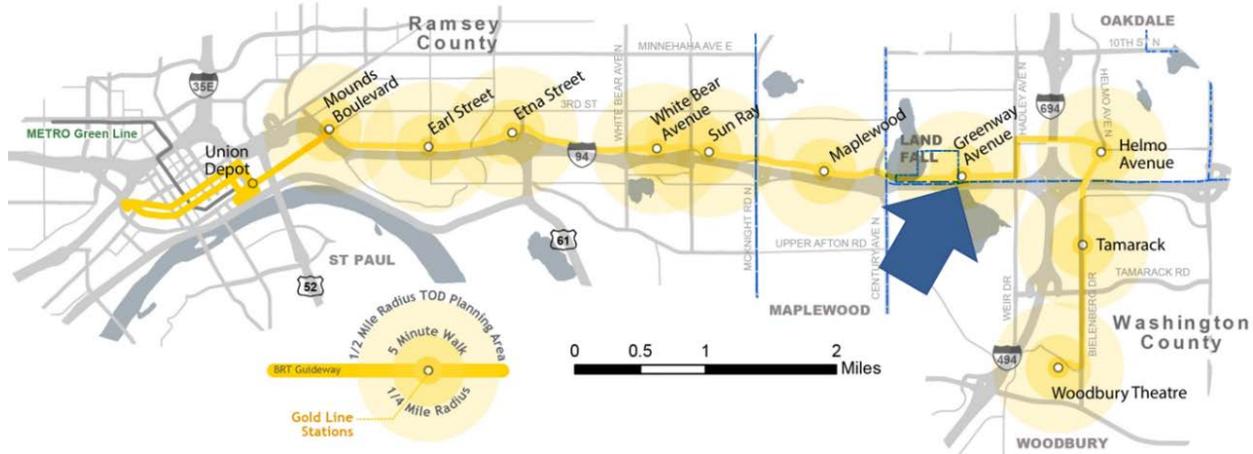


GOLD LINE PARTNERS

Gold Line BRTOD: Greenway Station Area Phase 2 Engagement Results



Background: Greenway Station Area Objectives (October 2017)

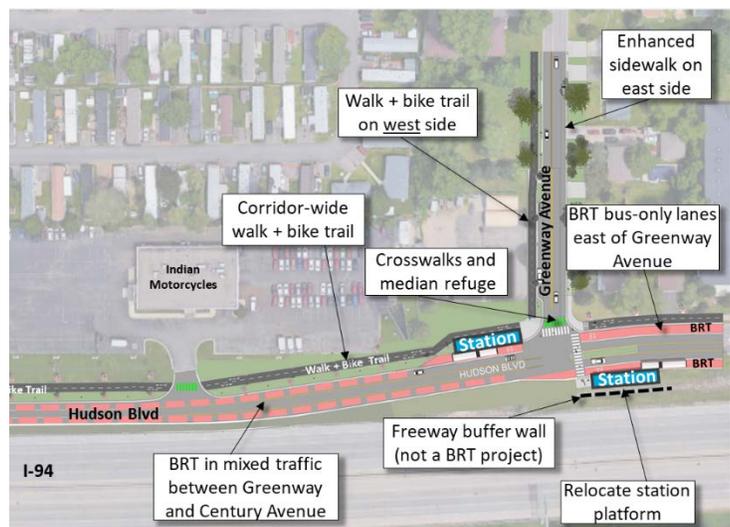
The objectives for this station area were identified based on input from community members and the Landfall and Oakdale City Councils in fall 2017:

- Create a safe and comfortable station environment
- Manage traffic speed on Hudson Boulevard
- Ensure safe walking and biking
- Consider 1-94 pedestrian and bicycle crossing
- Reduce parking impacts to residents
- Preserve parking and auto access for Hudson Boulevard businesses

Background: BRTOD Design Refinements (May-June 2018)

Community members and the Landfall and Oakdale City Councils provided significant input and guidance between October 2017 and early May 2018. Key priorities included optimizing station access and routes from all directions, ensuring pedestrian safety along the corridor-wide trail and other access routes, and exploring long-term development options while respecting the importance of existing businesses.

Several design refinements were made as a result. Some of these are summarized on the map at right, and all are described briefly below along with feedback from Landfall and Oakdale community members and elected officials.



