

Phase 1 Sun Ray Station

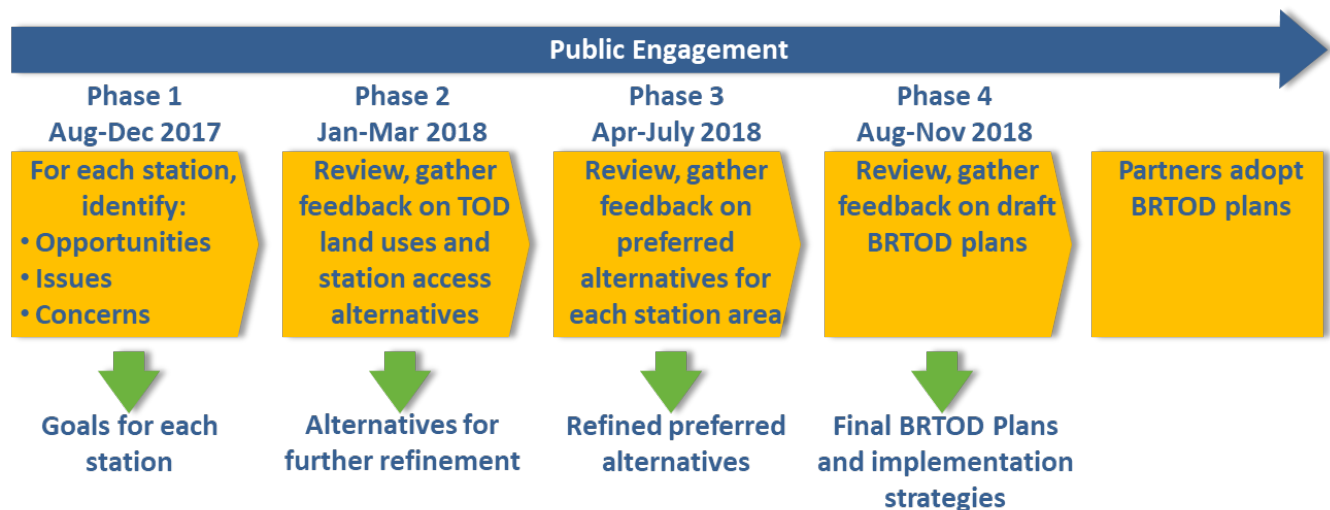
Constraints and Opportunities Summary

The following is a summary of Phase 1 community engagement activities for the Sun Ray 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 and WCRRA staff conducted in-person meetings with the District 1 Community Council’s Land Use Committee and with the community, 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 meeting with District 1 Community Council Land Use Committee for St Paul station areas at White Bear Avenue and Sun Ray, October 2 2017, 6:30-7:30 pm, District 1 office, Sun Ray Shopping Center Office, 2105 1/2 Old Hudson Road, St Paul
- Community meeting hosted by District 1 Community Council and Transit for Livable Communities, November 9 2017, Sun Ray Family Dental offices, 1871 Old Hudson Rd, St Paul

Online

Online feedback was gathered 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:

- Create a safe station environment
- Promote compatible development
- Ensure safe walking and biking
- Manage traffic speed and congestion
- Consider improved north/south bus service to Sun Ray Transit Center
- Consider additional crossings of I-94 to the station

