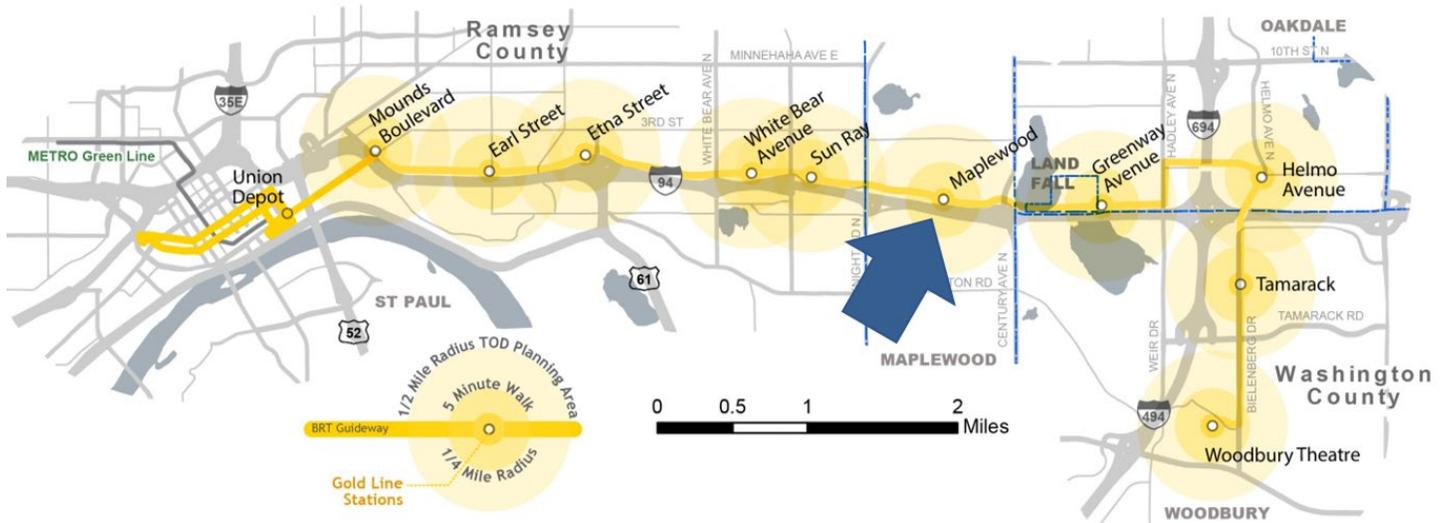


# GOLD LINE PARTNERS

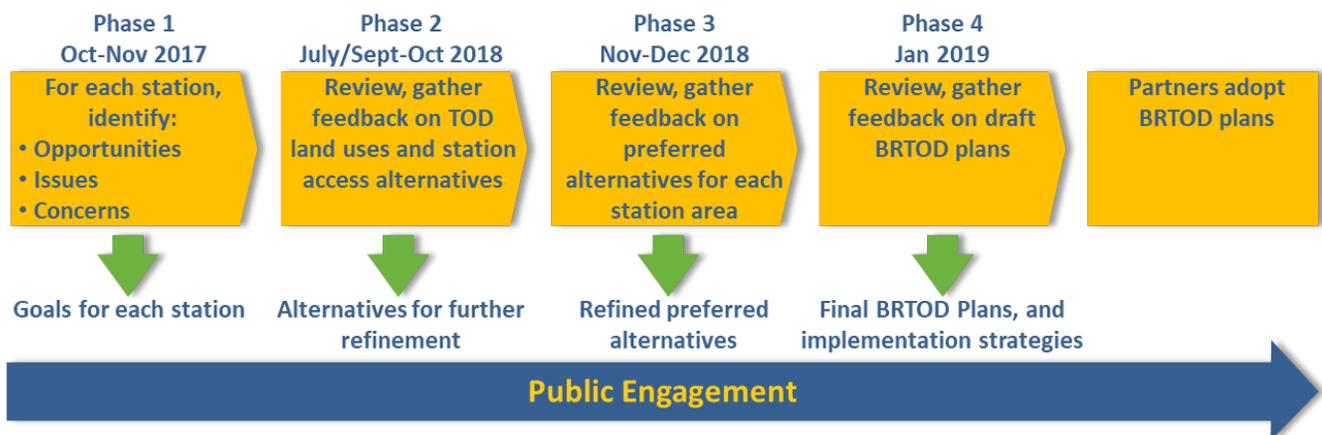
## Introduction

The purpose of Phase 3 was to gather stakeholder feedback on the draft circulation and development plans. Results will be used to help shape the final BRTOD plans.



## Gold Line BRTOD Phases and Timeline

See the phases and timeline below for this station area.



