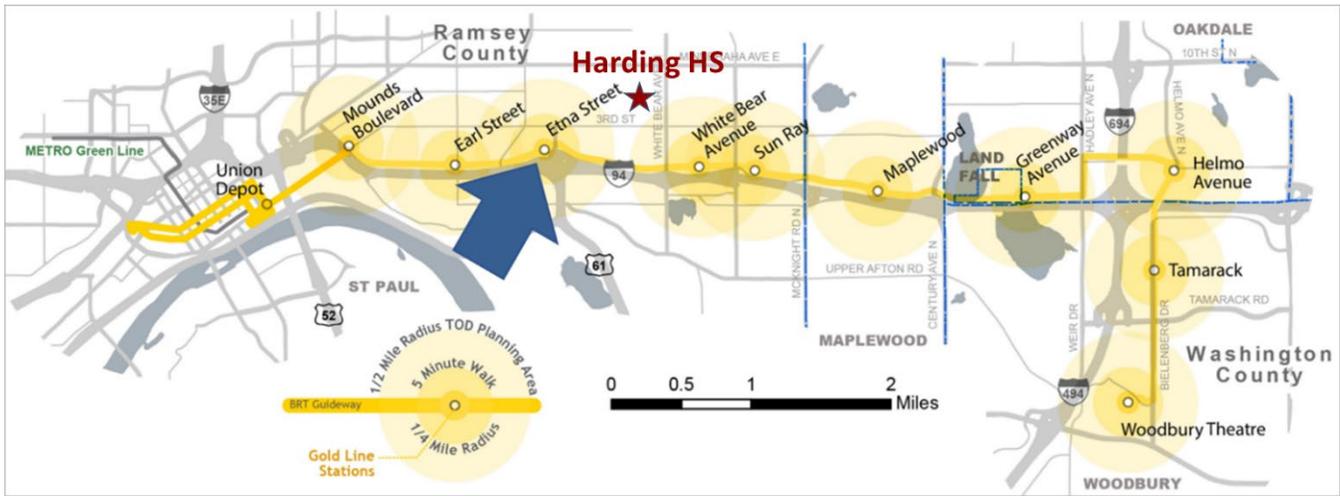


BRTOD Phase 2, Etna Street: Engagement Results, Harding High School Students

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Process and Participants



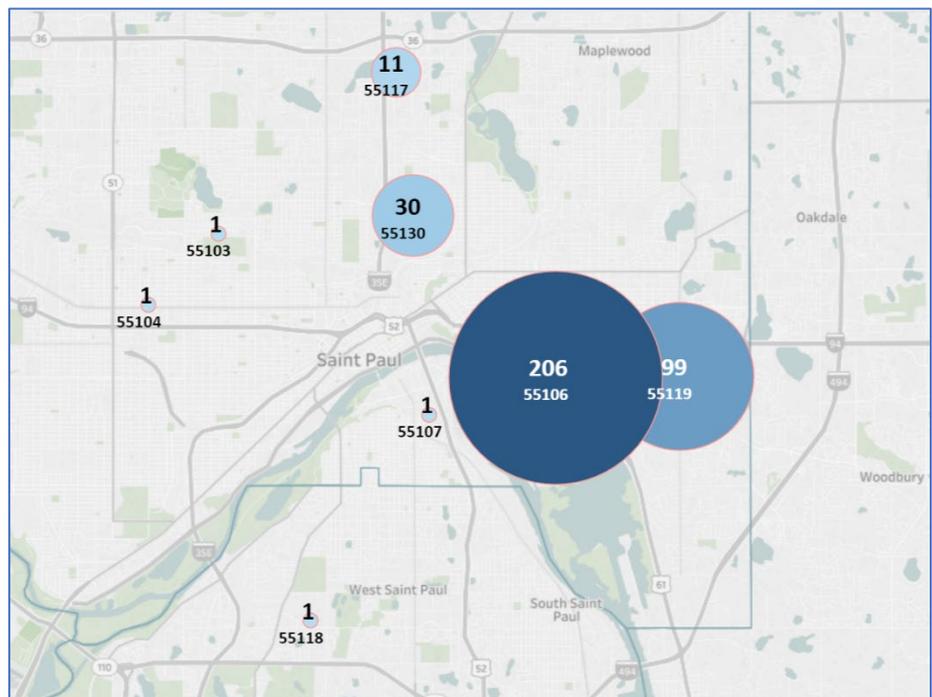
With nearly 2,000 students in grades 9-12, Harding High School is the largest school in Saint Paul Public School District, and is located only 0.75 miles from the Etna Street Station. While Harding students living more than 1 mile from school take the school bus to and from school, the vast majority of Harding families live on the East Side of the city and thus are the target audience for future Gold Line BRT service.

Methodology and Student Demographics

In summer 2018, the BRTOD project team reached out to Harding principal Doug Revsbeck and 10th grade geography teacher Emily Martin Yang. In partnership with Ms. Yang, the engagement team developed presentation content and key questions focusing on Third Street and Etna Street access, station area land use, and corridor destinations.

On October 8-9, 2018, Harding teachers brought 355 geography students from 11 classrooms to the school library during their regular class time. BRTOD engagement lead Anne Carroll and Hally Turner from Washington County presented the content and gathered oral and written feedback from those students.

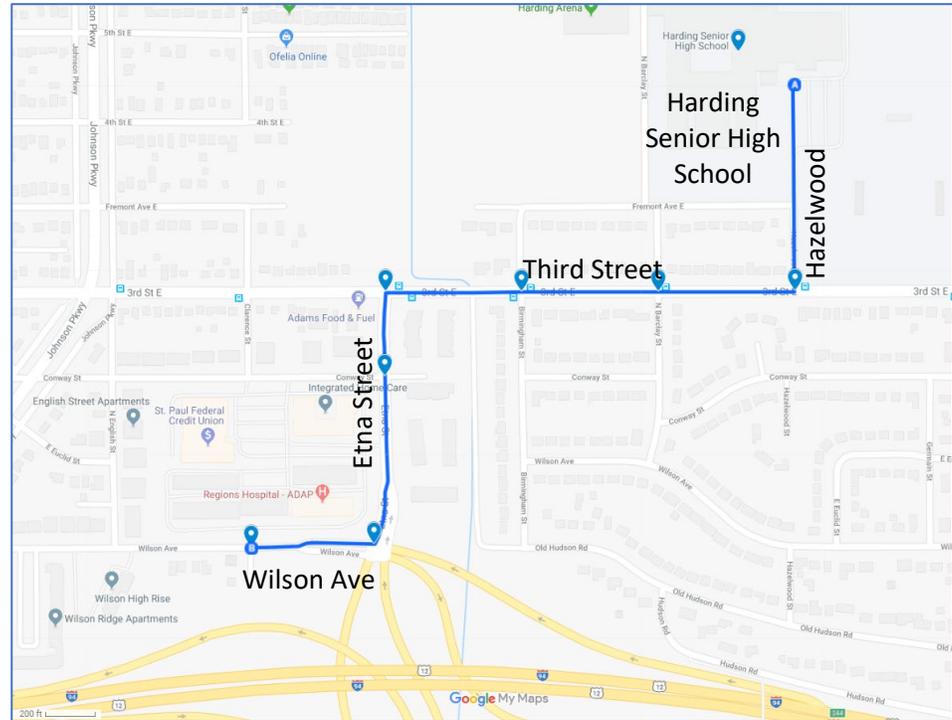
The map shows the geographic distribution of the 355 10th graders participating in this engagement process, based on home Zip Codes provided by the students; not shown on the map at this scale are 5 locations outside the map boundaries (2 in Lake Elmo, 1 in Stillwater, 1 in Eagan, and 1 in Coon Rapids).