Phase 2 Feedback: Overview

Landfall and Oakdale community members participated in an in-person session (offered in English and Spanish) at the Landfall Community Center in July 2018, or viewed information online, then provided feedback oral and written feedback. Members of the two City Councils provided in-person feedback and guidance.

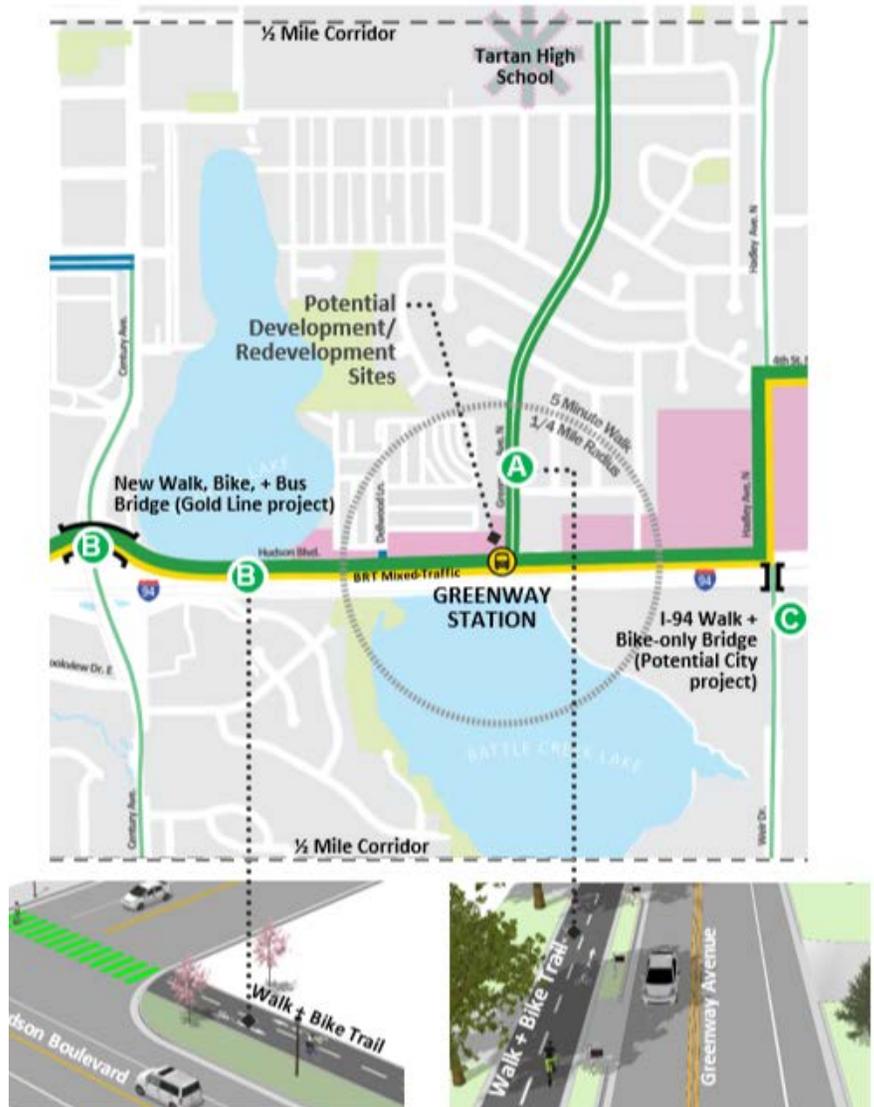
The responses below are supported by summary graphics of the information provided and sorted alphabetically by question.

The locations of participants who listed their Zip Codes were Landfall, Oakdale, Oak Park Heights, and east St. Paul.

Station Access Concepts

The proposed walk and bike connections emphasize safe and direct access to the station and other destinations within a 1/2-mile of the Greenway Station Bus Rapid Transit (BRT) Station. Station access concepts included the following:

- A Greenway Avenue trail:** Potential project between Hudson Road and 10th Street (Tartan High School) including:
 - Filling gaps in ADA accessible corners and crosswalks at intersections
 - New 10-foot trail and landscape buffer (west side of street)
- B Corridor-wide walk + bike trail (Century Avenue to 4th Street):** Potential project connects the 3M Headquarters Campus to 4th Street, between the Maplewood and Helmo Stations including:
 - New walk, bike and bus bridge over Century Avenue
 - New at-grade walk and bike crosswalk at Century Avenue
 - New 10-foot to 12-foot trail and landscape buffer (north side of Hudson Boulevard Dellwood Lane to Mn120 Century Boulevard))
 - New and enhanced 12-foot trail and landscape buffer (east of Greenway Avenue along Hadley Avenue and 4th Street)
- C I-94 walk and bike only bridge:** Potential City of Oakdale and Woodbury project between Hudson Boulevard and Weir Drive including:
 - New 12-foot walk + bike only bridge connects to trails on Hudson Boulevard, Hadley Avenue, and Weir Drive

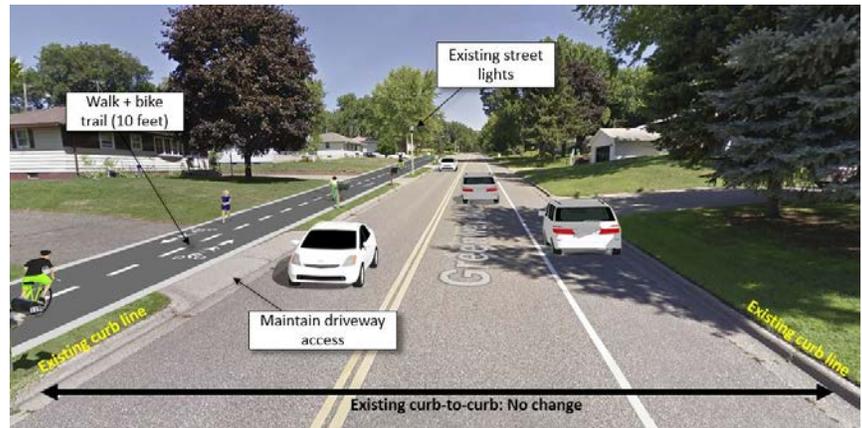


Walk/bike improvements on Greenway Avenue

Greenway Avenue is an important access route for this BRT station. Design refinements based on Phase 1 guidance resulted in moving the 10-foot walk-bike trail on Greenway from the east side to the west side to improve access and reduce neighborhood impacts and costs.

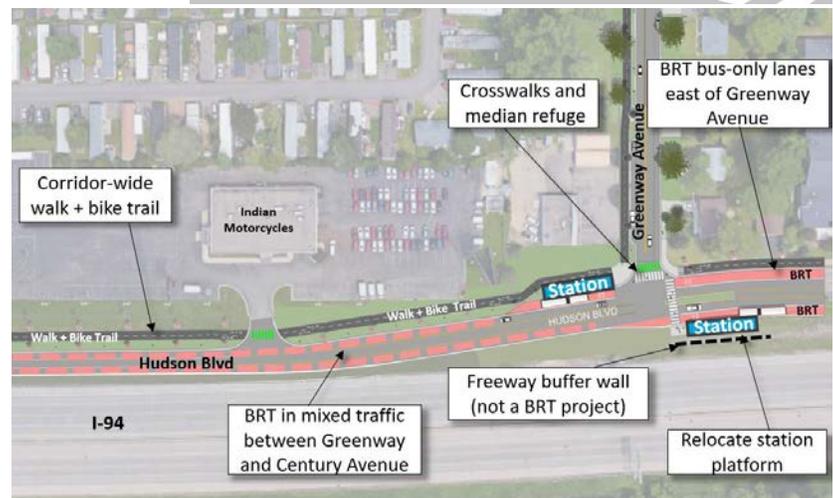
Attractive, appealing

- Aesthetics and more room for walking, biking
- Dedicated walk/bike
- Separate lane for bus and pedestrian
- Support having a sidewalk on at least one side
- Usage of Greenway station?