## Station Area Objectives

From community input in fall 2017, the following objectives were identified for this station area:

- 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 Process and Participants

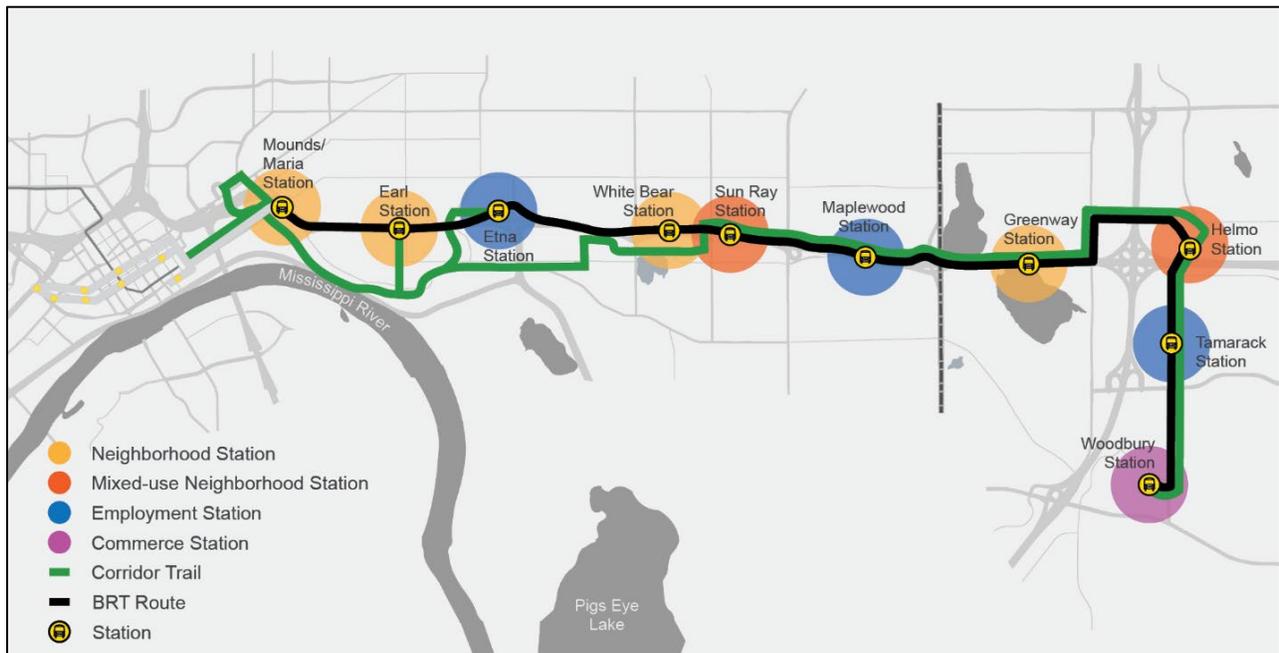
This phase included the following engagement opportunities:

- **City Council work session**, 25 October 2018, Maplewood City Hall; see [PDF](#)
- **Neighborhood feedback session**, November 27, 2018 6:00-7:30 PM at Christ United Methodist Church (2500 E. Hudson Place, Maplewood, MN 55119). Feedback via [Response Sheet](#) or online Nov 27-Dec 12, 2018.
- **Online engagement** open through December 12

## Engagement Information and Results

Below is the information provided to in-person and online participants (and also on the Maplewood station area web page), along with questions and participant feedback. Responses are sorted alphabetically and spelling/typos have been corrected but no other changes made.

### Maplewood: Employment Station



Station “typologies” reflect the complementary role between stations along the corridor and inform the type and intensity of transit-oriented development that should be emphasized in each station’s development plan.

Station typologies respond to station-specific conditions, community desires, and adopted policies and plans while being consistent with best practices for transit-oriented development. Assigning a station typology to each station area considers site conditions, market conditions, and demographics.

Based on these factors, each of the 10 stations along the corridor was assigned one of four types as described below:

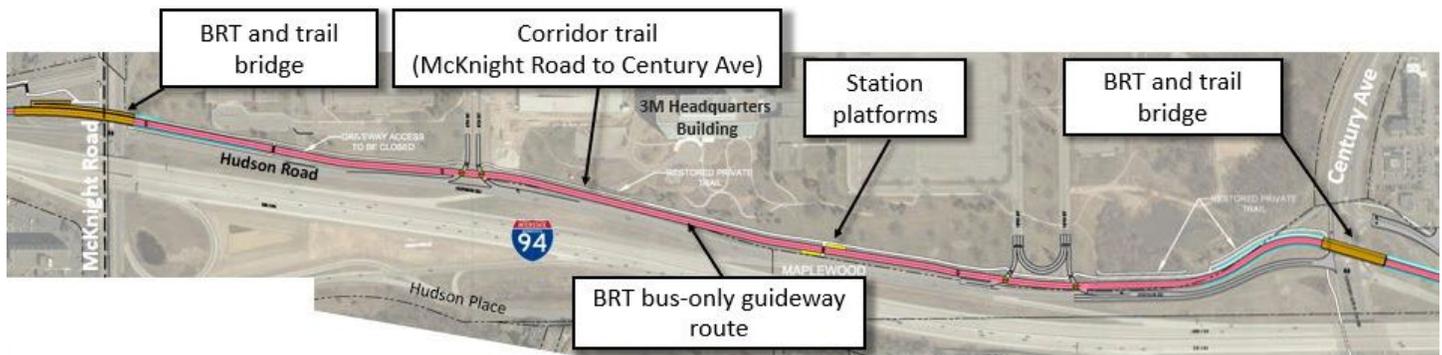
- **Neighborhood:** Established residential areas with fewer opportunities for transit-oriented infill or development
- **Mixed-use Neighborhood:** A mix of higher density affordable and market rate multi-family housing, street-oriented commercial uses, and neighborhood-scale employment is achievable and fostered
- **Employment:** Established employment centers that provide family-wage jobs and high transit ridership opportunities
- **Commerce:** Established commercial centers that serve the corridor and region

The Maplewood station is an “Employment” station, providing:

- 3M campus
- Maplewood neighborhoods
- Battle Creek Regional Park

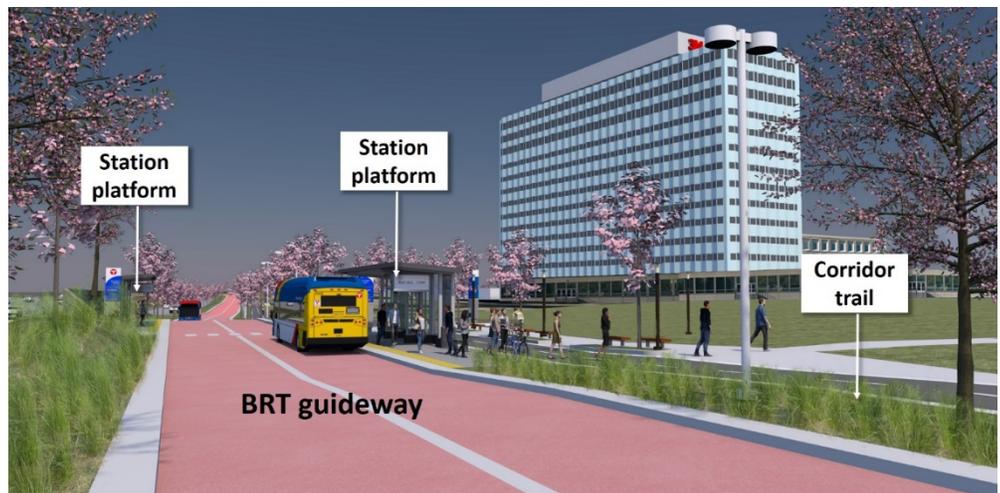
### Station Location and Guideway Design Refinements (September 2018)

At the Maplewood Station, the proposed BRT bus route will be located along the north side of I-94 and north of Hudson Road between McKnight Road and Century Avenue.



Station access improvements will include:

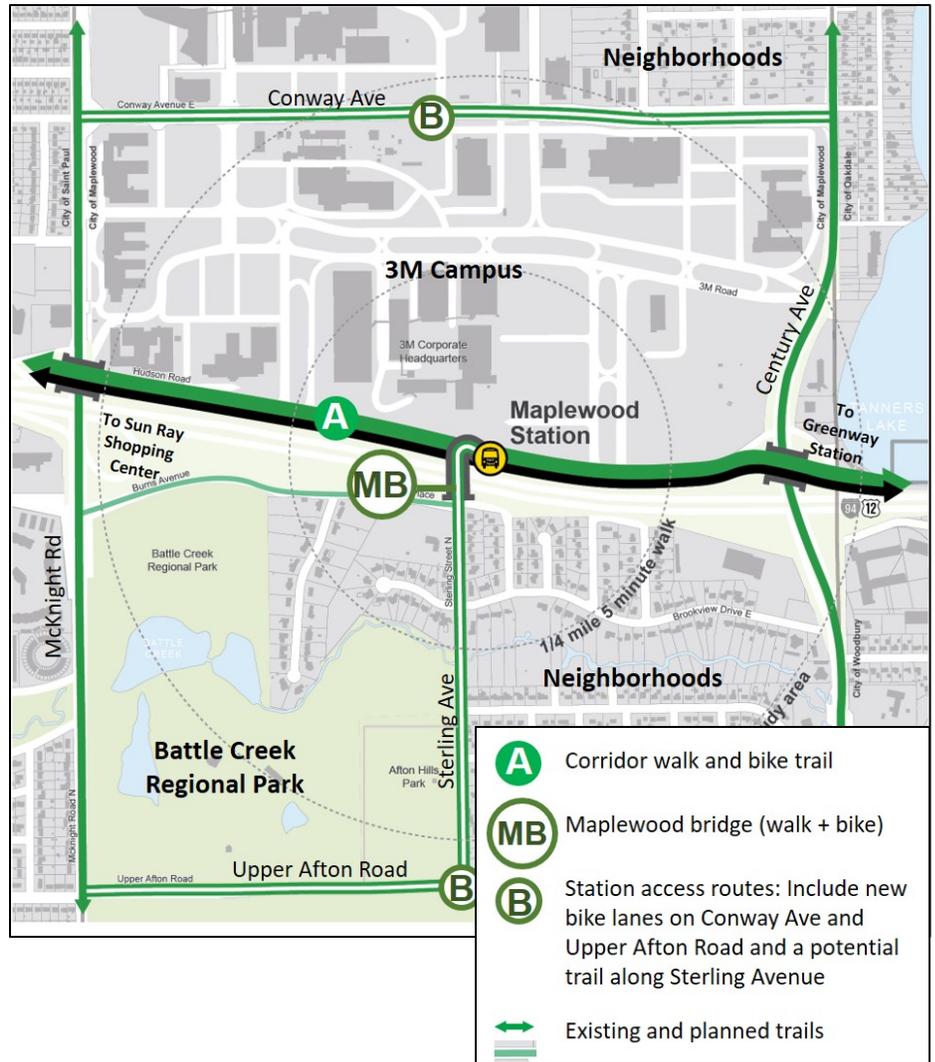
- Crosswalks
- A walk and bike trail along Hudson Road
- BRT and trail bridge crossings at McKnight Road and Century Avenue
- New sidewalk to 3M headquarters building



## Phase 3 Draft Circulation Plan

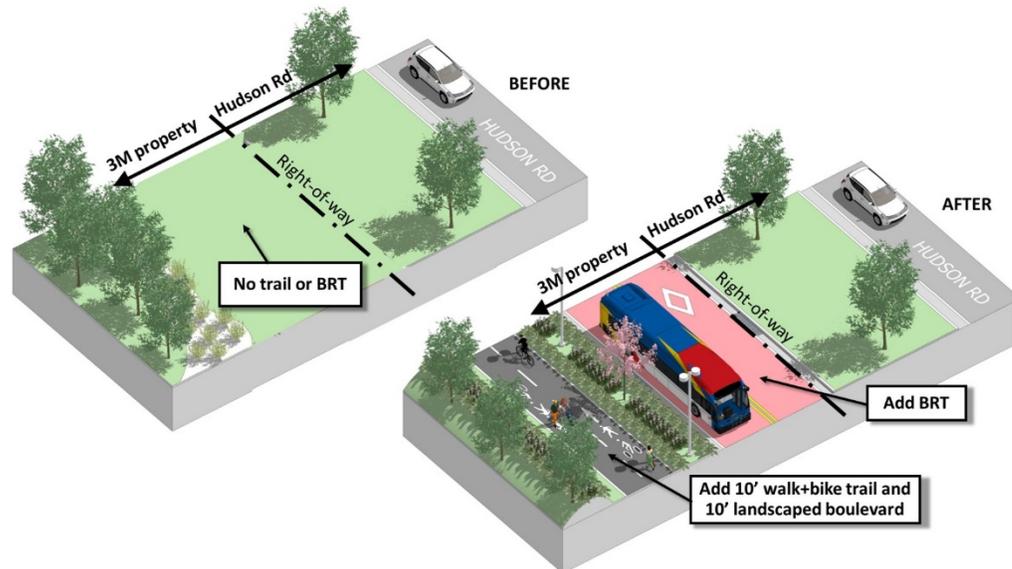
Below is a description of the refined circulation plan.