About 70% of Harding 10th graders speak a language other than English at home, some have special needs, and nearly all are unfamiliar with terms that are common in planning and transit work. To support engagement, the graphics and language used in the presentation were tailored to be meaningful and relevant to the students. Further, the presentation began with a Google maps-based screenshot bike/walk tour of the route from the school to the station (see map below).

Along the way we “paused” at representative locations and provided images and information on what currently exists and what is proposed, and then posed key questions and gathered written and oral feedback. This information is included along with the results in the sections below.

In preparing and analyzing student feedback for this report we have done our best to understand and accurately reflect what students said and wrote, and sincerely appreciate these important student voices helping shape BRTOD options for this station area.



Responses have been edited to correct typos from written contributions, and missing words were occasionally inserted for clarification; no interpretations, assumptions, or changes were otherwise made.

Photos are used with permission.



Document Navigation

The primary results sections are organized by engagement topic (access, land use, and destinations), each with a summary of student responses and images of content presented.

At the end of the document is a complete compilation of all responses related to access, land use, and destinations.



Results: Access

Access – Third Street Now: Concerns

Questions about Third Street focused on the section from Hazelwood (the entrance to Harding High School) and Etna. As shown on the graphic below, Third Street currently has sidewalks on both sides, no bike lanes, and street lighting on the south side only. Below is a summary of current concerns regarding Third Street. See the [compilation](#) at the end for complete results on this topic.

- General concerns about safety
- Busy traffic and speeding make the street unsafe for pedestrians and bicyclists
- No/not enough stop signs or stop lights to control speed or ensure safe crossings
- Unsafe crossings, too few crosswalks, and confusing crosswalks; specific concerns about the crossing at Hazelwood and Third Street (the main entrance to Harding), which has neither a stop sign nor a crosswalk
- Inadequate lighting resulting in safety concerns
- Bumpy, uneven pavement and potholes make it difficult or hazardous for bicyclists
- Comments on the hill just west of the school entrance, and general issues about winter and snow



Access – Third Street Plans: Benefits, Advantages

As shown on the graphic below, to improve access to the Etna Street BRT station, proposed improvements to Third Street include a two-way bike lane on the north side between Johnson Parkway and McKnight Road, and additional street lighting. Below is a summary of feedback on the benefits of planned improvements on Third Street. See the [compilation](#) at the end for complete results on this topic.

- Bike lanes improve safety for bikers
- Bollards separate the bike lanes from cars on the roadway and make it much safer
- Better lighting helps walkers and bikers, especially helps reduce crime
- Changes improve access to the BRT station and other bus routes



Access – Third Street Plans: Concerns + What’s Missing, Suggestions

As shown on the graphic below, to improve access to the Etna Street BRT station the proposed improvements to Third Street include a two-way bike lane on the north side between Johnson Parkway and McKnight Road, and additional street lighting. Below is a summary of feedback on the concerns, what’s missing, and suggestions for improvements on Third Street. See the [compilation](#) at the end for complete results on this topic.

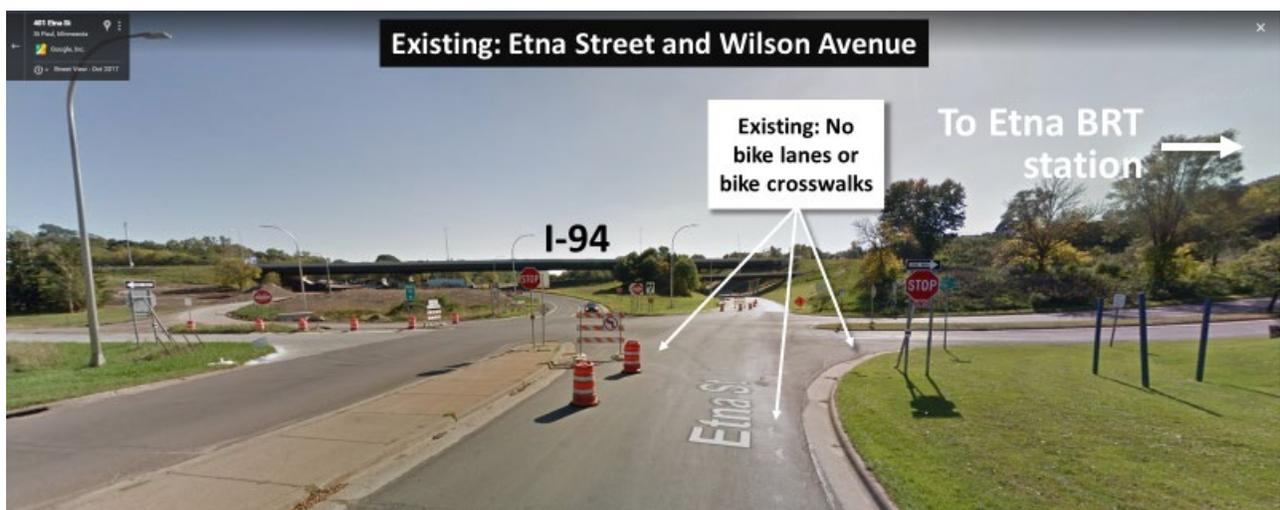
- Bike lanes eliminate residential on-street parking on the north side, causing difficulties for residents
- Concern that the bike lanes could block access to residential driveways; that turns could be confusing for cars, bicyclists, and walkers; and that the narrower driving lanes could cause other problems
- Concerns and questions about how the bike lanes with the bollards would be plowed during the winter, and whether anyone would really bike along Third during the winters
- Fears about crowding cars, bicyclists, and pedestrians onto this road, and biking *against* traffic in the lane closest to cars – even with bollards in place
- Related to the current traffic, speeding, and safety concerns noted [above](#) – recommendations for additional stop signs and/or stop lights; more, better, and safer crosswalks for walkers and bicyclists, including controlled/signalized crossings and turns; speed bumps; and special attention to safety improvements crossing to Harding High School at Hazelwood
- Strong desire for good sidewalks and smooth pavement
- Suggestions for excellent lighting, potential security cameras, nice landscaping to make biking and walking safer and more attractive



Access – Etna Street and Wilson Avenue: Now, Concerns

As shown on the two graphics below, Etna Street currently has sidewalks on both sides for only part of the distance between Third Street and Wilson Avenue, and no bike lanes. There are also no sidewalks or bike lanes on Etna south of Wilson (under I-94). Below is a summary of feedback on current concerns or needs for Etna Street and Wilson Avenue. See the [compilation](#) at the end for complete results on this topic.

- Sidewalk on Etna doesn't extend all the way to Wilson, or beyond
- No crosswalks along Etna or Wilson, or at intersection
- Intersection of Etna and Wilson is very busy, confusing, and dangerous from all directions
- Insufficient lighting to be safe
- Not enough stop signs or stop lights on Etna to be safe from traffic
- No bike lanes
- Bumpy pavement



Access – Etna Street and Wilson Avenue Plans: Benefits, Advantages

As shown on the three graphics below, to improve access to the Etna Street BRT station the proposed improvements to Etna Street and Wilson Avenue include the following:

- Etna: A two-way bike lane on the west side; the bike lanes would extend from Third Street past the Wilson intersection (access to BRT station), and continue south along Highway 61 to join other bike/walk trails; sidewalks extend all the way to Wilson, and continue on both sides of Highway 61 south of Wilson
- Etna and Wilson: Crosswalks for bikes and pedestrians at Wilson
- Wilson: Sidewalk and street lights on the south side; bike markings on the roadway

Below is a summary of feedback on the benefits of the planned improvements on Etna Street and Wilson Avenue. See the [compilation](#) at the end for complete results on this topic.

