

Phase 1 Greenway Station

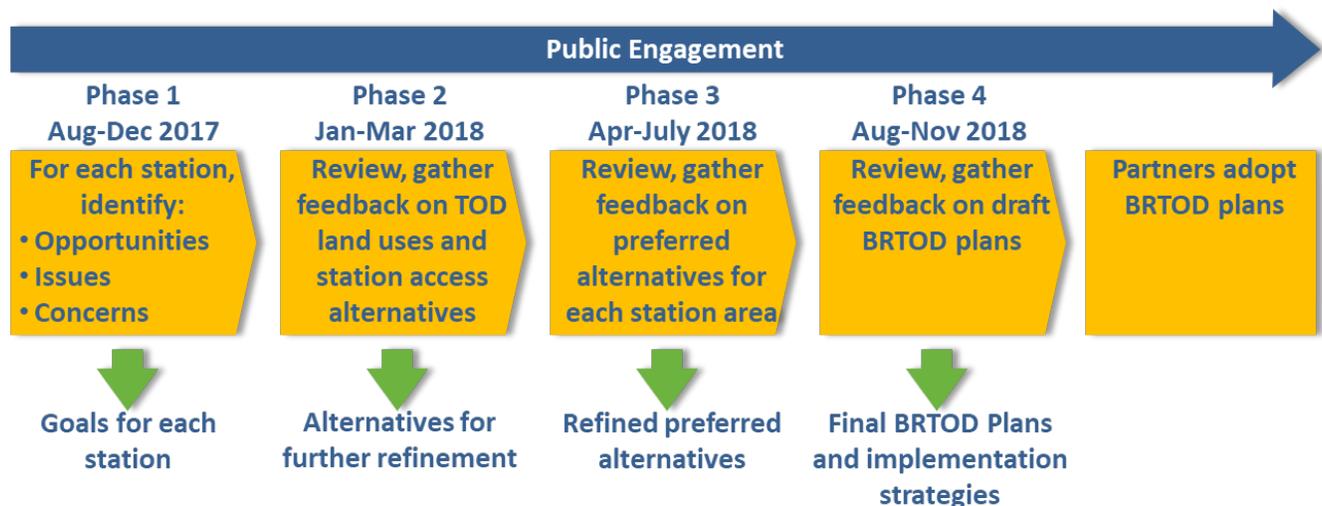
Constraints and Opportunities Summary

The following is a summary of Phase 1 community engagement activities for the Greenway 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 Councils from Landfall and Oakdale, and community residents 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 in [English](#) and [Español](#) 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 in English and [Español](#):

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:

- Joint Landfall/Oakdale City Council session, October 24, 2017, 5:30-6:30 pm, Oakdale City Hall
- Community meeting, October 25, 2017, 6:30-8:30 pm, Community Center Building, Landfall

Online

Online feedback was gathered in both English and Español October through mid-November 2017 via links 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:

- Create a safe station environment
- Reduce parking impacts to residents
- Preserve parking and auto access for Hudson Boulevard businesses
- Ensure safe walking and biking
- Consider 1-94 pedestrian and bicycle crossing
- Manage traffic speed and congestion
- Provide bike parking at the station
- 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. An input provided in Español was translated into English and is included below.

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 Greenway station, and I-94 is a major barrier to residents on the south side who wish to access the future Greenway station. Existing development along Hudson Boulevard serves customers arriving by vehicle, not on foot or bicycle. There are few other housing options or goods and services to meet daily needs within walking or bicycling distance of 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?**
 - Cost of development, and who bears it
 - Lack of desire from residents
 - Lack of parking
 - People! Where do they park, who's riding?
- 2. What prevents you or your family from getting to transit or neighborhood destinations by walking or biking?**
 - barriers to cross I-94 are huge

