

Phase 2, Maplewood Station

BRTOD Concept Alternatives: Engagement Results

Summary Analysis and Compilation, July 2018

The purpose of Phase 2 for this station area was to gather stakeholder feedback on draft alternatives for station access, walking and biking trails, and destinations. Results will be used to guide the Phase 3 refined BRTOD plans. The following is a compilation and summary analysis of all Phase 2 engagement results for the Maplewood Station planning area.

Table of Contents

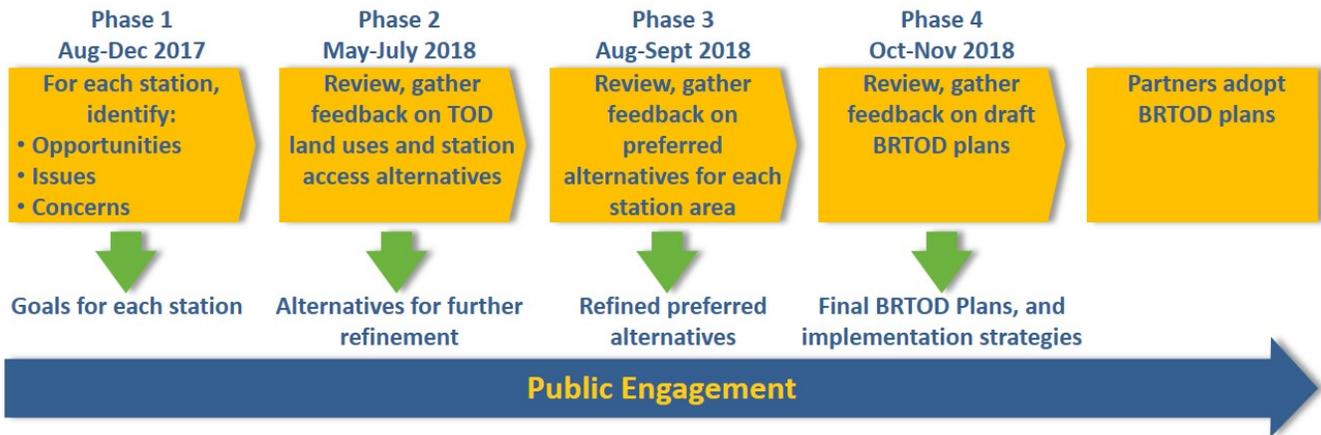
PROCESS.....	1
Gold Line BRTOD Phases and Timeline	1
Engagement.....	1
SUMMARY ANALYSES: PHASE 2 ALTERNATIVES	2
Background: Proposed Station Location and Access.....	3
Multiuise Walk-Bike Trail.....	4
1. What would make this multiuse trail attractive or appealing to you?	4
2. What are your questions and concerns about this walking and biking trail?.....	5
I-94 Walk-Bike Bridge and Battle Creek Regional Park	6
3. What do you find attractive or appealing about the neighborhood access routes? <i>and</i> What are your concerns or questions about the neighborhood access routes?.....	6
4. Which of the Battle Creek Regional Park activities or facilities noted above might be of interest to you in the future?	7
5. Battle Creek Regional Park is beginning a master planning process this year. What different or new recreation activities or facilities would interest you in the future?	8
6. What do you find attractive or appealing about the potential walk/bike bridge and Sterling Street trail? <i>and</i> What are your concerns or questions about the potential walk/bike bridge and Sterling Street trail? <i>and</i> What other comments or questions do you have about the idea of a walk-bike bridge across I-94?	8
Destinations.....	9
7. Looking at the METRO Gold Line BRT route and the two destination maps above, use the table below to note destinations along the corridor you visit now, and which you might visit using the Gold Line BRT after it opens in 2024? (Please think about before, during, and after your work day, along with weekends.).....	10
8. What other destinations along the corridor are important to you or would be in the future?	11
Demographics	12
9. Home Zip Code	12
Closing Comments.....	13
10. Please use the space below for any closing comments.	13
APPENDIX – COMPILATION: PHASE 2 ALTERNATIVES.....	21
Background: Proposed Station Location and Access.....	22
Multiuise Walk-Bike Trail.....	23
1. What would make this multiuse trail attractive or appealing to you?	23
2. What are your questions and concerns about this walking and biking trail?.....	36
I-94 Walk-Bike Bridge/Neighborhood Access and Battle Creek Regional Park.....	47

3. What do you find attractive or appealing about the neighborhood access routes? <i>and</i> What are your concerns or questions about the neighborhood access routes?.....	48
4. Which of the Battle Creek Regional Park activities or facilities noted above might be of interest to you/your family in the future?.....	49
5. Battle Creek Regional Park is beginning a master planning process this year. What different or new recreation activities or facilities would interest you in the future?	54
6. What do you find attractive or appealing about the potential walk/bike bridge and Sterling Street trail? <i>and</i> What are your concerns or questions about the potential walk/bike bridge and Sterling Street trail? <i>and</i> What other comments or questions do you have about the idea of a walk-bike bridge across I-94?.....	66
Destinations.....	75
7. Looking at the METRO Gold Line BRT route and the two destination maps above, use the table below to note destinations along the corridor you visit now, and which you might visit using the Gold Line BRT after it opens in 2024? (Please think about before, during, and after your work day, along with weekends.).....	76
8. What other destinations along the corridor are important to you or would be in the future?	77
Demographics	80
9. Home Zip Code	80
Closing Comments.....	81
10. Please use the space below for any closing comments	81

Process

Gold Line BRTOD Phases and Timeline

See the phases and timeline below for the Maplewood station area.



Station-area objectives: In-person and on-line engagement in *Phase 1* provided feedback on draft station area constraints and opportunities to help shape specific station area objectives that guided these draft Phase 2 alternatives. Key objectives identified for this station area include the following:

- Ensure safe walking and biking to station
- Provide 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

Engagement

The consultant team conducted in-person meetings with the Maplewood City Council, staff, and community residents within the station area, and online engagement via the Gateway Corridor Gold Line BRT website (<http://thegatewaycorridor.com/station-development/>). In partnership with 3M, employees of the corporate headquarters also provided online contributions.

The purpose of these engagement opportunities was to:

- Inform key stakeholders about the planning process and project objectives, and draft alternatives for station location, access, and destinations
- Gather feedback on draft alternatives for station location, access, and destinations
- Review next steps and how the information gathered will be used to inform Phase 3 station area refinements

Summary Analyses: Phase 2 Alternatives

This document is a summary analysis and compilation of online and in-person responses for the Maplewood station area. These include perspectives from Maplewood City Council members during public meetings, and in-person and online survey responses from community members and a large number of 3M employees (679).

Notes about this document:

- Below is a summary analysis of results, followed by an Appendix with the complete compilation of all results
- The content for the survey of 3M employees varied slightly from the content for in-person and online community engagement; the summary analysis and compilation below include content common to both
- The Table of Contents includes hyperlinks for easy navigation
- The following sections are reported *in full* in both the summary analysis and in the compilation:
 - Background information and graphics provided to respondents, to provide context
 - Demographics and destinations, because results are graphic or in table format
 - Closing comments, which are presented in full but organized by general topic area
- Obvious spelling errors were corrected but no other changes were made to the content

Background: Proposed Station Location and Access



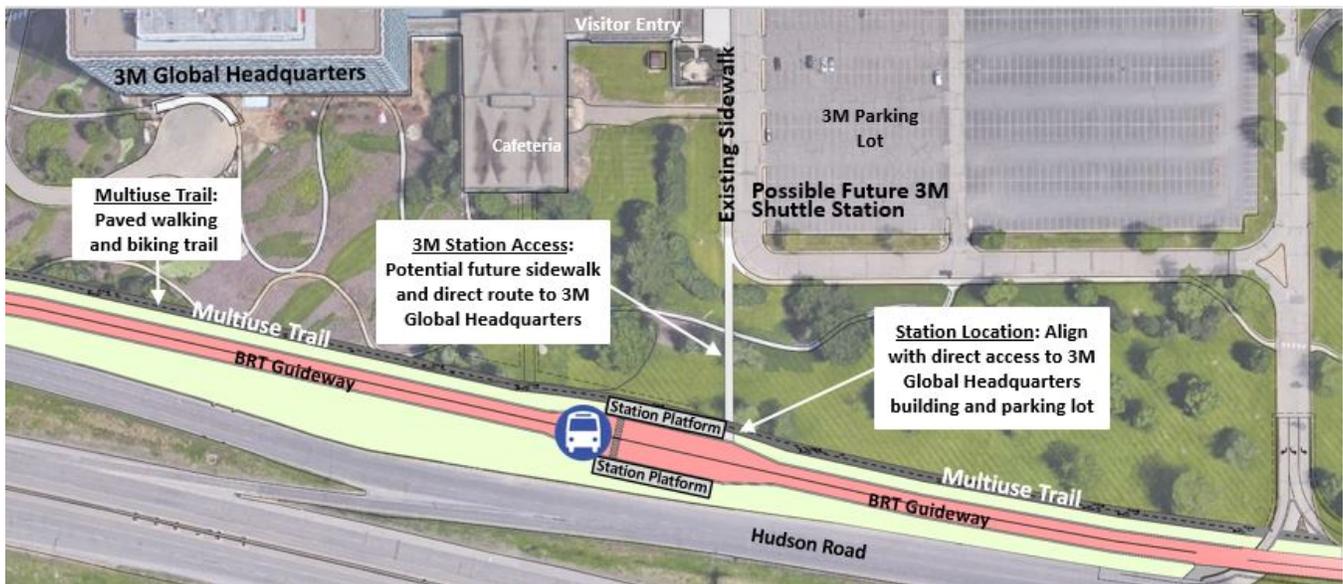
Input from previous stakeholder contributions identified key issues and opportunities:

- + Station location offers significant opportunities to support 3M employees
- No sidewalks from east or west and hazardous intersections at McKnight Road and Century Avenue reduce community access to proposed new station
- I-94 and hazardous intersections at McKnight Road and Century Avenue reduce access by 3M employees and community members to nearby parks and trails at Battle Creek Regional Park

Using the issues and opportunities shown above, these objectives were identified to help guide proposed concepts for the Maplewood station:

- Maintain and improve open space and trails
- Ensure safe walking and biking connections to the station, parks, and trails
- Manage traffic speed and congestion
- Provide a safe and direct walk-bike connection over I-94 to the station

Multiuse Walk-Bike Trail



1. What would make this multiuse trail attractive or appealing to you?

Note that respondents mixed suggestions for amenities and concerns across questions 1 and 2; amenities are summarized below and concerns are summarized under question 2.

Most respondents appreciated the opportunity to walk or bike over lunch for recreation or exercise; a number of others looked forward to the opportunity to commute to work using the trail. Many highlighted safety, especially the need for good lighting, consistent trail maintenance to ensure year-round access (debris and snow/ice removal). Others focused on making it safe for different kinds of users, one hoping it will be an “all-access trail,” for walkers, bicyclists, runners, dog-walkers, people pushing strollers, skaters, etc., and people moving at different speeds.

Other key priorities were connections and access: There was heavy emphasis on and many questions about clear, accessible connections to the larger network of current and future trails and continuous sidewalks in all directions; to the Maplewood BRT station and other public transit; a direct route into Sun Ray, downtown St. Paul, Woodbury, and beyond for shopping, restaurants, and commuting. Respondents also highlighted their desire for access across I-94 to Battle Creek Regional Park, restaurants, hotels, and other amenities, as well as for people to access this BRT station from the south.

A number of respondents wanted the trail to be scenic, with attractive landscaping and some benches or sun shelters. Others mentioned amenities along the trail such as drinking water, trash and recycling receptacles, bike parking/storage at the BRT station, bike racks on the BRT, a bike-sharing station, good signage and wayfinding along the trail, port-a-potties, emergency call stations, and sound insulation from I-94.

While there was a clear understanding of the distinction between this public trail and 3M’s private property, respondents highlighted the importance of good access to the trail from both the

neighborhood and various parts of the 3M campus, and the value of the trail to facilitate better east-west connections.

2. What are your questions and concerns about this walking and biking trail?

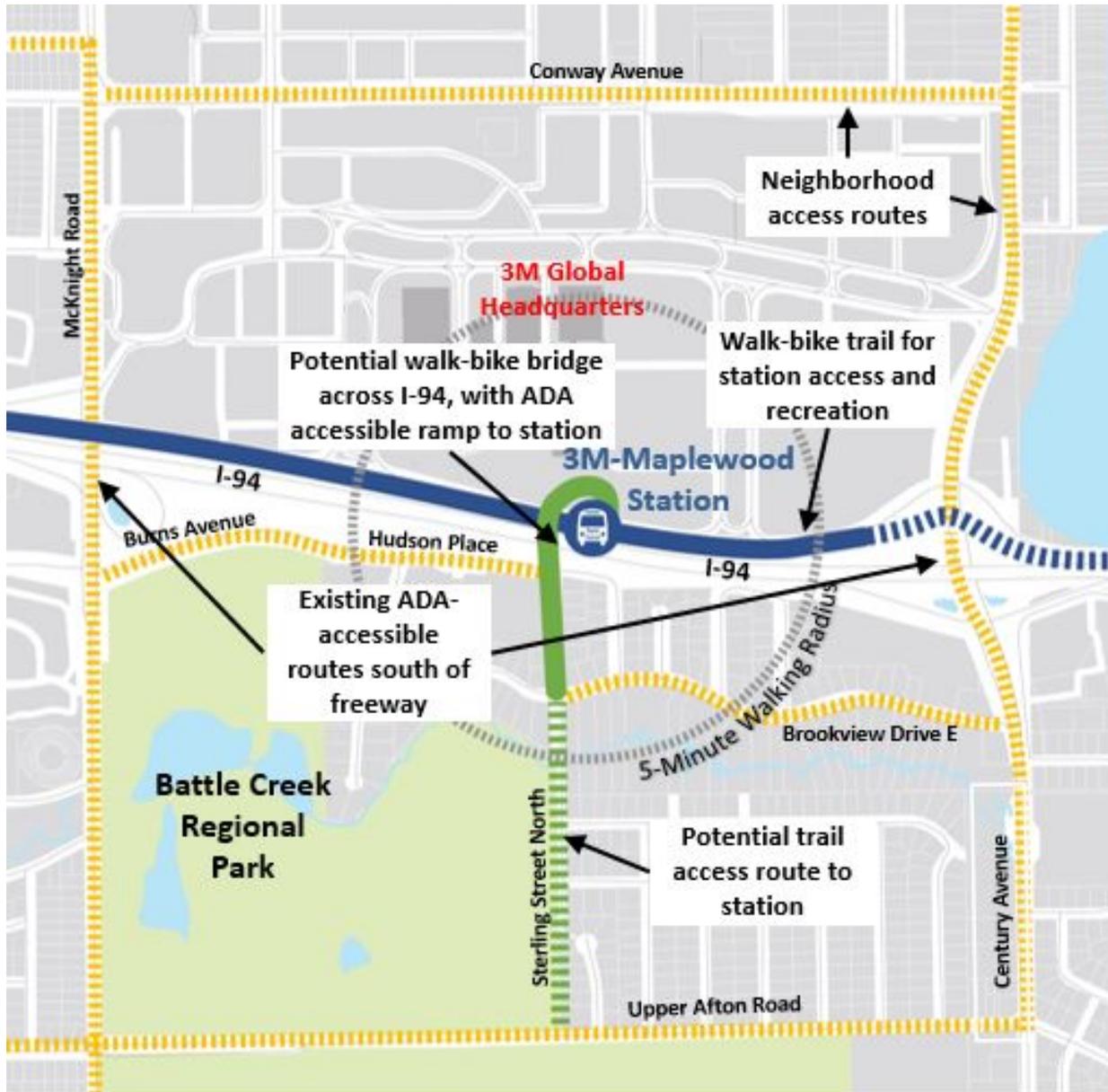
Many responses focused on preventing public access to 3M's private campus via the walk/bike trail and the BRT station.

A handful objected to public funding for either BRT or the walk/bike trail; a few others were disappointed that the project isn't happening sooner.

There were many questions and concerns about the safety of people accessing or using the walk-bike trail alongside heavily trafficked Hudson Road, dangerous conflicts between trail users and drivers commuting to 3M, with trail users crossing busy streets such as McKnight and Century, and risks of bicycle-pedestrian accidents at trail access points.

I-94 Walk-Bike Bridge/Neighborhood Access and Battle Creek Regional Park

One idea to help connect community members and employees with recreational opportunities -- and connect the neighborhood south of I-94 to the BRT station -- is to seek additional funding partners to build a walk-bike bridge across I-94 (see graphic below).



3. What do you find attractive or appealing about the neighborhood access routes? and What are your concerns or questions about the neighborhood access routes?

Respondents appreciated the prospect of new, better, and safer sidewalks, bike paths/lanes, and safe crossing points in all directions, and hoped for supporting amenities such as bike racks. Concerns and questions included the cleanliness of transit stations, costs, and the distance to the station for neighborhood residents.

Battle Creek Regional Park is south of the new BRT station, with miles of walking and biking trails (see map). The section closest to the station includes trails (walk, regular and mountain bike, cross-country skiing, snowshoeing), picnic facilities, a play area scheduled for expansion to include activities for children and adults, and a potential future disc golf course.



4. Which of the Battle Creek Regional Park activities or facilities noted above might be of interest to you in the future?

In addition to the many respondents who listed “all” or the equivalent, hundreds noted biking, walking/hiking, running, picnicking, cross-country skiing, and snowshoeing. Dozens more listed disc golf, dog parks or areas, golf, and a waterpark. A few mentioned the importance of good lighting to support safer use after dark, and access over I-94 via a walk-bike bridge.

5. Battle Creek Regional Park is beginning a master planning process this year. What different or new recreation activities or facilities would interest you in the future?

Large numbers said access across I-94 via a bike-walk bridge would be a “great idea” for 3M employees and residents north of the BRT to get to the park, and for people living south of I-94 to get to work at 3M or to the BRT station.

Many stressed that trail connections are essential to the larger regional trail system in all directions and to access local destinations. There were also large numbers of specific suggestions for additional amenities or improvements, including the following:

- A picnic pavilion, recreation center, water features / pool and splash pad, summer movies, food trucks, adult physical fitness stations, and dog park/area
- More and better trails, including handicap accessible
- Improved signage/wayfinding, lighting and security, playgrounds, and restrooms
- Fat bike trails for winter use; boating, botanical garden, community gardens; badminton, pickle ball, and tennis courts; rock climbing
- Fishing / kayak rentals and bike-share facilities

6. What do you find attractive or appealing about the potential walk/bike bridge and Sterling Street trail? *and* What are your concerns or questions about the potential walk/bike bridge and Sterling Street trail? *and* What other comments or questions do you have about the idea of a walk-bike bridge across I-94?

Most respondents had very positive comments about the walk-bike bridge across I-94, calling it awesome, a great idea, an excellent way to improve access in both directions, and appreciated the ability to visit Battle Creek Regional Park, local shopping, restaurants, and similar destinations south of I-94. The Maplewood City Council noted similar access benefits for residents, and also directed city staff to include the I-94 land bridge concept in the current Comprehensive Plan update. A few respondents continued to object to public expenditures for transit, the transit station, and walk-bike trail.

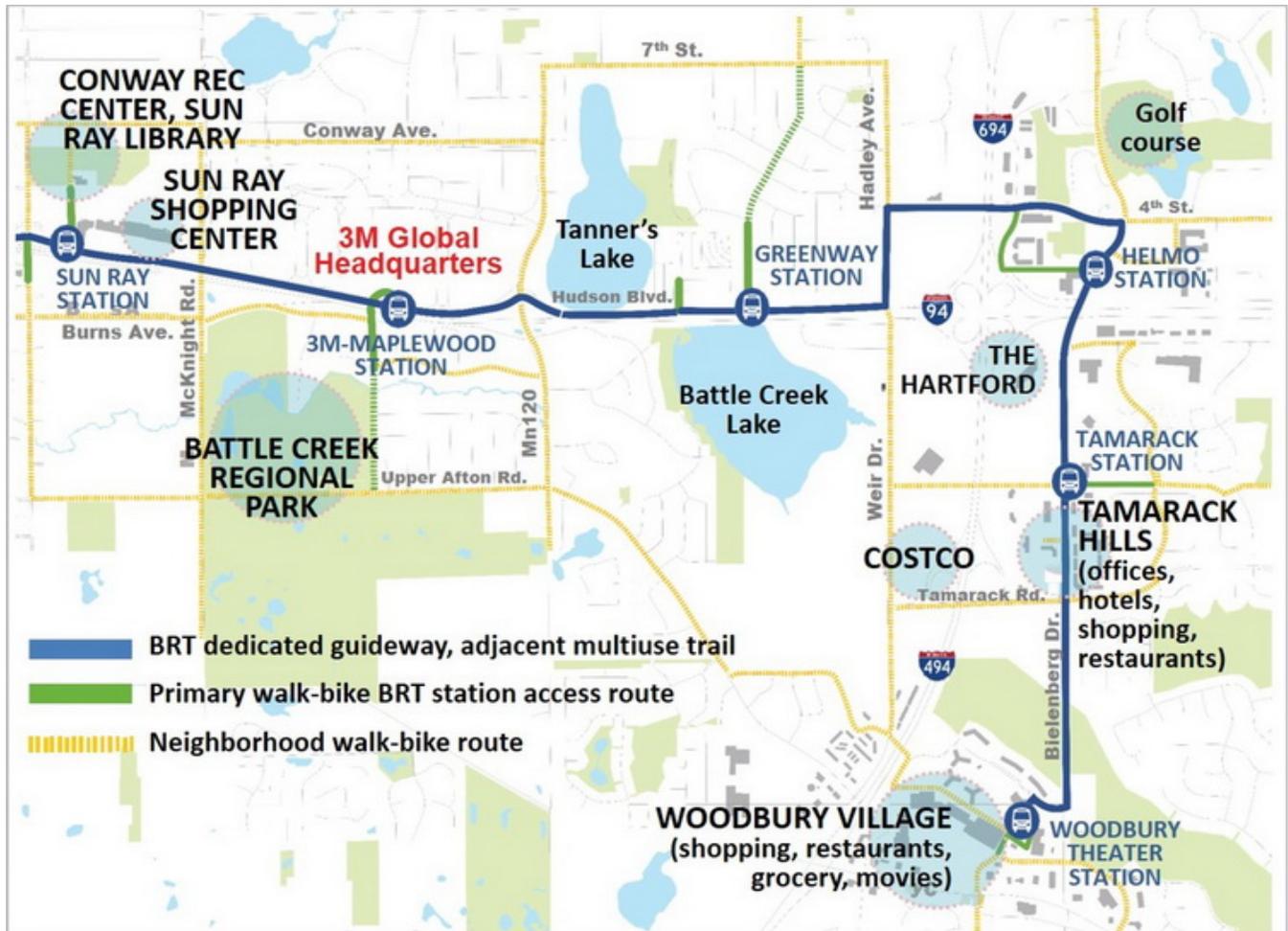
Many respondents focused on the importance of a bridge being safe, attractive, nature-inspired/well-landscaped, maintained year-round, and hard to vandalize. Others noted the appeal and improved safety for bike or walk commuters from the south via such a bridge.

Destinations

Destinations to the west of the station

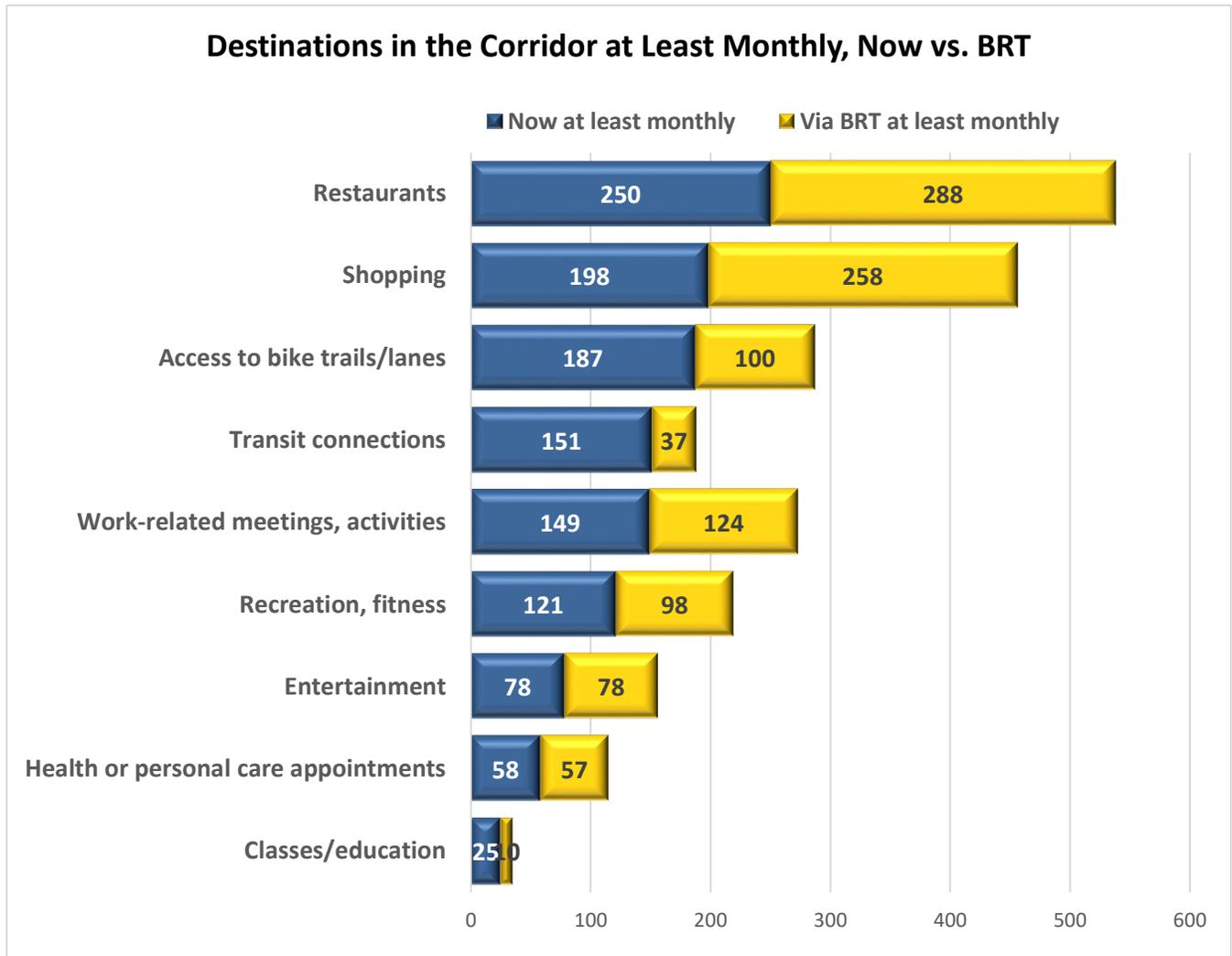


Destinations to the east of the station



7. Looking at the METRO Gold Line BRT route and the two destination maps above, use the table below to note destinations along the corridor you visit now, and which you might visit using the Gold Line BRT after it opens in 2024? (Please think about before, during, and after your work day, along with weekends.)

The chart below shows respondents' destinations in the corridor *at least monthly*, now versus via BRT, sorted from highest to lowest. For these higher-frequency destinations, more respondents anticipate using BRT in the future to access restaurants, entertainment, trails, work-related activities, and appointments than do so now.



8. What other destinations along the corridor are important to you or would be in the future?

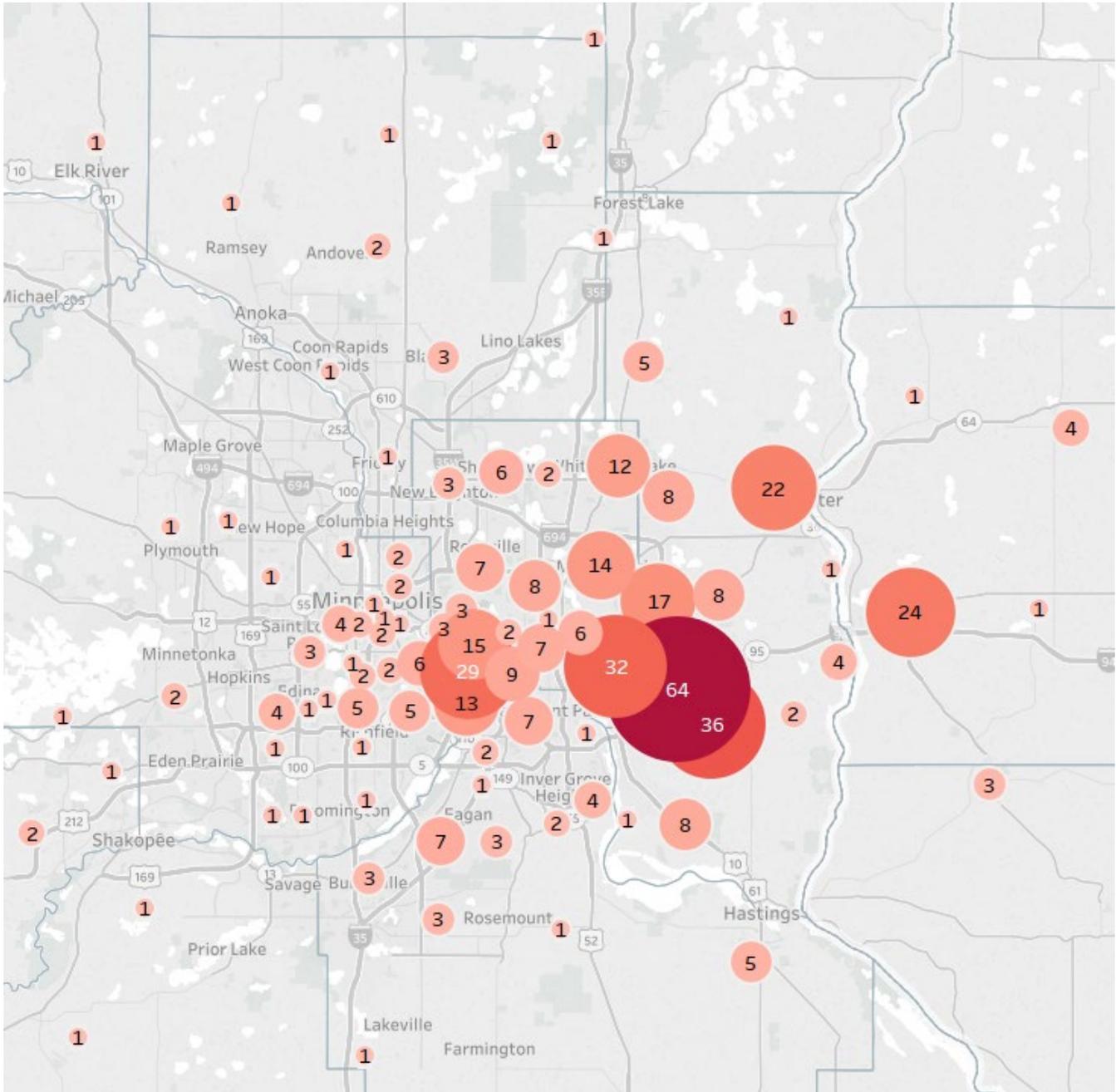
Additional identified destinations included the following:

- Downtown St. Paul for the farmers market, Science Museum, Xcel Energy Center, and CHS Field
The international airport
- Local restaurants, movie theaters, libraries, hotels, and shopping in St. Paul, Woodbury (Tamarack Village, Woodbury Center, and at Radio Drive), and Oakdale along 10th Street
- Connections to bike and walk trails, the Lake Elmo Park Reserve, and other local or community parks
- Other nearby 3M buildings, offices, and facilities
- In this and previous questions, many respondents requested more transit options for commuters from western Wisconsin, and links with easy, fast, and frequent transit options throughout the Metro Area.

Demographics

9. Home Zip Code

Respondents: 504



The vast majority of the zip codes mapped are from 3M employees who responded to the online survey. The locations not shown on this map are in eastern Wisconsin (3) and California (1).

Closing Comments

10. Please use the space below for any closing comments.

These comments cover a wide range of topics and positions and thus are included in full below by topic area and then alphabetically.

Bicycling

- Consider additional bicycle stowing on BRT as on light rail (more than 2 slots like most buses)
- For 3M to be bike friendly, this proposed line is required.
- I would like to bike to 3M but probably won't be here in 2024. I think this would be great for people.
- I'd love to have the bike trail. 3M tries to promote biking, for those of us commuting from St. Paul / Minneapolis, there are no good routes--particularly near 3M. Fix it! It will improve 3M's appeal to fitness enthusiasts, environmentalists, and millennials.
- I'm starting to bike to work from home. It takes 1.5 hours 1 way. This is faster than any available public transit.
- Inexpensive rental bikes in the corridor would be a big benefit. I recently traveled in a city where my primary transportation was rental bike to train to rental bike.
- LICENSE BIKES. Make them pay their Share. Make it a Toll Way then they would be treated equal to cars and roads
- MORE BIKE LANES FROM ST. PAUL TO 3M CAMPUS
- please integrate a bike path right in/on BRT
- Safe passage to mountain bike trails
- The interface into the communities at the transit stops (taking bikes on the transit into town then biking home.) needs consideration
- Would be nice if bikes can use the dedicated bus line. Not sure why the bus line needs to be dedicated vs. open for cars. There is little traffic. If there is concern about rush hour traffic, it could be a carpool lane.