- Bike lanes
- Substantially safer and less confusing Etna-Wilson intersection with crosswalks for walkers and bikers
- Sidewalks all the way to Wilson and south to the other side of I-94





Access – Etna Street and Wilson Avenue Plans: Concerns + What’s Missing, Suggestions

As shown on the three graphics below, to improve access to the Etna Street BRT station the proposed improvements to Etna Street and Wilson Avenue include the following:

- Etna: A two-way bike lane on the west side; the bike lanes would extend from Third Street past the Wilson intersection (access to BRT station), and continue south along Highway 61 to join other bike/walk trails; sidewalks extend all the way to Wilson, and continue on both sides of Highway 61 south of Wilson
- Etna and Wilson: Crosswalks for bikes and pedestrians at Wilson
- Wilson: Sidewalk and street lights on the south side; bike markings on the roadway

Below is a summary of feedback on concerns, what’s missing, and suggestions for improvements on Etna Street and Wilson Avenue. See the compilation at the end for complete results on this topic.

- Concern about the busy traffic on both Etna and Wilson
- Concern about safety for bicyclists on Wilson without dedicated bike lanes; bike lanes should continue and include bollards
- Concern about the safety of Etna Street two-way bike lanes, with one lane of bikers facing oncoming traffic, and how to plow bike lanes with bollards
- Need to ensure safe turns and crossing for everyone, especially at intersections
- Concern about whether reducing the Etna Street roadway width will make it less safe for drivers, or too tight for both drivers and bikers
- Add signage to help with crosswalks, turns, and wayfinding (BRT station and other) for walkers, bikers, drivers
- Use stoplights rather than stop signs at Etna and Wilson, with clear signals for different users
- Repave roads for smooth and safer biking, and include nice landscaping
- To improve security on Etna and Wilson, ensure ample lighting and add security cameras





Results: Land Use

Land Use Plans: Benefits, Concerns, What's Missing, and Suggestions

The two graphics below show potential transit-supportive land uses around the Etna Street BRT station. Key objectives of these land uses are to support a safe and active station area, increase ridership, and benefit from being near I-94 and the BRT.

Below is a summary of feedback on the potential land uses around the Etna Street station. Note: Some suggestions were more specific to the BRT station itself and are included in that section later in this document. See the [compilation](#) at the end for complete results on this topic.

- Desired land uses:
 - Housing: quality, affordable, varied, high-density, and for seniors
 - Food, grocery, convenience stores
 - Coffee shop, restaurants
 - A place to hang out
 - Parks, green space
- Sound and privacy protection for housing close to the BRT station
- Safe and secure space

Potential Transit-supportive Land Uses

Future development should:

- Support a safe, active BRT station area
- Increase BRT ridership
- Benefit from nearby I-94 and the BRT

Examples of possible future development:

- **Mixed-use neighborhood** with multi-family housing and employment, surrounding a central park
- A **new street grid** access to walk and bike to neighborhood uses, and safe and direct access to the Etna station
- **Multi-family housing** near the Etna Station (provides an “active” use)



What could BRTOD look like at Etna?

Example:
Multi-family housing
with ground-floor
commercial

Shows how transit-
oriented development
supports an “active
station environment”
and additional BRT riders



Results: Destinations, Now and Future

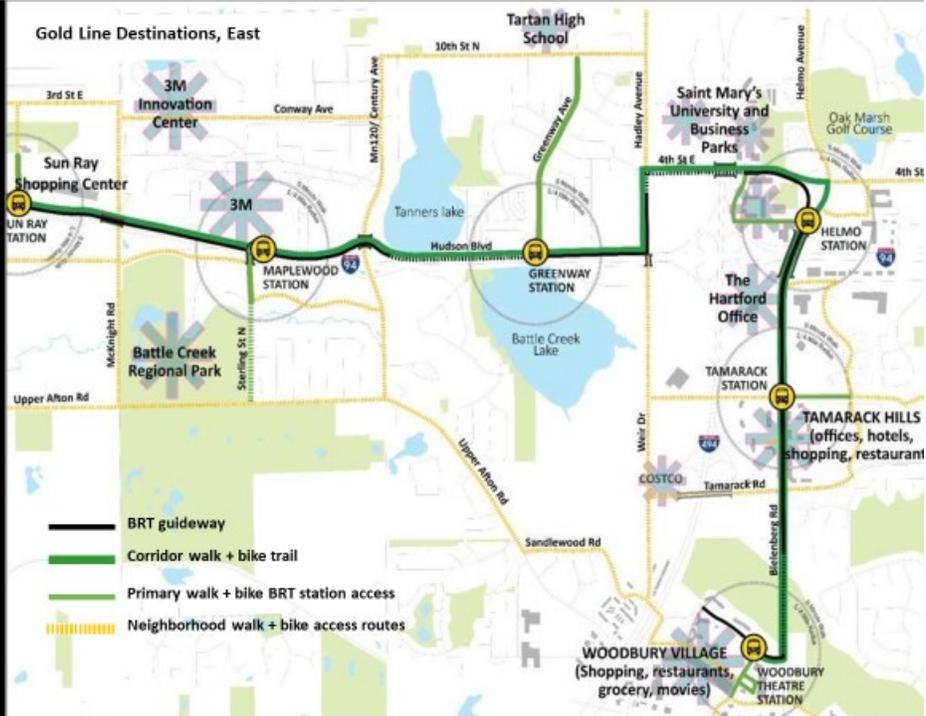
The maps below provide information about potential destinations along the BRT corridor and the corridor-wide walk and bike trail. Participants listed where they go *now* along the corridor, and possible future destinations via the Gold Line BRT or the trail.

Below is a summary of feedback on the potential land uses around the Etna Street station. Note: Some of the suggestions are more specific to the BRT station itself and are included in that section later in the document. See the [compilations](#) at the end for complete results on this topic.