Results: Constraints and Opportunities

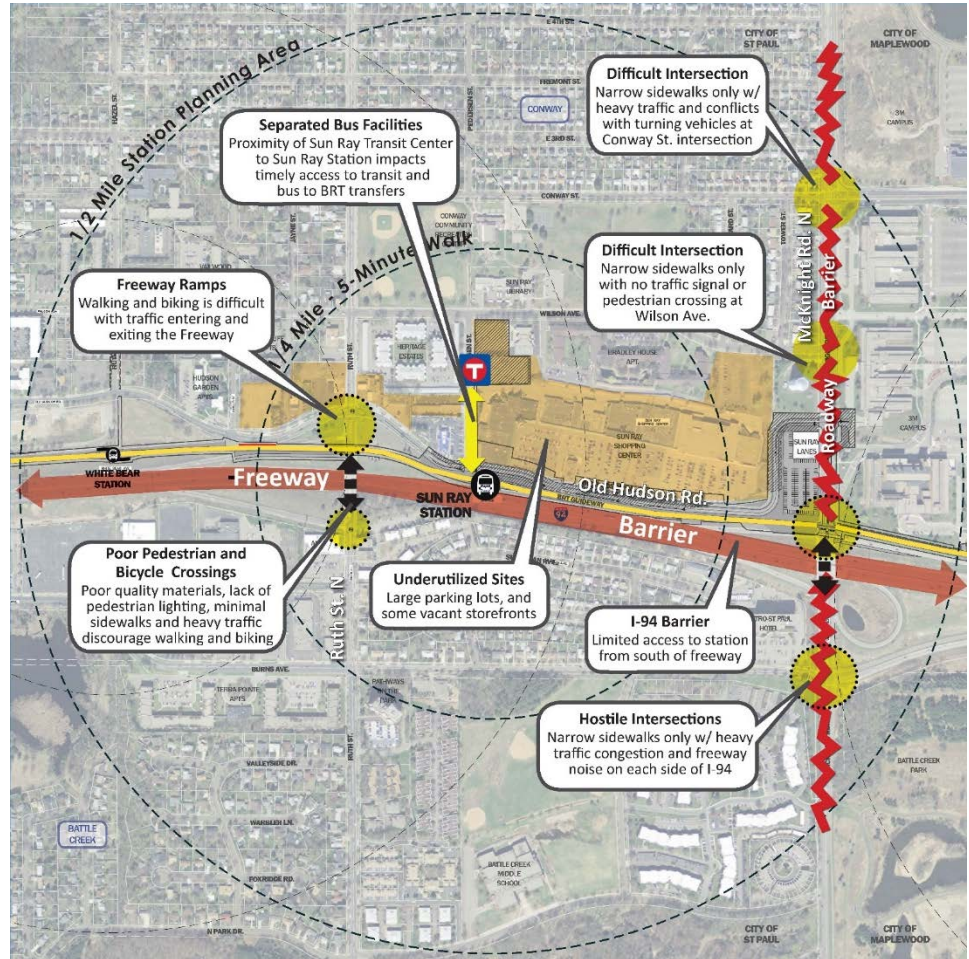
The results compilations below are from in-person and online feedback, along with the graphics and explanations that were provided to participants.

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 future Sun Ray station, and I-94 is a major barrier to residents on the south side of the freeway and McKnight Road for those wish to access the future BRT transit from the east. Much of the existing development along Old Hudson Road serves those customers arriving in cars and there is a limited variety of housing options 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?

Feedback

1. What other constraints do you think are missing?

- A bus going along 10th to interlocking so people could shop in Woodbury, the stores near home Depot or out by the lakes area
- all going the opposite direction from downtown or Mpls
- Area around the Sun Ray transit station has quite a bit of crime.
- Crime is higher at this location
- Dangerous bike lane along Ruth St. south of I-94, due to hill and speeding traffic
- Hard to get to
- Lack of bike lanes (off and on street) to connect to this area

- lack of transit bridges over 94 (part of the "limited access to station south of freeway")
- More bus stops along Ruth
- More buses going to say cub in Oakdale or the movie theater in Oakdale
- No safe way to bike under 94!
- No shelters for transit riders around here
- Not safe
- not thinking about physically handicapped
- Poor walking and bike access along Old Hudson Rd west of Ruth St.
- Safety for anyone walking, driving by the hubbega (?)
- Safety is a concern around the Sunray transit hub.
- So far from our house (need to drive 3 miles, take long slow bus, bike uphill 18 min, or walk 1 hour to get to Sun Ray
- South of Lower Afton, McKnight is incredibly unsafe for bikes or pedestrians. I never would bike or walk along McKnight, especially with my kids, unless there was a much better pedestrian/ bike path or shoulder.
- Sun Ray shopping center faces away and is cut off from residential neighborhoods most likely to use it
- The bus lines that do serve the area are only available at certain times (week days)

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

- Aggressive drivers
- Bad behavior
- Bus times are too far apart and no shelters for you to wait in when traffic is so close to those waiting
- Cars go waaay over the speed limit, even on residential streets or when kids are at bus stops
- Destinations are mostly shopping, and I don't want to cart big bags across big parking lots and a block or more beyond that to a bus stop
- Disabled, lack of available buses going to where I want to go
- highway barriers
- Hills
- I-94
- Lack of bike lanes
- Lack of good shelters to keep my kids, shopping, and me comfortable in bad weather
- Lack of safe/comfortable routes south of I-94 to north of I-94
- Narrow shoulders/ no sidewalks or bike paths
- No bike trails
- No buses
- No day and night transportation from Highwood Hills
- No sidewalks
- No sidewalks
- No way to cross 94
- Not a safe area
- Only two bus routes are within easy walking distance
- Rundown area invites criminal behavior.
- South McKnight
- The amount of traffic on McKnight