BRT/Transit Routes, Stations

- A stop in front of the Hartford building would help engage our employees
- Add -Inver Grove Heights/South St Paul stops
- Consider connections farther east
- Create a BRTOD going to Maplewood Mall
- Need to connect to Wisconsin.
- I commute 30 minutes every morning from New Richmond, WI. I will not be a frequent user of these facilities.
- I had hoped it would be routed further east
- I like the idea and would want to connect it to Highland Park St. Paul
- I love the idea but probably would not use unless convenient to specific destinations and onboarding closer to Stillwater etc.
- I have always liked the idea of mass transit, but it never worked for me because of distance. If the right route was created I definitely would try it out and use it especially in the winter.
- I really think a line across the river would be awesome, I know not feasible by 2024, but in the future. Thousand commuters daily across the state line.
- I would be SO excited to have regional transit that includes western Wisconsin!
- If the service was direct from 3M Center to downtown Minneapolis, I might consider it.
- It is disappointing that Lake Elmo was not cooperative in this effort
- Keep extending it to the East!
- I'd like it to go further east than Woodbury.
- I would rather not transfer to the Green line. I wish the BRT line extended further west into Saint Paul.
- make it a train and go to WI and I would ride it.

- Make the bus dog-friendly and continue to the Wisconsin border
- Need efficient connections to/from 55077 to/from St. Paul
- Need to have it stop near the Eastern side of Woodbury, along 94 for commuting to work, otherwise I will use my car.
- Please consider a route to Minneapolis. Or else a drop off where I can get on a route to Minneapolis.
- The connection to union depot is great. I wish the green line went to the Xcel Center
- The gold line won't extend far enough for it to matter to me
- The greenway stop to east at Helmo doesn't seem very useful.
- The only thing I wish about this line is that it went farther West, so I wouldn't need to transfer buses two times to pick it up
- To be useful the BRT must extend to Hudson WI
- Transit options need to provide convenience and safety. Really need to enable better options on this route to St Paul stops without transfers.
- Unless this route goes farther east, it isn't useful for me.
- Use 3rd Street, Minnehaha, and 10th Street instead - much easier route, better access to businesses, fewer turns, higher density zoning
- Would like to see line extend further to the east
- Would like to see transit from Woodbury to the Airport (both) -- with covered parking at the transit site
- Would love better public transit from MSP to Woodbury as well.
- Would love to see something coming from the northern suburbs.

Campus Security

- Although I like the connection with Battle Creek Park, I first think we need to make sure that our campus is secure. Look at the trends in crime in the area to ensure if this would be a good move. Almost seems too inviting for others to access our campus that may not have a need to be there. 2nd, I question the name. Do we want this associated with our company name. I would hope that if something were to happen crime-wise someone would not try coming after us because our name is associated with it.
- I think having this run from Woodbury to 3M is a great idea. But having further general public access to 3M campus would be a concern I would have about exposing this project (adding trails and bridges) more than a stop at 3M Campus
- I also really like the idea of a safe way to cross I-94 so that I could bike or walk to work.
- The safety and security of our Global Headquarters and employees should be of the utmost importance.
- Very good idea. I like this. If 3M campus is open to the community, the community will like it more. The buildings are secure "where we work and live"

Campus Walking-Biking

- A bigger challenge than completing the Gold Line BRT will be to get 3M to improve sidewalks and bike paths on its campus.
- looking forward to easier transit commute and safer/ more enjoyable pedestrian walking and biking areas to and around 3M campus

Concerns, General

- BRT is not a good use of tax or private money. It is poorly utilized and is very expensive to build and operate. If it is built it should be self funded through fares that represent to entire cost of operation, not subsidized.
- Horrible idea! Dangerous
- How many riders will it take for this to break even? I see 20-30 buss a day 90%% of the time the busses are completely empty. How much pollution will be added when this is operational?
- I agree with having better walking/biking trails, but feel the bus is a waste of money.
- 3Mers are high income employees who drive to work. Very few use public transportation
- I hope my input is taken seriously. I don't believe the BRT is a good use of limited funds. My concern is that

this survey will be selectively used to support the project and not reflect the true feedback.

- I hope this works as expected, but I doubt it will make much difference or see significant ridership. I am a skeptic.
- I see no benefit from this project. Others I've talked with including residents of Woodbury support this project. Fix the pot holes in the roads we have and quit wasting money on public transportation very few people utilize.
- I think the route to the East is a mistake. The original intent was to go to the St. Croix to reduce traffic coming from the East and WI. Terminating at the Western edge of Woodbury does not serve the massive amount of people coming from further East into St. Paul. Extend the route to the border like the original intent or don't do it at all. This plan does not solve the original/real problem and seems more like a resume builder for public officials/waste of money than an actual solution.
- Light rail is clearly a waste of money so glad this isn't that but would still find it hard to believe there aren't better things we could be spending money on and with less long-term maintenance costs.
- Light rail is losing money year after year, yet we keep adding to it. We don't want it.
- Not sure if this is a good use of taxpayer money.
- Please consider my helpful tips, a balanced budget is a good thing.....
- Please do not build the BRT.
- Please do the math on total population and total available transit seats. Los Angeles has more transit than any place I have been except maybe Portland but in LA the car still serves the vast majority of the populace. It isn't going away and no one has yet gotten a ride on ideology.
- seems like a waste of a lot of money
- Sorry, but I'm not a fan of bring the East Side riff raff even closer to 3M and Woodbury.
- Stop wasting money!
- Thank you for the survey. Unless you live right in the vicinity of the gold line route, I just can't see people in northern or southern Washington County using it. Keep in mind, for we "northerners" of Washington County, we already lost two elementary schools (Withrow and Marine). Why should I care about a bus line when no one cared about saving our neighborhood elementary schools???
- The closest station for me is Helmo - Radio Drive and Woodbury Drive are very congested at I-94 and having a transit station right there is likely to make those areas even worse unless something is done to streamline those areas. It can take forever to get through the stoplights.
- The use of existing bus services is a far better low cost flexible investment that has flexibility to meet changing populations. BRT is a costly fixed transit system (similar to light rail) that is difficult and costly to adapt to future changes in population needs.
- This is a bad idea and is not needed. people already have figured out how to commute to 3M. Mass transit is an unnecessary cost burden on the taxpayers
- This is not a good use of money. Very few 3Mers will use this...it's too slow.

Destinations

- Development of surround areas at each station will be important for attracting more ridership beyond just a means for commuting; think about making stations "destinations" rather than "pit stops"; see comments on suggested Battle Creek Discovery Centers as examples
- I don't shop up in this area as I do not like it
- I don't think this makes the region more attractive
- If I have to drive two miles to get to the nearest BRT rail station why wouldn't I drive an extra three miles and just be at work? You need to service neighborhoods, not businesses.
- If it were convenient, there's a good chance I'd use it to get to work multiple times each month. I don't use any public transportation right now.
- I'm so excited for this, I live and work in this community and it's great to see there is development coming. My husband works in DT Minneapolis and buses can be challenging in snow/traffic so this will also help him immensely.

- the Gold Line looks like an exciting addition connecting 3M (and the east side community) to local shopping, restaurant and entertainment
- When I worked for Target Corp in Minneapolis I used bus 250N to get to work every day from Shoreview. Being able to walk to lunch spots off campus instead of drive resulted in many more lunches with co-workers and after-work get togethers
- will it stop at any park an ride?
- it would be helpful to extend the line to the east to the area of Radio Drive/I-94 where wholefoods and the big shopping complex was built

I-94 Walk-bike Bridge, Battle Creek Regional Park

- A walk/bike bridge over I-94 would be a great improvement to the area.
- Bike access from South Side of I-94 to North Side is really needed.
- Improvements to getting to the south side of I-94 at 3M Center is great, but for commuting doesn't seem useful.
- Access to south I-94 / Battle Creek a MUST!
- Combining this with added Battle Creek Rec investments would add increased value for both projects.
- I am very excited for the prospect of a trail bridge over I-94 to Battle Creek Park.
- Would hope that new bridge and walking/bike trails are "aesthetic" in design.
- I love the idea of bike-walk access to BC direct from 3M Campus!!!
- like the battle creek bridge!
- The bridge across 94 would be awesome. I love to walk, and during the summer I could walk more places over lunch. In addition, people living south of 3M could walk to work.
- The multiuse trail and better access over I-94 is more important to me than the bus service
- This is a cool idea. I don't know how much I'd use the bus services, but I'm excited about the pedestrian/bike bridge and trails along campus perimeter.
- This line and walk-bike bridge would not only benefit 3M and their green initiatives more, but get more people out of the city and into Battle Creek Park.

Other

- 3M needs to support and subsidize non-single occupancy car transport.
- Also PLEASE don't butcher the landscaping out front or make it too industrial, err on the side of trees, hills and natural landscaping.
- I really like the idea but think that the Onramp to 94 Eastbound would be HUGE.
- I would suspect that many 3M employees who live east of campus would not utilize the BRT for work commute because we are already so close. I suspect the BRT would be used more for westbound travel to St Paul in order to avoid car commute time and parking issues.
- interesting project
- It will be great if completed within the next 2 years.
- Thank you for allowing me to provide feedback.
- thank you for asking for input
- Thank you for asking!
- Thank you for including our thoughts
- Thank you for providing the opportunity for input.
- Thank you!
- Thank you! looking forward to it.
- Thanks for asking
- Thanks for asking my opinion, both as a 3Mer, and a Maplewood neighbor.
- Thanks for asking. Hope it's helpful!
- Thanks for listening
- You will more than likely still need to have a shuttle for interoffice/ campus or make it like a Uber service on

the fly purchase...

Parking, Traffic

- 3M alternative parking lots at outer East and West stations to reduce traffic and parking issues on 3M campus.
- I am in favor of rapid transit options to reduce traffic to 3M campus.
- I have significant concerns that our parking lot will turn into a park and ride. Who will make sure transit riders do not take my parking space away?
- I would be concerned that the already limited 3M parking would be used for non-3Mers parking needs to take the transit.
- Inevitable people will wish to drive to the bus stop, where will they be able to park their vehicles?
- just remember to take parking into account.
- there is a lot of traffic congestion in 3M. Please do not make it any worse by changing any traffic flow via access points, reduced lanes, speed bumps etc. with any of the proposed additions. thank you for the consideration and survey opportunity. while I will not be a user I want to still be satisfied working at 3M to have an easy driving commute. thank you for understanding commutes don't need to be burdensome so I am intentional about where I live and work and don't want to see 3M campus disrupted.
- Worry about parking issues in 222 lot. Parking already stinks and might have public using lot to hope on the line at that point

Personal Use

- I cannot see myself using this extended transit system in the future
- I commute 20 mins from the north and would not use the Gold Line BRT.
- I don't think I would ever use the Gold Line BRTOD.
- I don't think this will be a worthwhile project. I doubt the bus line would be used much by 3M employees since many drives are as short as the drive to a park and ride would be and offer more flexibility.
- I rarely leave work over the noon hour (eat lunch within 3M). I rarely stay in the metro area after work as I have a 90-minute commute home. I mostly go to dinner or do recreational activities near my home.
- I support transportation options, just doesn't work too well for me at this time.
- I think the BRT would be great and would like to use public transit to commute more, but the problem always is getting to the LRT or BRT from where I live and commute time. Having Wi-Fi on the line would be awesome so I can work while I commute since it will take longer to get to/from work compared to driving.
- I won't be at 3M when it is finished. Will retire. So, will not need it. Wish it was there 37 years ago.
- I would be interested in taking public transportation to work if it is effective in terms of timing and cost. I wouldn't take it everyday due to early meeting/after-work activities, but would like the option primarily if it doesn't significantly increase my commute time.
- I would love to be able to use mass-transit to get to work; that is the ultimate mark against 3M's current location that it is very difficult to commute to in a manner other than car. My 9 mile commute along 94 takes 15 min via car but would be >1 hour via transit.
- I would love this!
- I would love to have the option to take the bus from my house.
- I would not need the transit, I live very close to work now, but it would provide an opportunity for me to consider moving farther away from 3M.
- I would use this for work only
- If I could easily take a bus to and from work I would
- It currently takes me 15 minutes from Snelling to 3M driving my personal car. If commuting between the Snelling station (Green line - Gold Line) is within 30 mins I would use it. Beyond 30 mins would not be convenient even if it saves money and is environmentally friendly.
- My use would depend on the cost of the transportation and on how long the commute would take.
- This is very exciting! I would love to be able to use public transportation as my primary means of getting to

and from work at 3M!

- Would try to use it at first

Speed, Frequency, Convenience, Connections, etc.

- Be cognizant of your potential audience... if you want 3Mers off the street... where are their current residences and how easy will it be to get to starting point and then ending point. You do not want long commute 1 hour tops. You will want accessible hours to be before and after work with a few in between.
- For people to be willing/able to use mass transit, it must be convenient to use. Most of the system seems designed for moving people short distances; we need to think about how to move commuters across longer distances in metro---at a "2-seat" max trip.
- How rapid is rapid? I'm willing to have a longer commute with public transit, but moving from 15-20 minutes to 90 minutes would be too long
- I am handicapped, and walking is difficult. My use of the BRT to and from work would be limited by the weather.
- I believe you would be shut down but for maybe 3 runs on the weekends for potential flights to/from the airport(s) I do not like it ON the 3M Campus as that is inviting graffiti in the long term. Again, one needs to think of the clientele... maybe do a demographic study of where employees currently commute from. \$2.00 max fare for 3Mers one way or be able to purchase an unlimited pass from the company store... I do not want to have to get on the train at 0600 to be at the office for 0745
- I live near route 63, and I've tried taking the bus to work. It's not convenient enough (frequency, duration, the last mile) as a regular option. I would certainly consider public transit if it's convenient.
- I would also use this more if it ran late-night, vs. just during the day.
- I would be very interested to see how this connects to the current route 74.
- I would like to be able to take public transportation from Minneapolis to 3M, and not have it take 2 hours each direction, with three line changes
- I would use this line for getting to work if I could use it in conjunction with the 860 express bus.
- It would be nice to see estimates of bus travel time, to get a better picture of everything and figure out if I could use it for commuting
- PLEASE run the train AFTER bars close! It makes no sense to Not be able to take a train to avoid driving after visiting bars/restaurants

Safety

- Please also consider safer ways to cross McKnight
- Please do your best to not increase crime on 3M campus
- I also would worry about safety and security on the route.
- I hope it's a safe project. Good Luck
- safety would be #1 .cost of operating it ...when no one uses it but low income people that get passes for free
- Since I live and work in the area, person safety is a HUGE concern of mine
- Thank you for the questions. Security and Safety are my biggest concern. I'm afraid of this location turning into another East Side.
- There also need to be a safe bike/walk across I 94 at Woodbury/Oakdale. That is a very dangerous crossing with right turn on red and drivers changing lanes at the new shopping areas.

Supports, General

- Fun. This is very appealing. Thank you for the proposal, hoping it works out.
- Get the green line expansion done, then get the gold line completed, and I'll use transit every dang day
- Glad to see this occurring as population grows in Twin Cities
- Good idea.
- Good ideas.
- good luck, I like seeing our metro transit options expand. I think it's great!

- Great idea!
- Great idea. Light rail would be better.
- Great ideas.
- great improvements and can't come soon enough
- great imitative
- Great initiative!
- Great plans thus far
- I am excited about LRT and this is long over due
- I am glad that this project is taking shape
- I am looking forward to the Gold Line
- I like the idea. it will have to be designed carefully to avoid major disruptions
- I look forward to the gold line
- I love it when cities are progressive - nothing has been done in this area for years - Once everything is completed, I may use more often.
- I think this is a great idea!
- I wish this project could be completed sooner!
- I'm looking forward to the Gold Line!
- It's exciting to see the expansion of the light rail system and the hopes to integrate it in a way that will improve access to outdoors and nature. Please continue!
- Looks exciting!
- Looks like a great addition to Woodbury, 3M and for the usability of 3Mers!
- Love it! I am very excited for it.
- Nice to see this progressing.
- Overall, I like the idea, and I would be excited to use both the bike paths and the bus line to get me from downtown St. Paul to 3M campus
- please do this
- Thanks for thinking of this. I wish it would have been around 15 years ago! Thanks for getting it done now!
- the line seems like a good idea for people who already live in the cities
- The sustainability and community connectedness that this could provide is commendable. Thank you.
- This a great project! Very excited.
- This Gold Line BRT would be extremely better and more flexible than any train!!!
- This is a great plan!
- This is a really good plan.
- This upgrade is essential if public transit is going to be successful for 3M and the surrounding area.
- We need this
- We're going to build a great BRT. The greatest BRT the world has ever seen. Other people will look at our BRT and say "Wow, that's a nice BRT". But in all seriousness, this is cool and I hope it happens.
- We've been waiting a long time for this!
- Would love to have this BRT line and adjacent bike trail. Thanks for all of your hard work on this project!

Transit, General

- Add transportation as close as possible to a large corporation such as 3M will give more people chances to be employed and keep employment with less struggles getting to work.
- Again - would prefer light rail to bus but any option would be helpful.
- Bus shelters at Conway Ave. MTC stops please :-)
- cool project. great to see smart development of mass transit system even if it's not very useful to me
- I am a big proponent of mass transit system. Currently, I see a few major issues - takes too long to reach a place, lack of last mile connectivity and lack of penetration, not enough frequency, un-heated stations, and expensive. If these were addressed, I would use it. As a background, I grew up in a city with a very good mass transit system, used it for 20 years, had no private vehicle (did not even know how to drive). So, any efforts to

develop the mass transit system is greatly appreciated. Keep up the good work. And, don't believe that 'mass transit brings bad people'.

- I am in favor of more public transit in the Twin Cities
- I am more interested in light rail service from Woodbury to St Paul
- I appreciate your efforts in gathering input for this endeavor. It would be interesting to see how many people near the station actually will plan to use it instead of driving their own vehicles.
- I appreciate the use of buses rather than light rail. I find buses to be far more flexible and accommodating to the weather conditions. A deep snow or an accident might stop a train and strand passengers. Buses can be immediately rerouted.
- I fully support more commuter access to 3M Campus!
- I fully support more public transportation!
- I love public transport.
- I really like how Washington D.C. was set up for the rail transit when I visited. Very intuitive and not intimidating.
- I support any project to improve transit options because of it's impact on the environment.
- I support public transit in theory, but it's always mangled and impractical in execution... either the transit time is 2-3x longer than car, schedules are inconsistent and unreliable, there are multiple transfers (unacceptable during winter months), still need to walk long distances most of the time, shopping isn't practical (trying to bring bags of groceries home on a crowded bus just doesn't work)... but, go ahead and spend a bunch of taxpayer money building something that doesn't end up getting used enough to justify it.
- I support these transportation alternatives!
- I would love to be able to commute to 3M on the NorthStar and Green Line light rail with a more direct connection to the campus
- I would rather have Light Rail than a bus. If a bus, get it done MUCH SOONER, say 2019! This doesn't see that hard to me
- MT needs serious security upgrades before I'll consider using
- Please consider the entire region when using this and consider how people get to the BRT as well as people directly within the project area. More transit options and connections mean more users!

Appendix – Compilation: Phase 2 Alternatives

Background Information

Multi-use Walk-Bike Trail

1. What would make this multiuse trail attractive or appealing to you?
2. What are your questions and concerns about this walking and biking trail?

I-94 Walk-Bike Bridge/Neighborhood Access and Battle Creek Regional Park

3. What do you find attractive or appealing about the neighborhood access routes? *and* What are your concerns or questions about the neighborhood access routes?
4. Which of the Battle Creek Regional Park activities or facilities noted above might be of interest to you in the future?
5. Battle Creek Regional Park is beginning a master planning process this year. What different or new recreation activities or facilities would interest you in the future?
6. What do you find attractive or appealing about the potential walk/bike bridge and Sterling Street trail? *and* What are your concerns or questions about the potential walk/bike bridge and Sterling Street trail? *and* What other comments or questions do you have about the idea of a walk-bike bridge across I-94?

Destinations

7. Looking at the METRO Gold Line BRT route and the two destination maps above, use the table below to note destinations along the corridor you visit now, and which you might visit using the Gold Line BRT after it opens in 2024? (Please think about before, during, and after your work day, along with weekends.)
8. What other destinations along the corridor are important to you or would be in the future?

Demographics

9. Home Zip Code

Closing Comments

10. Please use the space below for any closing comments.

Background: Proposed Station Location and Access

[Back to the top of the Appendix](#)



Input from previous stakeholder contributions identified key issues and opportunities:

- + Station location offers significant opportunities to support 3M employees
- No sidewalks from east or west and hazardous intersections at McKnight Road and Century Avenue reduce community access to proposed new station
- I-94 and hazardous intersections at McKnight Road and Century Avenue reduce access by 3M employees and community members to nearby parks and trails at Battle Creek Regional Park

Using the issues and opportunities shown above, these objectives were identified to help guide proposed concepts for the Maplewood station:

- Maintain and improve open space and trails
- Ensure safe walking and biking connections to the station, parks, and trails
- Manage traffic speed and congestion
- Provide a safe and direct walk-bike connection over I-94 to the station

Multiuse Walk-Bike Trail

[Back to the top of the Appendix](#)



1. What would make this multiuse trail attractive or appealing to you?

- 2 separate trails -- 1 for foot and 1 for bike
- 3 to 5 mile loop around 3M center
- 3M shuttle stops at BRT bus stop
- A 2 way bicycle lane and a 3rd for foot traffic.
- A BIG WALL separating the 3M Campus and BRT station
- A bike trail would facilitate east-west bicycling across 3M campus
- a brewery on the trail
- a connection to a bike lane road or another trail
- a dedicated bike lane instead of dual-use pathway
- A dedicated on street biking trail rather than shared trail with pedestrians
- A direct route to downtown that would have bridges over busy streets, like McKnight, WB, Johnson Parkway.
- a drinking fountain
- a few shopping stores
- A nearby bus station with frequent public transit opportunity
- a safe bike path
- A safer spot to bike and run



- A scenic close place to walk during lunch
- A walk and bike trail on its own is attractive. Don't need anything else to make it appealing.
- a walking bridge across I-94
- A walking path separate from a bike path
- A wall between the trail and the LR to reduce noise and potential wind coming from the LR.
- A waste of taxpayer money.
- Ability to be outside during our precious summer months
- Ability to bicycle from BRT to my destination easily
- Ability to bike to work
- Ability to bike to work more safely
- Ability to bike to work on designated trail would be great
- Ability to connected to other trails to the West (St. Paul) and South

- (Battle Creek).
- ability to provide alternative ways to commute to work (bike, transit)
 - ability to take public transit to work
 - ability to use a multi-use trail from the bus station headed north to the 275 complex
 - Ability to use bicycle with the BRT
 - Ability to walk during lunch break
 - Ability to walk to Battle Creek Park
 - Ability to walk to community venues
 - Able to bike/walk to Sun Ray Mall for lunch
 - absolutely nothing
 - Access from 3rd Street and McKnight area. I live there. In particular McKnight bike trail south of Conway is poor/non-existent.
 - Access from bus to 3M office location
 - Access on & off 3M Campus
 - Access points into 3M campus that connect to safe paths to most visited buildings
 - access to 3M
 - Access to Battle Creek Park
 - Access to downtown St. Paul
 - Access to Minneapolis and Woodbury
 - Access to other local walking and biking trails
 - access to shopping mall
 - Access to Southern Century Ave businesses
 - Access to Tamarack Village
 - Access to the 3M Campus
 - Access to the trail from Bldg 275
 - Access to Woodbury and parts of Maplewood south of I-94 without the need to cross I-94 on larger roads (Radio Drive, Woodbury Drive, Century Ave, etc.)
 - Access to work easily is a very attractive option for a public commuter such as myself.
 - accessibility to foot, bike and rail routes to St. Paul and Minneapolis
 - accessibility, safety
 - accessible and safe
 - Add greenery and lighting critical
 - additional path for lunch time walking
 - additional trail for walking/biking around campus (exercise)
 - additional transportation option
 - Additional walking path near 3M
 - Additional walking trails available to use during summertime
 - Adds safety to those biking or on I-94 access road
 - Adequate lighting
 - Adequate lighting to feel safe in low light conditions; Adequate width to support both bike and pedestrian traffic; Clear delineation of 3M vs. public property; Landscaping (or ?) to soften the hard surfaces and possibly provide some shade.
 - Adequate night lighting
 - Adequate park and ride spaces along the route, and bike racks at 3M
 - Allow for walking exercise during lunch
 - Allow more people transportation to corporate company
 - Allows more direct access to my home in the Battle Creek neighborhood
 - Alternative form of transportation to/from work
 - Another form of transportation other than car; station access very close to 3M
 - Another multi use trail to the north along either McKnight or Century Ave
 - another option for walking outside
 - Area to walk at lunch time.
 - As a 3M employee, I sometimes run during lunch but never towards Battle Creek because of poor sidewalks. If the trail enabled safe connections between 3M and Battle Creek that would be a plus
 - Attractive landscaping
 - Attractive to make 3M campus more walking-friendly.
 - Avoid crossing McKnight or Century intersections
 - Barrier from the road/badge controlled access
 - Barriers to reduce noise from I-94.
 - be able to take LRT to work
 - Be Sure it's Safe and the walking paths are clear and free from debris and snow and are direct routes (not too long) - Maybe have some sheltered areas?
 - Beautiful scenery, foliage cover from the highway would be appealing
 - Being able to get to 3M with being killed by 3M drivers
 - Being able to walk or bike over lunch would be great!
 - Being able to walk to other buildings at 3M
 - bench areas along the way for stops or emergencies.
 - benches with overhead covers
 - Benches, Water Fountains, Public Toilet access?
 - Berms, plantings to separate from 3M
 - better bus transport and availability
 - Better trails coming from Woodbury to campus. The intersection of Century and I-94 has been improved with a sidewalk, but it's still not super bike friendly.
 - Better value food in cafeteria (so I don't have to bike to lunch)
 - Bicycle link to 3M
 - Bicycle link to Battle Creek Park
 - bicycle path
 - bicycle stands to get easier from 3M buildings to bus stop
 - Bicycle trail would make bicycle commuting much more feasible.
 - bike access
 - bike access lane as well as walking lane
 - Bike accessibility would be nice

- Bike Accessible
- Bike are dangerous around 3M Center - this will make it worse!
- Bike Lane
- Bike path
- Bike Path Access to St Paul, connects w/other bike trails
- Bike path width wide enough to accommodate pedestrians and cyclist.
- Bike share station
- Bike sharing opportunity
- Bike Signals
- Bike storage so I can bike to the BRT station and leave bikes there
- Bike trail to continue to Downtown St. Paul
- Biking
- Biking , Biking and Biking
- Biking access to station and 3M campus
- Biking and walking lanes separated by a boulevard
- biking and walking path option for getting around.
- biking to and from work
- Biking to work
- Biking trail
- Blend in with the 3M landscape
- Blocks public access to campus without looking like a jail, should be on the South side of 94
- Breadth to accommodate separate biking and walking lanes in both directions
- Bridge over 94 to safely access areas to the south
- bridge/tunnel over/under freeway access ramps
- Bridges or stoplights that allow safe crossing of any roadways
- Can be used by bicyclists.
- Can be used by pedestrians.
- clean and safe
- clean, safe, well-lit and easy access
- Cleanliness of trail
- cleanliness, greenery
- Clear lanes for walking/running versus biking.
- Clear segregation of car traffic from bike/walking traffic.
- Clear signage
- Clear signage for the station; Shelter from the Rain
- cleared of snow in the winter
- Close to work
- Complete Century Avenue bike trail from Upper Afton Rd to I-94
- Concept sounds exciting -- though as a retired individual I will probably never use it
- Connect it to major trails in Maplewood, Oakdale, and Woodbury
- Connect to other bike routes as a way to easily enter 3M Campus on bike or a combination of bike/bus transit
- Connected to Battle Creek Park
- Connected to existing local trails on east side
- Connected to other routes efficiently and logically, not only where it's easy to make the route.
- Connecting it all the way to St. Paul to allow for easier bike commuting
- Connecting trails to the north & south to help bike commuters from Woodbury & Lake Elmo.
- Connection points east of 3M.
- Connection to a new South-North trail along McKnight from Battle Creek Park to Beaver Lake Park
- Connection to Battle Creek
- connection to battle creek - ped tunnel?
- connection to bikeable paths further west
- Connection to local businesses
- Connection to local parks (Battle Creek) via safe crosswalks/bridges
- Connection to other bike trails in metro so commuting via bike is possible
- Connection to other trails
- Connection to restaurants at Radio Drive
- Connection to St. Paul and Minneapolis
- connection to the bike paths on century and McKnight
- connection to the community
- connection to the main bike lanes through Battle Creek.
- Connections to larger network of bike trails
- Connections to other areas nearby (i.e., parks, businesses)
- Connections to other biking trails
- connections to other regional trails or bike friendly routes
- connections to shopping centers, restaurants businesses and other trails
- Connectivity as far west as 280
- Connects to network of other bike trails
- Connects up to other trails
- Continuation into Woodbury
- Continuity with the landscape of the current 3M Campus
- convenience
- convenience and safety
- convenient access
- Could be a nice walking path as well
- Could potentially be the safest walking/biking trail on campus
- Could we also use this opportunity to get an entrance ramp built from the road in front of 224 under or over the freeway to allow entrance (on-ramp) access to Eastbound 94? This would be HUGE.
- Could we make this section of road in front of 3M a solar road, or additional applications of our products to showcase some of our stuff
- Creates a safe space for bikers!
- Crossing infrastructure at McKnight and Century, bike-ped bridge/tunnel across I-94
- Cycling through the 3M campus is currently quite dangerous as there are no bike lanes on Innovation Boulevard. A trail along Hudson Road would be very useful.