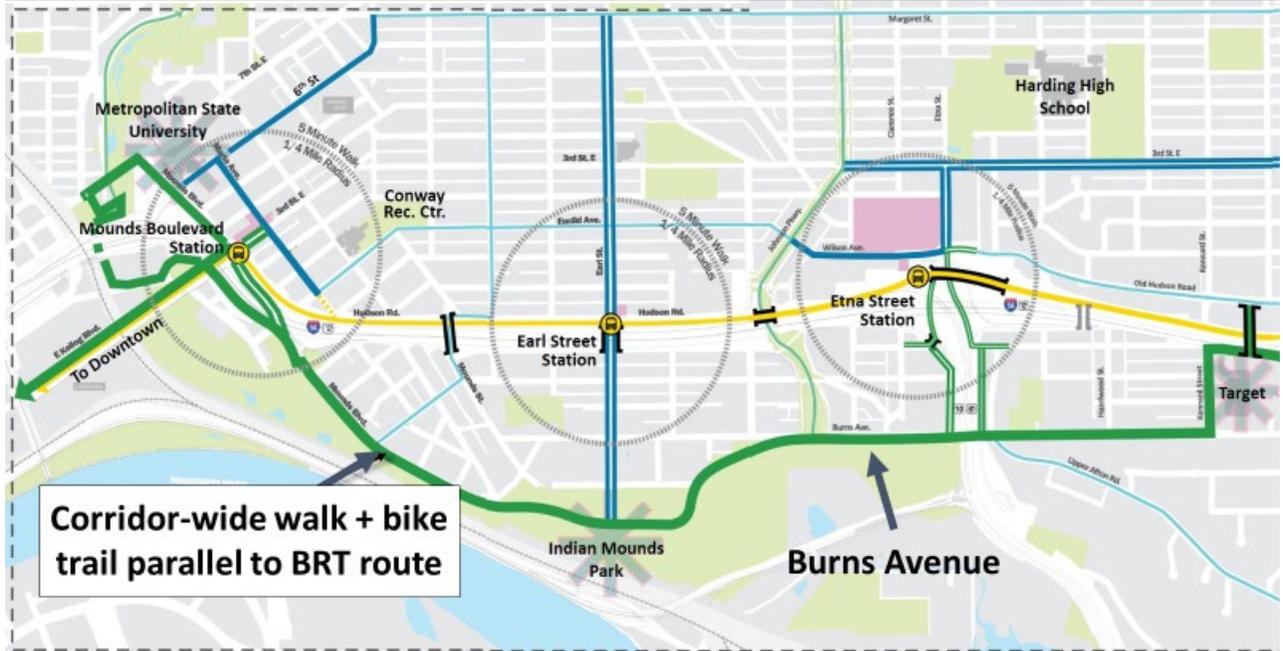
- Current destinations included places to shop, such as: large grocery or discount stores, and malls; restaurants and coffee shops; movie theaters; educational, recreational, and sports venues; and visiting family and friends
- Potential future destinations were similar to current destinations, although some responses were more specific; there were several additions or shifts in emphasis, including more parks, lakes, recreation centers, and simply biking around; libraries and additional educational destinations; and jobs



Gold Line Destinations, East



Corridor-wide walk + bike trail in this area



Results: Other Comments, Recommendations, Questions

This section contains summaries and compilations on Gold Line Etna Street Station topics other than access, land use, and destinations.

Station Amenities

The majority of recommendations for Etna Station amenities focused on having a heated and sheltered station, bike and scooter rental, bike storage/lockers, and free Wifi. See complete compilation below.

- A place to pay for the bus
- A pro is that there's shelter in the light rail stations
- Be more considerate about the sheltering stations for the Minnesota winter climate
- Bike racks (5)
- Bike rentals, rental station (14)
- Bike storage, safe bike storage (13)
- Electric scooter rentals (5)
- Free wifi (4)
- Heated stations, sheltered stations, covered stations (18)
- Looks and feels like light rail stations
- stations that have wifi and electricity outlets for charging, etc.

BRT, Busing

Feedback included questions or concerns about the cost of riding the Gold Line, schedule and reliability, impacts on other bus routes, and opportunities offered by the new BRT. See complete compilation below.

- 24-hour bus?
- A bus to go to the train
- A road for bus
- Another bus route
- App? Website
- Bike storage on buses
- Bus routes for students who live around Harding
- Bus station
- Bus station to go to downtown
- Clean buses
- Concern that it will become too busy and take too long to get home
- Cost (3), how much will it cost, cost the same as metro, what will the cost be?, what's the cost to go on the BRT?, Would it cost more than a regular bus? (2), Would the cost be the same?
- Disruption of 3rd street busses length and route there
- Easier way to travel in bus
- How big is the bus?
- I think it is good for people who don't have a car
- It will eventually support people who have no access to transportation
- Kids can take city bus
- Kids can take city buses
- Might cost us more
- More drivers (2)
- Need enough drivers to run the BRT (current shortage of bus drivers)
- Put bikes on bus
- Rearrange bus routes
- Space on buses
- What if it doesn't get there on time
- Will the bus go through to Burns Ave? Birmingham? Suburban?
- With Minnesota winters, need a quality guideway so it doesn't have to be repaired all the time
- Would [changes to Third Street] disrupt the 63's route

Environmental Issues

Feedback included questions and observations about the impact of BRT on the environment, and recommendation to use natural gas buses. See complete compilation below.

- Could improve environment
- Environment concern
- Environmental impacts (4)
- It will decrease the chance of global warming because more people will ride the bus.
- Less car emission – people on bus
- Less cars on street
- Natural gas buses (4)
- Using fuel (for cars) isn't good for the environment

BRT/Station Construction

Feedback included concerns and associated recommendations to ensure Gold Line construction doesn't severely disrupt bus routes and riders, and that riders get good information during that period. See complete compilation below.

- Add detours while reconstructing roads
- Construction (2)
- Construction era is a mess for buses
- Construction might affect traffic
- Construction period (duration); need alternate routes and schedules
- Construction plan
- During construction, residents need alternatives for routes and plans/schedules
- During construction, residents need more and better information on *alternate routes*, plans, and schedules
- Hopefully no massive detours for local residents
- In the future during construction how will the construction affect the locals, how long will it be?
- Time management to construct
- What if construction role happen?
- Will construction affect traffic? (2)

Cost Implications

Feedback included questions and comments about Gold Line cost and the impact on taxes and taxpayers. See complete compilation below.

- Increased taxes to pay for this? Raising taxes? (9)
- It costs money
- Taxes (9)
- Taxes on the taxpayers
- Using too much money to fix and buy
- Would the station cost more than a regular bus station?

Compilation

This section contains complete documentation of Harding student comments related to the Gold Line Etna Street Station access, land use, and destinations.

(Compilation) Access – Third Street Now: Concerns

- [poor] lighting
- 3rd street is very busy
- Access issues
- Barriers
- Bike accidents
- Busy street could cause danger
- Busy street in the morning
- Can be dangerous for walkers and bikers
- Car traffic
- Cars can be fast
- Cost
- Crossing the street is very busy cars don't know when to stop for other cars to turn
- Dangerous to bike on 3rd Street now
- Existing bus stops
- Hard to cross because there are no secure crosswalks
- Have sidewalk?
- Hill
- Hill going down 3rd street
- How busy it is and what's missing is safety
- Is it safe to walk and bike on 3rd Street?
- It can be confusing when a walker/biker crosses the street
- Kids come late to school
- New lights
- No bike lanes
- No bike lanes
- No concerns (3)
- No crosswalks for people / bikes
- No space for bikers
- No stop light
- No stop lights/stop signs on 3rd and Hazelwood
- No stop sign
- No stop sign
- No stop signs
- No stop signs
- No stop signs
- No stop signs
- No stop signs or street lights on Hazelwood
- No stop signs or traffic lights
- No street light
- No street lights
- No to little signs
- No to little street lighting
- Noise late at night
- Not enough light
- Not enough lighting
- Not enough safe easy access to bus stations
- Not many people walk
- Not many stop signs
- Not safe
- Pavement quality
- People speed along 3rd, so it's not safe
- Potholes
- Potholes
- Right now in 3rd street, there's some bus stops that don't have a place to sit down or/and a shack
- safety
- Snow
- Snow during the winter
- Snow, winter sucks
- Speed
- speeding
- Speeding
- Speeding
- Speeding
- Stop sign
- Stop signs
- Street lights
- Street lights
- The lights aren't bright enough
- The road to turn at the curve
- The slope down hill
- The streets are very busy to cross, especially in the morning
- There is speeding
- Too many cars
- Too many cars, traffic
- Too short of a time to walk across the street
- Traffic
- Traffic
- Traffic control
- traffic winter/traffic
- Turning into school a lot of traffic
- Uneven roads
- Weather
- Weird curve on 3rd; crowdedness
- When walking or crossing
- Winter
- Winter

