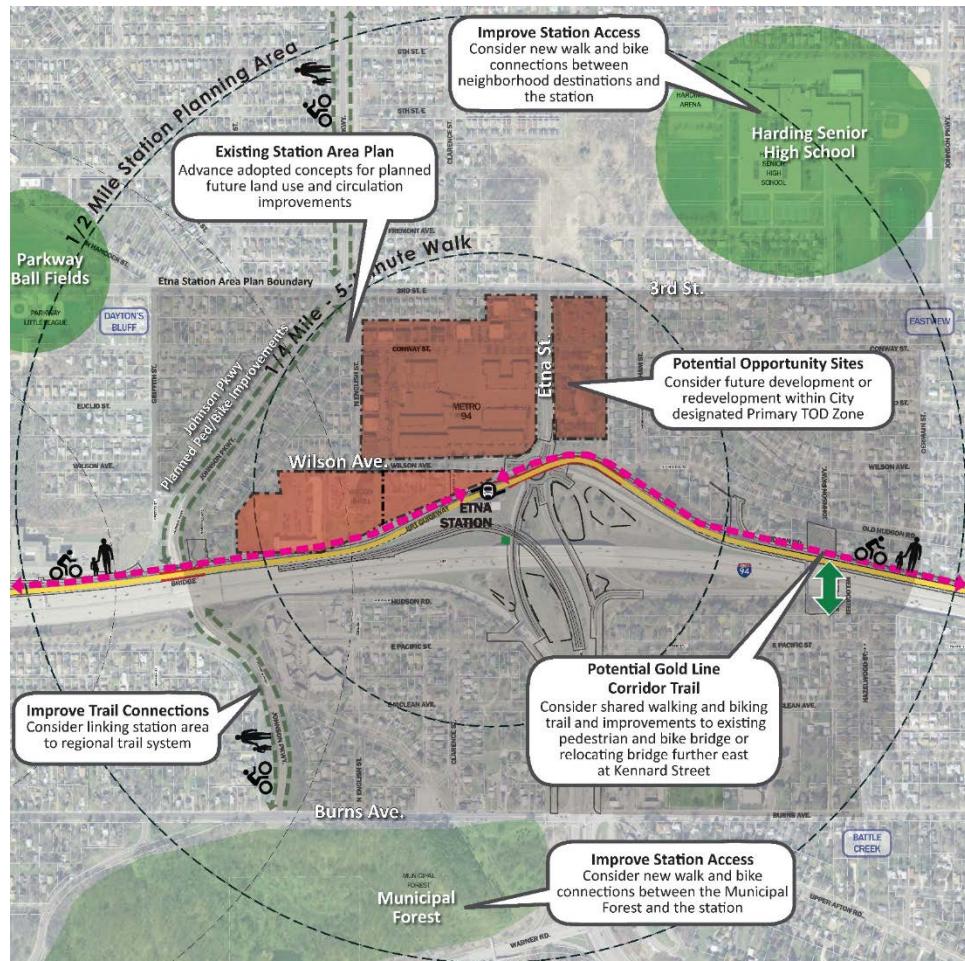
Opportunities

Stakeholder Content

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

For the future Etna station area, there are many ways to improve walking and bicycling to transit and neighborhood destinations. Potential future development along Etna Street and Wilson Avenue could provide a more pedestrian-friendly environment with additional 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?

- Consider station at Wilson
- Entire state/county/city bike trails: Battle Creek, Mounds Park, Swede Hollow, Highway 61/Fish Hatchery Trail to downtown on Sam Morgan Trail or up to Lake Phalen on Bruce Vento and Gateway Trails
- Goes to Sunray but what about Target?
- Move to Johnson
- Park and ride
- Red Rock line
- This could be a stronger transit hub -- consider a park and ride here, also

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

- Bicycle connections
- Bike station with lockers, showers, etc.
- Grand Rounds Trails on Johnson Parkway
- Leverage connections to lots of bike trails south of 94, regional trail system, Grand Rounds on Johnson Parkway, etc.
- Resolve overpass on 61/Burns; many lanes to cross

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?

- Are you aware of Park and Ride at Lower Afton Road and Hwy 61 that is currently over-subscribed?
- Broader, mixed-use development opportunities
- Convenience store on south side
- Important access to Harding High School

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

- Add park and ride lot or ramp
- Bicycle trail connections to south
- Mixed use in proximity
- Progressive Baptist Church is an important community institution where Gold Line consultants would be wise to do outreach on Etna