- daily exercise opportunity
- dedicated bike and walking lanes
- dedicated bike lane
- dedicated bike lanes
- dedicated bike signals at major intersections
- dedicated lane for biking vs walking
- Definitely a need to get East-West at 3M Center
- depends on the cost to 3M and property tax increases
- Design similar to NYCs west side highway trail
- designated area for ped. / bikers that is off of 3M
- Designated space away from traffic
- Designed for walking and biking
- Designed with input from cyclists who are used to riding at high speeds
- Despite intent, may actually result in increased traffic onto the 3M campus
- direct access to 3M campus
- Direct access to Building 230
- Direct access to new BRT resource
- Direct connection to 3M campus
- Direct route to building 201 and 230 without having to circle 220 complex
- Discourage public meandering through 3M campus
- Discouraged public access
- Distance indicators (every half mile) or distance to next station signs
- distance it from the highway more, put it where people actually want to walk, benches and play structures along it
- Distance markings so it would be easier to know how far you've run/walked.
- Divide the path (marking or lines) for bikes and one side for walkers
- divided bike path both directions and different lane for pedestrian though would mean wider
- Do not do this
- doesn't interfere with 3M Campus car access from Hudson road
- Drinking fountains
- Drop off and pick up locations near my building (on Conway)
- ease of access
- ease of access
- Ease of access
- Ease of access and predictable pickup and dropoff times
- Ease of access for quick walks during day
- Ease of access from the BRT to my building
- Ease of commute for 3M employees.
- Ease of travelling to campus
- Ease of use and access
- ease of use however, I live close and wouldn't use it for going to work. I might use it to go downtown
- Ease of walkability to and from the area (connecting to other neighborhoods/businesses)
- Easier access to the campus via bike
- Easier Access to transit is desirable
- easier biking from Woodbury to 3M center
- Easier biking to and from work at the 3M Center.
- Easier to get downtown
- Easily rentable bikes
- Easy access
- easy access
- Easy access (crosswalk) to Sun Ray
- Easy access for 3M employees
- Easy access for all people to transportation
- easy access from the buildings
- Easy access to 3M
- easy access to 3M campus - multiple access points to 3M campus
- Easy access to 3M center.
- Covered walkway a plus.
- Easy access to 3M from public transit
- Easy access to campus
- Easy access to other roads from the path
- Easy access to public transit
- Easy access to public transportation
- Easy access to Sun Ray/Crosswalk at McKnight
- easy access to the 3M property for employees only - badge access maybe??
- easy access to the 3M Quad
- Easy access to the main 3M building
- easy access to the south side of 94
- easy access to trail for fitness purposes while at work
- Easy access to workplace
- Easy access to/from 3M campus.
- Easy accessibility from my location on campus.
- easy bike access
- Easy connection to major bike routes in Saint Paul
- Easy connection to/through St. Paul
- easy connections to bike parking and trails on campus
- easy connections to bike trails and sidewalks on Century and McKnight
- Easy means to cross from the south side of I-94 to the pathway.
- easy on/off access and being connected to other areas along 94
- easy to bike and walk on
- easy to use
- easy walk to access for 3M employees
- Easy, safe crossings at intersections with roads
- Easy/safe to access
- Easy-to-cross intersections with streets
- Efficient access to cities
- Emergency Blue lights and well lit paths

- Enable more employees to ride their bicycles to work from nearby communities in a safe manner.
- Enable those who prefer to take public transportation an easier access to bus routes near or on 3M campus, without having to cross the dangerous McKnight street or I-94 intersection.
- encourages public transportation and less reliance on individual vehicles
- Encouraging public use of biking for transportation which is better for congestion and the environment.
- Enhanced and dedicated connections to trails/sidewalks at McKnight and Century so that crossing these extremely busy intersections is and feels safe
- Enhanced security to 3M Campus
- Enough space for both bikes and people
- ensure it is not just a place for smokers to go from 3M campus
- Especially during peak winter months
- Even better if the path continued on past Sun Ray to allow better access to the shopping area.
- Excellent snow and ice removal.
- Expand walking trails for exercise around 3M
- Express link to downtown St Paul other than bus 294
- extending it East toward Wisconsin.
- Extends and crosses over highway 494/694 to allow non-BRT use
- Extension of bike path further east to making biking possible from eastern suburbs
- Extremely better and more flexible than any train!
- Facilitates my bike commute (Woodbury to 3M).
- Feeling Secure.
- Few (if any) at-grade crossings
- flexibility of transit. Would ride to avoid parking issue at 3M center
- Flowers
- Flowers / aesthetics
- For those who may not afford or have opportunity to drive, this would be perfect. Also shows how 3M offers employment and transportation to everyone
- Garbage bins along trail
- garbage cans to reduce littering
- Generally a public transportation line that brings you close to 3M campus
- Giving it a park atmosphere, trees, flowers, plants
- good access to the trail at various points along it's route
- Good and clear signage
- Good connectivity to 3M campus as well as east & west of campus
- Good lighting
- Good lighting and signage
- Good lighting during low light periods
- Good lighting for safety as well as police call boxes throughout
- Good lighting, safety, no graffiti
- Good solid connections to the 3M offices.
- Good traffic control to keep cars away from walkers and bikers.
- Good walking surface
- Grade separation or concrete barriers from road, as well as separate lanes for bikes (both directions) and peds
- Great walking path
- Green "trees/shrubs.." wall between freeway and bus line. Also good links at McKnight under 94 to park paths
- Green buffer fence between 3M campus and trail
- green space (trees, bushes)
- greenery
- greenery
- Greenery & lighting
- Greenery and plats around - safe distance from cars/train
- Hard to say without knowing where it comes from or leads to. If it will link to a larger multiuse trail network, that will be nice. If it just links McKnight with Century, then why would a bicyclist use it all?
- Has a lot of curb appeal attractiveness
- Has optional loop around 3M (if possible)
- have a bridge to go over to eliminate traffic issues
- Have the nice ride bikes available for rental by the 3M campus so I can go on a bike ride during lunch
- Having (paint) delineated bi-directional pathways on the trail
- Having a better bike route into work at 3M
- Having access to the 3M campus from the station planform
- Having enough room for walkers and bikers
- Having it elevated above the roadway so that it doe not interact with road traffic
- Having it protected from the automobile traffic
- Having multiple transportation types available for people to use safely
- Having to cross less roads/traffic walking than I do now, safer option
- Having trail route cut through as little traffic as possible and when it does, cut through traffic at traffic lights more often than not
- heated station
- Heating Lamps to keep warm during winter.
- High visibility, concrete with branches to all buildings
- Hooking up to battle creek bike trails would be good, having a plan to eventually hook to Gateway would be amazing.
- Hudson Rd needs some attention (lots of big potholes between lanes)

- I am not sure I would use it. Just want to be sure my regular commute is not impacted.
- I believe there is value in a bicycle path along I-94. I am not sure it would get much pedestrian use.
- I bike to work from Woodbury so hope to see safer access across the I-94 corridor and begin a larger conversation into other communities near campus about bike/walker access.
- I bike to work on occasion and I like what looks like direct access to the Century Ave bike path.
- I could ride my bike without traffic zipping past me
- I could take bike rides or walks during lunch and break
- I could use it for walking & biking.
- I do believe that 3M employee access to this transportation option is of value
- I do not think I would use it but I think would be useful for those who regularly walk on the existing 3M paths and runners who go out at lunchtime.
- I don't think I would use it
- I honestly don't think I would use the trail as there are already walking paths around 3M
- I like having a safe way to access 3M's campus.
- I like it's integration into the 3M campus and nearby neighborhoods.
- I like that public access remains outside of the 3M campus and provides a more safe and designated space for walking and biking.
- I like the expansion of mass transportation options for 3M employees, as well as the community.
- I like the public transportation access. Doubt I would use it, but believe many will.
- I likely wouldn't use it myself,
- though think it's helpful for those biking to work
- I live nearby. I would probably walk on it. Please put trash bins on the walkway. I pick up trash in the park and there just are not a reasonable number of bins along paths
- I love the entire idea. I take the 294 to work in the mornings from downtown SP but currently have to go to Sun Ray in the evenings.
- I may be more inclined to bike to work at 3M knowing there is an alternate mode to return home if necessary.
- I might use a bike trail to get to work if it went pretty far into St Paul (Snelling, basically, but it's not going to do me any good if it's just a short thing by campus)
- I probably would not use it very much.
- I run over lunch and this would be a much safer alternative to crossing 94 to get to Battle Creek trails.
- I run over lunch at 3M and this trail could provide better access to other running trails in the area.
- I see no need for a trail.
- I think it will provide a safe way for non 3M people to get to the station platform without becoming additional traffic
- I think it would also help those that are interested in biking to 3M
- I think this would be a great addition to the area, would make it easier to walk to sun ray, which currently feels nearly impossible.
- I will not use the trail
- I won't be using it so it won't be attractive to me at all.
- I won't be using it
- I work at 3M and live nearby. I don't own a car so rely heavily on biking and public transportation. The would be amazing.
- I work at 3M so this would be a great benefit to get some extra steps in
- I worked at the East side plant and continuously had to deal with peddlers and the likes on 3M property.
- I would be able to use it for walking and biking as I do commute to work at 3M from south Maplewood.
- I would be more likely to bike or use transit to get to 3M Center.
- I would be unlikely to use it.
- I would consider more combined mass transit and biking options to get to work.
- I would like more walking areas around 3M
- I would likely not use this as I do not live near the center.
- I would not like it to be 'sunken' or underground/subway level as it could then feel threatening
- I would not use. It will be located too far away from my location on 3M campus. My building is north of Conway.
- I wouldn't use it.
- Ice and snow removal
- I'd like to use it to bike to work
- if connected to Saint Paul and/or Woodbury
- If I could use it to bike to work from Woodbury
- If I lived nearby.
- If it circles around the campus to encompass more area for those who work in other building that will be embracing the trail
- If it connected to other trails in the area
- If it connected to other trails or destinations.
- If it connected to the Eastern sidewalk of McKnight
- If it connects to the other 3M walking paths, it would be used by 3Mers looking to walk during their lunch break.
- If it continued along Hudson road

- to Sun Ray and White Bear Ave
- If it continued to Hudson Wisconsin
- If it could be accessed from the Park & Ride in Hudson WI for all those who travel daily from WI to the 3M Center.
- If it did not block or interfere with auto traffic to the 3M campus.
- If it doesn't interfere with Traffic in and out of 3M center
- If it enabled rapid bus transit from Saint Paul
- If it extended for several miles along I-94, and not just in front of 3M.
- If it had noise dampening - the highway noise is too much
- If it had trees planted along the way for shading
- if it has parking space it would be great
- If it is safe from other traffic
- if it made it safe to cross I-94 to access Battle Creek Park
- If it provided safe and easy access over Century to connect in with other bike/walking paths.
- If it runs all the way into Minneapolis
- If it tied into bike lanes or bike friendly avenues in St. Paul that bike commuters can use. Currently the best way to cross 94 to get to 3M is Johnson, as Ruth/White Bear/McKnight & 94 are terrible for biking.
- If it tied into existing 3M paths.
- If it traveled from Hudson, or at minimum the Lakeland, MN area.
- If it was actually connected to a larger trail network so I could bike to work
- If it was easy to get to from the other side of the 3M campus (Conway area)
- If it was safe and easy to continue on from BRT to running trails at Battle Creek that would be super. And biking. During breaks, lunch,

- to and from work!
- If it were connected to other neighborhood walking/biking trails in a safe manner.
- If people walk their dogs, waste cans for cleaning up. Many parks have these
- if the rest of the city's bus and light rail lines were useful, I would use this everyday... but it would take me >51 minutes to get from my home in Roseville to union depot to even get on the BRT route... so it would take me 1 1/2 to 2 hours to use public transportation to replace an 18 minute drive. Time to address the inadequacies of this hub and spoke system...
- If the trail had a good, safe connection at McKnight to connect to Battle Creek park
- If the trail is well maintained.
- If this trail could be accessed from 3M campus without having much of an issue.
- If this trail could connect to McKnight Road and eliminate the need to bike on Innovation Blvd with the cars.
- if we could use it to access multiple areas of the 3M campus.
- I'm a bicyclist, so could allow for biking
- important to focus on supporting access from the east and west via the multi-use trail
- Improve my bike to work and access to campus.
- Improved and safer bike access from Battle Creek Park to 3M campus.
- improved intersections - narrow down and push cars back from intersection
- Improved walking/biking access to and on the 3M campus is a much needed improvement
- Incorporating green space/nature
- Increase barriers between Hudson

- Road and the multiuse trail so walkers are safe from through traffic.
- Increase bike access to 3M campus
- Increased safety enabling biking to work from Woodbury
- Increased walking and biking access always good
- Indoor Bike lockers located around 3M Campus
- Integration into other bike trails, park, and river trails.
- isolation from traffic
- It exists. Connect edot Woodbury for long Saturday bike rides, unabated by traffic.
- It have sufficient spacing for tow lanes to allow pedestrian and bike traffic
- It looks like a nice bike path, I might be more likely to bike to work.
- It must not stop or back up traffic on Hudson Rd.
- It needs to connect with other trails I would use to get from Stillwater to 3M
- It should look like the outdoors...trees, plants, ponds, water access, etc.
- It will make it more convenient for me to bike to work
- it would be good to have easy access to Battle Creek park from 3M.
- It would be great for walking in nice weather as a break from work
- it would be great if is covered - making it usable in all weather
- It would be neither attractive or appealing to me.
- It would be nice to be able to have an easier route to bike in from the downtown St. Paul area
- It would be nice to have a dedicated bike/pedestrian path as roads in the area are hazardous for cyclists.
- It would be safe for 3M employees. Not sure how the

- congestion would be though
- It would be the closest bike trail to my home and work
- It would definitely encourage me to bike or commute to work!
- It would give some new life and activity to the front of campus - make it look more active and appealing
- It would have to connect with other safe trails for bike riding to the east, not just this stretch
- It would not be appealing to me.
- It would not be something I would be interested in.
- it would not help anybody that works at 3M and in 20 years or so it would be torn down to make highway wider...bus system is not safe .
- It would offer smokers a safe place to have a cigarette.
- It would provide additional walking area during breaks from work.
- It would provide safer access onto campus by bike/foot.
- It would provide safer passage for those traveling east and west by foot.
- it's a good idea. for non 3M person use, put a porta potty along somewhere.
- its length along the BRT route, a longer trail would give more options both for using it for commuting and for access to the BRT
- It's not attractive. It's outdated and ridiculous.
- Just having it available would be good enough for me.
- Just the ability to bike/walk along I-94 would be appealing to me. The longer this is, the better.
- Keep it clean, interesting - maybe historical - markers?
- keep it maintained
- Keep the sides open, but put a roof on it - keeps the snow off in winter and the hot sun in the summer
- Keeping it clear during winter snow
- Kept clear in winter, which seems difficult.
- Knowing how this trail ties into Century and McKnight
- Landscape and Lights
- Landscaped
- Landscaped and shade trees when using in summer.
- landscaping
- Landscaping
- Landscaping
- Landscaping - Not just a concrete slab
- landscaping that buffers the path from the traffic
- Landscaping to block 94 view if at all possible
- Landscaping to have blend in with the environment
- landscaping to separate it from the frontage road and 94
- Landscaping to separate trail from BRT route
- Lane markers for bikes vs walkers
- Lane strips -so bikes stay on the appropriate lane
- large tree cover
- less congestion
- Less traffic (pollution) and parking congestion at 3M this should be worth a lot for 3M!!!!
- Lighting
- Lighting for evening and early morning.
- lighting for late afternoon/evenings in fall/winter
- Lighting for night use
- Lights along the path for safety at night and in the winter months
- lights for safety at night
- lights for traveling at night
- like a multi-use trail as an "all abilities" approach, and all along the guideway. Make sure you have a wide enough trail – 12' is about the narrowest you can use –
- should probably be a little wider to separate the slower from the faster uses
- Like ability to walk
- Line with trees/shrubs
- Links to existing bike paths and trails.
- Location next to 3M is appealing
- Lots of greenery as a barrier to the campus
- Lots of lighting to keep it safe
- lots of trees for shading
- Lots of trees, plants, bushes
- Lots of trees, pleasant atmosphere
- Low I-94 traffic noise
- Lower cost of commute to work
- Lunch break use
- maintain or improve green space and add a bike rental station
- maintained trail
- Maintenance after it starts cracking in a few years
- Make it easy to enter from 3M campus
- Make it more likely that I would bike to work
- Make it more likely that I would use public transport
- make sure it is clearly marked, and has clear walking & biking lanes
- Make sure it is very well lighted and possibly cameras around
- Make sure it is wide enough to not have congestion
- Makes 3M more inviting
- makes commuting between building more enjoyable if walking
- Making it save to cross streets, preferably by tunnels under or pedestrian bridges over the intersections. Traffic moves very fast on Hudson and drivers do not yield to pedestrians.
- Making sure the trail extends west of the Capital to connect to Summit Ave multi-use lanes
- many benches, park style
- Many tree's as well as attractive landscaping
- May make it easier to walk to

- Sunray to get lunch
- maybe a walk path with access to Battle Creek park
- mile markers
- More access points to 3M campus. You show one access point to 222, there should be access point at 201 and 230 as well.
- More direct access to 3M campus- ideally less wait time in traffic vs. driving
- more greenery
- More paths on 3M campus
- More sidewalks on the 3M campus. Not everyone works in building 220 or the other three connected buildings. It is dangerous to walk from the buildings on Conway to the headquarters building because cars drive like bats out of hell on Innovation Boulevard and there are few sidewalks.
- More trees
- more walk and bike friendly campus. encourages activity. safer.
- More Ways to Access Campus to Cut Down on Congestion
- Move it - Trail is too Close to freeway and BRT does not make the trail appealing
- moving it away from the bus route and freeway
- much easier to bike to work
- much smoother commute to work
- Multi-colored rich looking pavers
- Multiple connection points to 3M campus
- Multiple, separate lanes for bikers and walkers
- Multi-use trail for biking to work. There is not an easy or safe way to bike from St. Paul to 3M. I would LOVE not having to park 300 yards away from my 3M building every time I get in to work at 8:15.
- Must be able to access from either McKnight or Century
- Must have sidewalks north along Century Ave to 36
- must have visibility. Don't want to feel isolated on the trail.
- My mobile disabled daughter who doesn't have a driver's license would have transportation to her job at 3M.
- Na
- Natural landscaping
- New opportunities for getting exercise during the work day
- Next to MY building. Monomodal - multiuse is a step down, traffic corridor is a bigger step down.
- Nice access during lunch hour for walking.
- nice greenery
- Nice landscape
- nice landscaping/flowers
- Nice way to maneuver 100s of people and ease up on the vehicle traffic around campus
- no access to train rail or bus lane
- no attraction or appeal to me as no desire to use and concern as 3M employee for more congestion
- no congestion
- No parking issues
- No smoking
- No vehicle access to trail.
- No weather issues
- noise barrier and reduced view of I-94
- noise barrier and reduced view of I-94
- Non Car transportation
- None
- None. Public access through the 3M campus is inevitable if the trails are built right next to 3M.
- Not a thing
- Not building it.
- Not having it
- not having it by the bus route and freeway
- Not having to drive
- not having to drive into work each day
- Not Having to Find Parking On Campus
- Not having to walk from the nearest transit stop on the far side of Sun Ray
- Not in favor of the trail.
- not of any appeal to me.
- Not one thing
- Nothing
- Nothing - Not crazy about this idea and think there are huge safety concerns.
- Nothing is appealing about this project
- Nothing, I can walk to work
- Nothing, I will not use it. It is the wrong use of tax dollars which would be much better utilized in improving existing roads and highways
- Nothing.
- Nothing. I would not choose to walk on a trail so close to the freeway.
- Nothing. This trail is not needed
- Nothing. Wouldn't use it.
- nothing. cost vs amount used it will be a waste of money
- Nothing. In short I prefer it was never considered or wasted as much time and resources as it has.
- Nothing. Live too far to bike to work and don't want to sweat biking at work.
- Nothing. Most 3Mers do not live in the area
- NOTHING--WASTE OF MONIES
- occasional benches, gardens and big shade trees overhanging the trail
- Offer bike share program on the trail and at 3M campus
- Offer road access points for food vendors etc.
- off-road bike trail
- Off-road trail access across I-94 to

- Battle Creek Park
- One that is safe from traffic
- only allow access to 3M property with employee badge
- Only if it simultaneously was offered with more attractive metro routes from west side of St. Paul (St Thomas area, Merriam Park)
- Only if there was a line running from the White Bear Lake / Maplewood area.
- openness
- Openness - already with highway and sound walls its closed up.
- Option to carry bike on bus
- Option to walk at lunch
- Paint marking areas for Bikes and areas for pedestrians
- Panic buttons place periodically along the path in case someone is hurt or attacked
- Park access
- Parking a few miles away from 3M, so that I could park elsewhere and ride the bus or bike.
- Passing lane/dedicated bike lane vs. pedestrians side by side.
- path should be wide enough to accommodate both bikers and walkers
- path should have lighting for the winter months
- Pathway from neighborhoods to available bus/bike access.
- Paved
- paved
- Paved and plowed.
- Paved for biking & roller blades & strollers
- Paved for biking or roller blading
- Paved surface
- Paved, and a barrier between the path and the road for safety and to discourage vehicle crossings or access.
- Pedestrian and biker safety
- People who bike to work might have a safer, car-free zone
- Perhaps put some benches along the path for people to rest
- Personally, I would never use it.
- Who has time when we're stuck at our desks all day?
- physical separation and or barriers from bus and vehicle traffic
- Picnic area and benches to stop and rest at.
- Picnic tables or food trucks
- Place to safely exercise outside
- Place to walk/ bike would be great
- Plant trees on the south side to act as a barrier to I-94.
- Plantings and natural landscaping
- Plantings, greenery
- Plants or trees
- Plants/flowers
- plenty of signage on paths and road on routes to get there
- Points to connect to 3M campus to create exercise routes
- possibly a division between bikers and runners
- Possibly safer transportation
- Potential reduction in 3M campus traffic
- Potential route to bike to work
- Potentially good access to Sun Ray
- Potentially safer bike commuting
- Proper lane separation with signage
- proposal looks good
- Provide access from 3M campus to Battle Creek?
- Provide tunnel to south side of I-94 / Battle Creek Park
- Provide visual pleasing barriers (hedges, walls, etc.) between trail+brt lane and I 94
- Provides rapid access to path into 3M campus
- Provides safe efficient walking path to nearby shops and recreations areas.
- Proximity to 3M
- Proximity to 3M
- Proximity to 3M
- Proximity to 3M and hopefully good bike and walking trail access on 3M campus side of station
- Proximity to 3M buildings
- Proximity to 3M campus
- Quicker transit from St. Paul to 3M
- Quiet
- Rail Transit
- Railing to separate from BRT road for safety
- Reduce congestion around 3M Center
- Reduce the needs of people to drive to 3M by using the alternative transportation modes (bus, bike, walk)
- Reduce the traffic jam
- Reduce traffic congestion
- reducing traffic on the freeway, especially Woodbury entrances
- regular maintenance cleanup from highway garbage
- Relatively close to where I work
- relaxing time on bus instead of driving to work
- Required stops without going through red or blinking yellow lights at bike/car intersections
- restaurants
- Restrooms
- Retractable or clear canopy/roof for use in inclement weather
- Riding to work in the summer
- right by 3M, could go to desirable places
- running options
- Running path - keeping us off the roads
- Running path with connection to Shepard Road
- Safe & separate space for pedestrians/bikers.
- safe access to south neighborhoods/park
- safe access to south of 94 from both McKnight and Century
- Safe and clean in summer
- Safe and efficient access to the trail from South of I-94 from both Century and McKnight is imperative.
- safe bike lane for bike commuters
- Safe Biking/Walking

- Safe crossing for cars coming from 94 and bikes
- Safe crossing of busy roads
- Safe for walking/running
- Safe intersections at Century and McKnight
- Safe lane for walking/biking (wide enough for volume of traffic)
- Safe separation from Vehicular traffic at all crossing points
- Safe separation of walkers/runners and bikers
- Safe space to use alternative transportation
- safe way over 94 to Battle Creek
- Safely separated bike and walking lanes
- Safer ability to bike to 3M Campus
- Safer access from south neighborhoods via bike
- safer connection to south side of 94 (walkway across bridge?)
- safer for walkers and bikers
- Safety
- safety
- safety
- Safety - enforcement if unusual behaviors
- Safety aspect of the walk/bike trail.
- Safety features at intersections.
- Safety for pedestrians and bikers
- Safety from traffic
- safety from traffic
- Safety measure - Good lighting for evenings
- Safety of walkers & bicyclists
- safety!
- Safety, this is a high traffic area, reduced speed? Could the walking path be incorporated into the nice walking paths (around the wooded area by Century Ave)
- Safety; absence of loiterers
- Same for a quick bus ride
- Science themed flower beds and activities
- Secure and closed entrance/bridge into 3M quad will personally help,
- Secure and open space.
- Security
- Security
- security cameras/patrol
- Security features (cameras, Call station, etc.) .
- seems like a foot bridge over I-94 right here would be good
- separate bike / running and walking lanes
- Separate bike and walking trails
- Separate dedicated lanes for running/walking and bicycles
- Separate lanes for bikes and pedestrians
- Separate lanes for bikes and people
- Separate lanes for walkers & bikers
- Separate lanes for walkers and bikers to decrease risk of pedestrian-to-cyclist collisions
- separate lanes for walkers and bikers.
- Separate lanes for walkers/bikers
- Separate lanes that go in each direction for bikes and walkers. Similar to how they do in Minneapolis. Dedicated 1-way lanes for bikers, and a lane for walkers.
- Separate two way bike lanes and walking lanes, similar to the Mpls Greenway
- Separate walking and biking paths
- Separate walking/biking lanes
- separated bike and pedestrian traffic
- separated bike lane on campus would be great.
- Separated biking and walking area + bike parking
- Separated biking/walking lanes and connect to other trails in the region
- separated from roadway / infrequent bus traffic okay, but not freeway exit traffic that moves way too fast through there.
- Separated from role by green space
- Separation between walkers and bikers
- separation from 3M campus
- Separation from highway (e.g., sound barriers, trees, etc.)
- separation from traffic noise & lighting
- Separation of pedestrian and cyclist lanes.
- Set up so it does not interfere with traffic; separated and not shared surface.
- Shade
- Shade trees - They both eliminate the sun in the summer and help keep the path clear from snow in the winter
- sheltered platform
- shielded from highway on/off ramp
- Shielded from noise from I-94
- Short sighted in that this does not extend all the way to Hudson WI.
- Shuttle availability to get the rest of the way
- Shuttle station to other buildings
- Signs (multiple) indicating distance to station from each direction
- Since there is currently no path, it is quite dangerous when we end up running on the side of the hill against oncoming traffic.
- Snow-mobiling to work in the winter :)
- Solar powered lighting since it gets dark fast before 5 at times. 3M makes these and can represent this section well.
- Solar powered warming stations to encourage winter use.
- Solid barrier separation from roadway
- some buffer or barrier (ideally natural) from road noise, wind, and weather.
- Some form of protection or separation from Hudson Road traffic
- Some grass and Trees along the route

- Some procedure for dealing with snow/winter weather
- Some separation from the road.
- some shade
- Some sort of access to Battle Creek Park. A concerted effort on giving it a natural aesthetic appeal.
- Sound barrier between trail and I-94, lower speed limit on Hudson
- Sound barrier from I-94
- Sound isolation from freeway
- space for bikes and walking
- Specific lanes for bikes and walkers
- Sufficient number of elegant looking light poles
- sufficient separation from the highway - noise and pollution
- sufficiently lighted for winter evenings (safety)
- Supports variety of modes to access station
- That bikers use the trail
- The 3M campus is currently safe. This will provide access to the public making it less safe. The multiuse trails on 3M campus should NOT be public.
- The ability to bike to work
- The addition of the shuttle station in the parking lot
- the area would benefit from more bike lanes in general
- The biking trail is a highlight for me - I do a lot of biking, but have not done any work bike commuting.
- The discouraging of public access through the 3M campus.
- The exchanges near campus are confusing and drivers are distracted. Having designated and well marked trails could improve safety and definition for access by multiple users
- The fact that these Twin Cities of ours have needed it for decades - that's what makes it attractive to me.
- The multiuse trail will detract from 3M campus.
- The multiuse trail will support 3M's commitment to being a "biker friendly" work place and will support public transit usage.
- The multiuse/ bike trail would be an improvement, especially if it connects with the bike trails south of I-94.
- the possible future 3M shuttle station would be nice
- The trail would allow cycling as a means of transportation to be more visible.
- The trail would be safer for bikes
- The trail would have to cross over or under Century and McKnight. It would need to avoid crossing traffic.
- The walking/biking trail would be great
- There is no walking route that is straight out of 3M to Woodbury, this appeals to me
- They will now need to create parking locations along the route that will displace homes and business that are currently in those locations.
- This neighborhood is not the best the way it is. Can't see the addition of this plan to be helpful.
- This trail would be appealing if it extended to McKnight or Century down to Battle Creek.
- This would be a great way to encourage biking to work in a safer environment
- This would be an opportunity to get some exercise close by work
- This would create a safe east/west bike route through 3M campus. Innovation Blvd. and Conway avenue are not very bicycle friendly.
- thoughtful design-good flow
- Timeliness
- Traffic concerns
- traffic free place to run for exercise
- Trail would also need to cross over/under entrances to 3M from Hudson Road. If the trail could go from Woodbury Dr or Radio Dr to downtown St. Paul without having to cross traffic, then I would think that would be a popular trail.
- Trash containers
- Trash receptacles
- Tree canopied so it can look appealing and provide shade in summer and snow/wind protection in winter
- Tree lined
- trees
- Trees
- trees
- Trees
- trees
- Trees
- Trees and divider from the main Hudson and I-94 road
- trees and ornamental grass
- Trees and shade
- trees between trail and highway
- Trees for shade along trail
- Trees, flowers, shrubs, plants, water features to make it scenic
- trees, hedges, or other natural elements; include some that keep leaves/needles during winter
- Trees, or some sort of barrier between the trail and the highway. Greenery, plants, shrubs would also make it nice.
- trees, plants and etc.
- Trees, shading from sun / screening the highway
- Trees/greenery
- Tunnels under the roadways where 3M roads access Hudson road.
- Tying into other trails and a crossing point for I-94.
- underpasses under busy roads, make sure I can easily walk to the campus buildings
- Unsure how public access through the 3M campus will be

- "discouraged" while still making it easy about
- Use bikes to get from shuttle stop to other parts of 3M campus
- use of plants for decoration, make it feel enjoyable
- Use public transportation to work
- Useful to connect to the bus stop from 3M Center, as no sidewalk prior
- Utilizes 3M innovation and technology
- very good lighting, clear in the winter
- Walkability- i.e. I could walk at lunchtime
- walking and biking trail.
- walking and bike lanes not comingled
- Walking and bike path
- walking and bike trail
- walking and biking
- Walking and biking specific lanes
- walking during lunch
- Walking for exercise.
- walking lane
- Walking paths - have for many years wished there were more walking paths at 3M
- Walking trails on campus that don't interact with traffic are always appealing
- Walking with co workers- needs to be quiet from noise from freeway
- Water Features, or dry rock river bed as storm/snow/rain water feature
- Water fountain stations
- water fountains
- Water Stops
- Weather protection at the platform
- Well landscaped
- Well Lit and Marked
- Well lit at night and plowed during winter.
- Well lit at night.
- Well lit for safety reasons
- Well lit with energy efficient LED lighting
- well lit, clear physical separation from 3M roads
- Well lit. Maybe 'heated' so snow/ice will melt in winter.
- Well maintained
- well maintained
- Well maintained paved trail
- Well plowed and lighted in winter
- well-lighted, timely snow removal, underground tunnel to 3M Center
- Well-paved & maintained
- What would be appealing is if this is no where near the 3M Campus
- Where are the connections, does it go to St. Paul?/
- Wide access for walkers/runners and bikes.
- Wide and separation walking from biking
- Wide enough for bikes and walkers and maintained with time.
- Wide enough lanes for walking and biking without intruding on one or the other.
- Wide enough of all traffic
- Wide enough separate lanes for biking versus walking
- Wide enough that bikes don't impede pedestrian use
- Wide enough to accommodate both walking and biking
- Wide lanes for walking & biking
- Work at 3M Company
- WORSE DECISION EVER
- Would be appealing only if the trail connected to other trails beyond McKnight and Century.
- Would be nice for walks over break times
- Would give additional route options for exercising.
- Would make the front of the main 220 building look more park like and not so commuter/traffic and interstate highway feel.
- would not ... more crime from other areas of the city .
- Would provide easier route for bike commuting to work
- Yes
- Yes I live in Elk River and would use daily
- Yes. I currently bike to work and this trail would be my path to / from Battle Creek bike paths leading to Saint Paul where I live.

