METRO Gold Line BRTOD Plans

3M/Maplewood Station Area Concepts

City Council Review Session
February 26, 2018
Project Development Activities (2018-2019)

- Refine design (project elements you will be able to see)
- Environmental Clearance
- Stakeholder and Community Engagement
  - Technical, Policy, and Community and Business Advisory Committees
  - Public meetings, social media, etc.
- Coordinate with cities on planning around stations
Agenda

1. PRESENTATION
   - Ideal BRTOD
   - Corridor Concept
   - 3M/Maplewood Station Area Concept

2. DISCUSSION

3. NEXT STEPS
BRTOD Project Objectives:

1. Establish a multi-modal corridor (walking, biking, transit & auto)

2. Increase potential ridership (transit access & new development)

3. Enable station areas to achieve their development potential (capture latent market demand & improve quality of life)

4. Identify infrastructure investments and policy changes (ensure funding priorities and policies encourage development)
Ideal BRTOD
Ideal BRTOD

1/8 Mile
(Most Intense Development)

1/4 Mile
(5 Minute Walk)

1/2 Mile Station Planning Area
Ideal BRTOD

Multi-Modal Corridor
(BRT Guideway + Multi-use Trail)
Typical Multi-Modal Corridor

- Proposed Multi-use Trail
- BRT Guideway and Station
Ideal BRTOD

- Primary Station Access Route
- Transit–supportive Destinations
- Transit-oriented Development Opportunity Sites
Typical Primary Station Access Route
Neighborhood Access Routes

Ideal BRTOD
Typical Neighborhood Access Route

Two-Direction Buffered Bike Lanes
Mixed Traffic- Low Traffic Volume Streets

Typical Neighborhood Access Route
Corridor Concept
Corridor Concept (Draft)
Legend:
- Park/Open Space
- Waterbody
- Parcel
- Roadway
- BRT Station

- BRT Multi-modal Corridor (Bus/Bike/Walk)
- BRT Multi-modal Corridor (To be determined-TBD)
- Primary Station Access Route (Bike/Walk)
- Primary Station access Route (Bike/Walk TBD)
- Neighborhood Station Access Route (Bike/Walk)
- New Walk/Bike Bridge
- Bus Rapid Transit Oriented Development (Near Term)
- Bus Rapid Transit Oriented Development (Long Term)
- Transit Supportive Destination

Maplewood / Landfall (Draft)
Station Area Concepts
Opportunities & Constraints—Isolated Station

- High BRT-supportive use
- No BRTOD opportunity sites
- Battle Creek Park
- Regional Recreation Attraction
- 3M Campus
  Public Access Discouraged
- Station Access Barrier
- No Neighborhood Station Access
- 5 Minute Walking Radius
BRTOD Plan

Station Location + Guideway

Pedestrian + Bicycle Access

Transit-supportive Land Use
Built out neighborhood and 3M campus = no proposed BRTOD within ¼ mile

Proposed Mixed Use Community Designation within ½ mile
(Draft Comprehensive Plan Update Recommendation)
BRTOD Plan

Station Location + Guideway

Pedestrian + Bicycle Access

Transit-supportive Land Use
10% Design

Refinement Concept

3M/Maplewood
3M access (not to front door)
Refinement Concept

3M Station Access
(Wide sidewalk and direct route to 3M Headquarters Building)

Relocate Station
(Align station platform with direct access to 3M Headquarters Building and Parking Lot)
Station Area Community Objectives

- Ensure safe walking and biking to station
- Consider a direct I-94 pedestrian/bike bridge to the station
- Maintain and enhance access to open space and trails
- Manage traffic speed and congestion at arterial intersections
Multi-Modal Corridor
(BRT Guideway + Multi-use Trail)

3M/Maplewood—Circulation
Multi-modal Station Access
(Multi-use trail separated from guideway busy road by 10’ landscaped parkway)
Multi-modal Corridor – Hudson Road (Existing)
Multi-modal Corridor— Hudson Road (Existing)
3M/Maplewood Station

Battle Creek Regional Park

Neighborhood Access Route
Existing (View Looking North)

Refinement Concept (View looking north)

Neighborhood Access Route—McKnight Road N.
Refinement Concept (View looking north)

Neighborhood Access Route—McKnight Road N.
Neighborhood Access Route—Century Avenue (MN 120 Northbound)