(Compilation) Access – Third Street Plans: Pros, Advantages

- 2-way bikeway
- 2 ways on one side
- A lot of people
- Added lighting
- Additional lighting
- Allows better access to other bus routes
- Already has a sidewalk
- An entry into Etna
- Barrier between the road and bikers -can be safer
- Barrier makes it feel safer for walkers and bikers
- Better lighting
- Better lighting equals less criminal activity
- Better lighting equals less criminal activity
- Better lighting equals less criminal activity
- Better lighting for fewer crimes
- Better lighting to see road
- Better travel
- Bike crossing/people crossing
- Bike lane
- Bike lane
- Bike lane is separate from road
- Bike lane goes all the way to Johnson pkwy
- Bike lanes
- Bike lanes
- Bike lanes
- Bike lanes
- Bike lanes -- separates bikers and walkers
- Bike lanes are safer
- Bike lanes for only bikes
- Bike lanes let you go faster and more safe
- Bike lanes separated from traffic
- Bike lanes will give more room to people walking on sidewalks
- Bike lanes; separation of walkers, bikers, drivers
- Bike path
- Bike roads
- Bike separated from people walking
- Bike storage
- Bike trails
- Bikers and walkers separated
- Bikeway street
- Biking lanes
- Biking path
- Biking road
- Convenient for everyone
- Crosswalks
- Ease of access
- Ease of access
- Easier for bikers to cross
- Easier to get home (bike lane)
- Easy access to biking
- Easy access to other places
- Easy road to go to
- Easy to get to
- Existing sidewalks
- Expanded route
- Fast
- Faster
- Faster to get to school
- Faster transport
- For walkers and bikers
- Gives more transportation options
- Good community space
- Good for bikers
- Good for bikers and also walkers
- Good for walkers
- Good light during winter & also at night
- Good lighting
- Good lighting
- Good lighting
- Good sidewalks
- Good thing is bike lanes and street lights on both
- Good to have better lighting
- Great for people who don't drive
- Guided and accessible
- Helps separate traffic
- I can bike faster
- I don't really go down 3rd but the idea seems productive and useful
- I like everything about it
- I like how it'll have more opportunities for jobs for other people
- I like the bike lane because there a bike goes up and down
- [two-way]
- I think the sidewalk idea with lights is very nice and really helpful
- It is a good thing for bikers
- It will be more safe for bikers
- It will give students space to walk and bike safely.
- It would be nice to have 2 lanes of biking
- It would make it easier for kids
- It's good that it has a bike lane
- It's much safer
- Keep bikers and walkers safe
- Keeps walkers and bikers separate
- Less criminal activity
- Less dangerous
- Less traffic
- Less traffic for walkers and bikers
- Lighting
- Lighting is bright
- Lights
- Lights for walkers and bikers to school
- Lights on both sides
- Like bollards to indicate bike lanes
- Makes traffic flow more easily
- May be safe
- More accessibility
- More crosswalks
- More efficient
- More efficient and faster
- More efficient and faster
- More light
- More lights
- More lights and signs to improve safety
- More paths that don't get in the way of traffic
- More people would be open to the street
- More secure travel
- More space for bikers
- Need barrier between bike lanes and traffic to be safe
- Need barriers between bike lanes and traffic to be safe
- Need bike lanes
- New lighting

- New lights
- Nicer sidewalks
- None for me personally
- Overall I like it
- People walk here
- Place for bikers, two-way
- Places on bike & by walking
- Plow snow/heavy rain
- Proposed improvement
- Rearranged bus route
- Safe biking
- Safer
- Safer bike lanes
- Safer bike lanes
- Safer biking
- Safer for a family bike
- Safer for bikes
- Safer for walkers and bikers
- Safety for walkers and bikers
- Same payment
- Separate biking and driving
- Separated so no one is hurt
- Separates bike lanes and driving lanes
- Separates bikers/walkers
- Separates walkers and bikers
- Separation from traffic and walkers
- Sidewalk
- Sidewalks
- Sidewalks
- Sidewalks
- Slow down traffic
- Smooth roads
- Speed bumps
- Street light on both sides of street is useful at night
- Street lighting on both side
- Street lights
- Street lights on both sides
- Street lights on both sides
- Street lion both sides
- Supports a safe area
- The 3rd street is an important street for both walkers/bikers and cars
- The bike lane gives separation of walking and biking
- There should be a bike lane
- There will be a space only for bikers
- There will be bike lanes for students
- There'd be a fast way bike lane
- Two lanes for biking
- Two-way bike lanes
- Two-way bike lanes on north side
- Variety of ways to travel
- Vehicle lets you take your bike
- Walk safety
- Walking aisle
- You can bike without worrying about cars or people
- You can get to Johnson parkway
- You're not in the way of cars

(Compilation) Access – Third Street Plans: Cons, Concerns + What’s Missing, Suggestions

- [Losing] residential parking
- [Losing] the free parking space that’s now taken up [by the bike lanes]
- [Lost] parking -- people might not like that
- 3rd St. is very busy
- A con for biking is that not everyone bikes/it’s winter
- A lot of stuff
- A stop sign so the residential owner can get to his garage
- Accessibility to individual houses
- Add detours when reconstructing the roads
- Add more stop signs
- Add more street lights
- Additional light stops and stop signs
- Additional stop lights
- Additional stop sign
- Affordable housing near there
- Are cars allow to drive through bike lanes
- Are you going to make the road larger or smaller to fit the bike lane?
- Arrows in bike lanes
- Arrows to show bike turnings
- At 3rd and Hazelwood, the T street should have light/stop because there have been accidents
- Barriers that separate cars and bikes
- Be more busy
- Better lighting at major intersections
- Better sidewalks
- Bike and car turning
- Bike crosswalks
- Bike isn’t used often
- Bike land taking/ conflicting with parking
- Bike lane conflicts with turning cars
- Bike lane might cause traffic
- Bike lane needs to be plowed -- how?
- Bike lanes
- Bike lanes
- Bike lanes conflict with cars turning
- Bike lanes need to be plowed in winter; how with barriers?
- Bike lanes on the same side; no parking for residential area
- Bike rental
- Bike rental
- Bike rentals
- Bike road, won’t be able to park their car
- Bike sign and pedestrian crossing on bike lane?
- Bikes would be useless during winter
- Biking lane and a barrier
- Biking turning lane
- Budget? Traffic
- Bus and biking lane turns
- Busy in the morning
- But there isn’t enough safety, bike street signs and street lights.
- Cameras
- Cameras
- Cameras
- Cameras needed for safety
- Can’t always have bike
- Can’t bike in winter
- Can’t bike winter
- Car parking
- Car parking on side
- Cars can’t park because of bike lanes
- Cars have to park one way
- Cars might crash into people if they’re in the bike lanes (without barriers)
- Cars turning
- Changes roads and stuff?
- City bus won’t have access of parking
- Closed roads for construction
- Closer stop to Harding
- Concerned about adequate separation between cars and bikes
- Concerns about losing parking; residents may not like that
- Concerns about parking
- Could be crowded (small space)
- Crosswalk safety
- Crosswalk-> safe?
- Crosswalks
- Crowded streets
- Dangerous head-on collision; it is dangerous for bikers because cars are bigger and faster; any biker might get head-on
- Dangers at night
- Dark
- Dark
- Do we have to pay? Yes
- Do you think your mom or a person would rather ride this bus than their own car. Might be no space on bus?
- Don’t block driveways
- Don’t take too much space on the streets in our neighborhoods
- Driveway [access] for the residential areas
- Driveway problems
- During the winter, how are they going to keep 3rd Street plowed?
- During winter, how are they going to keep it safe?
- Fill potholes; new pavement
- Getting hit by car
- Good landscaping
- Good landscaping (trees and plants)
- Good sidewalks
- Good sidewalks