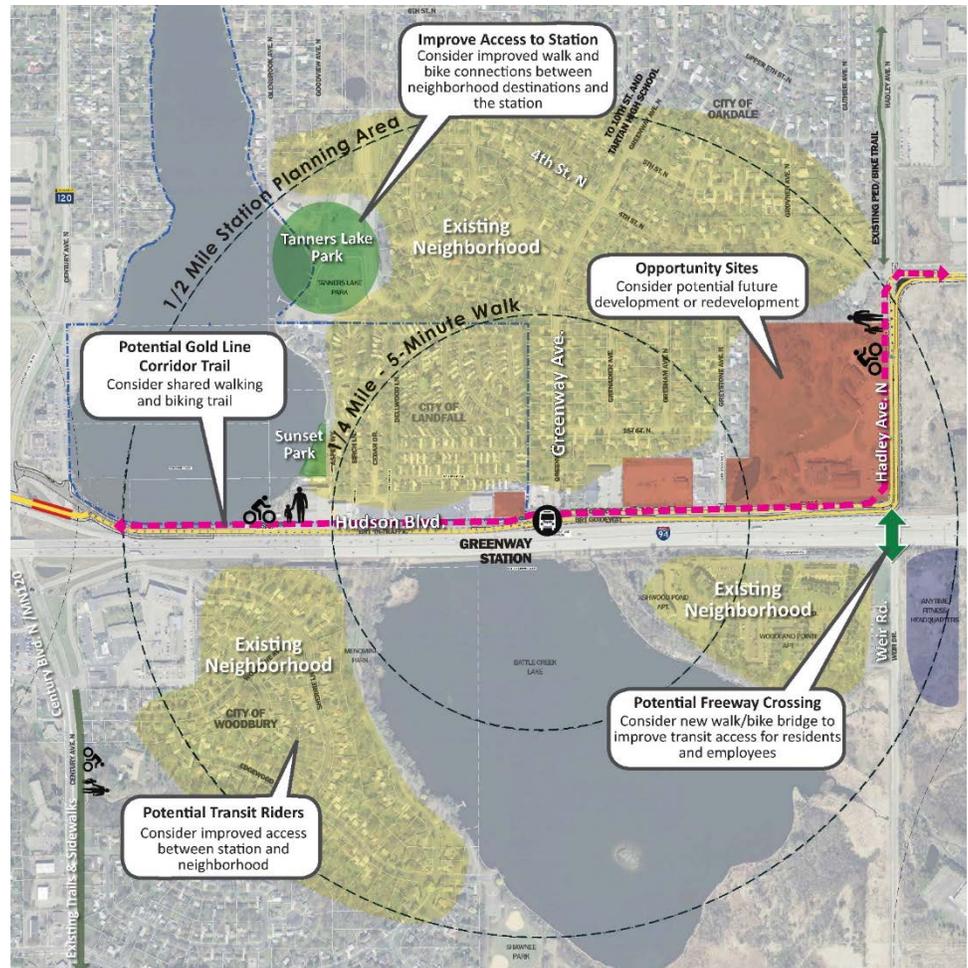
- Concerns about walking along east side of lake
 - Ease of driving
 - For people who would park to the west, it's not clear it would be safe to walk along Hudson by Tanner's Lake – this is really a problem
 - Lack of "destinations"
 - lack of sidewalks
 - lack of streetlights
 - Need to make it much safer to cross Hudson Blvd, such as with semaphores or similar, as well as lowering the speed limit
 - No parking at the station area, causing people to park along Greenway Avenue and into Landfall where parking is already extremely tight
 - Nothing
 - Plan ahead for bicycle parking/storage at the station for those who bike there
 - Re-look at options for parking spaces
- 3. Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?**
- Gas station, grocery store
 - Gentrification
 - Nothing
 - Restaurant
 - Struggling to see how this site could have 18-hour activity – site seems to have very limited opportunities for transit-oriented development
- 4. Additional comments, questions, or concerns about constraints in this station area?**
- Build a tall wall/fence? We live on Greenway and Hudson. NO ONE rides the bus from the stop in front of our house!
 - It's going to be a tight squeeze at Hadley with lots of competing uses
 - Live at corner where Hadley turns to east; my back yard butts right up to Hadley and I don't want a bus going by every 5-10 minutes!
 - Need to maintain driveway access to businesses along Hudson Blvd
 - NO ONE took care of the sidewalk (snow) or pedway last year. Will someone be taking care of these stations?
 - Time to St Paul needs to be less than or equal to 20 minutes to be useful

Opportunities

Stakeholder Content

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

For the future Greenway station area, there are many ways to improve walking and bicycling to transit and neighborhood destinations. Potential future development along Hudson Boulevard could provide additional housing options, and nearby 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?**
 - How is ABI being considered an opportunity site?
 - It will be interesting to see what will happen in the long run with the land now owned by the Bible Institute
 - Landfall caters to low- and moderate-income families, with both adults working, so this kind of transit opens up opportunities for them to get to current and future jobs
 - Support future opportunities for development to the east
- 2. What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?**

- Additional parking would help increase transit ridership from farther away
 - An I-94 crossing at Weir would be really important to help people on both north and south sides to see this as “their” transit station
 - Bike lanes
 - bike racks
 - Ensure that walking and biking paths are maintained and accessible *all year long*
 - Figure out ways to make it safe to walk/bike along Hudson
 - Important to find a way to make transit along Hudson smooth
 - Important to focus on and leverage the “last mile” opportunities
 - lighting
 - Look at future traffic projections from development in neighboring communities to know what’s needed for safe walking and biking on Hudson Blvd
 - None!
 - Provide sidewalks on east side of lake
 - Safety is the top issue/opportunity
 - Sidewalks
 - Support access to station by older people who won’t bike
- 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?**
- Gas station
 - Grocery store
 - None!
 - Restaurant
 - Take advantage of lots of opportunities for increased walking and biking
 - With limited development opportunities, focus much more on how to best serve community members
 - With lots of young people in Landfall, want to help provide them with access to colleges and universities like Metro State – need to market this to them
- 4. Additional comments, questions, or concerns about opportunities in this station area?**
- great opportunities for existing neighbors south of 94
 - imperative to include freeway crossing south of Hadley
 - Is low income housing coming in?
 - Might be more appealing to move station a little east
 - When you use your easement up onto our south yard, can you PLEASE plant nice; when the new water pipe and pedway were put in, you left crap for grass; now our south lawn is all weeds. You need to continue to care for what you do.