- A corridor walk and bike trail ensures safe and direct access between the station and 3M
- BRT and trail bridges provide safe access across busy McKnight Road and Century Avenue and links to stations at Sun Ray Shopping Center and Greenway Avenue
- The Maplewood Bridge connects neighborhoods south of I-94 to the station and serves as a gateway from the north to Battle Creek Regional Park
- Within 1/2 mile of the station, Conway Avenue, Upper Afton Road sidewalks, and bike lanes connect neighborhoods to trails along McKnight Road and Century Avenue



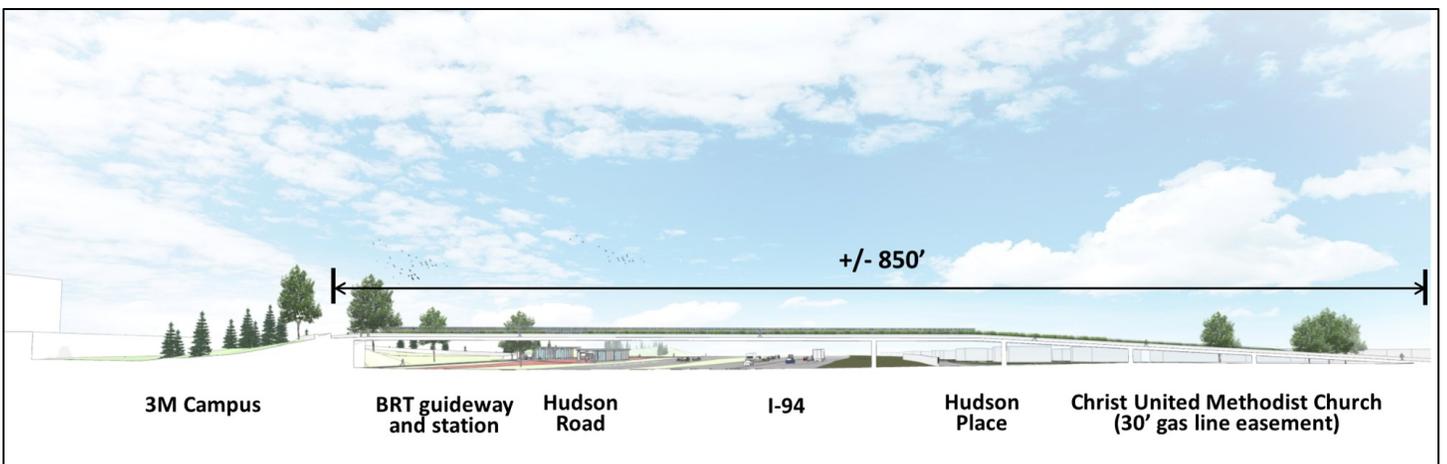
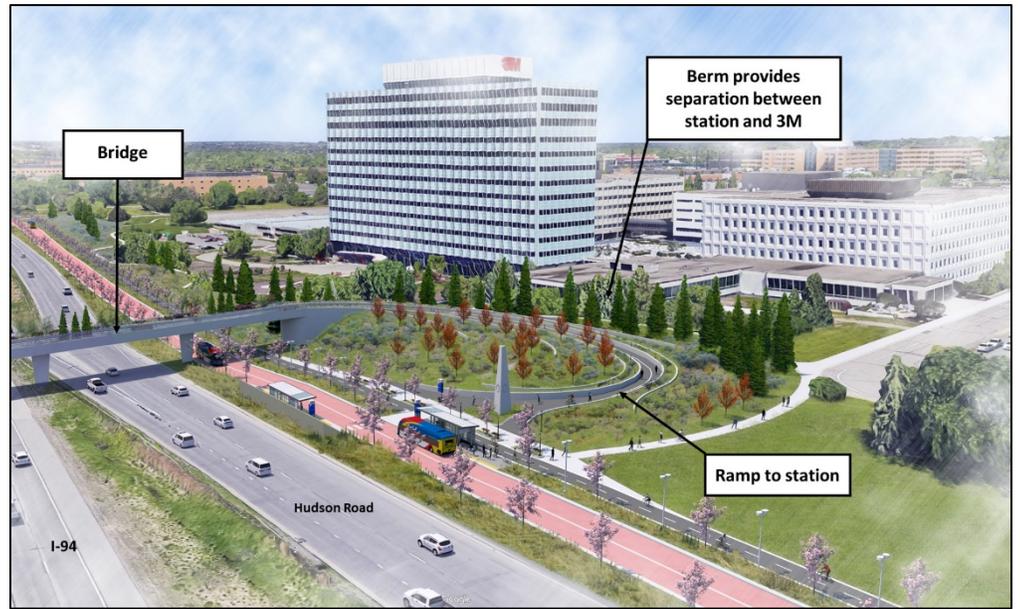
### Corridor walk and bike trail (B on the map above)

Improvements along the BRT guideway north of Hudson Road link to the Sun Ray Station and Greenway Avenue Station with BRT and trail crossings at McKnight Road and Century Avenue



Maplewood Bridge (MB on the map above)

A walk and bike bridge connects the station to Battle Creek Regional Park and safe and provides direct access over I-94. The bridge incorporates the woodlands and prairies of Battle Creek Regional Park and buffers walkers and bikers from the freeway. Interpretive signage and monuments mark the history of Battle Creek and tell the story of 3M innovation and the founding of the City of Maplewood.