2. What are your questions and concerns about this walking and biking trail?

- 2024... really??
- 3M campus is on public roads, why do we need to discourage public access
- 3M Exclusivity (this must be accessible to the community)
- 3M parking is a MESS - This is an easy answer... company could have shuttle service during heavy timeframes to get employees to their buildings... maybe hire a city bus to do this?
- 3M Parking is already difficult. How to keep commuters to bus route separate?
- a beautiful wall
- A great idea, I have few concerns.
- A Public parking near by may be necessary?!
- Access and safety - the northbound biking on McKnight under 94 is treacherous.
- Access during winter - covered walkway?
- Access to 3M campus from non-employees makes security a possible issue
- Access to Battle Creek / south of I-94 (must be safe!)
- access to go to other side of 94 to the hotels, Green Mill, home, etc..
- access to other areas
- accessibility for all
- Accessibility from South side of I-94
- accessibility to Battle Creek Trail system
- Adds public access and visibility if adverse event happens at facility
- Again keeping it clear of debris, snow, ice etc.
- Again, safety would be #1
- Also want to keep 3M Center secure and safe for employees
- Also, what about safety?
- amount of automobile traffic in the area
- And that 3M employees will be safe if there are more non employees around
- Appears to be a good design
- Are non-3Mers going to be wandering onto 3M campus?
- Are people going to be stepping out in front of cars?
- Are roller skates, roller blades, skateboards, scooters, Segways, etc. allowed
- Are the access points designed in such a way that they facilitate riding at high speed, but also allow for walkers to be separated from cyclists
- Are there really that many 3M employees that would benefit?
- Are there separate bike and walking paths?
- Are you adding bike lanes on Century, Minnehaha, McKnight -- the heavy traffic roads?
- As long as the frontage road is protected from Hwy
- availability of bike parking
- Availability of bike parking at platform
- Bad idea
- Being to close to busy traffic
- Better bike access from 3M to St. Paul downtown?
- Beyond the bus station, could the trail be kept a good distance away from the traffic for safety and maybe opportunity for some traffic and sun shading trees or bushes?
- bike access to Hudson by crossing BRT
- Bike storage options
- Bike trails are expensive, low utilization and are not paid for by bike users.
- Bike trails take money away from road construction.
- Bikers being dicks
- Blocking from freeway noise and views (trees/gardens next to it)
- blocking vehicle access between Hudson Rd and 3M campus
- BOTH the walking biking trail as well as the BRT creates a MAJOR issue for those motorists exiting off I-94 via the McKnight exit who then shortly need to turn right in order to use the new 3M parking ramp. Between pedestrians, bicyclists, and buses, we have a disaster waiting to happen.
- Bringing in crime
- Bringing more strangers onto campus
- Buses are going to impede the access from 94 to 3M Center
- Can I cross the bus line to get the battle creek park?
- Can I ride to work easier?
- Can I take my bike on the BRT
- Can it be here tomorrow? plz thx
- Can this provide room for walkers, runners, strollers, dogs AND bikes?
- can't get anywhere from these sidewalks
- car fumes
- cars getting vandalized/broken into
- Clear access a must to 3M center
- Clear Paths during winter months
- Close proximity to the heart of 3M
- Concern - safety through bad areas
- Concern about how to get north and south to other local areas upon disembarkment from BRT bus.
- Concern about pedestrian crossways over this trail and other traffic areas when trying to get on and off BRT bus.
- concern for general public access to 3M campus
- Concern in keeping the trail clean and clear of loiterers
- concern on where you can get off from this trail, or just go straight parallel to the road not appealing for biking
- concern that it will destroy the frontage road and be a hinderance

- to traffic
- concern that non-3Mers would park on our campus to commute
- Concern with keeping the natural beauty of Battle Creek Park
- Concern with public taking up space in 3M parking lots.
- Concern would be that it looks like concrete and asphalt everywhere.
- Concern: we don't want to make 3M unattractive and it doesn't fit with the local landscape
- Concerned about non 3M employees hanging around 3M buildings, outdoor space and parking in 3M parking lots & ramps. More non-3Mers using Innovation Road.
- Concerned that the walkway will cause bad traffic when coming and leaving from work
- Concerned that there will be an increase in crime on 3M campus, parking lots, and in ramps.
- Concerns = random people having better/direct access to 3M Center and how the site will remain secure while having a new public access all along the south edge.
- Concerns with mixing bikers and walkers on the same path
- Concerns: garbage and pet clean-up, picnic breaks
- Condition on this trail during winter months
- Congestion
- congestion
- congestion and loitering at station
- Connecting Sunray and Landfall with a straight-line trail through 3M Center is not the best idea. It turns 3M center into a neighborhood shortcut.
- Connection to safe walking paths on 3M campus (admittedly a 3M concern)
- Connectivity to the west suburbs
- Construction obstructing access to 3M campus for an extended period
- Construction phase? road closures?
- Construction would impede traffic for a while.
- Continuous trail maintenance? What is the plan for the trail maintenance and grooming to make sure that it's always usable (even in the winter) and attractive?
- Convenience to buildings
- Cost
- Costs. Need.
- covered walkway if it rains from the 222 building to the bus station
- crime and safety
- Crime, disruption of Oakdale community
- Criminal activity moving into the suburbs
- Crossing McKnight and Century. Would this cause additional congestion for vehicles
- Crossing McKnight at Hudson Rd is hazardous for pedestrians currently.
- Crossing over roadways, high speed traffic exiting of I-94
- crossing the highway
- crossing traffic with cars especially rush hour. Lines form when exiting 3M and this will make it worse.
- Crossing under the bridges and connecting south on McKnight to the park and then to Battle Creek and Mississippi area trails.
- Current stairs to Sunray does not get shoveled by the city.
- danger from exiting 3M car traffic.
- does it change the driving route/access that exists on Hudson Road? Don't want to lose access to 3M and McKnight from Hudson Road.
- Does it connect to anything at either end?
- does it continue past 3M
- Does it hook up to other existing trail infrastructure?
- Does this alter the current access to Hudson Road from 3M campus?
- Doesn't address North-South movement at all; not everyone works at the quad
- Don't intend to use it.
- Drainage during rainfall
- Drivers only expect 1 way traffic, so trail users may not be observed
- Driving at 3M is already challenging (curves, fast traffic, one way streets)
- During rush hour I would anticipate large numbers of 3M employees using this space, how do you manage getting these riders across the trail safely without creating issues for bikers?
- Ease of connection to 3M campus trails (if it doesn't connect, I would need to bike on roads to my 3M office)
- easy access without dismounting from bicycle
- effects at McKnight and Century crossing. Lights in cross direction needed and major marking that trail Xing Bikes trying to go through when light is changing
- Emergency Access System if needed
- Ensure parking lot in front of 220 is not used as a park-n-ride lot (keep spaces for 3Mers)
- ensure route is adequately illuminated
- Ensure the public access is not on 3M property to ensure security of 3M employees
- ensure there is plan not to disrupt car traffic flow
- Environmental impact
- Excellent idea
- Extra time it would take to get to my building
- For this bus stop to be fully utilized, 3M would need to update their biking/walking paths throughout campus
- garbage cans at stop and along

- trail, snow removal
- Getting to it from 3rd street/McKnight area.
- getting to the parking lots.
- Give access points to 201 and 230. Employees will be more likely to use this trail to access these buildings.
- good lighting to make it safe
- Great idea
- Greater potential for increased public traffic and access to 3M.
- Hard to say without knowing where it comes from or leads to. If it will link to a larger multiuse trail network, that will be nice. If it just links McKnight with Century, then why would a bicyclist use it at all?
- Having a half mile distance to the neighborhoods (plus the distance people walk to get out of the neighborhood) around 3M discourages use, particularly during the winter or bad weather. The station doesn't appear located convenient for the neighborhoods.
- High speed traffic and noise from Hudson Road traffic
- highway noise
- How are you discouraging public from entering 3M campus?
- How are you going to get walkers down to the station from Minnehaha and Century Ave?
- How close to the bus lane will it be? Will there be a "buffer" between the two?
- How do I access the trail from south of 94?
- How do I safely get - walk and bike - to Battle Creek?
- how do vehicles exiting from 94 get to the parking ramp? Have to cross the walking/bike trail?
- How do we control pan handlers or protesters from using the trail
- How do you access it from south of I-94?
- How do you keep parking lots for employees only? There is already a parking shortage at the center
- How do you propose to discourage public access?
- How does it cross the driving exits to 3M campus specifically by the new 229 ramp. This is a very heavy traffic way in the morning.
- How does it help with access (walking or biking) over I-94?
- How does one safely cross McKnight at the west end.
- How does the trail connect beyond to existing trails beyond the planning zone?
- How does the trail connect to other trails or sidewalks?
- How easy would it be to get to it from 3M?
- How far does it go in either direction?
- How far east and west does it go and does it connect to other trails?
- How far to the West will it go?
- How far will this biking trail extend east?
- How far would it extend in total?
- How far would it go? Just McKnight to Century?
- How is it going to affect my travel once under construction
- how is it maintained in the winter
- How is it paid for
- how is it separated from 3M
- how is it separated from the bus lane
- How is the trail handled at McKnight and Century in terms of crossing these roads
- how long is it?
- How long is the trail? Is it only along the south edge of the 3M campus?
- How long will the project take?
- How long would this trail go? The entire train route? (preferred)
- How loud will it be, so close to the freeway
- How many bikes can be parked at station?
- How much car exhaust will there be
- How much extra time does this add to my commute with needing to wait for a shuttle?
- How much interest has the public shown?
- How much is it going to cost tax payers and what's the return on investment?
- How much longer or shorter will my commute be compared to what it is now.
- How often will the buses come? Where will they go?
- How often would the buses run?
- How safe/protected will it be from vehicle traffic?
- How separated will the trail be from traffic?
- How to access from south of I-94
- How to keep the trail accessible during winter.
- How to make it accessible to 3M employees, but "discourage public access"
- How well will it be maintained during winter snow/ice conditions?
- How well will the trail be cleared and maintained, particularly in snowy months.
- How will a convenient and safe crossing of 94 to Battle Creek trails be addressed
- How will intersections (McKnight for example) be addressed?
- How will it be accessed
- How will it be connected to other trails in the area?
- How will it be maintained in winter?
- How will it be maintained?
- How will it be protected from the transit way?
- how will it cross McKnight and Century
- How will it cross McKnight and Hwy 120? At-grade? Elevated?
- How will it impact traffic getting

- on and off 94 from 3M Campus
- How will it inform other changes to connect within campus for 3Mers commuting by bike from home or between buildings.
- How will it tie into regional and local trails?
- how will personal safety be insured, how will people be prevented from entering 3M campus that are not employees.
- How will the area and routes be monitored or patrolled to ensure crime does not increase on the route, or in the areas surrounding it (up to 1/2 hour radius)?
- How will the trail connect to other bike infrastructure?
- how will the trail intersections with roads be handled
- How will this affect the vehicles coming into and leaving the parking lots?
- How will this alter the 3M park land out front
- How will this effect the security on 3M Campus with increased Public Transportation Accessibility for inner city individuals
- how will this impact safety and vandalism of employee vehicles
- How will this improve our access to Battle Creek trails/facilities?
- how will this prevent public from coming on campus? - safety
- How will this trail connect with Century and McKnight roads? These are dangerous intersections that are very hard to cross as a pedestrian or cyclist.
- How will you discourage public traffic from walking through 3M Campus?
- how will you restrict access
- how would I easily get to the north end of the campus? the 275 complex?
- How would it connect beyond Century and McKnight? Would it be easy enough to cross at controlled intersections, considering car, bus, bike, and pedestrians
- I am a little concerned about car traffic entering right by the bike trail from 2 aspects: 1. safety of pedestrians and 2. still having good car traffic flow into the 3M complex.
- I am concerned about crime. The public will have direct access to our campus and I worry about car break ins, assaults, etc.
- I am concerned about pedestrians and bicyclists sharing the same space safely
- I am concerned it will strain the state's deficit budget even more.
- I am concerned that safe connections will not be made at McKnight and Century avenues.
- I assume the flow of traffic from 94 Westbound would not be affected or impeded during the high traffic times.
- I assume the trail connects to other sidewalks on McKnight and Century? We can just make Hudson Rd safe for cyclists/walkers...they need to be safe on adjacent roads as well.
- I do not support it. I live in this area and I do not think it is need. Is this being done mainly for 3M??
- I don't think any access point to I-94 should be removed
- I doubt it will be used enough to justify the cost
- I live Downtown St. Paul. Does it connect to any paths that link to downtown?
- I think it may be a waste of taxpayer dollars, in light of the lack of neighborhood access. 3M people don't really need a path because we already have the sidewalk shown in the graphic.
- I use Hudson Rd to enter the center. I'm concerned the bike path and BRT line will complicate the flow of traffic into and out of 3M
- I use Hudson Road to access the campus. Would I still have access to drive on that road?
- I use the 94 on ramps here to leave campus semi-regularly. Generally projects are too stingy to tunnel under or bridge over at traffic junctions. Usually this means adding to the burden of the driver through loss of usual access or increase observational responsibility and inattentional blindness.
- I want to have access as a 3M employee to my building from the trail
- I want to make sure I can get to my building, not just the 3M "quad" complex.
- I work in building 275 located north of Conway. The current plan appears to cater to only those located in the quad buildings along I-94. I would probably not use this trail.
- I would be afraid of strangers within 3M campus
- I would be concerned about pedestrians or bikers veering onto Hudson road.
- I would like it to help eliminate having to cross the entrance/exits from I-94 and also make it easier to cross McKnight.
- I would still be concerned that the public will utilize 3M parking lots. We are short on parking today, that would be a problem.
- I'd be curious about the material that will be used for the trail. Bituminous?
- If access to 3M is limited, seems not useful for commuting employees on bikes
- If the station platform does not have direct access to the 3M campus, the gold line is functionally useless to me.

- If the trail becomes heavily used, will it impact traffic going into/out of campus during rush hour?
- I'm concerned about having people leave the trail and be wandering about the 3M campus, and the additional security risks for employees there
- I'm concerned about the 3M parking being used by non-3M employees who use the 3M Station
- I'm confused as to how far it's supposed to go, just right next to campus or farther either way
- Impact on direct access to 3M from/to 94 W. Will it require use of Century or McKnight.
- Impact on main traffic flow
- Impacts to traffic flow at Century & McKnight
- Implementation sounds challenging
- Increased foot/bike traffic close to campus could lead to an increase in crime on and near campus.
- increased foot/biking traffic on 3M property
- Increased likelihood of accidents with cars trying to get from campus onto 94 West
- increased pedestrian and biking traffic to watch out for
- increased pedestrians, increased congestion at 3M campus
- Increased public congestion around 3M campus
- Increased risk of accidents from merging traffic onto 94 and off of 94.
- Increased security risk for 3M.
- Increased security with more people around 3M Campus
- Increased traffic from local neighborhood into 3M campus reducing safety during off hours and more theft and vandalism.
- increased traffic near campus
- Increases potential for attacks on 3M employees and property
- Intersections at McKnight and Century - Keeping them sage
- Intersections of bike path (would have to be underground or bridges)
- Is it designed for actual commuting, or for leisure? For example, the Battle Creek paved trail is fun, but not practical for commuting due being very curvy, poorly designed access points/curb cuts, etc.
- Is it going to be long enough?
- is it going to be open or covered walk area
- is it going to dead-end onto nothing/ city sidewalk?
- Is it wide enough to allow both cyclist and pedestrian use
- Is it worth the expense. Is there that much of need beyond what is currently available?
- Is the funding finalized?
- Is the trail wide enough for both directions of bikers and walkers?
- Is there a high risk of accident with current auto traffic going in/out of 3M Center?
- is there any way you could move up the project to include bus lanes earlier than 6 years from now. Again this is a win / win for State/City/Company... make it happen sooner
- Is there really enough road space to accommodate without making car traffic impaired
- Is this a 24-hour stop or limited during business hours? Who will police the 3M barrier?
- Is this elevated? Higher than the existing sidewalk?
- It gets built but isn't used because it is too closed off or doesn't connect areas together
- It is too close to busy traffic
- It is unclear from this map where the trail connects to other local access points. Ideally, there would be a way to get to the Battle Creek trail system without having to cross McKnight.
- It looks hot and dirty. Put features in that keep it cool.
- It must be kept separate from 3M
- It needs to be well lit and safe
- It seems appealing for about 1/2 the year, but not during late fall, winter or early spring - too cold and snowy!
- It should reflect Minnesota
- It takes up the road where I'm used to getting into 3M
- It will bring in loitering and trouble
- It won't be used enough to justify to traffic congestion it will cause
- It would be nice to have easy access to 3M intercampus transportation for many of the employees in other buildings on the campus
- It would not be very scenic right next to a freeway
- It's already too congested and a trail next to a commuter highway doesn't make sense as a trail for recreation or safety.
- it's awesome
- It's hard to tell from the maps if there will still be easy access to I-94 West bound
- It's just a long straight trail with severe exposure to the sun, wind, rain, snow, etc.. Will be exposed and uncomfortable to use, except in only the most perfect weather
- It's visual integration into the landscape
- Jayhawks and other indicators not so long as to make folks habituated that nobody will be there, but far enough away so that one need not squawk the tires. Also Jayhawk buttons that don't require a huge deviation from the trail to push especially in winter.
- Just as important as the station and the trail, are the east and west connection points to the trail, particularly getting across I-94

- from Century and McKnight. Otherwise, it's a trail to nowhere. The sidewalks on the east side of Cent
- Just want to be sure my regular commute and entrance to 3M is not impacted or slowed down.
 - Keep it more nature-centric rather than city or industrial feeling
 - Keeping foot traffic safe from speeding bicyclists. Conversely, separating foot traffic and bike traffic so that the bikes may go as fast as they need to go.
 - Lack of public use for trail will result in wasteful spending
 - large amount of 3M traffic that would be crossing to access the frontage road
 - Length
 - Liability - who's responsible?
 - License bikes just like cars, trucks snowmobiles, 4 wheelers, trailers.
 - lighting
 - lighting - safety
 - Lighting & snow removal.
 - lighting to keep it safe.
 - limit public access to 3M property
 - Littering
 - Live too far from station (Conway Ave)
 - long overdue.
 - Looks nice. I want to make sure theft doesn't increase at 3M due to increased traffic
 - losing 3M Parking
 - Loss of shoulder used by bike traffic on Hudson
 - maintenance and cost - would it be covered by the city or 3M?
 - Maintenance and safety
 - maintenance of surface
 - Make sure it is well lit - good lighting at night
 - make sure to have adequate garbage and recycling bins available so trash doesn't accumulate
 - Make trail multi-lane to separate bikes and pedestrians
 - Making it more difficult to drive into the 3M campus due to less entry points.
 - making sure it doesn't negatively impact our business
 - Making sure there are lanes for both bikes and pedestrians
 - Many people will be on the trail smoking.
 - May interfere with bus riders if heavily used
 - McKnight and Century are not bike friendly, so the trail may be unconnected
 - Mixing walking and biking. 3M has nice walking paths. Walking occurs without the danger of being run over by a bike.
 - More direct access into the 3M Campus. Today there is not that direct access.
 - more low income kids taking bus over here to brake into cars in the summer
 - More opportunities for non-3Mers to be on campus and commit crimes
 - More sidewalks needed on 3M campus so I can walk from the station to Bldg 275
 - Most 3M employees do not work out of the Global headquarters main entrance
 - multiple access will allow neighborhood access w/out walking through 3M
 - My concern is that this trail will interfere with traffic flow
 - My main concern is that people on the South side of the I 94 will have a tough time gaining access.
 - My main question is how far east and west does the trail extend.
 - My questions would be how long it is. Is it longer than just in front of bldg. 220
 - My safety - no longer just 3M employees in the area.
 - N/A
 - N/A
 - N/A
 - Needs to be well lit
 - Needs to be well-maintained to prevent injury from ice, sand, etc.
 - Neighborhood crime taking over the area
 - night lighting?
 - no access to 94
 - No access to paths once on 3M campus
 - no areas for loitering
 - No clear route across I-94, that is needed.
 - No concerns
 - No concerns
 - no concerns
 - no concerns, we need more biking trails
 - No concerns.
 - No other concerns.
 - no questions
 - No questions, this would be a good idea and there should be adequate space to provide a bike/walk trail.
 - noise at 3M campus.
 - noise from 94
 - noise from the freeway.
 - Noise of buses near biking trails
 - noise, pollution level being close to highway
 - Non 3M employees walking around campus and on 3M roads creating a higher potential for someone to get hurt
 - non-3Mers parking in the 3M parking lot taking up already valuable space
 - None, as long as it is safe.
 - None, excitement
 - none, great idea!!
 - none, I think it's a great idea
 - none, looks appealing to me
 - **None, none at this time, none at this point, and similar (28)**
 - None, the east side is underserved in terms of safe biking and walking infrastructure. This is a we should have done this decades ago thing.
 - None.

- None.
- None.
- None. Hopefully it will not disturb drivers.
- Not sure any designs will discourage public access through the 3M Campus.
- Not sure what the trail is providing access to
- number/location of entry points
- Once you get over McKnight or Century, there's not much other infrastructure except Battle Creek. Certainly not on the east and north side of campus.
- Other than 3M campus, who are the users? Where does the trail start and end?
- Outside traffic - make 3M unsafe
- Pan Handling
- pedestrian/bike safety
- Pedestrian/cyclist safety, especially during times of high volume traffic
- people attacking others
- people not paying attention and bums jumping in front of you biking and driving
- People vandalizing 3M or cars
- people wandering off trail and getting hit by rail or bus
- People would use the 3M parking lots to park and walk on the trails. As a 3M employee, we already have lack of parking issues, causing employee frustrations and loss of work time commuting to buildings from offsite parking lots.
- Personal Safety of the 14,000 employees of 3M
- plowing during the winter months
- Potential Costs
- Potentially less current accessibility into 3M from Hudson Rd. for 3M employees
- Preventing people other than 3M employees, workers, and visitors from walking through campus. Designing with landscape may not be enough to discourage/prevent this access.
- Primary concern is safety.
- Properly managed for the seasons (ice, appropriate water run-off, snow collection)
- Provide shrubs or small trees to block access onto 3M Property
- provides greater access to 3M campus by people that have no business being on campus.
- public access
- Public access to 3M campus and loitering out front. This does not look good to customers of 3M
- Public Access to the 3M Campus
- Public cutting across 3M Campus
- Public trying to access 3M facilities for toilet, other access
- random people going on campus
- Riding close to highway - exhaust pollution etc.
- Robberies? Ability for muggers to target 3Mers and then escape quickly by bicycle
- Safe connection to buildings/neighborhoods for walking/biking
- Safety -- 24 hours -- well lighted
- Safety - how do you ensure that the trail is safe and monitored?
- Safety - introducing more types of transit and people onto campus
- Safety -- will it be covered by trees or berms that would create safety hazard
- safety - would want emergency call stations on the trail and added around campus
- **Safety (15)**
- Safety (primarily).
- Safety (separated from traffic, lighting etc...)
- Safety and efficiency with all the crossroads
- safety and security
- Safety at night on the outskirts of the 3M campus?
- safety concerns for users and current residents
- Safety due to increased accessibility to campus
- Safety for people using the trail
- safety for walkers and bikers together.
- Safety for walking/running
- Safety from vehicles
- Safety in crossing McKnight, Century and other roadways.
- safety in parking lot
- Safety in the evening hours
- Safety is my main concern
- Safety I've seen a lot of deer and even large dogs (wolves?) wandering around the campus early in the morning or later in the evening.
- Safety of 3Mers-increased traffic near the office
- Safety of bikers/walkers
- Safety of our parked cars from public, safety at night when it gets dark early in winter
- safety to those traveling and safety on campus
- safety- walkers with bikers.
- safety without impeding the flow or restriction of traffic
- Safety, access
- Safety, Frequency of service
- Safety, noise, 3M security
- Safety, traffic, we do not need the bus station and public walking paths this close to our campus.
- Safety.
- Safety. It needs to have clear separation from the road.
- same as already summarized
- same as question 1 above
- Schedule –how often the train runs
- security
- Security
- Security
- Security - who provides?
- Security and Safety of employees and increased crime in parking lots as criminals would have easy access to 3M Campus
- security for people on the path as well as neighborhoods adjacent.

We don't want people using the path as an avenue to access residential or business properties illegally.

- Security might be a concern for some people, e.g. getting jumped on the trail.
- Security of 3M employees and vehicles after dark on campus beyond the immediate station area
- Security on 3M Campus
- Security, especially when leaving work later in the evening
- Security, lighting, safety for women etc. (concern)
- security/safety
- Separate from 494/McKnight entrance ramp
- Separate lanes for walking and biking (e.g. Stone Arch Bridge comes to mind)
- Separation of walking and biking lanes
- Seriously, the traffic in the area
- Should be wide enough to allow two abreast in both directions
- Sidewalk/trail/bike lane improvements on McKnight and Century to improve north south access to the BRT trail
- Single location, as compared to multiple campus locations
- Slow down car drivers
- Smoker congregation (No smoking on 3M campus, many smokers already stand in this proposed space)
- Smokers always smoke here
- Sounds great
- Space between bike and bus lanes
- Spending more \$ for an outdated mode of transit.
- Spending too much money on to few people.
- stopping traffic on Hudson road coming into 3M
- Summer is fine for walking trial but how will the trail be maintained in winter time?

- Taking lanes away from traffic of building will create more congestion
- That it would bring non-3Mers onto private 3M property.
- That people would be on 3M property that should not be there.
- That road way removed from access would create a heavier traffic flow through campus. If the Int 94 project from last year taught us anything, it was shutting down roads causes issues in just getting to the campus to come to work.
- That there is clear signage for traffic control.
- that walker I MN are clueless with bikes on trail, they back in to trail without looking
- The bike trail crosses several streets entering 3M from Hudson Blvd (frontage road). Crossing these roads near Hudson Blvd will be treacherous, especially in morning and evening "rush hour"
- The concern will be the public using 3M campus for parking.
- The cost to the taxpayers of Minnesota
- The crossing area for pedestrians and bikes
- the driveways into 3M are wide.
- The flow of traffic that uses the frontage road to get to/from 3M
- the highway is right there
- The incidental traffic it brings to the campus
- the noise from the highway
- The open space on the south side of campus near the trail will become a littered area used by the local population as an unsanctioned park.
- The path of the trail, where would it go? Does it follow the bus line the entire way?
- The space it's going to need
- The temptation for the public to use 3M parking facilities as they

- connect to the bus service
- The waiting station for the bus
- There is already a lot of traffic coming off 94 using Hudson Road
- There is already heavy traffic along Hudson road and this offers the potential to increase...and then you add bikes and walkers and the issue just got bigger.
- There is always a fear of being by myself and being verbally or physically assaulted.
- There is no trail there and the cars move fast
- There will be no access from the south side of 94 under the bridges in the winter because no walk ways are not cleared and maintained in winter
- this road is so far from the parts of 3M that I need to access for my job
- This trail may have difficulty funneling bike traffic southbound on McKnight.
- Timeline of construction
- To be used by the public, but to discourage public access through the 3M campus seem mutually exclusive.
- too much traffic for this!
- Too close to a freeway
- Too close to campus
- Too easy of access to the 3M campus for non-employees/general public
- Too much access to non-3Mers?
- traffic
- traffic adherence to traffic laws.
- Traffic and safety
- Traffic congestion for those trying to drive out of 3M
- traffic control at intersections as Hudson is very busy during rush hour
- Traffic it would create by reducing access to/from 3M.
- Traffic on Hudson Road is too fast
- trail access/usage in the winter
- Trail needs to avoid crossing

- traffic, otherwise it will not get used.
- Trails should be separated from roadways. Include walking bridges over busy intersections (ex: both Century and McKnight at 94)
 - Transit stops become magnets for trash and homeless and undesirable things that I don't think we would want so visible in front of 3M headquarters
 - trash for the users, how will this be contained
 - trash, pet use
 - trash/litter
 - troubled individuals making 3M campus feel unsafe
 - Tunnels or bridges over road crossings.
 - Unwanted
 - upkeep
 - Upkeep
 - Usage in winter
 - Vandalism to corporate headquarters
 - Very concerned about increasing traffic, pedestrian or otherwise, on 3M Campus.
 - visibility
 - Visibility of people using the trail; needs to be very clearly separated from traffic.
 - Walking time to Bldg. 236 from station
 - We already have theft and advertisements left on vehicles at 3M.
 - We don't have good security on 3M campus for bikes, and this might increase the number of people looking around our site for bikes
 - Weather conditions and how well this path will be maintained.
 - well marked for bike side and walking side is a must
 - What are the access points? How is it accessible by the community?
 - What are the connections to other roads/paths that are not shown on the map above?
 - What communities would be served by the bus?
 - What does it connect to to the east and west?
 - What does it connect to?
 - what does it connect to?
 - What existing trails does this connect to?
 - What happens to the access to 3M campus buildings right off of this road? A lot of us use this road in the mornings.
 - what happens to the current access to building 230 and 201?
 - What is projected usage - number of people and type of usage (bikes, walking, dogs, roller blades, skate skis, etc.)
 - what is the effect to the freeways - if any?
 - What is the full distance?
 - What is the projected ongoing cost of this trail to 3M?
 - What kind of safety/security will be provided along the trail? Lighting?
 - What major roads will this trail cross?
 - What other trails will this be connected to?
 - what will be the impacts of the long trail to 3Mers and the public during harsh winter weather? Will you be walking through snow if the sidewalk isn't built? Trail to 3M campus is nice-ish to 3Mers, but is still a ways from campus. Id imagine the public would also have to walk a far ways, and cutting through campus would be a way to reduce exposure to elements.
 - what will keep bikes from hitting pedestrians? how is snow removal going to work? will there be panic telephones on the trail to make it safer to walk on at night?
 - What will the length of trail be?
 - When will it be constructed
 - when will project get built?
 - Where are the access points to the trail? Only access from Century and McKnight will encourage pedestrian traffic on 3M property.
 - where do we go for lunch if we don't have cars?
 - where does it connect in St. Paul? does it run from downtown St. Paul to 3M Campus?
 - Where does it go to the West? Downtown St. Paul? Does it connect to any other trails?
 - Where does it go? Does it connect to Battle Creek? Bruce Vento? Restaurants or food?
 - Where does it start and end, how far can we get in either directions?
 - where does it start or end? it would be great if it met up easily and safely across 94
 - Where does it stop and start?
 - Where does the BRT Trail connect to the Bruce Vento Trail?
 - Where does the trail end where does it start. What connections to current bike trails.
 - Where will it go / connect to once it leaves 3M?
 - Where will it start and end?
 - Where would people park their vehicles to ride the train?
 - Where would the stops be in Woodbury?
 - Where would the trail begin and end?
 - Where would the trail begin and end?
 - Who has right of way turning on to 3M property from Hudson road? How will bus, car, bike, pedestrian traffic be controlled?
 - who is paying for it?
 - Who is responsible for security & care
 - Who is responsible for security at the transit station?
 - Who monitors the area for people that don't belong on 3M property?
 - Who will be responsible for

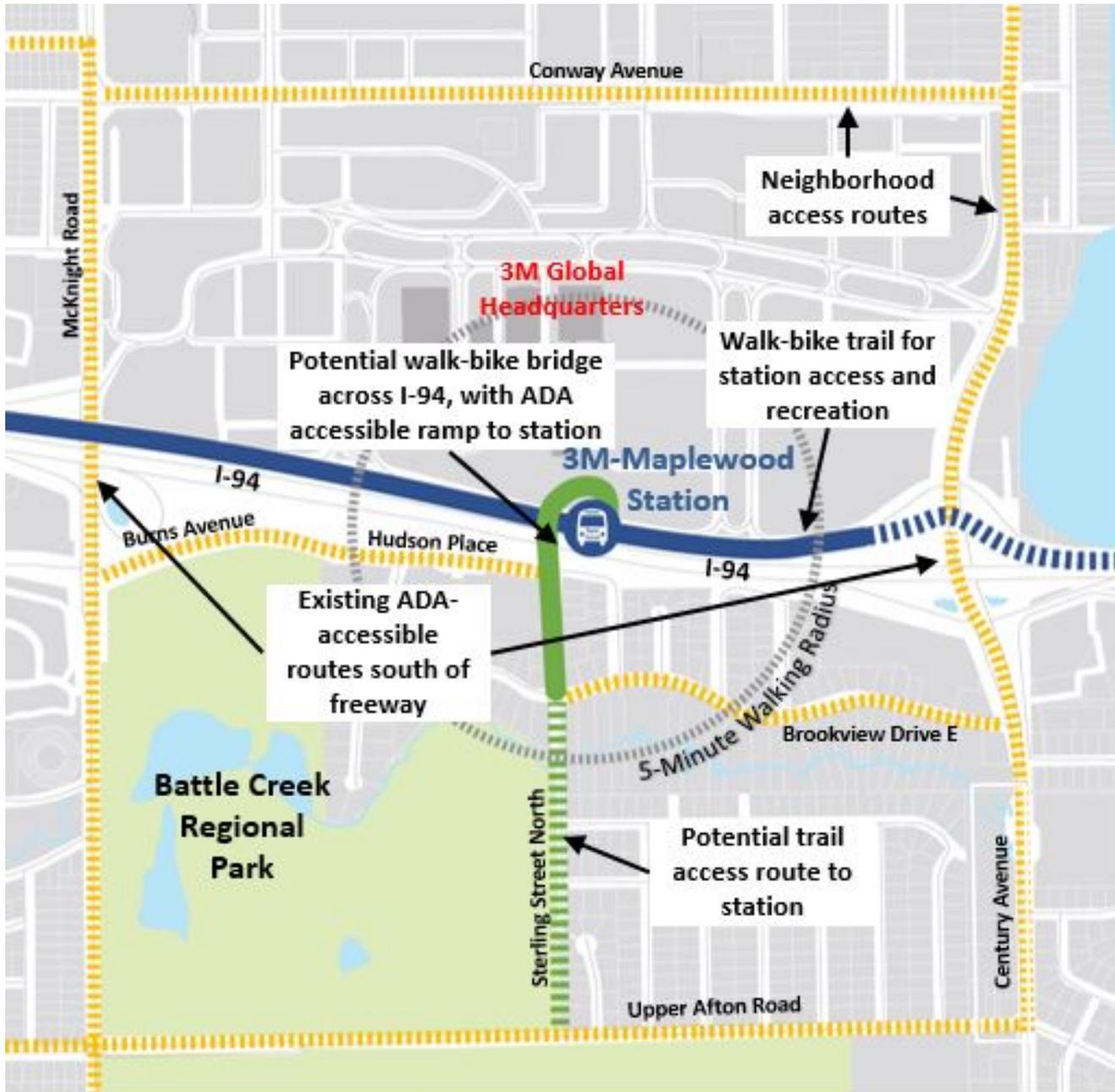
- maintenance, especially snow removal?
- Who will be responsible for maintenance?
- Who will control what happens on the trail? I.E. Will people be smoking outside or loitering on the trail?
- Who will maintain it when it snows or surface deteriorates?
- Who will maintain it?
- Who will maintain the trail?
- Who will maintain this route financially?
- Who will pay for it? The people using it should pay for it.
- Who will plow the trail during the winter months?
- Who will use this? Who wants to walk or ride a bike next to a busy highway?
- Who would be responsible for clearing snow during the winter?
- who's going to pay for the construction & operations/maintenance of it?
- Whose property would the trail become?
- Why is it needed?
- Why is so much money being spent on something that will not be used enough to support the costs?
- Why is there any question about whether this is a good idea?
- Why isn't it here yet?
- Why? What use is it? Who do you expect to use the express? 3M Employees going to the airport?
- wide enough to be safe for bicyclists AND pedestrians?
- width of trail to allow for Bike/Run/Walk
- Will 3M Shuttle service be able to access location?
- Will all motorized vehicles be banned from the trail?
- Will bikers actually use a trail that could be very busy with walkers?
- Will bring non-3Mers to the campus creating security issues.
- Will heavy use by non-3M employees be disruptive?
- Will it be a safe distance away from car traffic?
- will it be conducive to walkers? bikers can be so aggressive....
- Will it be heated in the winter? Well lit?
- Will it be impacted by weather?
- Will it be kept clear in the winter?
- will it be plowed in the winter?
- Will it be plowed in winter? (I prefer to bus in winter)
- Will it be plowed? (I like to bus in the winter)
- will it be safe for bikers and pedestrians?
- Will it be separate from 3M campus?
- Will it be shoveled in the winter?
- will it be useful for both 3Mers and the neighborhood?
- Will it be well designed for multiple users?
- will it block off access to enter campus from McKnight?
- Will it connect to other trails?
- Will it connect with a good loop around campus?
- Will it cross any roads? How will those intersections be designed to minimize hazards to cyclists?
- Will it easily connect to Battle Creek park and current St. Paul multi-use infrastructure?
- Will it feel safe after dark in the winter?
- Will it feel safe after dark in winter?
- Will it feel safe and secure?
- Will it have dashed lines for both directions of biking?
- will it have good lighting to walk at night?
- Will it reduce the amount of lanes available now?
- will it remain well kept?
- Will more traffic shift to McKnight and Century?
- Will our Security Officers be monitoring via camera the walking/biking trail by campus?
- Will police/bike patrol this path?
- Will snow be removed from this trail during the winter?
- Will the biking and walking lanes be identified?
- Will the path go to Sunray?
- Will the trail be continuous to downtown St Paul?
- Will the trail be lighted during the winter months? Will there be heating stations or lamps at the actual station? Is the arrival/departure system going to have an app capability in the future to purchase tickets and see the status of buses?
- Will the trail be wide enough to avoid congestion from walkers slowing down bikers?
- Will there be a bridge that connects the north and south pedestrian sidewalks?
- Will there be a fence between the path and 3M Center separating the two?
- Will there be a walking/biking trail along the entire 8 mile length of the BRT road?
- Will there be a way to cross I-94?
- Will there be adequate support to keep area clean?
- Will there be an easy connection to 3M's campus?
- Will there be benches, natural features, or open spaces that encourage recreational use beyond simply providing for a transit corridor?
- Will there be bicycle parking and access to 3M Center from the bike path at the proposed station near building 220? There are many cyclist commuters here at 3M and access to 3M quad from this path would greatly enhance commuter bicycle safety.
- Will there be bike lockers for

- community members wishing to catch the bus at 3M?
- Will there be drinking fountains?
- Will there be easy access from 3M Campus and other locations?
- Will there be guard rail to protect the trail from vehicle traffic
- Will there be parking for the bus stop?
- Will there be rental bikes or would we need to bring our own and store them on 3M campus
- Will there be separate lanes for bikers and pedestrians?
- Will there be separate lanes for bikers and pedestrians?
- Will there be sidewalk/path north/south on McKnight? though not sure if one now
- Will there be stairs? elevator?
- will this be off campus or extra secure?
- Will this become the smokers lane?
- Will this bring higher risk and levels of crime to the immediate area around 3M?
- Will this change the 94 Frontage road access to McKnight Rd? That frontage road is heavily used by 3Mers to access campus.
- Will this interfere with car traffic pattern?
- Will this path remove any parking at 3M, which is already limited?
- Will this restrict access for cars on Hudson road to take 8th street into the new 3M ramp or onto the 3M Campus?
- Will this trail increase pedestrian traffic on a very busy road?
- Will this trail reduce access to 3M parking lots?
- Will trail be maintained in the winter?
- Will trails give access to local businesses and eateries
- Will we end up with security concerns on 3M campus from added pedestrian traffic. (i.e. Cars being broke into etc.)
- Will we have more people wandering the campus?
- Will you build an I-94 bridge to make access more efficient or is that too costly to accomplish?
- Winter - see above.
- Winter conditions
- With the close proximity to 3M, where will non-3M employees, park, etc., without impacting the 3M employee who drive and park?
- Without half of the path designated for pedestrians, Bikes and walkers could create concerns for right of way.
- wondering how far east this trail will go
- Would additional bikers/pedestrians increase congestion near freeway entrance and McKnight Road? Concerns about seeing them when leaving work when it's dark
- Would attract non 3M people to the site. and possibly panhandlers
- would Hudson Rd be closed off to cars, would I no longer be able to use Hudson Rd to get onto 8th St (which is very convenient)
- Would it be alongside the BRT?
- Would it be easy to get form the bus to various 3M buildings
- would it be lit?
- Would it be loud being so close to I-94?
- Would it be possible to cross 94 heading South from the station?
- would it be separated from traffic
- would it connect to any existing bike trails like the Gateway?
- Would it connect to any other common trails (specifically to assist with biking to work)?
- Would it connect to downtown St Paul/Summit Ave
- Would it encourage non-3Mers to park at 3M and ride transit
- Would like to be able to access this trail when biking to 3M, and home from 3M
- Would non campus 3M buildings have access? such as building 583
- Would people on bikes use good bike path etiquette?
- Would the trail extend the entire length of the BRT route?
- Would there be a shelter so if it is raining there would be safe waiting areas
- Would there be any illumination?
- Would this be maintained in winter
- Would this make it more difficult to access freeway or frontage road to Sun Ray shopping center?