- Non-English learner
- Not a lot of bikes
- Not a lot of people bike
- Not a lot of people use bikes
- Not a lot of people use bikes
- Not enough lighting
- Not enough safe/ easy access to bus stations
- Not enough space
- Not enough space
- Not many bikes
- Not many people bike
- Not many people bike
- Not many people ride bikes
- Not many people walk
- Not sure because I don't live in the area
- Nothing..
- One way cars & bikes
- Only has lights on the left
- Parked car/ concerning about bike lane
- Parking
- Parking for houses
- Parking on 3rd Street for the residential areas
- Parking on north
- Parking on street
- Parking on the North
- Parking on the side of the road
- Parking space on the road?
- Parking spots
- Parks may be crowded
- People don't really bike
- People living on the side of the bike lane will have a hard access to park.
- People who park their car by street
- People won't know how to follow/use the two-way bike lanes
- Plowed bike lanes
- Plowed in the winter (bike lanes)
- Plowing snow during winter
- Public busing
- Put security cameras along the bike and walk routes for safety
- Rearrange bus routes
- Roads close for a long time for it to be rode
- Rush hour
- Safe for biking in winter?
- Safe for biking in winter?
- Safety
- Safety -- too complex, too many bike crosswalks; too much space
- Safety concerns
- Safety for kids (kidnapping)
- Safety for those who are walking on intersections
- Safety on 3rd walk or bike
- Safety; protection from being hit by cars while walking or biking
- School bus is too wide
- Security
- Security cameras
- Security cameras
- Short stop bus stops
- Should include some stop lights
- Sidewalk
- Signs alerting drivers to pedestrians
- Signs so the cars will stop so the people can go
- Small area will be crowded
- Smaller road
- Smaller space for cars to drive on
- Smooth road
- Smooth roads
- Smooth roads
- Smooth, safe pavement
- Snow in the bike lanes
- Some stop signs
- Some stop signs
- Sometimes people walk on the bike lanes
- Space in the streets
- Speed bumps
- Speed bumps
- Speed bumps
- Speed bumps/ stop signs
- Speed limit
- Stop light
- Stop lights
- Stop lights
- Stop lights instead of signs
- Stop sign
- Stop sign
- Stop sign
- Stop sign
- Stop signs
- Stop signs
- Stop signs
- Stop signs
- Stop signs and lights
- Stop signs and possible street lights if needed
- Stop signs for safety
- Street cameras
- Street light
- Street light
- Street light
- Street lights
- Street lights
- Street lights for bikers
- Street lights on both sides
- Street parking (parking spaces)
- Street signs
- Streets are more narrow
- Super tight for cars
- Super tight for cars
- Takes away parking
- Takes longer to get to Harding high school
- Takes space of residential areas
- Takes spaces from parked cars
- Takes up space
- Taking away parking spaces
- Taking spaces from parked cars
- The bike lanes are close to the road
- The estimated time of how long it'll be built
- The hill
- The lane is too small for bikes to

(Compilation) Access – Etna Street and Wilson Avenue: Now, Concerns

- [No] traffic control
- Accidents for people who use bikes and people who drive
- And a lot of bikers
- Bumpy road
- Bumpy roads
- Busy intersection
- Busy intersection
- Car crashes
- Cars turning
- Confusing intersection
- Could be dangerous
- Crosswalk enhancements
- Cutting traffic lanes
- Dangerous
- Dangerous intersection
- Dangerous intersection
- Dangerous roads/no crossing
- Easy car crashes
- Environmental safety
- Existing bus stops
- Highways -- street lights
- Hill
- Is it safe for bicyclists?
- It is very dangerous to cross the intersection
- It's messy
- It's really busy to cross especially since there's a school/child care and gas station next to it
- Lack of bike lanes
- Less confusing too many turns
- Lighting on both sides
- Little to no crosswalks and bike lanes = not as safe
- Metro bus preventing cars to turn and to move forward
- More busy
- More street signs?
- More traffic and more time to go places because there's only one car lane on each side
- More traffic?
- Narrow street
- Need a smooth pavement
- Need a smooth surface for biking
- Need unlimited space
- No bike lanes
- No bike lanes
- No bike lanes or crosswalks
- No bike lanes or crosswalks
- No bike lanes, sidewalk
- No sidewalk or crosswalk
- No sidewalks
- No sidewalks
- No signs for pedestrians
- No street lights
- None for me personally
- Not a smooth, safe surface for biking
- Not as safe
- Odd location
- Odd location
- One side bike lanes
- One sided bike lanes
- One-sided sidewalk
- Overcrowding
- Potholes
- Pretty messy, confusing
- Road blocked
- Safe?
- Safety
- Safety
- Safety
- Safety between 4-way stops
- Safety concerns
- Safety during morning or when it's still dark in the morning, no lights not enough
- Sidewalk
- Sidewalk traffic
- Sidewalks
- Sketchy
- Small space for parking cars
- Stop lights
- Streets lights vs. signs
- The busy street when it gets dark: need barrier, no side
- The sidewalks need to be bigger
- There are many intersections
- Too many crosswalks
- Too much to process such as bike lanes and crossing paths.
- Too much traffic
- Traffic
- Traffic
- Traffic
- Uneven roads
- We would need street lights at night
- What about at night for walkers and bikers there's never any lights only car lights
- When it's dark, it needs more lights

(Compilation) Access – Etna Street and Wilson Avenue Plans: Pros, Advantages

- A lot safer for bikers, pedestrians
- Accessible to all
- Adding bike lanes
- After for people crosswalk
- All good
- Arrows for bikers
- Arrows in bike lanes (on Wilson)
- Available space for biking
- Barrier for bikes (safety)
- Barrier would make bikers and walkers safer
- Bet either side of 94
- Better access
- Better safety
- Better/safer crossings
- Bike crossing/people crossing
- Bike lane
- Bike lane & crosswalks for bikes and walkers.
- Bike lane isn't allowed to turn unless risk
- Bike lanes
- Bike lanes
- Bike lanes
- Bike lanes
- Bike lanes won't, be easier to maneuver around people and more faster commute by bike
- Bike line continues
- Bikeway street
- Biking areas
- Block some turning for cars
- Bus route
- Bus station/ stop
- Climate issues
- Concerns of separation; barriers feel safer
- Continuing the sidewalk is good
- Crosswalk for people
- Crosswalks
- Crosswalks
- Crosswalks
- Crosswalks - for bikers and walkers
- Crosswalks and extended lanes
- Crosswalks are good
- Easy access to biking to stations
- Easy bike and walk to Wilson
- Etna Street station is close to Harding -- easier access for traveling purposes
- Extended bike lane
- Faster and hopefully safer
- Good for bikers
- Good for bikers
- Good for students
- Good for walkers
- Good plans (I agree); I think it's good right now
- Good transporting
- Good travel option
- Good travel option
- Helpful bike/walkways
- It gets safe by the highway by continuing the bike lane
- It would help people know where they are going to get to the bus
- It's safe for bikers and walkers
- It's wide
- It's good for bikers
- Less confusion at the intersections
- Less traffic
- Lights are good for walkers at night
- Longer bikeways and crosswalks for pedestrians
- Lot safer than now crosswalks and sidewalks
- Makes it more active
- Makes people feel safe and for others to know that it is a bike lane
- More access
- More accessible
- More accessible for people who use a bike
- More bike lanes
- More defined
- More defined area (bike lane looks like turn lane)
- More lanes
- More light
- More organized and safe way for bikers and walkers to travel
- More walkway (sidewalk)
- More ways for bikers
- New bike lanes
- New bike lanes are cool
- New biking lanes are cool
- New sidewalks for walkers and bikers
- People, walking, biking better health
- Safer
- Safer and looks visually pleasing
- Safer for people crosswalk
- Safer route and people are able to cross and ride bikes
- Safety bike routes
- Seems like it will tidy things up
- Separation of bikes and cars
- Sidewalk
- Sidewalk
- Sidewalks
- Sidewalks always make it safer
- Sidewalks are included
- Smooth surface
- Smooth surface
- Still access streets
- The bike and crosswalk lines are very helpful to people using their bikes
- The building and changing of the streets
- The sidewalks good
- The street is really wide, which will prevent traffic and accidents
- There should be a bike lane for bikers to bike
- There's a bike lane
- There's a bike lane for bikers
- There's a bike lane for bikers
- There's a bike lane for bikers
- Two way bike lane
- Two-way bike lanes give more room on the street
- Walking lanes
- Will not widen streets