Questions, concerns

- Concerned about losing parking along the entire side of Greenway – understand there are private driveways, but need to consider families having special events/gatherings that would require more on-street parking
- Current residents / noise, closeness to homes
- Is there any way to isolate the residences on the side of Greenway from so much foot and bike traffic? Concerned about too much success.
- Most people are in single family homes and have cars [and won't use the BRT]
- Per station area objectives, safety at intersection of Greenway and Hudson is critical, especially with Hudson Road being so busy – lots of conflicts with buses letting off people on the south side, cars backing up if there are stop signs/lights, etc.
- Property owners -- impacts? Cost.
- This is a major entry point for 94. With 3M and residents using that entrance ramp... where do the cars all go when the [BRT] takes half that space or more.
- Trees and property that may need to be acquired
- Will there be a pollution concern for the residents? (buses, noise, waste material)
- You can't walk in that area now, so pedestrian traffic will be a whole new thing



I-94 walk-bike-only bridge at Hadley Avenue (east of Greenway BRT station)

The proposed walk-bike bridge over I-94 at Hadley (see map on previous page) would provide safe and improved access to the BRT station and to destinations south of I-94. This is not included in the Gold Line funding, so would be a potential City of Oakdale project. Comments about what's attractive or appealing were: It appears that the bridge over 94 at Hadley is an excellent idea; safety; that it would exist and be maintained; and safety is a plus. The question/concern was related to maintenance: How would this work in winter?

Corridor-wide walk and bike trail along Hudson Boulevard, and Century Avenue crossing

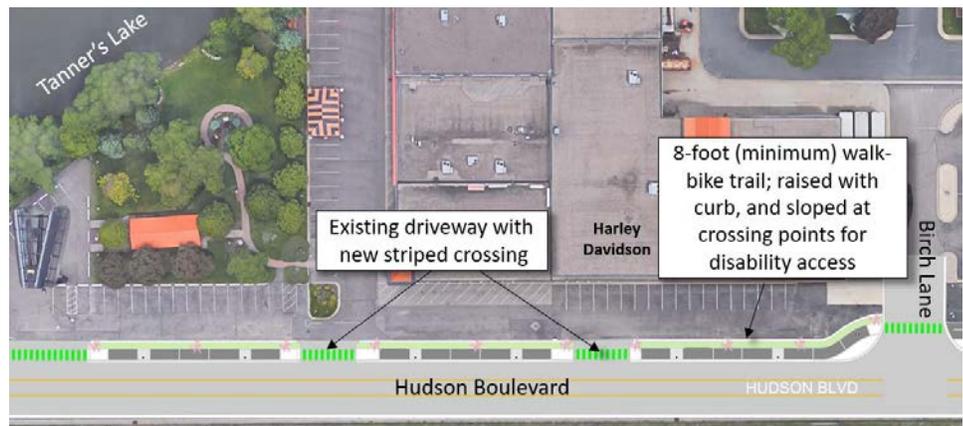
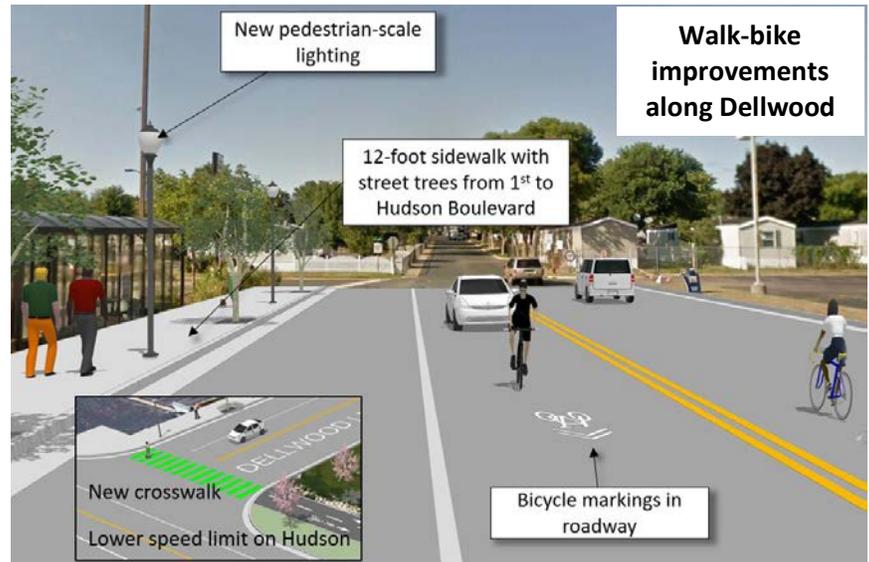
The corridor-wide walk and bike trail along the north side of Hudson Boulevard provides an important station access route, connections to other destinations, and links between stations. This section also addresses walk and bike improvements on Dellwood Avenue by the regular bus station. At Century Avenue where the BRT will cross on a bridge, there have already been investments for north-south movements and MnDOT will provide an at-grade walk- pedestrian crossing. See more information on the graphics below, which begin at Greenway where the BRT station will be located and move west to Century Avenue.