I-94 Walk-Bike Bridge/Neighborhood Access and Battle Creek Regional Park

[Back to the top of the Appendix](#)

One idea to help connect neighbors and employees with recreational opportunities -- and connect the neighborhood south of I-94 to the BRT station -- is to seek additional funding partners to build a walk-bike bridge across I-94 (see graphic below).



3. What do you find attractive or appealing about the neighborhood access routes? and What are your concerns or questions about the neighborhood access routes?

- Better sidewalks and bikeways along the access routes would be very helpful for the surrounding communities
- A walkway would be good for the area in general
- Have you looked at the "pig pen" that all transit wait stations looks like? All are dirty - urine smelling
- Too expensive; not enough "bang for the buck"
- Can we add a bike lane to Century Avenue? To McKnight?
- Will there be a park and ride garage or parking lot?
- Will need bike racks
- 3M should provide a main access walkway from the station directly north to Conway both for the workers walking to lunch and for residents walking south to the station, especially since there are no sidewalks on Century Ave.
- Just make sure you can walk across I-94 on both Century and McKnight and there is a crosswalk to the other side of each street shortly after the crossing
- Access to station seems a bit too far to be practical

Battle Creek Regional Park is south of the new BRT station, with miles of walking and biking trails (see map below). The section closest to the BRT includes trails (walk, regular and mountain bike, cross-country skiing, snowshoeing), picnic facilities, a play area scheduled for expansion to include activities for children and adults, and a potential future disc golf course.



4. Which of the Battle Creek Regional Park activities or facilities noted above might be of interest to you/your family in the future?

- 3M should buy the place as a replacement for Tartan Park...
- A walk-bike bridge would significantly increase my use of BC park.
- Access to Bike Trails
- Access to the trails
- Access to walk / bike paths
- Add snow making to the Nordic ski trails.
- Agencies (city, county, regional) are actively looking at ways to increase access to regional parks, especially for disadvantaged people
- All
- All
- All
- All
- all
- All activities are of interest to me
- All except for disc golf
- All listed
- All of it. I routinely run on the trails on both the east and west side of Battle Creek. A pedestrian bridge would be fantastic.
- All of the above.
- All of the facilities are great, but I do not have time to use them during the workday.
- all of the trails for running, even during lunch
- all of them
- all of them - this would be fantastic!
- All of them are of potential interest to me
- All of them!
- All of them!
- All of them!
- All.
- All/most.
- Allow full integration with 3M Campus
- almond trails, picnic facilities
- Although these are nice, I do not come to 3M for recreation. I come to 3M to work.
- An opportunity to go for a real walk in a pleasant place.
- any running/hiking areas
- Aquatic center
- Aquatic Center
- aquatic center
- aquatic center (would be nice if I could get a swim workout over lunch)
- Are you suggesting that 3M employees might use BCRP after work? Sorry I already work 10-12 hours on average everyday. I do not see myself going to BCRP after work in the dark.
- As it pertains to working at 3M, this would not increase my use of Battle Creek Regional Park. I have used the dog park area in the past, but it was quite a while ago.
- Ball park
- Battle Creek is a nice park. But I will continue to use my car to access it.
- Battle creek mountain biking
- Battle Creek walking trails - if I didn't have to worry about vehicle vandalism in the parking lot, which has been a problem for quite a while now.
- Bike / Walking trails
- Bike access across I-94 is main attraction for me.
- Bike and walking trails
- Bike only trails
- bike path and walking paths,
- Bike trails and walking trails, picnic spots
- Bike trails if they connected to bigger trails in the area.
- Bike Trails that connect to trail along Hwy 61 and Shepard Rd.
- bike/walk trails
- Biking & cross-country ski trails
- Biking and walking trail. Cross Country skiing
- Biking and walking trails
- biking running
- **Biking, bike paths/trails (34)**
- biking, cross country skiing, picnic, golf, aquatic center
- Biking, hiking, cross country skiing
- biking, picnic, playground.
- biking, picnic, walking
- Biking, Picnic, Walking paths
- Biking, picnicking, walking
- biking, running
- biking, running trails
- biking, snowshoeing, cc skiing, picnic
- Biking, x-country skiing
- Biking/running trails.
- Biking/Walking paths
- biking/walking/picnic
- can't think of any right now
- company picnics
- Connect to businesses... go for a nice walk, but then swing by store. The pond by Suburban/White bear is terrible.
- Cross Country Skiing and Snowshoeing
- Cross country skiing, mountain biking, hiking, walks.
- **cross country skiing, trails (25)**
- cross-country skiing
- cross-country skiing trails, walking trails
- Cross-country skiing, biking, picnicking
- currently use multiple activities/facilities (not part of workday), this access may allow for access during the workday
- **Disc golf, disc park (12)**
- Disc golf, dog park, picnic pavilion
- disc golf, hiking, biking, picnic shelter/pavilion

- disk golf would be fun
- **Dog area, dog park, or off-leash dog park/area (24)**
- Dog park is excellent!!!
- Dog park, trails
- Driving range
- During the work week, the walking trails would be beneficial. I'm not sure I would use the other trails while at work.
- Easy access to walking trails after work hours
- Everything
- expanded children's play area
- flat walking paths for kids to bike on
- geocaching
- golf
- Golf
- Golf
- Golf and Disc Golf
- Golf course
- golf`
- Good idea, but I would use the parks closer to my home in St Paul.
- Graphic not available to me. From memory, I have used the bike trails when I lived in the area. Picnic grounds would be usable to me.
- Great idea! Running, cross country skiing, golf
- Haven't really considered. May consider if 3M has more access to them from our buildings. In the past when I was a runner this would REALLY have been appealing.
- Hikes
- Hiking
- Hiking / walking trails.
- hiking trails
- Hiking trails
- hiking, biking, cross country skiing,
- snow shoeing
- hiking, picnic
- hiking, skiing
- hiking, snow shoeing, self guided nature walks
- Hiking, trail running, biking, cross country skiing
- I actually spend a lot of time there now
- I already occasionally walk in Battle Creek park, both the section just south of 3M (SE of McKnight and 94), and along battle creek, to the west of the park, I currently get there by walking under 94 bridge, which is not fun, nor particularly safe.
- I already run on the battle creek trails daily weather permitting.
- I already use it on weekends. No change.
- I also like to connect to the Mississippi River trails too, or to the Woodbury trail system.
- I also ride my bike along the battle creek path and around in the park. This access would improve accessibility to walking and biking in and near the park.
- I am interested in many of the activities. It's a beautiful park system but safety is an issue and is the single reason I do not already use it more often.
- I am interested in mountain biking and skiing in the park.
- I am told the Park is not safe, so I would not plan on using the facilities. Is there plans to make the park more safe?
- I bike in the park though I'm most interested in the perimeter trails as the core trails often have too many people walking to be good for biking.
- I can access them without the bus
- I currently drive to Battle Creek to walk/eat at lunch; I would use winter/summer trails, picnic
- I currently ski, hike, and bike the park after hours, and would jog there over the lunch hour if a dedicated access were available
- I currently use the BC bike and running trails but only after work hours or mostly on weekends.
- I drive down to ski in the winter
- I drive to Battle Creek to use the facilities now to get there. I would walk if it was more convenient.
- I frequently use the paved trails on my bike commute to work
- I have used Battle Creek regularly for running and biking.
- I have used the Battle Creek regional trail many times. It is a fine trail for some occasions, but for regular commuting I ride on the road since it is more amenable to riding at speeds above 10 mph
- I like the running/walking paths.
- I like the walking and biking trails
- I live on Battle Creek, so I'm good.
- I think the Bridge between the station and BC Park is imperative, along with useful and safe connections with McKnight and Century. Otherwise, it's a pathway to nowhere.
- I use the dog park frequently
- I use the off-leash dog park - it is terrific, we love it
- I walk in the park several times a week (and I pick up trash)
- I walk the turf trails at Battle Creek frequently
- I would be most interested in having bike trails and picnic areas accessible from 3M at Battle Creek.
- I would be very excited to get the trail connecting Upper Afton Road to the BRT because I think it would provide a safer bike route if I decided to bike from Woodbury.
- I wouldn't use battle creek - however, I know fellow employees would
- ice skating
- I'd like easy access to Battle Creek

- park.
- If I were to use the park, it would be for walking, running, mountain biking, snow shoeing or cross country skiing
- I'm not sure what is available at the swimming facilities, but I like to swim. I might x-country ski if skis were available - I'm not taking them on the 3M shuttle.
- Interested in all other options for after work and weekends with family
- It would be a great amenity for 3M to be connected to the park.
- Lawns where I can read
- Low
- lunch picnic destination
- many
- Maybe biking paths
- More paths/trails!! I run at lunch and they are fantastic
- Mountain biking and cross country skiing.
- Mountain biking trails
- Mountain Biking, Cross Country Skiing
- **mountain biking/trail (14)**
- Mountain Biking; Picnic Area
- mt bike, bike, running, cc skiing.
- My primary interest would be the mountain biking trails. I can see myself biking to the Woodbury BRT stop, working, going for afternoon Mountain bike ride at Battle creek, and then returning home on the BRT system.
- Neither
- neither. I don't use those parks.
- never been there, so not sure
- no
- no change for me.
- No, last time I was there with my kids there was a lot of broken glass
- None -- I do not go to the park
- None - I live too far away and would use a park closer to home.
- None - I would use facilities closer to home as our jobs do not allow for walks to the park and we already have a walking path on campus.
- none are of interest
- None- my house is in the northeast and I don't have my kids at work.
- none not from the area
- none of the above. I don't live in the Battle Creek area so unlikely to use.
- None stand out at this time
- none, I am at 3M to work, not for recreation, walking, bike riding. Don't try to include 3M in as a user for the park or a reason for the BRT.
- None, I don't go to BCR Park
- None, I tend to want to go home after work
- None, I would more than likely access Battle Creek Park from my home location in downtown Saint Paul
- **None, NA, and similar (63)**
- none. don't live in the area
- None. If I want to go there - I would drive.
- None. Are you considering that we have snow for half the year?
- None. Have you read the paper lately? I don't want any of that bad stuff to happen to me.
- None. I live in Minneapolis.
- None...do not go to them after dark. Known to be crime in them.
- None--this park is not safe.
- Nordic skiing, running, mountain biking.
- Not a relevant question for work.
- not interested
- Not interested in battle creek - want connection to downtown St. Paul
- Not interested in this feature
- Outdoor tables/seating for lunch
- park
- park access
- parks
- Path connection to the large pavilion by the water park.
- paved and mountain biking trails
- Paved bike trails
- Paved biking trails
- Paved paths
- paved walking/bike trails
- pavilion
- Personally not interested
- Picnic and walk and bike facilities for over lunch hour or before/after work
- picnic area and golf course
- picnic area/picnic shelter
- Picnic areas and biking and walking trails, possibly cross country ski trails
- Picnic areas and biking routes.
- Picnic areas and picnic shelters for 3M team outings
- picnic areas and walking trails
- Picnic areas, walking paths
- Picnic facilities (or in general, places to sit)
- picnic facilities-- bridge access might make park picnic facilities mote attractive for 3M lunch events
- picnic space for work events
- picnic tables, walking trails, food truck area in nice weather, nice bathrooms
- **Picnic, picnicking, picnic area, facilities, shelter, or pavilion (55)**
- picnicking
- picnics, walks, skiing, biking
- Play area
- play area
- Play area, sledding hill
- playground
- playground
- Playground
- Playground & Picnic area
- Playground for kids
- Playground, Waterworks Aquatic center, Picnic area, Golf Course
- pool
- Pool and trails
- Providing safe access to the BRT stop for the neighborhood south of I-94 is necessary and just, regardless of recreational interests

- of 3M campus employees
- Recreation center, Picnic shelter & Golf
- Regional Park
- regular and mountain bike
- Regular biking trails
- Restrooms, picnic shelter, picnic pavilion
- RI have run, biked, skied and walked in Battle Creek park.
- running and cross-country skiing trails
- running and walking on the trails, and x-country skiing
- running at lunch
- running path
- running paths
- Running Trails
- Running trails
- running trails
- Running trails, Picnic pavilion
- Running, cross country skiing and biking.
- running/walking and biking
- Running/walking trails
- Running/walking trails
- Safe access across I-94 is critical to me whether or not Regional Park activities are in place immediately.
- Safe passage to mountain bike trails
- snowshoeing
- Snowshoeing, walking, water park
- So, 3M can promote its usage among employees?!
- Th dog park and trails are definitely great.
- The Battle Creek Park is a excellent option for 3M employees to have a lunch outside
- the bike path
- The biking trails
- The disc golf course, if implemented would bring me to that area.
- The dog park
- The dog park, picnic area, and walking trails are all of interest
- The facilities are of interest now but no great way to get there.
- The hiking trails
- The park is known as a scary area, not sure I would use it
- the trails are great. The dog park and picnic areas are very nice too.
- The trails for walking/running
- the walking and biking trails
- the walking path
- The walking trails
- The walking trails and x-country skiing
- the walking train
- This is not of interest to me
- Trail from Ruth St to River
- trail hiking and cross-country skiing
- trail running/xc skiing
- Trail System
- trails - running/walking
- **Trails (17)**
- Trails (walking, biking, cross-country skiing, snowshoeing)
- Trails and disc golf
- trails and picnic area
- trails and picnic areas
- Trails for running
- Trails for running/walking/biking
- trails for use of 3M employees who regularly run over lunch times would appreciate direct connection
- trails, biking, picnic
- trails, sledding hill, picnic area, aquatic center
- Trails.
- walk
- walk ways
- walk, bike, picnic
- walk, bike, picnic
- Walk, Bike, Picnic,
- Walk, mountain bike, regular bike, CC SKI, snowshoe, picnic
- Walk/bike trails
- walk/bike trails. Picnic areas.
- Walk/Bike/Run paths
- Walk-bike bridge
- walk-bike bridge over I-94. I would use that almost every day.
- walking (but it is already good)
- walking / running
- walking and biking paths - the bridge is awesome!
- walking and biking paths; picnic areas
- **Walking and biking trails (20)**
- Walking and biking trails, picnic grounds.
- Walking and hiking trails
- Walking and Picnic Facility
- Walking and Running trails
- Walking and swimming are also a priority
- walking at lunch or on weekends when at work
- walking or mountain biking
- Walking path, picnic facilities, play area
- walking paths, mountain biking, connect to biking paths for commuting
- walking running or biking after work. picnic area to use during lunch.
- walking trail, family biking trail (wide enough for little ones to ride with family)
- Walking trail, picnic area access, disc golf
- walking trails and disc golf
- walking trails, picnic area
- walking trails, picnic areas, swimming pool
- Walking trails, picnic facilities
- Walking trails, picnic facilities, a play area (depending on the play) for adults.
- Walking trails, picnic.
- Walking trails, XC ski, snowshoe
- walking trails, xc skiing, snowshoeing
- walking, biking and cross country ski in winter
- walking, biking, disc golf, cross-country skiing
- walking, biking, eating lunch in good weather
- walking, biking, picnic
- Walking, Biking, picnic
- Walking, biking, picnicking
- Walking, biking, picnicking

- walking, biking, running trails
- Walking, Biking, Skiing
- Walking, biking, skiing
- Walking, Cross-country skiing
- walking, cycling, picnic facilities (3M departments could even host picnic events in Battle Creek more easily if employees could simply walk there safely)
- walking, hiking, bike riding, disc golf
- walking, running, biking trails
- walking, running, mtn biking, snow shoeing
- walking, snowshoeing
- **Walking, walking trails, walking paths (78)**
- walking/ bike path
- walking/biking trails
- walking/biking trails
- Walking/biking trails, picnic area
- Walking/Biking Trails, Picnic Facilities
- Walking/biking/hiking trails
- Walking/running paths
- walking/running trail
- walking/running trails
- walking/running trails
- walking/running trails
- walking/running, biking, cross-country ski, snowshoe
- walking/running/biking trails
- Water park
- water park
- Water Park
- water park - maybe
- water, golf, walk, sledding, picnic
- Waterpark
- waterworks center, XC skiing, golf, dog area
- Waterworks, Golf, Sledding, X-country skiing, Picnic
- We do use Battle Creek Park's picnic facilities for the division right now. Personally we go there to walk as a family. Perhaps a place to skateboard safely for kids.
- We walk Battle Creek Regional Park occasionally
- wetland
- Who would provide security for 3M employees using park?
- Yes

5. Battle Creek Regional Park is beginning a master planning process this year. What different or new recreation activities or facilities would interest you in the future?

- 3M annual picnic facility pavilions like Tartan Park had.
- 3M employees do not have time for lunch let alone use a walk-bike bridge. The bridge is a silly idea from some European who has does not work at 3M.
- 3M Science Discovery Center - makes the 3M HQ BRT station a true "destination" for non-employees and make allow higher usage of line, particularly for families
- 3Mers know how to cross the street and follow street lights. I walk to Battle Creek during lunch occasionally. No problem at McKnight.
- A 3M walking club to utilize the park paths
- A bigger lake
- A concession might be to make the current underpass on McKnight more pedestrian friendly
- A crossing at McKnight to connect to the trail next to Battle Creek
- A dedicated, well-designed skateboard area.
- A disc golf course would be very nice as an addition
- a fora-gable forest
- A library - new RCL branch
- A lot safer than people crossing under bridge.
- a public swimming pool
- A Soccer field (or more than one)
- a tunnel would also work
- Ability to bike up ramp and across bridge. Do not want to have to get off bike and carry up stairs.
- access to 3M
- Access to transit would make the Park a better venue or concerts and outdoor plays. An amphitheater would be good.
- activities for the aging population to help us get in shape or maintain fitness
- Add running trails
- Adding more trails.
- Adding summer movies at the park could be appealing
- additional biking/running options
- adult physical fitness stations throughout the different walking paths and trails (ex. sit-up station, pull-up station, etc.)
- all of the above plus disc golf
- Already comprehensive. No additional ideas.
- An indoor activities center along with Pool will help with using facilities all year around
- An walk/bike access bridge for persons across I-94 is good, it does not address concerns from other directions like Hwy 36 and other dangerous roadways.
- anything that would improve the safety of the parking lots, which are currently an area of frequent break-ins
- archery
- Archery Range
- As a runner and father... current status restricts from crossing 94 without risk.
- Awesome!
- Awesome! I hope it happens!
- Bad idea
- Bad idea
- Bad idea. We don't need public access to 3M Center
- Ball Field
- baseball diamond
- Baseball diamonds
- Basketball
- basketball court
- basketball courts
- Basketball courts
- BC is a great park with a lot of options. I can't think of anything more it needs.
- Beach
- Being able to cross I-94 easily on foot would be great.
- Best idea you've had! make it happen!
- Better access to other trail systems
- Better aquatic center
- Better lighting & security would be needed
- Better marked mountain bike trails
- better picnic facilities with grills
- better playgrounds
- Better restroom facilities
- Better security features/ people on duty and ways to contact them in case of problems.
- Better security, surrounding neighborhood is not the best.
- Better winter maintenance of bike trails (snow removal and ice mediation)
- Bigger playground facilities
- bigger waterpark
- bigger/better children's play area
- Bike / Walking trails
- Bike bridge to the park would be nice
- bike fixit stands
- bike path connections to other parks for ride throughs
- Bike paths
- bike rentals on 3M campus or at the park
- Bike renting/sharing station nearby
- biking
- bird watching, adult swing areas (bench swings)
- boating
- botanical garden
- BRT is a small step to make transit more fair and accessible to all in

- the East Metro
- BUILD IT!
- Can't think of anything
- Climbing
- Community garden?
- Community gardening, invasive species pant pulling and garbage pick up days.
- community gardens
- community pool - not just shallow splash pool
- Concerned about security issues in the park. There are very few lights in the park
- Consider adding kayaking on the ponds
- Construct a bike trail from Hudson WI to the center.
- continue to maintain and update - safety
- continued maintenance of bike/walking paths
- cost will be too high
- COST! Sounds great but . . . understand that the cost of a bridge will be huge and not sure that the value of same can justify that expense.
- could be an underpass
- Could facilitate bike commuting
- Could it be surfaced with a material that doesn't reflect all of the possible heat/brightness? Would be more likely to use over lunch if it's possible to return to work not drenched in sweat.
- Covered picnic pavilions.
- Covered walkway for inclement weather
- Cross country ski
- cross country skiing, nature trails, pet access
- Crossing 94 is extremely dangerous currently - I support any other safe options
- Current offerings are sufficient for me
- Definitely would encourage the ability to get south of the 3M Campus, without going all the way to McKnight or Century avenues.
- designated running and hiking trails
- disc golf sounds like fun!
- Disc golf/ Footgolf.
- **Disc or Frisbee golf (21)**
- disk golf, more mountain biking,
- DO IT!
- Do it!
- do it, but keep campus safe
- Dog friendly water park or "playground"
- Dog park
- Dog park is very well utilized (but I don't have a dog)
- Don't know.
- Don't let Munilla Construction Management (from Florida) build it
- Don't live in the area close enough to utilize the park.
- Don't need it.
- Don't see a need for the small amount of people who would use it since most would be going to 3M, not Battle Creek or housing
- Don't see the value -- when I'm at work I don't have time to go to a park. After work I can drive.
- Don't think it is needed
- Drinking fountains along the path
- Easier access from across I-94
- Easier access to the dog park.
- equipment rental
- even more walking trails
- excellent addition
- Excellent Idea
- excellent idea
- Excellent idea, empowers bike commuters from south of I-94
- Excellent idea.
- Expand public pool and dog park
- Expanded development of Mountain Biking trails
- Expanded park
- Expanding trails
- expensive, bad idea, will lead to an increase of crime on 3M campus
- Fat biking in winter
- fat biking trails
- fence around off leash dog park
- Finally!!!!
- Fishing and/or kayak rental would be great.
- Fitness center
- Fitness course
- Fitness trail (like they have in Europe)
- Fix pond by suburban/white bear. There isn't even a side walk, and it is just an ugly swamp.
- Focus on environmentally safe practices: no pesticides, rain gardens, public gardens, MN native plants
- food truck access
- Food truck area.
- Food trucks!
- Food trucks?
- food trucks?
- foot golf course
- garbage cans to reduce littering that falls onto traffic.
- get rid of the gangs
- Get the user to pay, no, serious, just try to. You pay for roads by fuel taxes and vehicle registration so give that a shot, get the user to fund it. Good luck!
- Good addition, would make biking to work easier
- good idea
- Good idea if it can maintain some level of separation/security to prevent trespassing on 3M property
- Good idea to encourage more foot and bike traffic
- Good idea!
- Good idea!
- good idea.
- Good idea. Right now, those neighborhoods are very separate
- Good idea. It's a better idea than a tunnel.

- great
- Great idea
- Great idea !
- Great idea and needed
- Great idea for company walking events
- great idea for company-sponsored walk events instead of 3M roads
- Great idea that is long overdue. Go for it!
- Great idea to add and provide quicker access to park. Currently drive their in summer for lunch.
- Great idea to have a walk-bike bridge across I-94.
- Great idea to limit public access to the campus.
- great idea!
- Great idea!
- Great idea!
- Great idea!
- Great idea! I would say this is a MUST!
- Great Idea!!!
- Great idea!!!!
- Great idea, and essential for connecting Battle Creek park, particularly if we can make BCP a "destination" worth commuting to (see above ideas on Discovery Centers at the park)
- Great idea, but good luck in trying to find funding for it.
- Great idea, especially if there are closely accessible picnic areas
- Great idea. McKnight Road has a sidewalk for pedestrians, but Century does not. It is very dangerous to walk under the overpass on Century.
- Great idea. Interstate is a large physical barrier.
- Great idea. Maybe 3M can dispose some bikes that employees can use during lunch time
- Great idea. When I bike to 3M, it's hard to find an access point that doesn't result in some peril!
- great needed concept FINALLY
- great way to give access for 3Mers to Battle Creek park
- gun range
- handicap accessible paths for ALL wheelchairs etc.
- Have public bikes available near 3M to zip to the park on lunch breaks
- Having a walk/bike bridge across I-94 would be great!
- Having info on plants & animals throughout park.
- Having our division picnics at Battle Creek park.
- Hiking
- hiking biking
- Horseshoes.
- How about 4 Wheeler trails?
- how good is the biking and walking along upper Afton. what is the usage/traffic for walk-bike bridges I see over I-94 in St Paul. I never see anyone on them...
- How many miles will the bike trail be?
- How will it connect to the regional trail network?
- How will this access affect security on the 3M campus?
- How will this be maintained in the winter time is the biggest concern.
- I actually like it just as it is but would be interested in seeing what they are planning.
- I am for it
- I believe many 3M employees would also use it for lunch time walking.
- I cannot think of anything beyond what is being proposed
- I can't think of any
- I do not live in the area
- I don't know. If they added a rink it might be nice for winter skating.
- I don't like the idea.
- I don't live in the area, and it is not near my work location, so I personally would probably never use it.
- I don't plan to use this area
- I fail to see how the project would be successful without it; the station should also serve residents of the community south of I-94 who may be commuting west, not just St Paul/Minneapolis residents commuting to 3M
- I fully support use of 3M resources to create a bike walk bridge to the park
- I generally stay around the Cottage Grove area.
- I hope this project gets scrapped. It provides no benefit. I don't know of any 3M employees that find a benefit to this project.
- I just love the idea - it is so hard to run/bike under 94 today
- I just wonder if there will be a lot of stairs to get to it
- I like it
- I like it
- I like it!
- I like it!
- I like it. I would use it
- I like it. But this will open the 3M Campus to more non-3Mers and the greater risk of "riff-raff".
- I like the idea
- I like the idea and would use it
- I like the idea of a walk-bike bridge across I-94. McKnight and Century are optimized to move vehicle traffic and pedestrian crossings at the on/off ramps are somewhat dangerous.
- I like the idea of having a connecting bridge to Battle Creek Regional Park.
- I like the idea, but wonder if cost to build and maintain is too high given that you can already take McKnight
- I like the safety aspect.
- I live in St Paul, in the cathedral Hill/Mc Groveland area. I have what I need in parks and outdoor

- venues closer to home.
- I live south of 94 and would bike to work but do not feel safe crossing that intersection
- I love it!
- I love it! how can we get it sooner.
- I love it!!!!
- I love the idea and how it would promote greater bike traffic
- I love the idea of a bridge
- I love the idea of a walk bridge. Access to south side is dangerous or difficult for pedestrians, currently
- I love the idea of a walk/bike bridge across to campus. This would make it much easier and less scary to get across 94 from Woodbury.
- I love the idea! I know there is some concern about safety at Battle Creek, but if more people could get over there, that would increase park use, and maybe increase safety.
- I love the park. No ideas for new activities. Please continue to allow geocaching and Munzee.
- I love the paths, it would like them even more of they were narrower / more aesthetic
- I love the walking/biking paths - add more
- I love this idea. It would greatly improve biking to work safety for people arriving from the South. Hopefully this wouldn't have to wait until the BRT is completed
- I love this idea. Connects 3M and the BRT to the community on the south side of I-94
- I mostly like the park as is.
- I occasionally run and cross-country ski at Battle Creek during lunchtime. This would make it so much easier to do this - I would do these activities more often with improved access.
- I probably would just drive over
- I really like the idea
- I think a walk-bike bridge across I-94 is a great idea
- I think I might use Battle Creek more with one
- I think it is a fantastic idea.
- I think it is a good idea
- I think it is great idea
- I think it should happen for local area
- I think it would be beneficial for people that bike/walk to work.
- I think it's a good idea
- I think it's a good idea for the safety of 3M employees and nearby residents
- I think it's a good idea.
- I think its a great idea
- I think it's a great idea
- I think it's a great idea - it would also improve the bike access to 3M campus if it connects to the bike trail through lower Battle Creek.
- I think it's a great idea.
- I think it's a great idea. I would use it frequently! It needs to be kept up well/maintained though...
- I think it's a long overdue upgrade
- I think it's a safe way to get more people walking/biking.
- I think it's a wonderful idea!
- I think that is a wonderful idea
- I think that this would really improve use of transit in the area, and would help drivers AND pedestrians stay safer, especially at the McKnight/Hudson/I-94 ramps intersections.
- I think that would be a great addition to this area to improve walking and biking experience.
- I think that would be a great idea! I see people crossing to get to the trails south of I-94 via McKnight, and I think the walk-bike bridge would be a much safer / convenient option
- I think the bridge is a good idea based on the number of people
- from 3M that go to the park over their lunch hour, etc.
- I think the bridge should be closer to McKnight Road so there isn't so much congestion right by 3M main campus.
- I think the facilities are pretty good, as I mentioned, we get a lot of little and the park is heavily used. More attention needs to be given to trash and maintaining the condition of the buildings we already have.
- I think the project is a waste of tax dollars. Why would I utilize the park and then have to not use transit to get home, thus driving my car and burning more fuel. Bad idea to think expanding access to a park from a business.
- I think the walk-bike bridge across I-94 is a must for this project in order to have ease of access in both directions
- I think this is a fantastic idea even if the BRT station does not go through.
- I think this is a good idea.
- I think this is a great idea!
- I think this is an excellent idea and I am 100% for it.
- I think this would be a great addition.
- I think this would be a great addition. I have often ridden my bike in Battle Creek park but drive my vehicle with my bike in the vehicle. Having a safe convenient access over the freeway would be better alternative.
- I think this would be a great and safe improvement for access to Battle Creek.
- I think this would be great, not only for the battle creek neighborhood to have access to the BRT station, but for 3M employees to have better access to the park. Even with the addition of the trail on the west side of

- McKnight road, the intersection of I-94 and McKnight is very dangerous for pedestrians and bikes.
- I will probably be retired by the time this is up and running but if not, I would likely use it.
 - I won't use it
 - I worry that I-94 was recently under constructions and that this will create unnecessary delays and expenses.
 - I would be concerned about security late at night
 - I would be very interested in having a walk bridge just for accessibility
 - I would have loved this idea when I lived on the east side of St. Paul south of 94 to be able to safely bike to campus
 - I would like the path to connect to the park paths. Not be dumped onto the neighborhood streets
 - I would love to have a bike option to go from 3M bldg. to 3M bldg. as opposed to only having the vans or option to walk. This would not be in scope for the DOT or maybe it would?
 - I would not like to see different or new activities/facilities
 - I would not use it, as I do not live in this area
 - I would put police station in the park so that 3M employees would be safe
 - I would rather see this money be spent on improving our roads!
 - I would suggest that the necessary structural infrastructure for a bridge be installed, but the pursuit of an actual bridge wait until after the new station is up and running and an objective analysis of potential usage be completed.
 - I would swim if there was a real pool, not just a kiddie pool
 - I would use facilities closer to home to allow family members to be included
 - I would use it
 - I'm not a park person and have a family who plays sports
 - Ice skating rink
 - I'd prefer a tunnel, but I'll take what I can get.
 - I'd rather go under than over but it's probably not realistic to raise the highway vs adding a walking bridge.
 - I'd use it a lot and think it's a great idea
 - Identification/information about plants, trees, wildlife to better connect visitors to the natural space
 - If I have my laptop, lunchbox, work clothes etc. to bring home, and go to the park, do I have to go back to my desk, which may not be in the quad, then go back to the BRT stop to get home? That seems like a lot of work.
 - If people go to the park after work, would the BRT line run late into the evening?
 - If the walk bridge ISN'T created, the anticipated complications will cause dissent for the whole project.
 - If they are concerned about putting the BRT in and its connection to the park, put it on the south side of I-94
 - If this is accessible during lunch hours, it could make for good use to have walks.
 - if this would keep bikers off the roads and in traffic I am for it.
 - if you don't do that, at least put a good sidewalk on east side of McKnight or west side of century (east side of century has no benefit, too many dangerous intersections)
 - If you don't have a bridge, I could see people walking into the roads and interstate
 - If your going to have the station, might as well have the bridge
 - I'm not Asian, but with a higher Asian population in this part of the community, perhaps a badminton court would be a nice addition, with instructions to limit play to 45 minutes.
 - I'm tired of the metro-area's lack of thoughtfulness on pedestrian safety. The light rail lights fail in this regard; far too many accidents.
 - I'm very happy with the park as it is.
 - I'm very supportive of a walking bridge across I-94
 - improve the access along Century and McKnight
 - Improve the safety for people using the park. Females are afraid to be at that park at night.
 - Improved tie-in to trails along McKnight might be less distance to walk to get to park access
 - In full support of this!
 - In general I support it, but I question how many people live within the 5 min radius.
 - In the last year, the two connections along McKnight and Century (under 94) have made access to 3M significantly better, but we still lack many crucial connections. Adding non-automobile infrastructure would make a huge positive impact on 3M and its employees.
 - increased emphasis on safety
 - indoor pool/community center
 - Instead of a bridge is a tunnel better? (i.e. like what they did with the Gateway trail under Hwy 36)
 - interesting idea, could be good for 3M fitness, we sit all day with no windows, sad...
 - Is it covered?
 - Is there a specific bike lane?
 - Is this an opportunity for a bike share program?