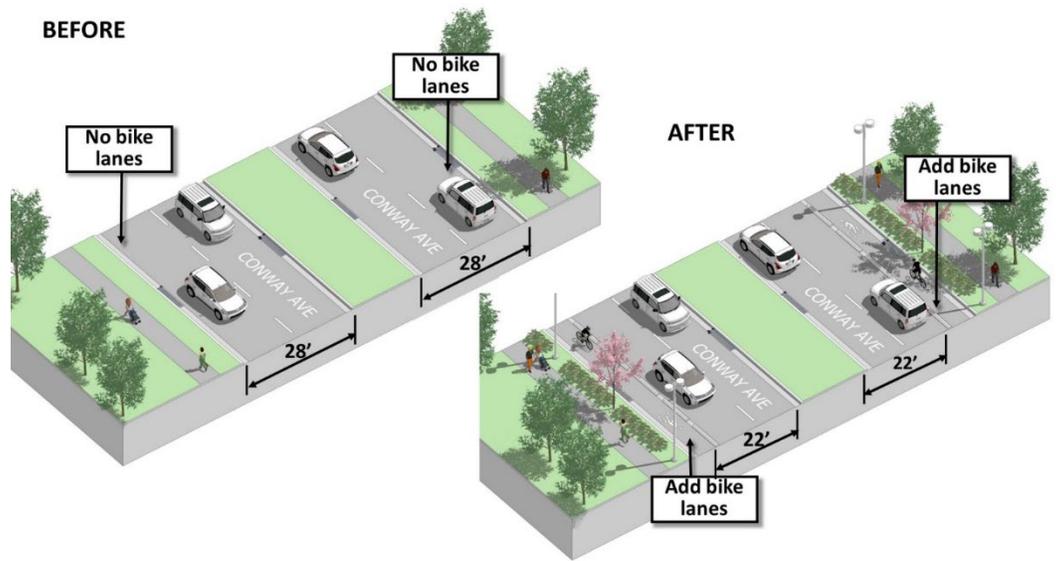
[Sterling Street trail](#)  
[\(C on the map above\)](#)

Connects the Maplewood bridge to Upper Afton Park and trails to Battle Creek Regional Park



[Conway Avenue bike lanes](#)  
[\(C on the map above\)](#)

Provides neighborhood access around 3M and connects to trails along McKnight Road and Century Avenue



[Community Feedback: Maplewood Bridge](#)

The City Council is considering engaging stakeholders and potential partners (3M, Ramsey County, and others) to advance the bridge concept.

**Question: What do you find attractive or appealing about a future Maplewood bridge?**

- 3M Bike Club rides Union Depot-3M once/month with 10s of people using that route -- 3+ riders/week all year
- 3M should fund part of this since a majority of the people that use the bridge would be 3M employees at lunch
- Access to Battle Creek
- Access to Battle Creek for running
- Allowing easy access from 3M to Battle creek park
- Allows 3Mers to use Battle Creek for recreation such as running, walking, biking, and all
- Avoids crossing McKnight

- Battle Creek park needs to be more accessible and this project should facilitate that
- Bridge users should land on Hudson Place
- Bridge would have symbolic importance to mend the split in the City caused by I-94
- Connection for 3M employees to park
- Connects large 3M workforce to natural amenities
- Connects north and south Maplewood
- Easier access to Battle Creek Regional Park from 3M area
- For people who live south of 94, the bridge connecting to the Maplewood station offers a safe way to access the station
- Good improvements to walking and bikeways
- I like the connection from the south, where I live. I am concerned about the distance required to walk (or bike) in potentially inclement weather.
- Landscape embellishment a good idea
- Like making these important physical connections with the neighborhood, and have seen examples in other parts of the country – they can work
- Looking ahead 10 years or more, we'd really regret if we didn't take some action to advance the bridge – it makes a ton of sense and would really benefit our communities; we all need to get our heads around the opportunities this will offer to our residents, businesses, and the city as a whole
- More people to enjoy the nature in our neighborhoods
- Most bridge users would be 3Mers to access recreation, so 3M should fund part of the bridge
- Nothing
- Provide a bike connection from the 3M campus to Battle Creek park and connected bike trails (Mississippi River Trail) for 3M commuters
- Reduces 3M's dependence on single occupancy vehicles
- Safe crossing across interstate
- Safer riding to and from 3M, avoiding Century and McKnight
- Safest access to Battle Creek biking trails
- The bridge would provide a safe means of crossing I94 by bicycle
- The regional park is a tremendous amenity, deeply appreciated, and heavily used – so further supporting those connections is great
- There are ways for us to get creative about funding the bridge – incorporating art, trails, and other elements opens up funding options
- Very "bullish" on the bridge idea