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- The neighborhood is geared towards cars and not pedestrians
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- There are not enough sidewalks
- There is no where to store a bicycle if you ride there. If there was it needs to be secure.
- To many transfers, taking more than 2 hours to get to places I want to shop -- Plus once I get there having to walk over 3 blocks to the store
- Too far to walk.
- unsafe to cross I-94 on Ruth street due to poor pedestrian crossings
- uphill for biking or walking, long distance, cold dark icy snowy weather

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

- ANY form of transit that goes more often towards downtown
- Better regular bus service, not just express
- Bike lanes
- Bike lockers/bike racks, other bike-related amenities (fix it station)
- Bus stops: there are no bus stops less than a mile from where I live, where buses run during the day, evening or weekends
- Health Clinic
- I would love to be able to access battle creek park by bike.
- Lack of sidewalks
- More bus stops along Ruth
- More buses going to places I want to shop
- Nice burger joint/neighborhood bar
- No buses go far enough down McKnight
- No sidewalks on McKnight south of Lower Afton
- Sidewalks and way more crosswalks
- There are no buses that go north/south on McKnight south of Lower Afton, that run routinely.
- Unsafe area
- Walkable coffee shop

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

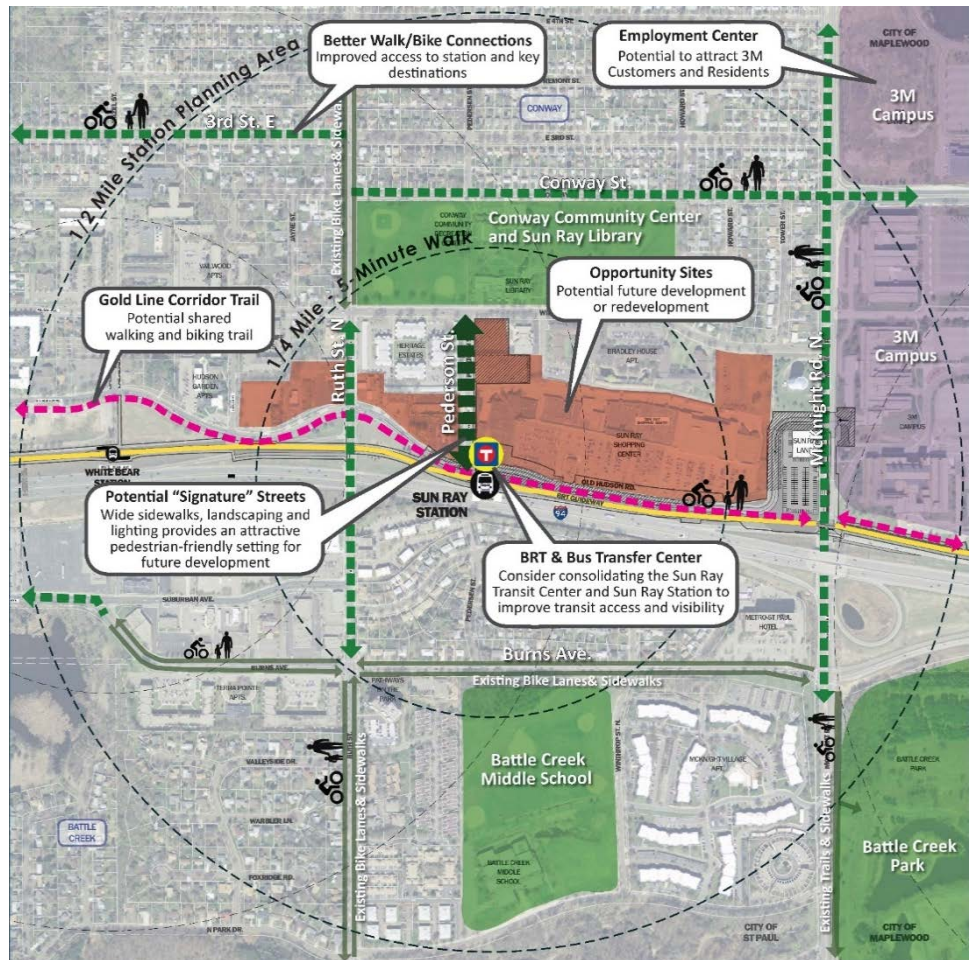
- Diverse population of District 1 means we don't know each other very well, so for example there have been threats against the nearby mosque, safety a big concern
- We live on the wrong side of the highway
- With buses stopping on either side of the street at Sunray it's dangerous for kids and people trying to cross

Opportunities

Content

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

For the future Sun Ray station area, there are many ways to improve walking and bicycling to transit and neighborhood destinations. Potential future development along Old Hudson Road could provide a more pedestrian-friendly environment with additional housing options, and nearby goods and services to meet the daily needs of current and future residents. Future transit riders may benefit from locating the Sun Ray Transit Center in close proximity to the Sun Ray BRT Station.