- Isn't there already a path under I-94 at McKnight?
- It is great idea.
- it is a good idea for those that are in the area and could utilize the BRT to go wherever it is routed
- It is a good idea that will serve many people
- it is a great idea
- it is a need to keep people safe
- It is an excellent way to provide access for the neighbors to the south of I-94
- It is essential.
- It is long overdue and should be placed in such a location that it is accessible to all of the bike options in the area, including Johnson St. and Margaret bikeways
- It is not needed. McKnight and Century Ave. are available to cross freeway
- It may also increase public to 3M facilities, which will require more security.
- It seems Crestview Drive might provide better access to the park (Sterling dumps you on Afton Rd)
- It seems like this will bring more neighborhood traffic to the station
- It should connect with as many bike trails as possible in order to give folks south of I-94 safe ways to bike to work.
- It think a bridge only helps people from the South side and people staying at the Double Tree. I am VERY concerned about safety in the parks with the bus line. I don't think the bridge would impact crime as much as the bus route and paths
- it will be an under utilized waste of money
- It will have extremely limited use - poor use of funds.
- It would also give 3M employees who cycle in from Saint Paul a better option to cross 94
- it would be good!
- It would be great and may encourage 3Mers to get more walking in during the work day
- It would be great for my bike commute.
- It would be great to have access to places to eat off 3M campus without having to drive and try to find parking back at 3M after lunch
- It would be nice if bikes could be rented at Battle Creek park.
- It would be very convenient and improve safety. Currently we have to use McKnight to get across 94 and it is not safe at all on foot due to traffic.
- it would bring more crime in the area and there's no jobs
- It would make it easier for me to cross 94 and get to the park.
- It would make running access to the park much easier
- It would need to be WAY too high
- Its a great idea and would allow many people to use alternate options to commute to work and lunchtime activities
- It's a great idea to put a walk/bike bridge across I-94
- It's a great idea!
- It's a huge benefit to 3M to have access to the park
- It's a lovely idea
- it's a must-have
- It's essentially required to make this project successful.
- It's interesting, but not sure it's necessary.
- It's paramount to encourage 3Mers to bike to work because one of the least safe parts of a bike commute I've tried is when you arrive close to 3M. if it's possible to make a lane/sidewalk extension that goes under 94 instead of over, I think that would be ideal. overall though I love the idea and would increase the likelihood I would bike to work.
- Just keep maintaining walking paths and clean restrooms
- Just make it accessible from the south
- Kayak or paddle boat rentals
- Kayak rentals
- kayak/canoeing.
- Keep as much green space as possible
- keeping the dog park large as it is now
- Labyrinth
- Lap Pool
- Lap swimming pool would be of interest to me in the summer months
- larger dog park
- Lighted Tennis Courts
- lighted tennis courts
- Like bridge idea. 94 underpass at McKnight is not good.
- Like it as an option to redirect pedestrians and bikes away from McKnight Road intersection
- Like the idea - winter ice must be managed, though.
- like the idea of connecting more parks to the bike/walk trail
- Like the opportunity it provides to connect/expand St Paul and metro trails
- Likely to increase usage of park as would be much safer for peds and bikers.
- live music
- look at tantra bark in boulder CO. they use creative drainage and landscaping to create an area that kids can play in and explore nature.
- Look at the demographics of your employees.. where do they live?
- Looks good now - awesome facility.
- loop trail with connection to 3M campus
- Love it
- love it
- LOVE IT!
- love it!
- Love it!

- Love it... have no additional ideas.
- love that idea - that makes a lot of sense...
- Love the idea!
- Love the idea, just make it safe
- Love this idea to connect to Battle Creek and would love to go over there on lunch breaks or right after work to enjoy the outdoors and perhaps wait for traffic to die down.
- Low
- Maintain wilderness for bird watching
- Maintaining the foliage and shade
- Make a tunnel instead
- make bike access a priority
- make sure it is handicap accessible, well lighted, maintained and safe
- Makes for great photography
- Making snow for cross country skiing.
- Maybe disc golf
- maybe this would provide a good safe way to do so
- McKnight and Century crossings of I-94 are very dangerous for bikes/walkers.
- mini golf
- Mini golf!
- Mini golf. Food trucks in the Spring, Summer, Fall.
- Mini-golf?
- monitored for security day and evening
- More connecting trails to the larger trail network in the cities.
- more dirt mountain bike/hiking trails
- More hiking trails
- more lighted ski trail
- More multi-use trails, mountain bike trails
- More naturalist/educational presentations
- More non-pavement walking/hiking trails
- More parking and larger pavilion would allow moving 3M
- Engineering fun day from Oakdale.
- More paved bike trails to create a larger loop and/or connect to other regional trails
- More picnic areas
- More security to keep the riff raff out!
- More sidewalks once the trails meet up with a major road. As it is today, you can loop through the park, but once you hit a major road you're stuck because they are too busy to walk/run along.
- more single track trails (mountain bike)
- More trails
- more walking trails
- Mostly accessible and varied trails for walking/running.
- Motivate me to do more biking and walking
- mountain bike trails
- mountain biking
- Much needed and would be a great addition. It's very hard to cross at present.
- native planting areas
- Nature Discovery/Learning Center: Mushroom Foraging, Community Gardening/Agriculture, Wildlife Education/Viewing, Water Conservation, etc.
- nature talks for kids
- nature walks
- Necessary
- need lighted tennis courts, bocce courts, ball fields (lost with sale of Tartan Park)
- Need to make it like the Gateway trail crossing
- needed
- Needed to provide access to the BRT station without impacting 3M.
- Needed, the current routes across 94 are not very pedestrian friendly.
- needs to be attractive, and use 3M products
- new picnic facility close to bridge from 3M
- Nice idea. Some will use it. Not sure it is worth the cost given most people at 3M in the corporate quad work, not recreate.
- Nice playground
- No
- No 3M subsidy for bridge
- no change for me.
- no comment. no intention to visit this park.
- No comment. I don't expect to use recreation near my work...but who knows.
- noise level concern
- none not from the area
- None, except the BRT is extremely better and more flexible than any train!!!
- **None, no ideas to share, no thoughts on this, none at this time, none stand out at this time, not sure, NA, and similar (71)**
- None. I don't utilize this park due to security issues in that area.
- None. I go to work to work, not think about a park I won't use.
- NONE. I may work at 3M, but I don't live anywhere near by so Battle Creek Park is not even on my radar
- none. don't live/play in the area
- None. I live in Minneapolis.
- None. I live in Minneapolis.
- not a thing, I am at 3M to work, not for recreation, walking, bike riding.
- Not much of a use during work hours for 3M employees, since difficult to get off work during work hours.
- Not sure if it would be used by many 3Mers.
- Not sure if trails are currently lit? Would be helpful for winter months when it gets dark early.
- Not sure. I like biking and walking. Have used water park in the past - it was a good draw.
- Nothing. We use the pavilion area

- once or twice a year for department outings.
- Oakdale community does not want this BRT and has been campaigning against it but seems it is falling on deaf ears.
- Off road running events
- oriental garden, quiet space, labyrinth
- outdoor cafe or snack bar
- Outdoor music
- Outdoor rock/boulder climbing
- Outdoor yoga
- Over or under as long as it's separate from traffic. Easier McKnight road foot/bike crossing would also be welcome.
- overpass bridge from 3M campus
- paint ball
- Parks with pavilions. I would think that would be appealing to 3M people planning outings since we have gone away from Tartan Park
- Path-biking (not mountain biking)
- patrol the area
- Pedestrian access to Battle Creek Park is a great idea.
- Perfect. please make it happen
- Perhaps archery range
- pickle ball courts
- Pickleball, tennis
- Picnic areas may be integrated to 3M employees usage.
- picnic seating around lake / pond for wildlife
- Picnicking, grilling, outings
- planned group activities for fitness at various fitness levels
- playground
- Playground for older kids (10-15) - Skateboard Park, Obstacle Course
- playground/picnic areas
- Please consider safety as more people visit
- Please do!
- Please just add signage to the mountain bike areas!
- Please make a walk-bridge across!
- Please make it happen.
- please make one.
- Please think green and support the idea of us being a green city. Green roofs, rain gardens, fine fescue grasses, bee lawns)
- Preserve the wild spaces. Don't overdevelop the Park.
- progress is good so far
- Protected from severe weather
- provide stairs as well as ramp to bridge-- some need the ramp, but most can use stairs that are much more convenient than round-and-round up a ramp
- Put in a Disk Golf Course! It's disappointing that we don't have more options for this in Woodbury currently.
- put the access station on the battle creek side and a covered walkway all the way to building 224
- Put the station on the south side of 94, then the bridge is only needed for 3M access and can be secured
- putting green (real golf)
- Rappelling
- really like the idea of the walk-bike bridge.
- Rec center with courts, fitness and class rooms
- Rental Bikes/CC Skis (seasonal)
- restaurants
- right now crossing 94 is dangerous. I wouldn't have any children try to cross at McKnight. Even White Bear is not very safe.
- rock climbing (given a good condition of wall to work with)
- rock wall climbing
- Roller Coaster. Just saying.
- rollerblading
- Running and biking interest me most.
- Running trails.
- Running/walking facilities with clay or gravel surface. Softer surfaces are easier on the joints.
- Safe and easy to access
- Safe passage to mountain bike trails
- Safe passage to mountain bike trails
- safe walking trails
- safer parking areas
- safety
- safety
- Safety -- lighting, fencing, snow removal for year round use
- safety (for pedestrians, bikes) and I-94 commuters
- safety and increase presence of non 3Mers is a concern
- Safety and security are primary concerns. Although these walk-bike bridges sound like great ideas, they seem to also enable people to behave badly at times. Not sure how to best manage this concern.
- safety boxes or like college campus blue light security
- Safety first, then like Lake Elmo have a picnic shelters that are rentable
- Safety. How will this affect the safety of the 3M campus. It will allow more people to easily walk over from the neighborhood across I-94.
- sand volleyball
- sand volleyball
- security guards
- security on the trails
- See above. Project doesn't make sense without it. It's like the new sidewalk on Century, running North-South under 94 ... that's great, but without a safe connection (bridge preferably) across Century, a ped or cyclist is still faced with the same issue of having to navigate a dangerous route across Century.
- Seems like a good idea
- Seems like a great way for more people to have access to the BRT.
- Seems like a waste of taxpayer money.
- seems sensible

- Services: Security.
- Shooting/archery range
- shopping
- Should be funded via increased property tax for the neighborhoods it would serve
- Should have been done 20 years ago
- Shower facilities.
- skating rink
- Sledding hill
- Slow Cars down
- small camping areas with electric and water hookup
- Smooth roads and less crime/ more cops.
- Snow making facilities for Cross-Country skiing, along the lines of what Hyland Park on the west side of the metro does, would be EXCELLENT, and I'm sure well-supported by all.
- snow making for cross country skiing (make in one spot and move to remaining trails)
- Snow making for the Nordic ski trails
- snow making for xc ski trails
- Snow making would be a big winter activity boost.
- snow shoeing
- snow-making for cross country skiing...there are no manmade snow options anywhere on the east side of the twin cities. Hennepin County is far superior.
- Snow-making on the XC ski trails
- snowshoe area
- Snowshoe rental in the winter.
- snowshoe rentals
- Snowshoe trails
- snowshoeing
- snowshoeing
- snowshoeing, trail walking
- Soccer field
- Soccer fields
- soccer fields and a pool/ man made lake
- soccer fields, more picnic areas, maybe a carousel for kids like they have at Como zoo. flower gardens.
- some of those who come for weeks would love to be able to just walk back to their hotel safely
- Some way to get from Conway / 3rd Street area south to the park trail system is strongly needed for biking. Could be better underpasses -- though that's problematic due to merging or this overpass which is probably better.
- Sound like an essential idea to make this work
- Sounds like a reasonable idea
- Spelunking
- Splash pad
- Splash pad
- Splash pad
- splash pad, dog park
- splashpad
- sport climbing routes.
- sport court with low impact court surface and nice rims for basketball
- Stage for concerts, movies in the park
- steep hiking training area
- Still a good distance to walk before one gets to the park. If walking from 3M, I would be turning around soon after getting there.
- summer work out classes
- swimming
- tennis
- Tennis
- tennis and or pickle ball courts.
- Tennis court or Basketball court
- Tennis Court. Community garden with walking path.
- tennis courts
- tennis courts
- Tennis courts
- tennis courts!
- tennis, softball, bocce ball courts (used to have at Tartan Park)
- That could encourage people to bike or walk to 3M for work. I tried biking for a while, but stopped because crossing some of the intersections (Century or McKnight and I-94) were too dangerous
- the bridge as indicated will encourage residents of the neighborhood north of 3M - the intended users of the bridge - to walk through 3M campus. It should be along McKnight.
- The bridge would improve safety for pedestrians that cross intersection at McKnight and Hudson.
- The east metro really needs to commit to developing artificial snow making for cross country skiing at Battle Creek.
- The map says there are existing ADA accessible sidewalks along McKnight and Conway, but they aren't very useable in the winter. Sidewalk plowing is tough in the winter, but the freeway underpasses are impossible. Without snow removal, there is no access to Battle Creek from 3M Campus. A number of folks like to use those trails for exercise before/after work, but you can't get through in the winter. A pedestrian bridge would offer better access.
- The McKnight/Century Ave. crossings as 1-94 are pretty awful, even with "improved" ADA access
- The more open space the better to stroll, walk the dog
- The mountain bike trail system needs to be improved & expanded for better access at all level. They have some really good stuff, but it is hard to bring my kids the way I would want to unless they expand the trail system to make it more accessible to people that are new/lesser skilled.
- The mountain bike trails are not very fun. Some are wide open fields with fairly wide trails or super difficult steep and

challenging hilly single track trails in the woods. Plus the signage is really poor. If the mountain bike trails were rebuilt with more one-way single-track travel and good signage as well as to include multiple skill levels, that would be great.

- The neighborhood isn't so safe
- The problem with this station location is the lack of public parking. Maybe on Sterling St N?
- The walk way bridge is not needed and would be a negative impact on 3M property and attract too many non employees from entering 3M property.
- The walk-bike bridge would be very important, especially for people who live downtown and want to go to the park without dodging traffic.
- the walking bridge is critical for cyclists to get across 94. I would use it for my bike commute home
- There is too much crime. Methods to reduce crime are needed
- there ought to be another walk-bike bridge to encourage N-S commuters outside of 3M. Otherwise the 3M campus will see more non-employee bikers.
- There were 407 respondents to this question.
- There were multiple times that I parked at Battle Creek to use the dog park and there were vehicles that were broken into on a regular basis. I saw this multiple times where windows were broken and property stolen. Consider the security of the area.
- they are all excellent
- They did just spend significant time and money on improving walk ways on Century, which has certainly helped protect those walking from all the traffic.
- This bridge would provide a second bike entrance to the 3M

campus via battle creek trails

- This has been needed for a long time and I fully support
- This is a fantastic idea. I strongly support it.
- This is a good idea
- This is a great benefit for people living close, but probably not for 3M
- This is a great idea
- this is a great idea - I love BC park, but rarely go now.
- This is a great idea, I know several 3M employees who live in the area.
- this is a must for the project it will be great to be able to cross I-94 without using McKnight or Century
- this is a really great idea. It would be nice to have separate biking and walking lanes
- This is a terrific idea. Crossing I-94 from 3M campus on foot or bike remains difficult, and a bridge would enable many more employees to enjoy Battle Creek.
- This is a wonderful idea!
- This is an excellent idea.
- This is an idea long overdue. It should be done regardless of whether BRT is built and regardless of where the BRT station is located.
- This is concerning that this would allow more public access to the 3M campus.
- This is greatly needed. I will not bike to work now because of no safe way across I-94.
- This seems much safer than the current situation of trying to bike in on Century or McKnight
- This will detract from 3M campus
- This will increase the number of bike commuters significantly.
- This would allow biking access to 3M from those who live east and south of campus without having to cross busy freeway interchanges as is the case right now.

- This would be a great idea for more than just the BRT.
- THIS WOULD BE AMAZING! It would also provide safer transportation options for bike commuters through Battle Creek Park. McKnight and Century are scary and unsafe. I would much rather bike through Battle Creek Park.
- this would be an incredible addition to the station and should be included in any plan. the bridge would connect the community to the BRT station and allow more people access to the line
- this would be great this is the hardest part of bicycling commute here.
- to much traffic !!!
- too many issues with people getting hit on the University line and the 55 line. the bridge is a better idea.
- Traffic on 94 gets congested at 3M into St Paul; this needs to be improved and considered. Even if we reduce traffic with transit options overall volume out of the far-Eastern metro/western-WI keeps growing so it has to be considered.
- Trail access as shown would avoid the traffic issues on McKnight and Century Ave.
- Trail Running
- Tunnel would be nicer. Windy and Snowy days are not fun crossing a pedestrian bridge over 94
- unlikely to get a budget to make it attractive design, so am reluctant to invite an eyesore
- Unpaved hiking paths on the hillsides separate from mountain bike trails
- Used to heavily use the dog park when lived on the East side. By far, the best dog park in the Twin Cities! Continue to invest and maintain this

- very cool. highways shouldn't be such barriers to community access
- very enthused. I live South of 3M Center; crossing at McKnight or Century is still unpleasant and hazardous enough that I rarely ride my bike. This would be a game-changer (especially if north-south flows across 3M Center were improved)
- very good idea
- very much needed
- Walk over bridges I see are almost never used. Takes far too long to cross them due to ramp or stairs up and down on each side..
- Walk-bike bridge over I-94 would be fantastic. Currently, several of us run down Mc Knight road every day, crossing under I-94... the most unpleasant and dangerous part of our daily run.
- walking and biking
- Walking paths
- walking paths
- walking trail
- walking trails
- walking/biking paths
- Warming houses in the winter for running
- Waste of money
- waste of money, limited use by 3M employees, we don't get time to play in the park
- water park
- Water stops
- Weekly music, outdoor movies
- Well lit, maybe cameras for safety
- What about Mopeds, Segways, Are you not spending Millions on a special interest
- What other comments or questions do you have about the idea of a walk-bike bridge across I-94?
- What park facilities will be closest to the end of the bridge?
- what safety and security measures will be in place
- What specific biking trails it connects to
- What will be the angle of incline/decline to get on/off the bridge?
- What would be 3M's potential financial responsibility
- When can we get it?! :-)
- When I lived closer, I biked to work - on Ruth Street to Conway. McKnight and Century are needed in their full-lane capacity for cars and made me nervous to use on the uphill. I took McKnight on the downhill at times because I could move at near-traffic speed. While I no longer live nearby, I feel a walk-bike bridge over 94 is a needed as a low-speed traffic corridor. Maintain McKnight and Century as the corridors they are now.
- Where is the snowshoe trail? Conflicts arise when snowshoes are on the XC ski trail
- While I may not use the park, I fully support the walk-bike bridge across 94
- who will pay for it, who will maintain it
- who will use it? doesn't seem like a lot of 3M staff would use it
- Who would pay for this? Not my taxes...
- Why don't you just improve the sidewalks going under I-94 at McKnight or Century instead of spending a bunch of money on something extravagant
- why not do this at McKnight? I frequently almost get hit by cars when I run down this road south from 3M.
- Why not move the station close to McKnight and improve access from the South under the McKnight/I-94 overpass and from the North along McKnight.
- Wildlife observation
- Will it look 3M-awesome or will it look like a heap of painted wood/metal? When taking a picture of the 3M campus, how ugly is the bridge going to look in it?
- Will it provide better access for the community to the Sun Ray bus station?
- Will it really be utilized enough to justify the cost?
- Will the bridge allow for riding a bike across or is it stairs, carry a bike and then remount?
- Will there be a rental bike option?
- Will there be camera's or security visible to keep the criminal element at bay?
- Will there be increased patrols (Ramsey County, Maplewood Police)?
- will this bring a lot more people over to 3M campus? by crossing the bridge
- will you put a fund aside to continually maintain it
- Winter cycling (fat biking). Currently, cycling is not allowed on the Battle Creek mountain bike trails in the winter
- winter fat biking trails
- Winter mountain biking
- With Tartan Park out of the picture, I know we've had discussions on where we can go for a team/group outing. I'm not sure if a conference center would be beneficial, but something along those lines?
- Work day is for working and then get home to our families.
- Work out station like the one at Lakefront Park in Hudson WI
- Would be a beautiful setting for a new Frisbee disc golf course
- Would be a significant distance to walk from heart of the park to station which might be a deterrent from use.
- would be nice to have this go all across 3M campus. bike riding on campus is also a risky endeavor!

- Would benefit only those in the general vicinity
- Would greatly increase 3Mers use of Battle creek park
- would help those who have cars serviced at Merit to walk to pick up their car at the end of the work day
- would it be ADA accessible?
- Would it encourage public traffic around 3M if the bridge is at 3M?
- Would love to have a walking bridge over 94
- Would make getting into 3M campus on a bike much safer
- Would make me much more likely to visit the park
- would need to be well lit and secure
- Would not use BRT if I had to walk across the bridge every day to get to/from 3M for work and call a van to get to my building. Would take too long
- Would not use it
- Would prevent accidents
- Would the taxpayers support it?
- yes please
- YES!!!! This would be awesome!
- Yes, for safety that would be nice
- Yes, please -- the sooner the better!
- Yes... Need safer methods
- Yoga in the park?
- you must not have to drag a bike up stairs
- You nailed it
- you should do it
- zip line
- zip-line

**6. What do you find attractive or appealing about the potential walk/bike bridge and Sterling Street trail? and
 What are your concerns or questions about the potential walk/bike bridge and Sterling Street trail? and
 What other comments or questions do you have about the idea of a walk-bike bridge across I-94?**

- 3M employees do not have time for lunch let alone use a walk-bike bridge. The bridge is a silly idea from some European who has does not work at 3M.
- 3Mers know how to cross the street and follow street lights. I walk to Battle Creek during lunch occasionally. No problem at McKnight.
- A concession might be to make the current underpass on McKnight more pedestrian friendly
- A lot of 3Mers go there for lunch to walk or run.
- A lot safer than people crossing under bridge.
- A sidewalk into Battle Creek soon after you cross the bridge?
- a tunnel would also work
- Ability to bike up ramp and across bridge. Do not want to have to get off bike and carry up stairs.
- Accessibility
- accessibility, access points, convenience, parking
- allows access to park by employees and opportunities for department outings in close proximity to work
- An walk/bike access bridge for persons across I-94 is good, it does not address concerns from other directions like Hwy 36 and other dangerous roadways.
- As a runner and father... current status restricts from crossing 94 without risk.
- Awesome!
- Awesome! I hope it happens!
- Bad idea
- Bad idea
- Bad idea. We don't need public access to 3M Center
- Being able to cross I-94 easily on foot would be great.
- Best idea you've had! make it happen!
- Better trail tie-in, street crossing at McKnight could be lower cost than building pedestrian bridge and tie-in trails to park over I-94
- Bike bridge to the park would be nice
- BRT is a small step to make transit more fair and accessible to all in the East Metro
- BUILD IT!
- Caged to prevent vandalism and people throwing things onto the freeway.
- Can it be a green-way instead of just a bridge?
- Can it be separate so you don't have to wait at cross-walks?
- Can it be underground or enclosed
- coffee stops, bathrooms
- Concerned about security issues in the park. There are very few lights in the park
- Connecting north and south of 94
- Construct a bike trail from Hudson WI to the center.
- cost will be too high
- COST! Sounds great but . . . understand that the cost of a bridge will be huge and not sure that the value of same can justify that expense.
- could be an underpass
- Could facilitate bike commuting
- could it access Green Mill?
- Could it be surfaced with a material that doesn't reflect all of the possible heat/brightness? Would be more likely to use over lunch if it's possible to return to work not drenched in sweat.
- Could there be a ramp for bikes?
- Covered walkway for inclement weather
- Crossing 94 is extremely dangerous currently - I support any other safe options
- Definitely would encourage the ability to get south of the 3M Campus, without going all the way to McKnight or Century avenues.
- DO IT!
- Do it!
- do it, but keep campus safe
- Don't let Munilla Construction Management (from Florida) build it
- Don't need it.
- Don't see a need for the small amount of people who would use it since most would be going to 3M, not Battle Creek or housing
- Don't see the value -- when I'm at work I don't have time to go to a park. After work I can drive.
- Don't think it is needed
- Ensure that the bike / walk paths to the bridge are safe.
- excellent addition
- Excellent Idea
- excellent idea
- Excellent idea, empowers bike commuters from south of I-94
- Excellent idea.
- expensive, bad idea, will lead to an increase of crime on 3M campus
- Finally!!!!
- From a city perspective the land bridge was identified as a

necessary project to provide access to the BRT from south of I-94. The benefit of also providing safe and more direct access to Battle Creek Park from the north was discussed. The Maplewood City Council has directed city staff to include the I-94 land bridge concept in the current Comprehensive Plan update

- garbage cans to reduce littering that falls onto traffic.
- Get the user to pay, no, serious, just try to. You pay for roads by fuel taxes and vehicle registration so give that a shot, get the user to fund it. Good luck!
- Good addition, would make biking to work easier
- good idea
- Good idea if it can maintain some level of separation/security to prevent trespassing on 3M property
- Good idea to encourage more foot and bike traffic
- Good idea!
- Good idea!
- good idea.
- Good idea. Right now, those neighborhoods are very separate
- Good idea. It's a better idea than a tunnel.
- great
- Great idea
- Great idea !
- Great idea and needed
- Great idea for company walking events
- great idea for company-sponsored walk events instead of 3M roads

- Great idea that is long overdue. Go for it!
- Great idea to add and provide quicker access to park. Currently drive their in summer for lunch.
- Great idea to have a walk-bike bridge across I-94.
- Great idea to limit public access to the campus.
- great idea!
- Great idea!
- Great idea!
- Great idea!
- Great idea! I would say this is a MUST!
- Great Idea!!!
- Great idea!!!!
- Great idea, and essential for connecting Battle Creek park, particularly if we can make BCP a "destination" worth commuting to (see above ideas on Discovery Centers at the park)
- Great idea, but good luck in trying to find funding for it.
- Great idea, especially if there are closely accessible picnic areas
- Great idea. McKnight Road has a sidewalk for pedestrians, but Century does not. It is very dangerous to walk under the overpass on Century.
- Great idea. Interstate is a large physical barrier.
- Great idea. Maybe 3M can dispose some bikes that employees can use during lunch time
- Great idea. When I bike to 3M, it's hard to find an access point that doesn't result in some peril!
- great needed concept FINALLY
- Great opportunity for all for healthy activities.
- great way to give access for 3Mers to Battle Creek park
- Have public bikes available near 3M to zip to the park on lunch breaks
- Having a pedestrian crossing would be great.

- Having a walk/bike bridge across I-94 would be great!
- How close are they to the facilities you are looking at?
- How do I get there from 5th and Century? No sidewalk access unless I walk through 3M campus
- How do we encourage local residents to use the 3M BRT station. Where would they park? Where can they part bikes? It doesn't look like there will be room right at the station so could there be room on other side of I-94?
- how good is the biking and walking along upper Afton. what is the usage/traffic for walk-bike bridges I see over I-94 in St Paul. I never see anyone on them...
- How many miles will the bike trail be?
- How will it connect to the regional trail network?
- How will this access affect security on the 3M campus?
- How will this be maintained in the winter time is the biggest concern.
- I am a biker and a driver. I like to bike without cars and drive without bikes. In bringing up the need for a bike corridor through 94, I am NOT supportive of: bike lanes painted on, speed reductions on, nor lane reductions on McKnight and Century.
- I am for it
- I believe many 3M employees would also use it for lunch time walking.
- I currently drive to Battle Creek park to use the walking trails. It would be great to be able to walk or bike there from campus safely.
- I don't like the idea.
- I don't live in the area, and it is not near my work location, so I personally would probably never use it.
- I don't plan to use this area

- I fail to see how the project would be successful without it; the station should also serve residents of the community south of I-94 who may be commuting west, not just St Paul/Minneapolis residents commuting to 3M
- I feel that if the bridge has good walls and green space, to close off the I-94 traffic noise, then public will want to go to the park side and not 3M side.
- I fully support use of 3M resources to create a bike walk bridge to the park
- I hope the design of bridge is visually appealing.
- I hope this project gets scrapped. It provides no benefit. I don't know of any 3M employees that find a benefit to this project.
- I just love the idea - it is so hard to run/bike under 94 today
- I just wonder if there will be a lot of stairs to get to it
- I like it
- I like it
- I like it!
- I like it!
- I like it. I would use it
- I like it. But this will open the 3M Campus to more non-3Mers and the greater risk of "riff-raff".
- I like the bridge idea properly guarded to avoid suicides or throwing this over... consider camera system from the bus line.
- I like the idea
- I like the idea and would use it
- I like the idea of a walk-bike bridge across I-94. McKnight and Century are optimized to move vehicle traffic and pedestrian crossings at the on/off ramps are somewhat dangerous.
- I like the idea of having a connecting bridge to Battle Creek Regional Park.
- I like the idea, but wonder if cost to build and maintain is too high
- given that you can already take McKnight
- I like the land bridge concept
- I like the safety aspect.
- I live south of 94 and would bike to work but do not feel safe crossing that intersection
- I love it!
- I love it! how can we get it sooner.
- I love it!!!!
- I love the idea and how it would promote greater bike traffic
- I love the idea of a bridge
- I love the idea of a walk bridge. Access to south side is dangerous or difficult for pedestrians, currently
- I love the idea of a walk/bike bridge across to campus. This would make it much easier and less scary to get across 94 from Woodbury.
- I love the idea! I know there is some concern about safety at Battle Creek, but if more people could get over there, that would increase park use, and maybe increase safety.
- I love this idea. It would greatly improve biking to work safety for people arriving from the South. Hopefully this wouldn't have to wait until the BRT is completed
- I love this idea. Connects 3M and the BRT to the community on the south side of I-94
- I occasionally run and cross-country ski at Battle Creek during lunchtime. This would make it so much easier to do this - I would do these activities more often with improved access.
- I probably would just drive over
- I really like the idea
- I think a walk-bike bridge across I-94 is a great idea
- I think I might use Battle Creek more with one
- I think it is a fantastic idea.
- I think it is a good idea
- I think it is great idea
- I think it should happen for local area
- I think it would be beneficial for people that bike/walk to work.
- I think it's a good idea
- I think it's a good idea for the safety of 3M employees and nearby residents
- I think it's a good idea.
- I think its a great idea
- I think it's a great idea
- I think it's a great idea - it would also improve the bike access to 3M campus if it connects to the bike trail through lower Battle Creek.
- I think it's a great idea.
- I think it's a great idea. I would use it frequently! It needs to be kept up well/maintained though...
- I think it's a long overdue upgrade
- I think it's a safe way to get more people walking/biking.
- I think it's a wonderful idea!
- I think that is a wonderful idea
- I think that this would really improve use of transit in the area, and would help drivers AND pedestrians stay safer, especially at the McKnight/Hudson/I-94 ramps intersections.
- I think that would be a great addition to this area to improve walking and biking experience.
- I think that would be a great idea! I see people crossing to get to the trails south of I-94 via McKnight, and I think the walk-bike bridge would be a much safer / convenient option
- I think the bridge is a good idea based on the number of people from 3M that go to the park over their lunch hour, etc.
- I think the bridge should be closer to McKnight Road so there isn't so much congestion right by 3M main campus.