**Question: What are your questions, concerns, or suggested improvements for a future Maplewood bridge?**

- Connection to battle creek park and associated trails should be well marked and signed
- Could 3M pay for 80% of the bridge? And the City or a grant for 20%?
- Creating informal park and ride of the neighborhood south of 94
- Extra traffic and people in the neighborhood; don't want people riding right next to my house. Also worrying about the value of my house with this extra traffic
- Funding -- 3M access -- really -- is it going to be worth it for 3Mers to go to the park? Will they?
- How much is cost vs expected daily usage. If less than 50 cents per day, it seems reasonable concept. More than \$5 per user per day seems too costly. This included operating and annual depreciated capital costs.
- If station is used as park and ride, parking at 3M or the Battle Creek neighborhood
- Keep sight lines open so pedestrians and bikes can use together safely.
- Make sure there is a seamless connection into the walking and biking trails in Battle creek
- Mark lanes for pedestrians and bikes
- Might be an eyesore - especially from upper floors of 3M Bldg
- Needs to align with 3M's bike/ped plan
- Neighborhood safety of the "unknown" people using the path
- No difference
- Snow removal, maintenance
- The bridge is very expensive; the City is still paying off a previous bridge; City would need to look at creative funding options and seek some partner funding; have had some initial conversations and will continue with those
- The possibility of a future Maplewood bridge would not benefit people who live north of the BRT
- We have to look at the financial risks and the neighborhood "appetite"
- What is the cost? Who pays?
- Where would Maplewood bridge land? Over the gas line? What about easements?
- Who will pay for the bridge? Why shouldn't 3M partially pay for it? Their employees will be the major beneficiaries, in addition to neighbors/community members
- Will bike lockers or covered bike racks be available
- Will public parking be available at 3M, Battle Creek park, or Sun Ray

- for those people who would like to drive to the station?
- Will there be bus routes which drop passengers, at or close to, the station?
- Will there be digital signage on both sides showing expected bus departure times so people can plan accordingly?

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## Community Feedback: Walk and Bike Routes and Trails

### Question: What do you find attractive or appealing about the walk and bike routes and trails?

- As a bicyclist, number one issue is cars turning right without seeing people/bicycles on the right. What traffic safety devices will exist to prevent accidents?
- Better outreach to people visiting our neighborhood (as a church)
- Can you make it easier to bike to Sunray, would be really nice to have the option over lunch. The current route is really dangerous.
- Cars in Minnesota consistently fail to yield to pedestrians and bicycles when pedestrians and bicycles are crossing across road. What traffic control devices will address this issue?
- Connection to St Paul and events
- Could there be a trail north-south through the 3M campus?
- Designated access routes are appealing
- Easier access to downtown St Paul and Minneapolis
- Easier access to sporting events in downtown St Paul via the BRT
- Ensure that all bike/walk trails links seamlessly to existing trails that are north/south oriented.
- Good plans in general
- Great locations for bike lanes to allow connections to BRT
- I like the additions of bike & walk trails in the neighborhoods, even if not directly used for the BRT!
- I liked the ideas for landscaping with trees along the way
- Improvements to roads for bike lanes; current area is not bike-friendly
- In talking with 3M, they have a stake in meeting the needs of their younger and future employees, who think very differently about mobility and transit access; people are renting and buying thinking about how they can get to work without driving or paying to park
- Is the plan to extend all the way back to Saint Paul and what would that look like
- It has its own separate lane
- Like bus access and trail coming together
- Love it – let's do it!
- Need good, safe, and easy access along Century and McKnight
- This is beneficial to people on the south, but how does this benefit people north of the station?
- This is so great! I am thrilled with the possibility of a protected bikeway back to Saint Paul
- Trail connection is critical
- Trail from neighborhoods to station is important
- Trail makes it more comfortable/appealing
- While I respect concerns about unknown people coming into the area, but crime is so unlikely from pedestrians and bicyclists
- Would draw 3Mers to the park but probably not draw from the park (south side) to the north side

### Question: What are your questions, concerns, or suggested improvements for the walk and bike routes and trails?

- Avoiding bridge into neighborhood; if bridge is for park access, perhaps ending bridge at Hudson Place and put park access gate through current fence from Hudson Place or Burns into Battle Creek park
- For those of us living north of Conway, there aren't sidewalks on Century to support station access – those will be important
- How many cars are broken into at Battle Creek park?
- How to keep bridge de-iced in the winter?
- I can't see where the people will get to the park coming down Sterling. Build trail over gas line? How would they get over creek?
- Improvements to Burns and Hudson road to allow current freeway access plus this new (safe) access route
- Is Conway Ave. wide enough to accommodate bike lanes and existing traffic lanes?
- It would be along walk from the north side of Conway to the Maplewood station
- Need big improvements *now* to walking and biking
- Parking in residential areas
- Please include winter maintenance in your planning. Saint Paul is not very good compared to Minneapolis at clearing sidewalks and bike trails in the winter.
- What would the bridge look like and how can you keep people safe at night?