Refinement Concept

10’ MN-120 Trail (MnDOT Project Completed)

3M Campus

Innovation Boulevard
3M/Maplewood—Circulation

No 3M Station Access Routes
3M Station Access

- Do not want to add access trails or encourage non-3M pedestrian traffic through the campus.
- 3M employee shuttle service will be modified in future to serve BRT.
3M/Maplewood—Circulation

Not included in BRT project

Primary Station Access Route
Station Area Community Objectives

- Ensure safe walking and biking to station
- **Consider a direct I-94 pedestrian/bike bridge to the station**
- Maintain and enhance access to open space and trails
- Manage traffic speed and congestion at arterial intersections
Tram, trolley (Portland Streetcar), train (MAX light rail) combined in a loop with a 4-mile pedestrian trail.
BRT combined in a loop with a Battle Creek regional pedestrian and bike trail
Typical pedestrian and bike bridge to transit station
Typical pedestrian and bike bridge to transit station

Transit-Station Access Bridge
Station Access Bridge
Lower-cost pedestrian and bike bridge crossing

Station Access Bridge
Urban ‘land bridge’ links parks to urban center
Urban ‘land bridge’ links parks to urban center
Nature-inspired ‘land bridge’ links parks to regional trail

Station Access ‘Land Bridge’
Nature-inspired ‘land bridge’ links parks to regional trail

Station Access ‘Land Bridge’
Station Access ‘Land Bridge’

Nature-inspired ‘land bridge’ separates pedestrian and bikes from freeway noise
Nature-inspired ‘land bridge’ incorporates significant historical elements.

Station Access ‘Land Bridge’
Historically significant burial mounds

Station Access Bridge—Local Context
Existing Refinement Concept

3M/Maplewood—Primary Station Access

Approximate Land Bridge and Station Location

Neighborhood Station Access (Land bridge provides pedestrian/bicycle access to neighborhood)

Land Bridge and Station Location

Refinement Concept
3M/Maplewood—Primary Station Access

‘Land Bridge’ Station Access
(Land bridge provides pedestrian/bicycle access from station to neighborhood and Battle Creek Park)
3M/Maplewood—Primary Station Access

Pedestrian and Bicycle Access
(ADA accessible sloping ramp in berm to station)
3M/Maplewood—Primary Station Access

‘Land Bridge’
(Raised planters and multi-use path)
Refinement Concept—Station Access

- 8’ Landscaping
- 12’ Multi Use Trail
- 22’ Land Bridge

Clearance for multi-use trail and guideway
Primary Station Access—I-94 Land Bridge (Proposed)
Primary Station Access— I-94 Land Bridge (Proposed)
Primary Station Access— I-94 Land Bridge (Proposed)
Primary Station Access – I-94 Land Bridge (Proposed)

Hudson Place

Christ United Methodist Church
(30’ Gas Line Easement)

+/- 375’ Ramp
3M/Maplewood—Primary Station Access
Existing Refinement Concept

Primary Station Access – Sterling Street N

30’ Gas Pipeline Easement
Refinement Concept (View looking north)

Primary Station Access – Sterling Street N
3M/Maplewood Station

Battle Creek Regional Park

Upper Afton Park

3M/Maplewood—Circulation

Potential Primary Station Access Route
Potential Primary Station Access – Sterling Street N/Upper Afton Park
Potential Primary Station Access – Sterling Street N/Upper Afton Park
I-94 Land Bridge and BRT Recreational Trail Loop

Stakeholder Feedback:

- In 2019, Metropolitan Council will be engaging cities/counties on regional parks and trails needs.
- Mid-year 2018 Ramsey County Parks is preparing a Battle Creek Park/Pig’s Eye master and support increased connections and access to parks.
- Incorporate the land bridge and trail connection in the Comprehensive Plan Update
3M/Maplewood Station - 18 Month Process

**Phase 1-** Issues/Concerns Identification  
October (2017)

**Phase 2-** Preliminary Station Area Concepts  
February 26 (Council)  
March (3M On-line)  
April (Neighborhood)

**Phase 3-** Identify Preferred Station Area  
Land Use & Circulation Concepts  
May/June (2018)

**Phase 4-** Review Draft BRTOD  
PLAN ADOPTION  
June/July (2018)  
September (2018)