- I think the project is a waste of tax dollars. Why would I utilize the park and then have to not use transit to get home, thus driving my car and burning more fuel. Bad idea to think expanding access to a park from a business.
- I think the walk-bike bridge across I-94 is a must for this project in order to have ease of access in both directions
- I think this is a fantastic idea even if the BRT station does not go through.
- I think this is a good idea.
- I think this is a great idea!
- I think this is an excellent idea and I am 100% for it.
- I think this would be a great addition.
- I think this would be a great addition. I have often ridden my bike in Battle Creek park but drive my vehicle with my bike in the vehicle. Having a safe convenient access over the freeway would be better alternative.
- I think this would be a great and safe improvement for access to Battle Creek.
- I think this would be great, not only for the battle creek neighborhood to have access to the BRT station, but for 3M employees to have better access to the park. Even with the addition of the trail on the west side of McKnight road, the intersection of I-94 and McKnight is very dangerous for pedestrians and bikes.
- I will probably be retired by the time this is up and running but if not, I would likely use it.
- I won't use it
- I worry that I-94 was recently under constructions and that this will create unnecessary delays and expenses.
- I would be concerned about security late at night
- I would be very interested in having a walk bridge just for accessibility
- I would have loved this idea when I lived on the east side of St. Paul south of 94 to be able to safely bike to campus
- I would like the path to connect to the park paths. Not be dumped onto the neighborhood streets
- I would love to have a bike option to go from 3M bldg. to 3M bldg. as opposed to only having the vans or option to walk. This would not be in scope for the DOT or maybe it would?
- I would not use it, as I do not live in this area
- I would rather see this money be spent on improving our roads!
- I would suggest that the necessary structural infrastructure for a bridge be installed, but the pursuit of an actual bridge wait until after the new station is up and running and an objective analysis of potential usage be completed.
- I would use it
- I'd prefer a tunnel, but I'll take what I can get.
- I'd rather go under than over but it's probably not realistic to raise the highway vs adding a walking bridge.
- I'd use it a lot and think it's a great idea
- If I have my laptop, lunchbox, work clothes etc. to bring home, and go to the park, do I have to go back to my desk, which may not be in the quad, then go back to the BRT stop to get home? That seems like a lot of work.
- If people go to the park after work, would the BRT line run late into the evening?
- If the walk bridge ISN'T created, the anticipated complications will cause dissent for the whole project.
- If they are concerned about putting the BRT in and its connection to the park, put it on the south side of I-94
- If this is accessible during lunch hours, it could make for good use to have walks.
- if this would keep bikers off the roads and in traffic I am for it.
- if you don't do that, at least put a good sidewalk on east side of McKnight or west side of century (east side of century has no benefit, too many dangerous intersections)
- If you don't have a bridge, I could see people walking into the roads and interstate
- If your going to have the station, might as well have the bridge
- I'm tired of the metro-area's lack of thoughtfulness on pedestrian safety. The light rail lights fail in this regard; far too many accidents.
- I'm very supportive of a walking bridge across I-94
- improve the access along Century and McKnight
- Improved tie-in to trails along McKnight might be less distance to walk to get to park access
- In full support of this!
- In general I support it, but I question how many people live within the 5 min radius.
- In the last year, the two connections along McKnight and Century (under 94) have made access to 3M significantly better, but we still lack many crucial connections. Adding non-automobile infrastructure would make a huge positive impact on 3M and its employees.
- Instead of a bridge is a tunnel better? (i.e. like what they did with the Gateway trail under Hwy 36)

- interesting idea, could be good for 3M fitness, we sit all day with no windows, sad...
- Is it covered?
- Is there a specific bike lane?
- Is this an opportunity for a bike share program?
- Is this BRT plan contingent upon the approval of the bridge?
- Isn't there already a path under I-94 at McKnight?
- It is great idea.
- it is a good idea for those that are in the area and could utilize the BRT to go wherever it is routed
- It is a good idea that will serve many people
- it is a great idea
- it is a need to keep people safe
- It is an excellent way to provide access for the neighbors to the south of I-94
- It is essential.
- It is long overdue and should be placed in such a location that it is accessible to all of the bike options in the area, including Johnson St. and Margaret bikeways
- It is not needed. McKnight and Century Ave. are available to cross freeway
- It may also increase public to 3M facilities, which will require more security.
- It seems Crestview Drive might provide better access to the park (Sterling dumps you on Afton Rd)
- It seems like this will bring more neighborhood traffic to the station
- It should connect with as many bike trails as possible in order to give folks south of I-94 safe ways to bike to work.
- It think a bridge only helps people from the South side and people staying at the Double Tree. I am VERY concerned about safety in the parks with the bus line. I don't think the bridge would impact crime as much as the bus route and paths
- it will be an under utilized waste of money
- It will have extremely limited use - poor use of funds.
- It would also give 3M employees who cycle in from Saint Paul a better option to cross 94
- it would be good!
- It would be great and may encourage 3Mers to get more walking in during the work day
- It would be great for my bike commute.
- It would be great to have access to places to eat off 3M campus without having to drive and try to find parking back at 3M after lunch
- It would be very convenient and improve safety. Currently we have to use McKnight to get across 94 and it is not safe at all on foot due to traffic.
- it would bring more crime in the area and there's no jobs
- It would make it easier for me to cross 94 and get to the park.
- It would make running access to the park much easier
- It would need to be WAY too high
- Its a great idea and would allow many people to use alternate options to commute to work and lunchtime activities
- It's a great idea to put a walk/bike bridge across I-94
- It's a great idea!
- It's a huge benefit to 3M to have access to the park
- It's a lovely idea
- it's a must-have
- It's essentially required to make this project successful.
- It's interesting, but not sure it's necessary.
- It's paramount to encourage 3Mers to bike to work because one of the least safe parts of a bike commute I've tried is when you arrive close to 3M. if it's possible to make a lane/sidewalk extension that goes under 94 instead of over, I think that would be ideal. overall though I love the idea and would increase the likelihood I would bike to work.
- Just make it accessible from the south
- Like bridge idea. 94 underpass at McKnight is not good.
- Like it as an option to redirect pedestrians and bikes away from McKnight Road intersection
- Like the idea - winter ice must be managed, though.
- like the idea of connecting more parks to the bike/walk trail
- Like the opportunity it provides to connect/expand St Paul and metro trails
- Likely to increase usage of park as would be much safer for peds and bikers.
- Look at the demographics of your employees.. where do they live?
- Love it
- love it
- love it!
- Love it!
- LOVE IT!
- Love it... have no additional ideas.
- love that idea - that makes a lot of sense...
- Love the idea!
- Love the idea, just make it safe
- Love this idea to connect to Battle Creek and would love to go over there on lunch breaks or right after work to enjoy the outdoors and perhaps wait for traffic to die down.
- Make a tunnel instead
- make bike access a priority
- make sure it is handicap accessible, well lighted, maintained and safe
- Makes for great photography
- maybe this would provide a good safe way to do so
- McKnight and Century crossings of

I-94 are very dangerous for bikes/walkers.

- monitored for security day and evening
- Motivate me to do more biking and walking
- Much needed and would be a great addition. It's very hard to cross at present.
- N/A
- N/A
- n/a
- Na
- NA
- Necessary
- Need to get across creek as well, so our neighborhood can use the above bridge
- Need to make it like the Gateway trail crossing
- needed
- Needed to provide access to the BRT station without impacting 3M.
- Needed, the current routes across 94 are not very pedestrian friendly.
- needs to be attractive, and use 3M products
- Nice idea. Some will use it. Not sure it is worth the cost given most people at 3M in the corporate quad work, not recreate.
- No 3M subsidy for bridge
- No comment. I don't expect to use recreation near my work...but who knows.
- noise level concern
- None, except the BRT is extremely better and more flexible than any train!!!
- **None, none at this time (24)**
- None. I live in Minneapolis.
- Not much of a use during work hours for 3M employees, since difficult to get off work during work hours.
- Not sure if it would be used by many 3Mers.
- Oakdale community does not

want this BRT and has been campaigning against it but seems it is falling on deaf ears.

- Over or under as long as it's separate from traffic. Easier McKnight road foot/bike crossing would also be welcome.
- Pedestrian access to Battle Creek Park is a great idea.
- Perfect. please make it happen
- Picnic areas may be integrated to 3M employees usage.
- Please do!
- Please make a walk-bridge across!
- Please make it happen.
- please make one.
- Please think green and support the idea of us being a green city. Green roofs, rain gardens, fine fescue grasses, bee lawns)
- Probably about time
- Protected from severe weather
- provide stairs as well as ramp to bridge-- some need the ramp, but most can use stairs that are much more convenient than round-and-round up a ramp
- put the access station on the battle creek side and a covered walkway all the way to building 224
- Put the station on the south side of 94, then the bridge is only needed for 3M access and can be secured
- really like the idea of the walk-bike bridge.
- right now crossing 94 is dangerous. I wouldn't have any children try to cross at McKnight. Even White Bear is not very safe.
- Safe and easy to access
- Safe passage to mountain bike trails
- Safety
- safety
- safety
- Safety -- lighting, fencing, snow removal for year round use
- safety (for pedestrians, bikes) and

I-94 commuters

- safety and increase presence of non 3Mers is a concern
- Safety and security are primary concerns. Although these walk-bike bridges sound like great ideas, they seem to also enable people to behave badly at times. Not sure how to best manage this concern.
- Safety. How will this affect the safety of the 3M campus. It will allow more people to easily walk over from the neighborhood across I-94.
- See above. Project doesn't make sense without it. It's like the new sidewalk on Century, running North-South under 94 ... that's great, but without a safe connection (bridge preferably) across Century, a ped or cyclist is still faced with the same issue of having to navigate a dangerous route across Century.
- Seems like a good idea
- Seems like a great way for more people to have access to the BRT.
- Seems like a waste of taxpayer money.
- seems sensible
- Should be funded via increased property tax for the neighborhoods it would serve
- Should have been done 20 years ago
- Slow Cars down
- some of those who come for weeks would love to be able to just walk back to their hotel safely
- Some way to get from Conway / 3rd Street area south to the park trail system is strongly needed for biking. Could be better underpasses -- though that's problematic due to merging or this overpass which is probably better.
- Sound like an essential idea to make this work
- Sounds like a reasonable idea

- Still a good distance to walk before one gets to the park. If walking from 3M, I would be turning around soon after getting there.
- That could encourage people to bike or walk to 3M for work. I tried biking for a while, but stopped because crossing some of the intersections (Century or McKnight and I-94) were too dangerous
- the bridge as indicated will encourage residents of the neighborhood north of 3M - the intended users of the bridge - to walk through 3M campus. It should be along McKnight.
- The bridge would improve safety for pedestrians that cross intersection at McKnight and Hudson.
- The map says there are existing ADA accessible sidewalks along McKnight and Conway, but they aren't very useable in the winter. Sidewalk plowing is tough in the winter, but the freeway underpasses are impossible. Without snow removal, there is no access to Battle Creek from 3M Campus. A number of folks like to use those trails for exercise before/after work, but you can't get through in the winter. A pedestrian bridge would offer better access.
- The McKnight/Century Ave. crossings as I-94 are pretty awful, even with "improved" ADA access
- The neighborhood isn't so safe
- The problem with this station location is the lack of public parking. Maybe on Sterling St N?
- The walk way bridge is not needed and would be a negative impact on 3M property and attract too many non employees from entering 3M property.
- The walk-bike bridge would be very important, especially for people who live downtown and want to go to the park without dodging traffic.
- the walking bridge is critical for cyclists to get across 94. I would use it for my bike commute home
- there ought to be another walk-bike bridge to encourage N-S commuters outside of 3M. Otherwise the 3M campus will see more non-employee bikers.
- They did just spend significant time and money on improving walk ways on Century, which has certainly helped protect those walking from all the traffic.
- This bridge would provide a second bike entrance to the 3M campus via battle creek trails
- This has been needed for a long time and I fully support
- This is a fantastic idea. I strongly support it.
- This is a good idea
- This is a great benefit for people living close, but probably not for 3M
- This is a great idea
- this is a great idea - I love BC park, but rarely go now.
- This is a great idea, I know several 3M employees who live in the area.
- this is a must for the project it will be great to be able to cross I-94 without using McKnight or Century
- this is a really great idea. It would be nice to have separate biking and walking lanes
- This is a terrific idea. Crossing I-94 from 3M campus on foot or bike remains difficult, and a bridge would enable many more employees to enjoy Battle Creek.
- This is a wonderful idea!
- This is an excellent idea.
- This is an idea long overdue. It should be done regardless of whether BRT is built and regardless of where the BRT station is located.
- This is concerning that this would allow more public access to the 3M campus.
- This is greatly needed. I will not bike to work now because of no safe way across I-94.
- This seems much safer than the current situation of trying to bike in on Century or McKnight
- This will detract from 3M campus
- This will increase the number of bike commuters significantly.
- This would allow biking access to 3M from those who live east and south of campus without having to cross busy freeway interchanges as is the case right now.
- This would be a great idea for more than just the BRT.
- THIS WOULD BE AMAZING! It would also provide safer transportation options for bike commuters through Battle Creek Park. McKnight and Century are scary and unsafe. I would much rather bike through Battle Creek Park.
- this would be an incredible addition to the station and should be included in any plan. the bridge would connect the community to the BRT station and allow more people access to the line
- this would be great this is the hardest part of bicycling commute here.
- This would entice me more to go to Battle Creek without driving to the park
- to much traffic !!!
- too many issues with people getting hit on the University line and the 55 line. the bridge is a better idea.
- Traffic on 94 gets congested at 3M into St Paul; this needs to be improved and considered. Even if we reduce traffic with transit options overall volume out of the

far-Eastern metro/western-WI keeps growing so it has to be considered.

- Tunnel would be nicer. Windy and Snowy days are not fun crossing a pedestrian bridge over 94
- unlikely to get a budget to make it attractive design, so am reluctant to invite an eyesore
- Upkeep
- very cool. highways shouldn't be such barriers to community access
- very enthused. I live South of 3M Center; crossing at McKnight or Century is still unpleasant and hazardous enough that I rarely ride my bike. This would be a game-changer (especially if north-south flows across 3M Center were improved
- very good idea
- very much needed
- Walk over bridges I see are almost never used. Takes far too long to cross them due to ramp or stairs up and down on each side..
- Walk-bike bridge over I-94 would be fantastic. Currently, several of us run down Mc Knight road every day, crossing under I-94... the most unpleasant and dangerous part of our daily run.
- Waste of money
- waste of money, limited use by 3M employees, we don't get time to play in the park
- Water stops
- We live on the north side and would use that to access BCRP
- Well lit, maybe cameras for safety
- What about Mopeds, Segways, Are you not spending Millions on a special interest
- What park facilities will be closest to the end of the bridge?
- what safety and security measures will be in place
- What specific biking trails it connects to
- What will be the angle of

incline/decline to get on/off the bridge?

- What would be 3M's potential financial responsibility
- When can we get it?! :-)
- When I lived closer, I biked to work - on Ruth Street to Conway. McKnight and Century are needed in their full-lane capacity for cars and made me nervous to use on the uphill. I took McKnight on the downhill at times because I could move at near-traffic speed. While I no longer live nearby, I feel a walk-bike bridge over 94 is a needed as a low-speed traffic corridor. Maintain McKnight and Century as the corridors they are now.
- While I may not use the park, I fully support the walk-bike bridge across 94
- who will pay for it, who will maintain it
- who will use it? doesn't seem like a lot of 3M staff would use it
- Who would pay for this? Not my taxes...
- Why don't you just improve the sidewalks going under I-94 at McKnight or Century instead of spending a bunch of money on something extravagant
- why not do this at McKnight? I frequently almost get hit by cars when I run down this road south from 3M.
- Why not move the station close to McKnight and improve access from the South under the McKnight/I-94 overpass and from the North along McKnight.
- Will it look 3M-awesome or will it look like a heap of painted wood/metal? When taking a picture of the 3M campus, how ugly is the bridge going to look in it?
- Will it provide better access for the community to the Sun Ray bus

station?

- Will it really be utilized enough to justify the cost?
- Will the bridge allow for riding a bike across or is it stairs, carry a bike and then remount?
- Will there be a rental bike option?
- Will there be camera's or security visible to keep the criminal element at bay?
- Will there be increased patrols (Ramsey County, Maplewood Police)?
- will this bring a lot more people over to 3M campus? by crossing the bridge
- will you put a fund aside to continually maintain it
- Would be a significant distance to walk from heart of the park to station which might be a deterrent from use.
- would be nice to have this go all across 3M campus. bike riding on campus is also a risky endeavor!
- Would benefit only those in the general vicinity
- Would greatly increase 3Mers use of Battle creek park
- would help those who have cars serviced at Merit to walk to pick up their car at the end of the work day
- would it be ADA accessible?
- Would it encourage public traffic around 3M if the bridge is at 3M?
- Would love to have a walking bridge over 94
- Would make getting into 3M campus on a bike much safer
- Would make me much more likely to visit the park
- would need to be well lit and secure
- Would not use BRT if I had to walk across the bridge every day to get to/from 3M for work and call a van to get to my building. Would take too long
- Would not use it

- Would prevent accidents
- Would the taxpayers support it?
- Would use bike trail to access other trails in area
- yes please
- Yes! Yes! Make it the Nature

Inspired Bridge!! Absolutely Support!!

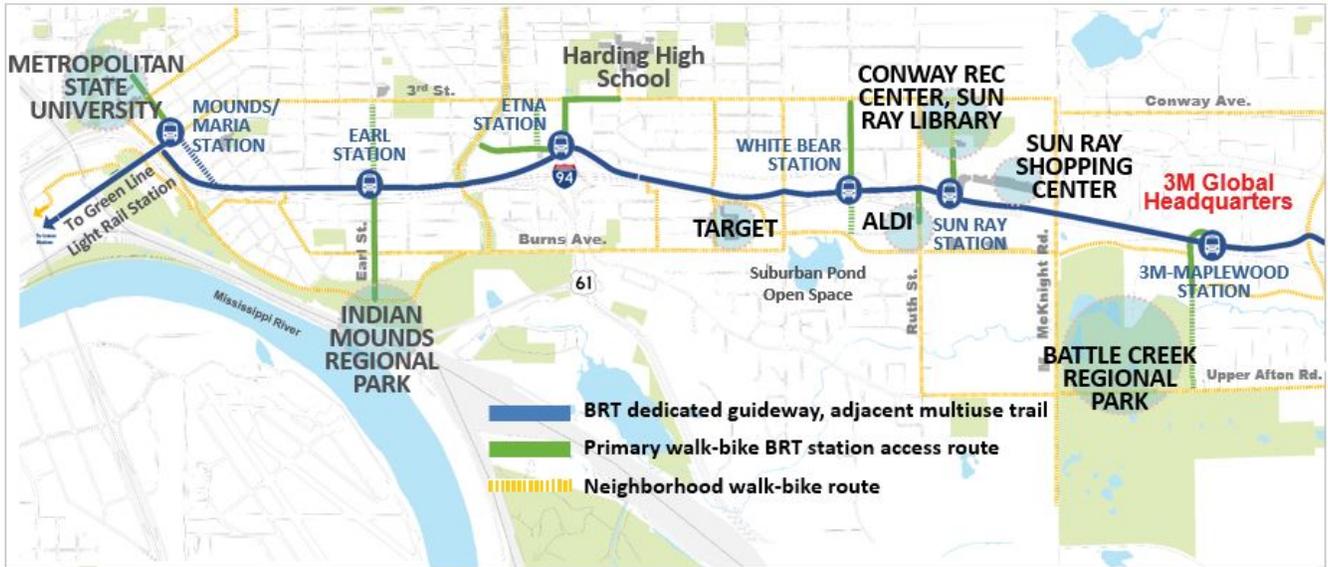
- YES!!!! This would be awesome!
- Yes, for safety that would be nice
- Yes, please -- the sooner the better!

- Yes... Need safer methods
- you must not have to drag a bike up stairs
- You nailed it
- you should do it

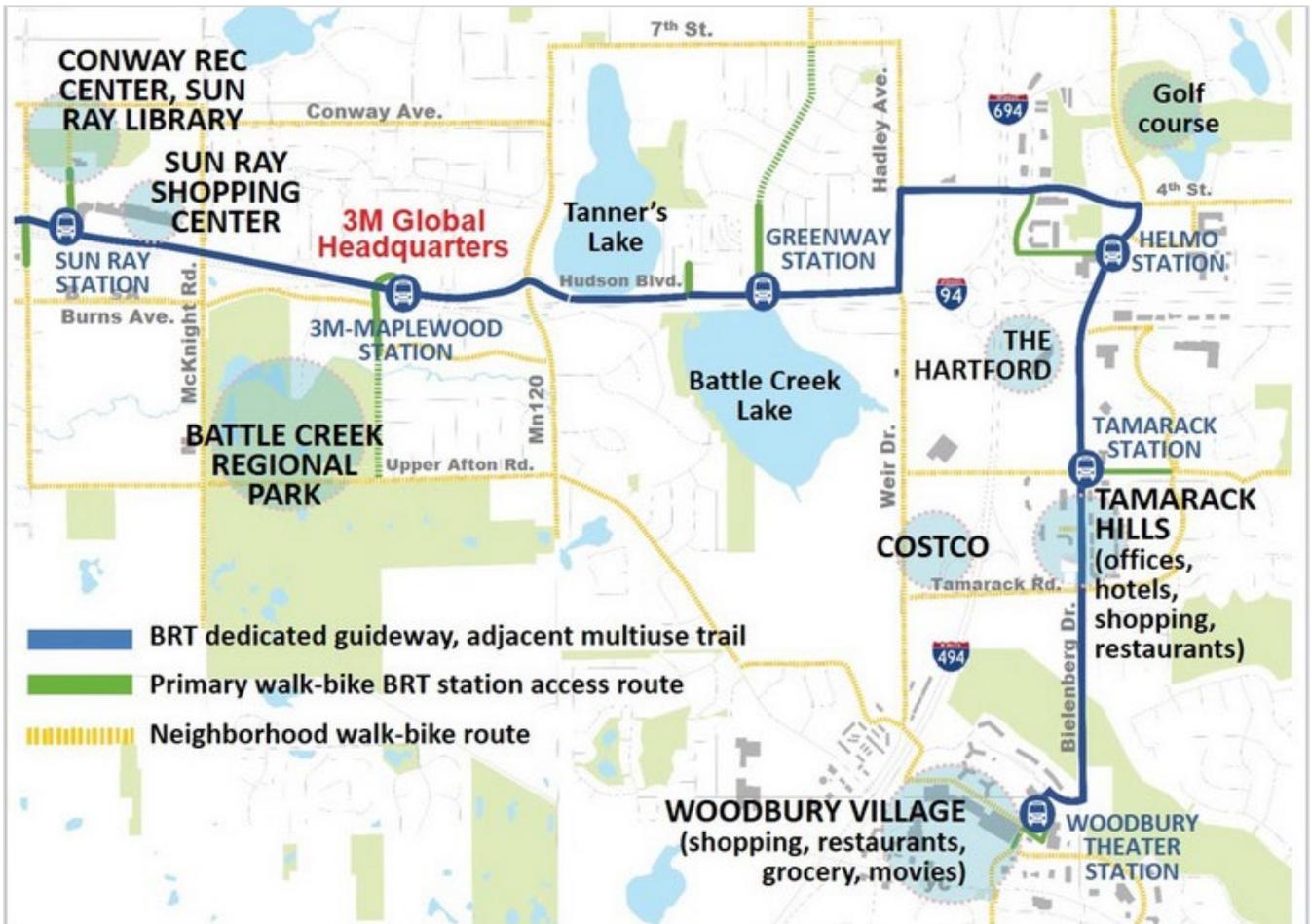
Destinations

[Back to the top of the Appendix](#)

Destinations to the west of the station

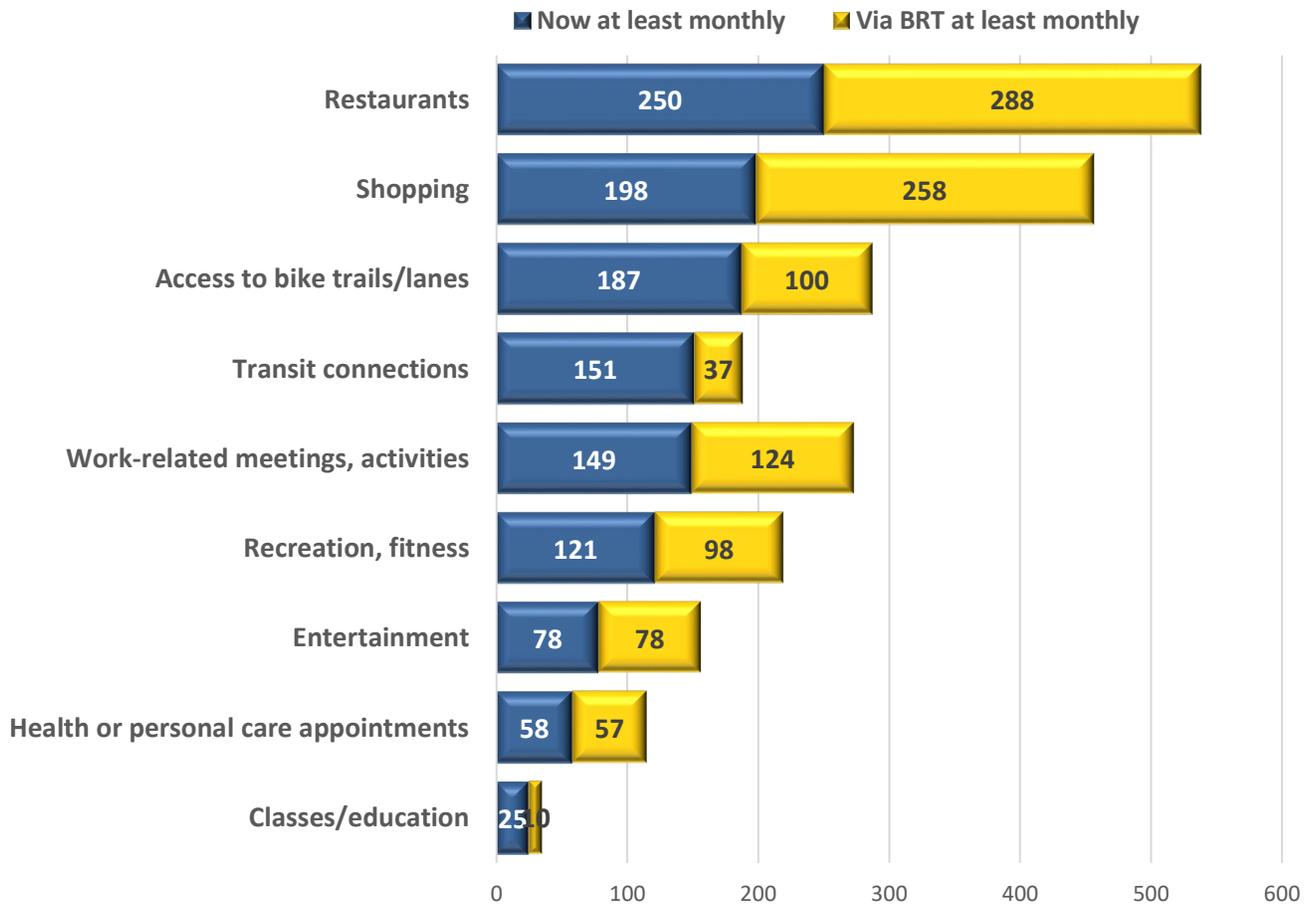


Destinations to the east of the station



7. Looking at the METRO Gold Line BRT route and the two destination maps above, use the table below to note destinations along the corridor you visit now, and which you might visit using the Gold Line BRT after it opens in 2024? (Please think about before, during, and after your work day, along with weekends.)