Attractive, appealing

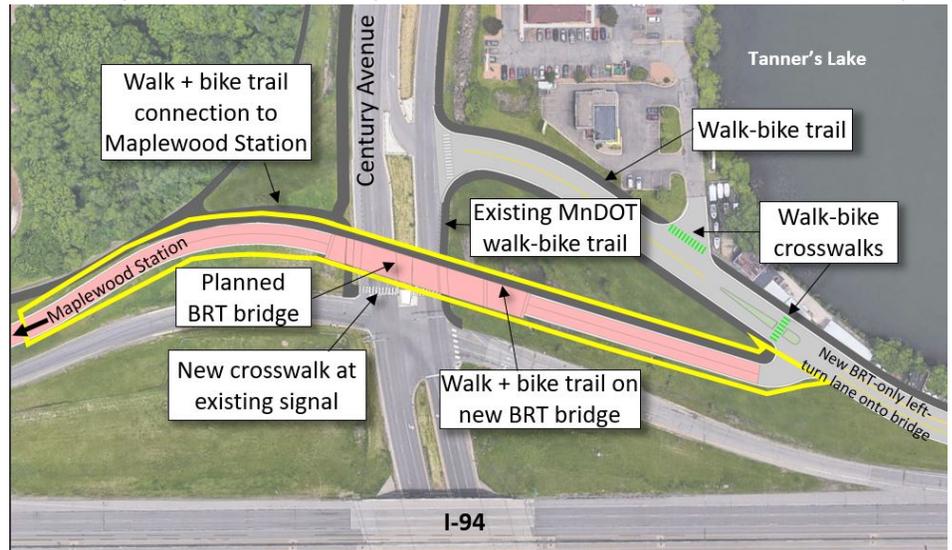
- Dedicated access
- That it would exist and be maintained
- Looks good

Questions, concerns

- Along Tanner's Lake on the north side of the road is a fairly steep drop that is currently subject to some erosion; as this section is widened to accommodate BRT and multiuse trail, it will be important to provide for proper drainage; should consider replacing the current guard rail to protect people from biking or driving accidents where people could end up in the lake
- Bicyclists in particular will need safe east-west crossing of Century, which will require a grade-separated option
- Buses turning left going west
- Consider whether it would be helpful to move the bus stop in this area
- For the trail bordering the lake, can't it be 8' wide rather than 10, so there's an extra 2' for Hudson?
- I feel like the bus entering onto Hudson is congested; does the road need to be wider/trail narrower?
- Look at whether guard rails and perhaps even fences may be needed to ensure everyone's safety
- Looking at speed limits, consider the value of a consistent speed limit along Hudson so there's likely more compliance – *and* proper enforcement



- Lots going on. Exit, entrances to 94 veering off to Hudson, bridge over the top. People coming from 3M when work lets out.
- Maintenance of it
- Narrow lanes
- Note that *pedestrians* coming to either the Maplewood or Greenway stations will be from north or south, so they will be at grade and that must be safe
- Note that when I-94 is backed up in the morning, people get off and use local roads including Hudson, and they drive at 40-50 mph
- Space
- The BRT coming into this area is part of what creates the pedestrian conflicts, so that impact can't be discounted nor should costs fall only on local partners
- This could be dangerous for pedestrians during winter months



Land Use Concepts

Near-term development opportunities exist near the station for retail or commercial uses. Longer-term development or redevelopment options include multifamily housing or commercial and employment sites.

Attractive, appealing

- Close proximity to bus stop
- More people
- New businesses, growth in the area
- Visibility from I94

Questions, concerns

- Fear of creating new business there but having business at Bergen Plaza fold/go away
- More people coming from outside to perpetrate crime and leave area back to hood
- Parking?
- Space needed
- too many people in what has been a quiet, peaceful area pushing residents and businesses out for something bigger -- but can it be maintained?

Additional comments

- BRT future destinations: shopping, classes/education
- Ensure there is space available for handicapped people to be dropped off as close as possible to the station; account for how that dropoff/parking relates to any other parking and dropoff provisions
- I have questions on the usage of the Greenway station