(Compilation) Access – Etna Street and Wilson Avenue Plans: Cons, Concerns + What’s Missing, Suggestions

- [Bike lanes] need more defined area
- [Need] Erosion control for steep hills at Wilson Ave
- [project] needs better communication
- 94 entrance going west, instead of having to go onto U-turn back onto 94
- A crosswalk light
- Add lights
- Add signs to show people are crossing
- Alternative plans will be needed
- Are cars and bikes going to share one lane?
- Arrows for cars and students
- Arrows for the bike lane
- Arrows in the bike lane
- Arrows on the bike lane
- Arrows to show that lanes are going opposite
- Barrier
- Barrier for the biker lane (arrows)
- Barriers
- Barriers that we can see
- Bike barrier
- Bike bollards
- Bike crosswalk
- Bike for highways
- Bike lane
- Bike lane
- Bike lane bollards/barriers
- Bike lanes
- Bike lanes
- Bike lanes and crosswalks
- Bike lanes slowed in the winter?
- Bike marking
- Bike poles
- Bike poles
- Bike turning lanes
- Bikers might get run over by cars
- Bikes may stop cars from turning
- Bollards to indicate bike lanes
- Borders for the bike/walk lane
- Brighter, more lights
- Busy street; too much space
- Cameras
- Cameras
- Cameras
- Cameras for safety
- Cameras for whatever happens
- Can slow down traffic?
- Can’t stand moving
- Cars have to wait
- Cars need to turn to Wilson while other cars are waiting for them
- Cars on the sides
- Cars will get slower to move if we were to bike on the same lane
- Cars wouldn’t know people are crossing
- Cause more traffic
- Co biking signs
- Communication to residents
- Concerns about two-way bike lanes
- Crosswalk
- Dangerous
- Dangerous for biking
- Disabled people to get on
- Do bikes have a right of way?
- Enough separation? A visible barrier would make it safer
- Excessive movement
- Fast oncoming traffic in every direction
- Faster commute to the train
- Flashing crosswalk signal at Wilson
- Good drivers
- Good environment
- Good landscaping
- Good landscaping (trees one plant)
- Honestly Etna is not wide enough to add a two way bike way. Looks messy on the intersection
- How are holes on the bike lane gonna be filled when there are poles in the way?
- How are snow plows going to be with bike lanes
- How are you making room? Are there really going to be very many bikers?
- How far will the bike lane go
- How safe is it
- How to plow bike lanes with bollards?
- How will students ride their bike when it’s winter (ice on road)
- I didn’t quite see, but it seemed there were.
- I feel like it would be too much having bike and crosswalk around that area
- I would like it if you make the road not bumpy, just flat, so it will be more easy for my bike
- If adding a bike 2 way. And there are buses wouldn’t it be scary during winter?
- If lane is done, we bike on sidewalk?
- In winter how will clean the snow from the road
- Instead of using lines, maybe concrete walls for cars and bikes to not cause accidents within the lanes
- It might take up half the space
- It won’t be dangerous to cross the road
- Landscape
- Less room for cars
- Less space for vehicles
- Lights
- Metal poles should be put up to protect bikers from cars
- More car crashes
- More lights

- More of those go bikes
- More people in over filled communities
- More space
- More street lights
- More street lights at Wilson
- Need a walk signal
- Need bike lanes along Wilson
- Need more room on double bike lanes
- Need more stop lights
- Need signage about bike-pedestrian crossings to ensure safety
- Need stop light
- Need stop lights
- Need stop sign/lights
- Need street access during construction
- Need street lights
- No barriers and space
- No barriers between bikers and walkers
- No bike lanes or bike crosswalk
- No bike poles
- No separation for the [two-way] biking lane
- No signs to alert drivers
- No street walk
- Nobody rides bikes so it'll be a waste of money building it.
- Not enough signs showing where to go
- Not that many sidewalk
- Nothing
- Open landscape
- Parking on the sides
- Pedestrian crossing signs
- Pedestrian sidewalks by highway
- Physical barriers
- Plowing bike lanes
- Potential danger
- Potholes or holes on the bike lanes
- Privacy to other houses nearby
- Protective barrier
- Protective safety for bikes
- Rental bikes
- Rental bikes
- Road size reduce
- Safe and smooth road
- Safety
- Safety concerns
- Safety on alternative route
- Same sidewalks
- Security
- Security
- Security cameras
- Security cameras
- Security cameras for safety
- Separation of the bike and car lanes
- Sidewalk
- Sidewalk doesn't go all the way up to station? Car lanes will be smaller
- Signage
- Signage and wayfinding to the station
- Signs
- Signs/markings in the bike lanes all the way down the street
- Since there is a lot unused areas there isn't any bike lanes.
- Size of streets being reduced
- Smaller car driveway
- Snow
- Snow plow
- Snow plow?
- Snow-bikes get stuck
- Snowing in the bike lanes.
- Snowplow
- Snowy weather not being able to see where the bike lane is
- Southbound on Etna, how to make a safe left turn at Wilson?
- Special safety concerns
- Special safety concerns about Hwy 61 northbound
- Speed checking machine
- Stop light at Wilson
- Stop light/ traffic lights
- Stop lights
- Stop lights
- Stop lights
- Stop lights vs. stop signs
- Stop sign
- Stop sign
- Stop sign
- Stop sign
- Stop signs
- Stop signs/ lights
- Stop signs/lights
- Street cameras
- Street light
- Street lights
- Street lights
- Street lights
- Street lights
- Street lights for new sidewalks and bike lanes
- Street size reductions
- street/ sidewalks
- Streets will be narrower
- Takes up the turning space
- Taking lots of spaces
- Tell us the station
- Tell us the station
- The bike and walk lanes by the hill
- The bus is somewhere, where it is possible to get in better
- The space within cars will decrease; it will eventually make cars to exit the highway more difficult to not be stuck in rush hour or traffic
- There's nothing else missing
- There's too much -- roads/bike lanes going in different directions
- They need lights so if people walk it will be much safer
- Too many potholes
- Too many things going on
- Too messy
- Traffic
- Traffic
- Traffic
- Traffic and bus delay
- Traffic lights
- Traffic lights
- Traffic lights
- Trees
- Trees / more nature / landscape
- Unlimited spaces
- Unsafe in winter
- Very busy intersection
- Visible barriers
- Visible barriers
- Visible barriers