- 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?

- A larger more ,station with more buses
- Can St. Paul work with Maplewood to get bike paths along McKnight south of Battle Creek? Residents on both sides of McKnight would love to access bus stops, the park, or even just the gas stations.
- Coffee shop or ethnic restaurant, warm friendly place to hang out
- Connection to Battle Creek Rec. Center, Conway Rec. Center, and the library.
- Innovative stormwater practices to improve water quality, green space, and waiting areas
- more bike/ped freeway crossings (please make sure they're handicapped and e-bike accessible, which means no stairs)
- More frequent express bus service
- More transit farther south, in Highwood Hills area

- Note that St Paul Public Works is in the process of diverting bicyclists off 3rd Street and onto parallel streets, especially Margaret, which is an important through street and goes all the way to 3M (drops down to Conway to cross McKnight)
- Putting in transit without lifting the area up with better situation doesn't make sense.
- Routes to connect transit riders to the regional park and trail system (e.g., Battle Creek Park)
- There is a complete lack of interest by the City in developing the East Side, specifically Sunray and Suburban Ave.
- There is a Pederson connection through the park north of the shopping center, that should be factored in
- There's excess parking capacity at the area that could support transit-friendly development, walking/biking access
- Traffic improvements on Ruth Street south of I-94 to reduce traffic speed and improve safety for Battle Creek School kids and Battle Creek trail users
- Valuable to move transit access closer to Cub as many of those customers are transit dependent
- walking means for getting over 94
- While it's good to make Ruth and McKnight safer, could also look at a pedestrian/bike access under I- 94 more directly to the station

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

- better crosswalks across Lower Afton Road
- City-supported effort to redevelop the Sun Ray Shopping Center.
- Clean up Sunray and Suburban Avenue; clean up White Bear Avenue.
- Closer bus stops
- coffee shop halfway there to take a break!
- Good shelters on bus routes that feed the BRT station
- Important to support/strengthen the street grid in this area
- It is too far for me to walk way over there
- More bike lanes/trails
- More lighting, more sheltered bus stops.
- More shade in the summer along walking routes
- Pedestrian friendly crossings on major roads Ruth and McKnight
- Provide wider and more attractive sidewalks next to buildings, to support and activate these and the surrounding neighborhood
- Ruth is a fairly comfortable street for biking, but could and should be better
- Safer access across I-94
- South of 94 on McKnight, there is some need for residents to have on-street parking for residents in the apartments there, on the west side of McKnight – and would need to address pedestrian/bike safety issues
- Take advantage of the opportunities to connect parks and trails to station area
- traffic regulation at Burlington and Lower Afton (takes forever to turn left there)

3. At the 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?

- A bus that actually go by my house on far south McKnight
- Coffee shop

- Daycare
- Daycare
- Health Clinic
- I want the opportunity to take a bus (along McKnight) to this transit station to get to my worksite 1 mile NE of downtown St Paul from my home 7 miles SE of downtown St Paul
- I would happily bike to this station if I felt it was safe.
- Important to maintain affordable housing north of station area over the long term
- Local coffee shop; local specialty shops (antiques, etc.)
- More buses on Ruth and more buses going to other locations
- Neighborhood restaurant/bar
- Restaurant
- Those with physical constraints find it difficult to board a bus
- YMCA or other community organization
- YMCA or other community organization

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

- Burns is relatively safe and comfortable for walking/biking
- I wish the 3M campus didn't feel so walled off from the neighborhoods around it.
- If this station can generate a redevelopment of the area to stem the current deterioration it will be well worth the cost. If we do not have city/county support to do that it will be a waste.
- It would be nice if commercial development at Sun Ray was neighborhood, not freeway, facing.
- please do not completely get rid of Suburban shopping center only to redevelop it to luxury apartments. we have enough luxury apartments in the Twin Cities!!!!
- Sunray and Suburban need to be revitalized. The City needs to take some pride in the area.
- Sunray has been rundown for decades; time to clean it up.
- The shopping center was intentionally rezoned for the highest density, so want to be sure that short- mid- and long-term development reflect that commitment
- Virtually no meeting places, especially south of Lower Afton Road Battle Creek Rec on Winthrop is uninviting, ugly, and too far uphill with no shuttle service to get there
- Why not have some small vehicles to get people over there?