Destinations in the Corridor at Least Monthly, Now vs. BRT



8. What other destinations along the corridor are important to you or would be in the future?

- 3M Fidelity advisors + restaurants (4th/Inwood)
- 3M Building 518 (Valley Creek/Woodlane)
- 3M Center. Every day of the week
- A park and ride in Wisconsin with access to this line. Maybe the one in Hudson across from Target, or the one just north of Exit 10 from I-94 (south of Roberts, WI). It doesn't make sense to drive to Woodbury, then get on a bus to 3M, but I would be VERY eager to take a bus to work starting closer to home. I used to live in the DC area, and miss being able to commute via public transportation.
- A proper parking ramp,
- A stop by a day care center, so every day some one can say sorry to the kids that will have to pay for this waste.
- A stop in front of the Hartford building
- A stop in South St Paul - Maybe by the Fleming airport.
- A stop outside of the Hartford?"
- Access and connection to MPLS.
- Access to and from the Oakdale area or Stillwater area.
- Access to Mpls/ST Paul bus network
- Access to other rapid-transit stations is critical so that this can be an end-to-end solution for commuting to 3M
- Access to Woodbury Dr and I-94. That would give access to Sam's Club, Super Target, Walmart and the shops and restaurants around them.
- Access to Woodbury Lakes would be better
- Access to woodwinds
- Additional locations in Woodbury, Valley Creek and Radio in particular
- airport and downtowns
- airport, stadiums/arena, restaurants within a few blocks from station, downtown MPLS
- as stated earlier, I live in Lakeland MN (on MN WI border), The redesign to start in Woodbury instead of a more eastern location (Lake Elmo, Lakeland, Hudson) means that I will never use this service. My husband and I were very excited about it initially. No longer.
- Better connections to Payne Phalen neighborhoods
- Bicycle Trails, Restaurants
- Cinemas and such
- Connecting to Radio Blvd. would add more possibilities.
- Connection to BRT serving the north metro (White Bear Lake area)
- Connection to Green Line and downtown transit; connection to bike trails.
- Connection to green line LRT
- Connections to the other light rail systems - I think it's inferred?
- Connections to the other transit lines
- Continue farther east on I-94
- Costco, Sheraton/Tavern Grill area, Woodbury Lakes
- Current route has a good mix of destinations.
- Destinations further East (at least along Radio drive).
- Downtown St. Paul
- Downtown St. Paul
- Easy connection to Green Line
- Efficient connection to Minneapolis throughout the day.
- Extend line west to Snelling Ave so I can ride it all the way from home. Extend east all the way to Stillwater so I can go there without driving. Put in Light rail instead of a bus, so I can get to the East Metro faster without driving
- Extend the Gold line further East, such as County Roads 13 and 19, especially County Road 13.
- Extending the line to Hudson, WI. This should have been done as the primary goal. Short sided and incomplete plan.
- f
- family and friends along the corridor and downtown.
- Farther east to Hudson
- farther west- downtown Minneapolis, uptown, saint Louis park
- Fast connections to transit further west in Saint Paul
- Faster ways to move through the city. As a system, Metro Transit is tragically slow, including the light rail. Most trips take 3 times as long via Metro Transit as they do by car. I am simply not willing to spend the extra 1-3 hours a day riding buses and trains. Those times are no exaggeration. I am a strong supporter of public transit and have used it extensively in other cities. The systems here are just frustrating.
- For 3M travelers, quick access to an airport connection would be convenient. Gold Line to 7th Street bus route which could also be rapid transit.
- Further east along 94
- Further east--to highway 19.
- Further west into St Paul without having a connection
- Green line access to Minneapolis, Bike rental
- Green Line Light rail connection
- Having the transit line start at the Eastern border of the state.
- Hudson, Wisconsin

- I don't know Woodbury that well - is radio drive beyond Bielenberg? That is more often my destination.
- I don't live or shop in the corridor, so the BRT is unlikely to impact me. It is a great idea for people who live in the area. I fully support.
- I live completely opposite to this plan and access to places on this route are not in my local interests to where I live.
- I live north of the cities.
- I see the route includes a stop at Sun Ray. I don't think a stop at 3M is necessary, or more so to build a bike/walk path to access. maybe just a bus stop if there are any interested 3M users. I am not one because not on this route.
- I tend to do my shopping/activities/appts further east (toward Radio and Woodbury Drives). I don't see the transit line changing where I do my shopping. Perhaps I may go to lunch more often from 3M if it is convenient, but I don't anticipate other behavior changing.
- I think it'd be nice to have late night access to the light rail so I can participate in downtown MPLS shenanigans on Friday / Saturday nights.
- I think the only reason I would take the BRT would be to avoid having to pay to park downtown to get on the light rail.
- I use the Sunray Public Library regularly. I would not have to use a car to go to Woodbury for shopping/ restaurants. I would like to use Battle Creek park more and the bike trails to downtown SP. The bus would help make that happen.
- I won't use the BRT.
- I would also be looking at the convenience/timing of getting into downtown St Paul for entertainment, restaurants, education opportunities and baseball/soccer games.
- I would like the transit to extend to Woodbury Walmart/Sam's Club/Super target area on east. Jerry's Food on South of Woodbury
- I would likely use only as a commuter from St Paul
- I would not use the bus for my one off activities during the week. I would use it as a commuting option from St. Paul to 3M.
- I would plan to use it to commute to eastern Woodbury. Near Stonemill Farms. With the current plan, I do not foresee using it.
- I would probably use BRT to get downtown if it connects. I'm also interested in the bike trail network connections.
- I would take it downtown St. Paul because parking is difficult.
- I would use this only as a commuting tool if the schedule allowed. The other stuff is after work and not from the immediate area.
- If it went as far west as the A line it would be nice. or even to Midway shopping center
- if it went to Manning, then using it for commuting might be of interest
- If the park N ride continues to be an option, I would consider using the BRT to commute to work. The BRT line still is only half way to work for me, but would be an option if parking continues to be challenging at 3M. Hopefully with the completion of the ramp, parking challenges will diminish.
- If there was a park and ride somewhere along the line, then that may keep many cars out of down town Saint Paul and reduce congestion on 94 greatly. That could also help with events too.
- I'll be retired by 2024, so less time spent on this area.
- In order for me to use it for work I'd have to be able to get to Lowertown St. Paul and the 3M campus without transitioning between lines or buses.
- It would be great to get some more dining options, like local (not chain) options for happy hours and good dinners.
- it would be helpful if it stopped at the new shopping complex where Whole foods was built, then I would use it much more.
- It would be nice to have a BRT stop that's located closer to Target so I can go there via bus over my lunch break, without having to add it additional walking time for that errand.
- Just west of 694 in Oakdale. I think it is 10th? Where the new HyVee and the remodeled Cub grocery stores are located. That would be a great place for a stop.
- Lake Elmo Park reserve and the corridor further down 10th Street.
- Lake Elmo park would be really great
- least amount of stops possible. if this is slower than driving it won't convince 3Mers to use it. although I realize the multiple stops will help the community. it's a hard problem to solve
- Leave car at 3M and Use it on weekends or evenings to go to downtown areas for games/events. Have it go to northeast suburbs
- Library
- Light Rail connection or direct route to 3M/Woodbury
- Might be nice to access Payne Avenue restaurants
- Minneapolis and St Paul
- Minneapolis locations
- More connections to the East (Lake Elmo). My home is still more

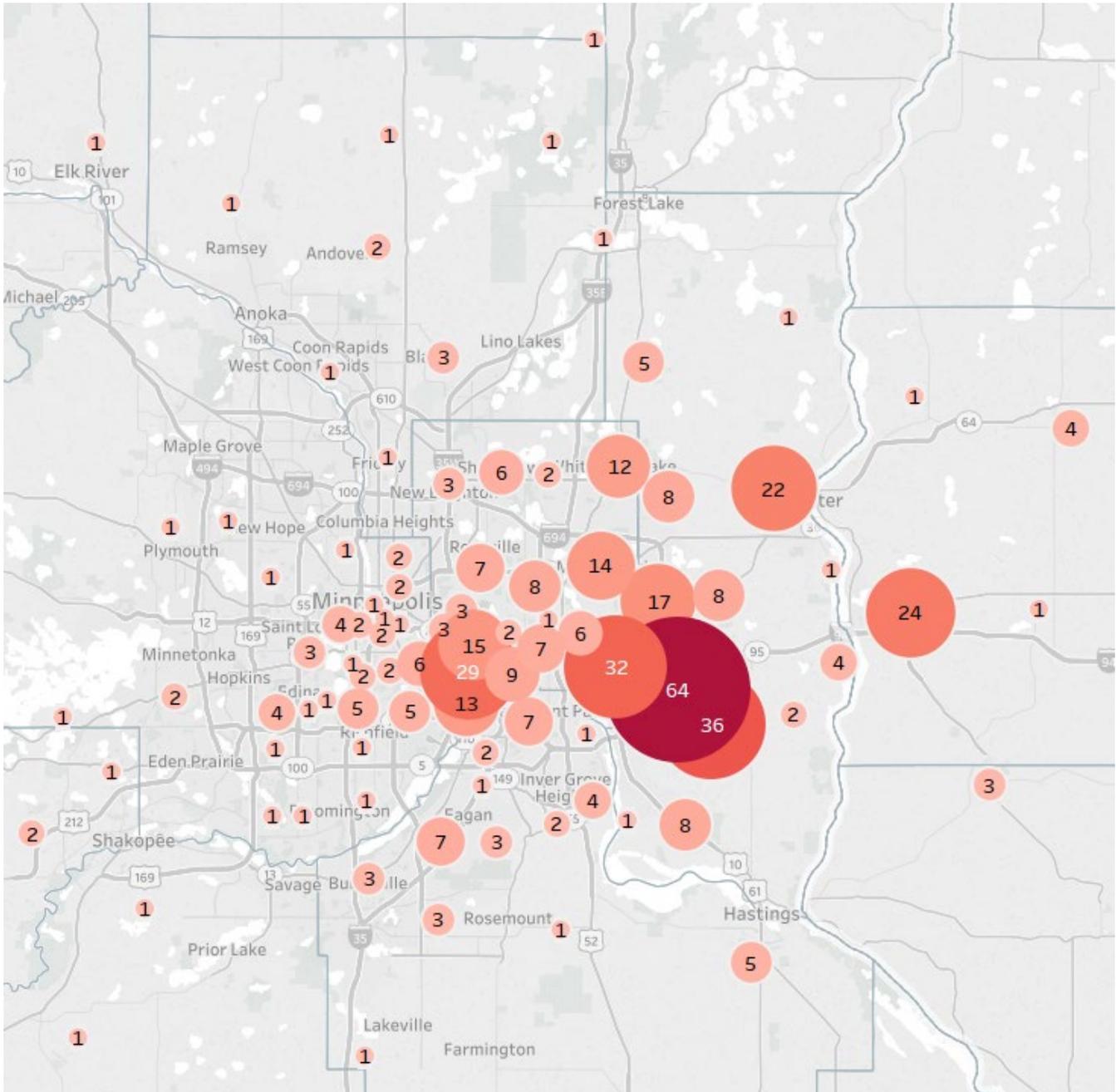
- than 3 miles from the line shown.
- More destinations on the East Side of St. Paul would be useful. E.g. Payne Ave
- MSP Airport. Valley Creek Mall, Woodwinds Health Campus - Health East
- N/A; NA
- N/A - I don't live in the area so this won't be terribly useful for me
- Need a line to go up to Marcus theatres and Century College
- Need to have areas to park bikes at each stop.
- Non of the destination along the line appeal to me. I would not arrive at work early or stay late to use the gold line or any of the activities on this list. I think the idea/plan is a waste of tax dollars to support transit to less than 1% of the local population
- **None (14);** none are important to me; none at this time; none that I can think of; none with me retiring
- None, I think it's a waste of money.
- None. The corridor is not on my main paths to activities. I have to drive to the BRT. I would drive a little further (< a mile) or directly to my activities.
- North along I-694, and West along I-94
- not sure at this time
- Nothing if crime increases anywhere in the area. Since I live in this area, I am very concerned. I will wait to see how security will be managed before I commit to anything.
- Park and ride transit stations around the larger Twin Cities area.
- Pick up Location in Hudson, WI
- police station hub, you're going to need it!
- Radio drive, Sheraton Hotel, Royal Golf Club, Woodbury Lakes
- Restaurants at Radio Drive
- Safe passage to mountain bike trails
- Safety is my main concern - making sure that bicycles and automobiles can safely share spaces.
- shopping around Hwy 19 further east
- Shopping/restaurants at 10th St in Oakdale, Tamarack Village, and Woodbury Center (near City Hall)
- Should move the Transit further East toward WI. A lot commuting from WI.
- Since I live in Woodbury and own a car, the only thing the BRT would allow me to do would be to bike to the station from May - Sept. more to get to 3M for work and Saturday Yoga, and leave my car at home.
- some destinations further east to save on my drive time
- South Woodbury
- St Paul Downtown Farmer's Market
- St. Paul Saints Stadium, Xcel Energy Center
- Stillwater
- Sun Ray access and St. Paul Depot
- take the bus or train to area and bicycle back home, this is what I did in San Francisco -- I would ride to Mount Diablo or other location and take BART back. -- Can do that here don't trust the trains.
- Tamarack and Woodbury Village, Battle Creek park via new bridge
- Tamarack Village would be a win, but obviously it's not on the current path. The hook into Greenline would be useful.
- Target
- Target
- Target
- The bike routes. As of today, in my opinion, Woodbury is a location that is unsafe to bike to 3M. With a bike route this could change and be a part of a routine in the warmer months of the year.
- The BRT would be a nice option to get to my normal shopping destinations on the east side of 3M.
- The corridor needs to extend further east along 94 or it is not useful to me
- The destinations to Union Status to pick up the green or blue lin.
- The library
- The line really needs to add 2 stops into down-town St Paul. A great option for more use to be able to get to down-town restaurants/Science Museum/etc. from 3M but it makes no sense at all if you have to use the Green Line to get closer to the venues.
- There isn't much for me now because I live in Mpls, but this line actually gives me a reason to move t downtown St Paul.
- train from Stillwater to 3M
- union station in St Paul
- Up to North St Paul or Maplewood Mall
- Valley Creek - Radio Drive in Woodbury - Onboarding in Stillwater
- Vandalia/280 or Snelling
- we need a bike path on the corridor pls
- Woodbury and Sun Ray Libraries
- Woodbury Drive, Valley Creek
- Woodbury Lakes shopping center is only slightly further east, and would be more useful to me as a transit stop than the Tamarack Hills shopping center.
- Woodbury Lakes, Tamarack Village, Lake Elmo Park Reserve
- Work at 3M
- Work from home
- Would like a stop at Valley Creek/Radio Dr (YMCA?)
- Would like an extension down to St. Thomas Academy, to allow for a better pick up spot for Highland/Macalester-Groveland residents

Demographics

[Back to the top of the Appendix](#)

9. Home Zip Code

Respondents: 504



The vast majority of the zip codes mapped are from 3M employees who responded to the online survey. The locations not shown on this map are in eastern Wisconsin (3) and California (1).

Closing Comments

10. Please use the space below for any closing comments

[Back to the top of the Appendix](#)

- How does this BRT route connect to St Paul?- are we building another road?
- Along 3M, is the station and route in the road right of way or is 3M land being acquired?
- The I-94 bridge crossing to the south- will this require additional property acquisition?
- Will apartments be a part of the station planning?
- What is the dollar figure for the Gold Line BRT project?
- Is there a park and ride included with this station?
- Is the I-94 bridge included or required with the 3M station?
- Will bike facilities (bike parking) be included in the station design? • A: Yes. But that is not a part of the current engineering project but will be addressed in the future. Q: Why does the station end at Woodbury Theater and not further east. • A: The locally preferred alternative process (LPA) vetted a number of routes. The communities weighed in along with Metro Transit. The Woodbury Theater site includes existing Express bus park and ride spaces today and a strong candidate for a terminus station. Q: What is different from this BRT route with the existing bus routes? • A: This is more extensive direct, frequent service than existing bus routes. Q: Will the BRT route affect traffic at intersections and ramps to I-94? • A: Signal priority will help to expedite buses through intersections.
-
- 3M alternative parking lots at outer East and West stations to reduce traffic and parking issues on 3M campus.
- 3M needs to support and subsidize non-single occupancy car transport.
- 3Mers are high income employees who drive to work. Very few use public transportation
- A bigger challenge than completing the Gold Line BRT will be to get 3M to improve sidewalks and bike paths on its campus.
- A stop in front of the Hartford building would help engage our employees
- A walk/bike bridge over I-94 would be a great improvement to the area.
- Add -Inver Grove Heights/South St Paul stops
- Add transportation as close as possible to a large corporation such as 3M will give more people chances to be employed and keep employment with less struggles getting to work.
- Again - would prefer light rail to bus but any option would be helpful.
- Although I like the connection with Battle Creek Park, I first think we need to make sure that our campus is secure. Look at the trends in crime in the area to ensure if this would be a good move. Almost seems too inviting for others to access our campus that may not have a need to be there. 2nd, I question the name. Do we want this associated with our company name. I would hope that if something were to happen crime-wise someone would not try coming after us because our name is associated with it.
- Be cognizant of your potential audience... if you want 3Mers off the street... where are their current residences and how easy will it be to get to starting point and then ending point. You do not want long commute 1 hour tops.. You will want accessible hours to be before and after work with a few in between. You will more than likely still need to have a shuttle for interoffice/campus or make it like a Uber service on the fly purchase... I believe you would be shut down but for maybe 3 runs on the weekends for potential flights to/from the airport(s) I do not like it ON the 3M Campus as that is inviting graffiti in the long term. Again, one needs to think of the clientele... maybe do a demographic study of where employees currently commute from. \$2.00 max fare for 3Mers one way or be able to purchase an unlimited pass from the company store... I do not want to have to get on the train at 0600 to be at the office for 0745
- Bike access from South Side of I-94 to North Side is really needed.
- boxes 12 and 13 don't work. 55042 and 1971.
- BRT is not a good use of tax or private money. It is poorly utilized and is very expensive to build and operate. If it is built it should be self funded through fares that represent to entire cost of operation, not subsidized.
- Bus shelters at Conway Ave. MTC stops please :-)
- Combining this with added Battle Creek Rec investments would add

- increased value for both projects.
- Consider additional bicycle stowing on BRT as on light rail (more than 2 slots like most buses)
- Consider connections farther east
- cool project. great to see smart development of mass transit system even if it's not very useful to me
- Create a BRTOD going to Maplewood Mall
- Development of surround areas at each station will be important for attracting more ridership beyond just a means for commuting; think about making stations "destinations" rather than "pit stops"; see comments on suggested Battle Creek Discovery Centers as examples
- For 3M to be bike friendly, this proposed line is required.
- For people to be willing/able to use mass transit, it must be convenient to use. Most of the system seems designed for moving people short distances; we need to think about how to move commuters across longer distances in metro---at a "2-seat" max trip.
- Fun. This is very appealing. Thank you for the proposal, hoping it works out.
- Get the green line expansion done, then get the gold line completed, and I'll use transit every dang day
- Glad to see this occurring as population grows in Twin Cities
- Good idea. Improvements to getting to the south side of I-94 at 3M Center is great, but for commuting doesn't seem useful.
- Good ideas. Need to connect to Wisconsin.
- good luck, I like seeing our metro transit options expand. I think it's great!
- Great idea! Access to south I-94 / Battle Creek a MUST!
- Great idea. Light rail would be better.
- Great ideas.
- great improvements and cant come soon enough
- great imitative
- Great initiative!
- Great plans thus far
- Horrible idea! Dangerous
- How many riders will it take for this to break even? I see 20-30 buss a day 90%% of the time the busses are completely empty. How much pollution will be added when this is operational?
- How rapid is rapid? I'm willing to have a longer commute with public transit, but moving from 15-20 minutes to 90 minutes would be too long
- I agree with having better walking/biking trails, but feel the bus is a waste of money.
- I am a big proponent of mass transit system. Currently, I see a few major issues - takes too long to reach a place, lack of last mile connectivity and lack of penetration, not enough frequency, un-heated stations, and expensive. If these were addressed, I would use it. As a background, I grew up in a city with a very good mass transit system, used it for 20 years, had no private vehicle (did not even know how to drive). So, any efforts to develop the mass transit system is greatly appreciated. Keep up the good work. And, don't believe that 'mass transit brings bad people'.
- I am excited about LRT and this is long over due
- I am glad that this project is taking shape
- I am handicapped and walking is difficult. My use of the BRT to and from work would be limited by the weather.
- I am in favor of more public transit in the Twin Cities
- I am in favor of rapid transit options to reduce traffic to 3M campus.
- I am looking forward to the Gold Line
- I am more interested in light rail service from Woodbury to St Paul
- I am very excited for the prospect of a trail bridge over I-94 to Battle Creek Park.
- I appreciate your efforts in gathering input for this endeavor. It would interesting to see how many people near the station actually will plan to use it instead of driving their own vehicles.
- I appreciate the use of buses rather than light rail. I find buses to be far more flexible and accomodating to the weather conditions. A deep snow or an accident might stop a train and strand passengers. Buses can be immediately rerouted.
- I cannot see myself using this extended transit system in the future
- I commute 20 mins from the north and would not use the Gold Line BRT. Would hope that new bridge and walking/bike trails are "aesthetic" in design.
- I commute 30 minutes every morning from New Richmond, Wi. I will not be a frequent user of these facilities.
- I don't shop up in this area as I do not like it
- I don't think I would ever use the Gold Line BRTOD.
- I don't think this makes the region more attractive
- I don't think this will be a worthwhile project. I doubt the bus line would be used much by 3M employees since many drives are as short as the drive to a park and ride would be and offer more

flexibility.

- I fully support more commuter access to 3M Campus!
- I fully support more public transportation!
- I had hoped it would be routed further east
- I have always liked the idea of mass transit but it never worked for me because of distance. If the right route was created I definitely would try it out and use it especially in the winter.
- I have significant concerns that our parking lot will turn into a park and ride. Who will make sure transit riders do not take my parking space away?
- I hope it's a safe project. Good Luck
- I hope my input is taken seriously. I don't believe the BRT is a good use of limited funds. My concern is that this survey will be selectively used to support the project and not reflect the true feedback. Finally, the survey would not accept by home zip code (55016) or the year I was born (1966)
- I hope this works as expected, but I doubt it will make much difference or see significant ridership. I am a skeptic.
- I like the idea and would want to connect it to Highland Park St. Paul
- I like the idea. it will have to be designed carefully to avoid major disruptions
- I live near route 63, and I've tried taking the bus to work. It's not convenient enough (frequency, duration, the last mile) as a regular option. I would certainly consider public transit if it's convenient.
- I look forward to the gold line
- I love it when cities are progressive - nothing has been

done in this area for years - Once everything is completed, I may use more often.

- I love public transport.
- I love the idea but probably would not use unless convenient to specific destinations and onboarding closer to Stillwater etc.
- I love the idea of bike-walk access to BC direct from 3M Campus!!!
- I rarely leave work over the noon hour (eat lunch within 3M). I rarely stay in the metro area after work as I have a 90 minute commute home. I mostly go to dinner or do recreational activities near my home.
- I really like how Washington D.C. was set up for the rail transit when I visited. Very intuitive and not intimidating.
- I really like the idea but think that the Onramp to 94 Eastbound would be HUGE. I also would worry about safety and security on the route. Also PLEASE don't butcher the landscaping out front or make it too industrial, err on the side of trees, hills and natural landscaping.
- I really think a line across the river would be awesome, I know not feasible by 2024, but in the future. Thousand commuters daily across the state line.
- I see no benefit from this project. Others I've talked with including residents of Woodbury support this project. Fix the pot holes in the roads we have and quit wasting money on public transportation very few people utilize.
- I support any project to improve transit options because of its impact on the environment.
- I support public transit in theory, but it's always mangled and impractical in execution... either

the transit time is 2-3x longer than car, schedules are inconsistent and unreliable, there are multiple transfers (unacceptable during winter months), still need to walk long distances most of the time, shopping isn't practical (trying to bring bags of groceries home on a crowded bus just doesn't work)... but, go ahead and spend a bunch of taxpayer money building something that doesn't end up getting used enough to justify it.

- I support these transportation alternatives !
- I support transportation options, just doesn't work too well for me at this time.
- I think having this run from Woodbury to 3M is a great idea. But having further general public access to 3M campus would be a concern I would have about exposing this project (adding trails and bridges) more than a stop at 3M Campus
- I think the BRT would be great and would like to use public transit to commute more, but the problem always is getting to the LRT or BRT from where I live and commute time. Having Wi-Fi on the line would be awesome so I can work while I commute since it will take longer to get to/from work compared to driving.
- I think the route to the East is a mistake. The original intent was to go to the St. Croix to reduce traffic coming from the East and WI. Terminating at the Western edge of Woodbury does not serve the massive amount of people coming from further East into St. Paul. Extend the route to the boarder like the original intent or don't do it at all. This plan does not solve the original/real problem and seems more like a resume builder for public officials/waste of

money than an actual solution.

- I think this is a great idea!
- I wish this project could be completed sooner!
- I won't be at 3M when it is finished. Will retire. So, will not need it. Wish it was there 37 years ago.
- I would also use this more if it ran late-night, vs. just during the day.
- I would be concerned that the already limited 3M parking would be used for non-3Mers parking needs to take the transit.
- I would be interested in taking public transportation to work if it is effective in terms of timing and cost. I wouldn't take it everyday due to early meeting/after-work activities, but would like the option primarily if it doesn't significantly increase my commute time.
- I would be SO excited to have regional transit that includes western Wisconsin!
- I would be very interested to see how this connects to the current route 74.
- I would like to be able to take public transportation from Minneapolis to 3M, and not have it take 2 hours each direction, with three line changes
- I would like to bike to 3M but probably won't be here in 2024. I think this would be great for people.
- I would love this!
- I would love to be able to commute to 3M on the NorthStar and Green Line light rail with a more direct connection to the campus
- I would love to be able to use mass-transit to get to work; that is the ultimate mark against 3M's current location that it is very difficult to commute to in a manner other than car. My 9 mile

commute along 94 takes 15 min via car but would be >1 hour via transit.

- I would love to have the option to take the bus from my house.
- I would not need the transit, I live very close to work now, but it would provide an opportunity for me to consider moving farther away from 3M. I also really like the idea of a safe way to cross I-94 so that I could bike or walk to work.
- I would rather have Light Rail than a bus. If a bus, get it done MUCH SOONER, say 2019! This doesn't see that hard to me
- I would rather not transfer to the Green line. I wish the BRT line extended further west into Saint Paul.
- I would suspect that many 3M employees who live east of campus would not utilize the BRT for work commute because we are already so close. I suspect the BRT would be used more for westbound travel to St Paul in order to avoid car commute time and parking issues.
- I would use this for work only
- I would use this line for getting to work if I could use it in conjunction with the 860 express bus.
- I'd like it to go further east than Woodbury.
- I'd love to have the bike trail. 3M tries to promote biking, for those of us commuting from St. Paul / Minneapolis, there are no good routes--particularly near 3M. Fix it! It will improve 3M's appeal to fitness enthusiasts, environmentalists, and millennials.
- If I could easily take a bus to and from work I would
- If I have to drive two miles to get to the nearest BRT rail station why wouldn't I drive an extra three miles and just be at work? You need to service neighborhoods,

not businesses.

- If it were convenient, there's a good chance I'd use it to get to work multiple times each month. I don't use any public transportation right now.
- If the service was direct from 3M Center to downtown Minneapolis, I might consider it.
- I'm looking forward to the Gold Line!
- I'm so excited for this, I live and work in this community and it's great to see there is development coming. My husband works in DT Minneapolis and buses can be challenging in snow/traffic so this will also help him immensely.
- I'm starting to bike to work from home. It takes 1.5 hours 1 way. This is faster than any available public transit.
- Inevitable people will wish to drive to the bus stop, where will they be able to park their vehicles?
- Inexpensive rental bikes in the corridor would be a big benefit. I recently traveled in a city where my primary transportation was rental bike to train to rental bike.
- interesting project,
- It currently takes me 15 minutes from Snelling to 3M driving my personal car. If commuting between the Snelling station (Green line - Gold Line) is within 30 mins I would use it. Beyond 30 mins would not be convenient even if it saves money and is environmentally friendly.
- It is disappointing that Lake Elmo was not cooperative in this effort.
- It will be great if completed within the next 2 years.
- It would be nice to see estimates of bus travel time, to get a better picture of everything and figure out if I could use it for commuting
- It's exciting to see the expansion

- of the light rail system and the hopes to integrate it in a way that will improve access to outdoors and nature. Please continue!
- just remember to take parking into account.
- Keep extending it to the East!
- LICENSE BIKES. Make them pay their Share. Make it a Toll Way then they would be treated equal to cars and roads
- Light rail is clearly a waste of money so glad this isn't that, but would still find it hard to believe there aren't better things we could be spending money on and with less long-term maintenance costs.
- Light rail is losing money year after year yet we keep adding to it. We don't want it.
- like the battle creek bridge!
- looking forward to easier transit commute and safer/ more enjoyable pedestrian walking and biking areas to and around 3M campus
- Looks exciting!
- Looks like a great addition to Woodbury, 3M and for the usability of 3Mers!
- Love it! I am very excited for it.
- make it a train and go to WI and I would ride it.
- Make the bus dog-friendly and continue to the Wisconsin border
- MORE BIKE LANES FROM ST. PAUL TO 3M CAMPUS
- MT needs serious security upgrades before I'll consider using
- My use would depend on the cost of the transportation and on how long the commute would take.
- NA
- Need efficient connections to/from 55077 to/from St. Paul
- Need to have it stop near the Eastern side of Woodbury, along 94 for commuting to work, otherwise I will use my car.
- Nice to see this progressing.
- None
- none
- None
- None
- Not sure if this is a good use of taxpayer money.
- Overall, I like the idea, and I would be excited to use both the bike paths and the bus line to get me from downtown St. Paul to 3M campus
- Please also consider safer ways to cross McKnight
- Please consider a route to Minneapolis. Or else a drop off where I can get on a route to Minneapolis.
- Please consider my helpful tips, a balanced budget is a good thing.....
- Please consider the entire region when using this and consider how people get to the BRT as well as people directly within the project area. More transit options and connections mean more users!
- Please do not build the BRT.
- Please do the math on total population and total available transit seats. Los Angeles has more transit than any place I have been except maybe Portland but in LA the car still serves the vast majority of the populace. It isn't going away and no one has yet gotten a ride on ideology.
- please do this
- Please do your best to not increase crime on 3M campus
- please integrate a bike path right in/on BRT
- PLEASE run the train AFTER bars close! It makes no sense to Not be able to take a train to avoid driving after visiting bars/restaurants
- Safe passage to mountain bike trails
- safety would be #1 .cost of operating it ...when no one uses it but low income people that get passes for free
- seems like a waste of a lot of money,
- Since I live and work in the area, person safety is a HUGE concern of mine
- Sorry, but I'm not a fan of bring the East Side riff raff even closer to 3M and Woodbury.
- Stop wasting money!
- Thank you for allowing me to provide feedback.
- thank you for asking for input
- Thank you for asking!
- Thank you for including our thoughts
- Thank you for providing the opportunity for input.
- Thank you for the questions. Security and Safety are my biggest concern. I'm afraid of this location turning into another East Side.
- Thank you for the survey. Unless you live right in the vicinity of the gold line route, I jus can't see people in northern or southern Washington County using it. Keep in mind, for we "northerners" of Washington County, we already lost two elementary schools (Withrow and Marine). Why should I care about a bus line when no one cared about saving our neighborhood elementary schools???
- Thank you!
- Thank you! looking forward to it.
- Thanks for asking
- Thanks for asking my opinion, both as a 3Mer, and a Maplewood neighbor.
- Thanks for asking. Hope it's helpful!
- Thanks for listening
- Thanks for thinking of this. I wish it would have been around 15 years ago! Thanks for getting it done now!
- The bridge across 94 would be awesome. I love to walk, and

- during the summer I could walk more places over lunch. In addition, people living south of 3M could walk to work.
- The closest station for me is Helmo - Radio Drive and Woodbury Drive are very congested at I-94 and having a transit station right there is likely to make those areas even worse unless something is done to streamline those areas. It can take forever to get through the stoplights.
 - The connection to union depot is great. I wish the green line went to the Xcel Center,
 - the Gold Line looks like an exciting addition connecting 3M (and the east side community) to local shopping, restaurant and entertainment
 - The gold line won't extend far enough for it to matter to me
 - The greenway stop to east at Helmo doesn't seem very useful. There also need to be a safe bike/walk across I 94 at Woodbury/Oakdale. That is a very dangerous crossing with right turn on red and drivers changing lanes at the new shopping areas. The interface into the communities at the transit stops (taking bikes on the transit into town then biking home.) needs consideration
 - the line seems like a good idea for people who already live in the cities
 - The multiuse trail and better access over I-94 is more important to me than the bus service
 - The only thing I wish about this line is that it went farther West, so I wouldn't need to transfer buses two times to pick it up
 - The safety and security of our Global Headquarters and employees should be of the utmost importance.
 - The sustainability and community connectedness that this could provide is commendable. Thank you.
 - The use of existing bus services is a far better low cost flexible investment that has flexibility to meet changing populations. BRT is a costly fixed transit system (similar to light rail) that is difficult and costly to adapt to future changes in population needs.
 - there is a lot of traffic congestion in 3M. Please do not make it any worse by changing any traffic flow via access points, reduced lanes, speed bumps etc. with any of the proposed additions. thank you for the consideration and survey opportunity. while I will not be a user I want to still be satisfied working at 3M to have an easy driving commute. thank you for understanding commutes don't need to be burdensome so I am intentional about where I live and work and don't want to see 3M campus disrupted.
 - This a great project! Very excited.
 - This Gold Line BRT would be extremely better and more flexible than any train!!!
 - This is a bad idea and is not needed. people already have figured out how to commute to 3M. Mass transit is an unnecessary cost burden on the taxpayers
 - This is a cool idea. I don't know how much I'd use the bus services, but I'm excited about the pedestrian/bike bridge and trails along campus perimeter.
 - This is a great plan!
 - This is a really good plan.
 - This is not a good use of money. Very few 3Mers will use this...it's too slow.
 - This is very exciting! I would love to be able to use public transportation as my primary means of getting to and from work at 3M!
 - This line and walk-bike bridge would not only benefit 3M and their green initiatives more, but get more people out of the city and into Battle Creek Park.
 - This upgrade is essential if public transit is going to be successful for 3M and the surrounding area.
 - To be useful the BRT must extend to Hudson WI
 - Transit options need to provide convenience and safety. Really need to enable better options on this route to St Paul stops without transfers.
 - Unless this route goes farther east, it isn't useful for me.
 - Use 3rd Street, Minnehaha, and 10th Street instead - much easier route, better access to businesses, fewer turns, higher density zoning
 - Very good idea. I like this. If 3M campus is open to the community, the community will like it more. The buildings are secure "where we work and live"
 - We need this
 - We're going to build a great BRT. The greatest BRT the world has ever seen. Other people will look at our BRT and say "Wow, that's a nice BRT". But in all seriousness this is cool and I hope it happens.
 - We've been waiting a long time for this!
 - When I worked for Target Corp in Minneapolis I used bus 250N to get to work every day from Shoreview. Being able to walk to lunch spots off campus instead of drive resulted in many more lunches with co-workers and after-work get togethers
 - will it stop at any park and ride? and it would be helpful to extend the line to the east to the area of Radio Drive/I-94 where wholefoods and the big shopping

- | | | |
|---|---|---|
| <p>complex was built</p> <ul style="list-style-type: none"> • Wood like to see line extend further to the east • Worry about parking issues in 222 lot. Parking already stinks and might have public using lot to hope on the line at that point • Would be nice if bikes can use the dedicated bus line. Not sure why | <p>the bus line needs to dedicated vs. open for cars. There is little traffic. If there is concern about rush hour traffic, it could be carpool lane.</p> <ul style="list-style-type: none"> • Would like to see transit from Woodbury to the Airport (both) -- with covered parking at the transit site • Would love better public transit | <p>from MSP to Woodbury as well.</p> <ul style="list-style-type: none"> • Would love to have this BRT line and adjacent bike trail. Thanks for all of your hard work on this project! • Would love to see something coming from the northern suburbs. • Would try to use it at first |
|---|---|---|