- Visible barriers
- Walking sign
- Wayfinding
- We should fix the sidewalks for bikers instead to save road space
- Weather
- Weather
- Weather (snow)
- Weather condition
- What about putting stoplights at the Wilson/Etna intersection instead of a 4-way stop to make traffic safer
- What if don't know direction?
- Where the bus stops are, are there going to be sidewalks?
- Will bike lanes be plowed during winter?
- Will there be any pedestrian crossing road if a new sidewalk is added?
- Will there be space for cars to back at?
- Wouldn't it be crowded because the space is divided so little
- You should add a sign for the bike lane and the cars because it will be more safe if the car knows where the bikes are heading

(Compilation) Land Use Plans: Pros, Cons, What's Missing and Suggestions

- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing (low to mid income levels)
- Apartments
- Arrows [wayfinding] for walking, buses, students, turning, highway, biking, car parking
- Attraction to the place like buildings, restaurant, etc.
- Better attraction
- Bike rails
- Bike ramps
- Budget of changing the environment
- Business on 3rd street
- Camera poles
- Charging ports
- Classes and education
- Clean apartments
- Clothes store
- Clothing store
- Coffee shop
- Coffee shops
- Coffee shops
- Community service
- Convenience store
- Convenience store
- Destination
- Employment opportunity
- Employment opportunity
- Fast food
- Fast food places
- Fast food restaurant
- Fast food restaurants
- Fast food takeout
- Food
- Food places
- Food service
- Food services
- Food shop
- Food shop (for students and workers that didn't have time to eat at home)
- Food stores
- Food!
- Gift shop
- Gift shop
- Gift shop
- Good landscaping
- Good landscaping
- Grocery store
- Hangout place
- Hangout places
- Hangouts
- Having affordable housing
- Higher density
- Home
- Houses
- Housing
- Housing needs sound protection from BRT
- How would gold line buses run? How would that impact the environment?
- I think they should put parks
- Increase BRT ridership
- Landscape
- Less space for parks or natural things like trees
- Make fence (maybe) so people can understand which road to take and which not to
- Maybe make stores near Harding high school so students can use the line to get to their workplace
- Mini stores
- More bikes
- More businesses
- More choices
- More corner stores
- More green space
- More houses
- More houses
- More housing -- apartments -- cheaper
- More land use while expanding the roads?
- More locations for grocery stores that isn't cubs or bigger
- More sidewalk for kids to walk
- More trees are being cut down, people have to pay more for the transportation
- No cons
- Not a lot of space
- Not a lot of space for pick-up, drop-off
- Not having people looking into houses
- Park for bikes
- Park for kids
- Parking
- Parking space
- Parks
- Parks
- Parks
- Parks
- Parks
- People do not like multi-family housing
- People that don't have transportation don't have many ways
- Place to hang out
- Place to hang out
- Place to hang out
- Police station
- Portable housing
- Privacy
- Privacy
- Privacy
- Privacy
- Privacy -- so BRT users aren't looking into people's houses
- Recreation
- Restaurant
- Restaurant
- Restaurant
- Restaurant
- Restaurant
- Restaurant
- Restaurants
- Restaurants

- Restaurants
- Restaurants
- Restaurants
- Restaurants & fast food
- Restaurants/ fast food
- Safety
- Safety
- Safety for bikers and walkers
- Safety spots for buses
- Security
- Security
- Security cameras
- Senior housing
- Senior housing
- Shopping
- shopping, restaurants
- shopping at stations
- Shops
- Shops
- Sidewalks
- Small stores that might attract people
- Small stores that might attract more people
- Sound protection
- Sound protection
- Sound protection
- Spacious apartments
- Starbucks (to get coffee in the morning or to study)
- Stop signs
- Storage
- Store near school. So anything we want to eat we can go and grab it
- Stores
- Support safe active BRT station area
- Support safe BRT station area
- Takes up a lot of space
- There are a couple things missing, coffee shops, parks, and more gas stations.
- There is a large open space of land by the gas station where Etna ends, could be used
- There is a lot of land by the gas station
- There would be less rooms in streets or in general
- They should put in a privacy wall between station and 94 and give it more space
- Try to work around climate changes
- Visibility protection
- Water fountain
- Water stops
- Wheel pumper for bikes
- Wide variety of housing
- Wide variety of housing

(Compilation) Destinations: Now

- Aldi
- Aldi
- Aldi
- Aldi
- Aldi
- Aldi
- Bowling
- Brooklyn Park
- Chili's
- Conway Rec Center
- Cub
- Downtown
- Entertainment
- Food places
- Food places
- Ha Tien Supermarket
- Ha Tien Supermarket
- Ha Tien Supermarket
- Harding High School
- Harding High School
- I want to go home
- I want to go to Target and get me some chips
- I want to go visit my grandma, aunts, uncles, little cousins
- Just driving around
- Library
- Library
- Mall
- Mall
- Mall of America
- Mall of America
- Mall of America
- Mall of America
- Maplewood
- Maplewood
- Maplewood Mall
- Maplewood Mall
- Maplewood mall
- McDonald's
- McDonald's
- McDonald's
- McDonald's
- McDonald's
- Movie theater
- Movie theatre
- Movies
- Movies
- Movies
- Parents go to work
- Parks
- Rec centers
- Restaurants
- Restaurants
- Restaurants
- Restaurants
- Restaurants
- Science Museum
- Shopping
- Shopping at places
- Sports
- St Paul College
- Starbucks
- Starbucks
- Store
- Stores
- Stores
- Suburban Avenue
- Sun Ray
- Sun Ray
- Sun Ray
- Sun Ray
- Sun Ray (ice cream)
- Sun Ray shopping center
- Sun Ray shopping center
- Sun Ray shopping center
- Target
- Theatres
- University
- Visit family
- Visiting families
- Walmart
- Walmart
- Wendy's
- Woodbury
- Woodbury theater
- Xcel Center

(Compilation) Destinations: Future via Gold Line or Trail

- 3M STEP program
- Aldi
- Aldi
- Apollo (restaurant)
- Apollo Restaurant
- Appointments
- Big Thrill Factory
- Closer to retail stores
- Connect to other SPPS schools
- Costco
- Costco
- Costco
- Cub Foods
- Destinations on Suburban Avenue
- Dollar General
- Downtown Minneapolis
- Downtown St Paul
- Downtown St Paul
- Education
- Grocery store
- Grocery stores
- Hotels
- I could go to target and all those places walking now
- Jobs
- Jobs near other stations (Earl Street)
- Lake
- Lake
- Libraries
- Library
- Mall of America
- Mall of America
- Many places I know that I like going to
- Maplewood
- Maplewood Mall
- Maplewood Mall
- Maplewood Mall (via transfer)
- Maplewood station
- Maybe go biking and just to see the world
- Medical appointments
- Metro State
- Movie theater
- Movie theatre
- Movies
- Movies
- Movies
- Movies
- My friend's house
- New Cub Foods
- Other malls
- Parents go to work
- Park
- Park
- Parking
- Parks
- Parks
- Parks
- Parks
- Portillo's (Woodbury)
- Portillo's Restaurant
- Rec Centers
- Recreation centers
- Restaurants
- Restaurants
- Science Museum
- Shopping
- Shopping at places
- Store
- Sun Ray
- Sun Ray
- Sun Ray Bowl
- Sun Ray Bowling
- Takes me to work
- Takes you to retail
- Target
- Target
- Target
- Target
- Tartan High School
- Union Depot
- University of Minnesota
- University of Minnesota
- Visit family
- Walmart
- Walmart
- Walmart
- Walmart on Maryland
- Woodbury
- Woodbury Theater 10 for a job
- Xcel Center