## Phase 3 Draft Development Plan

The draft Maplewood Station Development Plan includes transit-oriented employment, regional park recreational amenity, and transit-supportive mixed-use commercial and multi-family uses that contribute to an Employment Station typology.

### 3M

3M is a stable base of employment and transit riders with an estimated 12,000 jobs on the 400-acre campus. The Headquarters Building located adjacent to the station includes the largest concentration of employees.

### Battle Creek Regional Park

The park is an amenity for 3M employees and nearby neighborhoods, and a regional attraction and destination providing a family-oriented aquatic center, walking, hiking trails, snowshoeing, cross-country skiing, and picnic facilities.

### Mixed-use Community

Underutilized and auto-oriented commercial parcels along Century Avenue (north and south of I-94) provide opportunities for a mix of transit-oriented commercial and multi-family (market rate and affordable) residential development.



**To support transit-oriented development, City policy updates and future regulatory changes and plan approvals should:**

- Foster affordable housing at Comprehensive Plan-designated mixed-use community sites
- Ensure that future 3M buildings are oriented and linked to the BRT station
- Ensure siting of any new Battle Creek Regional Park facilities are linked to the identified station access routes

### Community Feedback: Development

The station area consists primarily of the 3M campus and Battle Creek Regional Park, so redevelopment opportunities are limited to 3M's future plans and existing commercial sites along Century Avenue. The Century Avenue sites have been designated as future mixed-use commercial to allow for multi-family housing and commercial development that supports transit.

**Question: What do you find attractive or appealing about future multi-family or commercial development, and what types of uses would benefit you or your family?**

- As a 3M employee and occasional bike commuter, the plan provides easier access to 3M by both transit and bicycle.
- Having bike/pedestrian friendly access to neighborhood parks, stores, entertainment,

- employment will improve health and neighborly connections
- Improved options for lunch and shopping near 3M
- In our enthusiasm and additional knowledge about how this might benefit everyone, we need to share that information with everyone and have real community conversations
- In working with the neighborhood, we understand that the unknown is scary; understandably, with many of the neighbors being older with no previous experience with BRT and a project like this, we'll need to have those conversations with residents about how everyone may benefit
- Oakdale used a different kind of zoning option, which makes clear their intent while leaving lots of room to continue detailed conversations with community members; there may be some opportunities for us to explore that further
- Owner-occupied 4-plex housing
- Parks - especially Battle Creek - is well known due to its crime (vandalism, break-ins, assaults, drug dealing) so that would have to be eliminated
- We know how important it is to talk with our communities in advance – making clear we are *not* looking at a bunch of high rises – but rather options to meet the needs of current and the next generation of residents
- With younger families moving into the area closest to the BRT station, there's a lot of appeal to this; at the same time, there are long-time residents who don't yet think the same way
- Would love to see commercial development that is safe and attractive. Right now Sun Ray shopping center is so unsafe, police are called almost hourly. I will not go there without my concealed hand gun and I doubt I am the only one who feels this way.

**Question: What are your questions, concerns, or suggestions about future development, and what types of uses are missing in the station area?**

- As a 3M employee and occasional bike commuter, the plan provides easier access to 3M by both transit and bicycle.
- As a bicyclist, I love the safer access to neighborhoods
- As a current bike rider, I appreciate the integration and connections being considered.
- Dense development in a residential area of single uses
- Displacement of lower-income housing to more expensive housing
- I think the bridge from the south is helpful to do residents from the south.
- If the landscaping is done well and maintained well, the trails and bike routes can be absolutely beautiful in spring, summer and fall.
- nothing -- should be owner-occupied
- promotes healthy living and facilitates bicycle commuting.
- This area is lacking in good connections and this will go a long way to help that.
- To consider changes to the Comprehensive Plan that would keep open options for different kinds of housing in the neighborhood closest to the BRT station (directly across I-94), it will be essential to talk more with the neighborhood; this kind of idea wasn't part of the conversation during our recent Comprehensive Plan update, so would have to explore this further

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**Community Feedback: Additional Comments**

**Additional comments, questions, or concerns about the refined alternatives for the Maplewood station area:**

- A key question is how easy and how many bicycles can fit on a bus at a time.
- Dedicated parking, closer to the station, at 3M, or Battle Creek Park would be ideal.
- Even New York City transit is subsidized; we need to serve the low-income populations in the area
- How long does it take to get from Maplewood to Union Depot? I can drive it in five minutes. I could spend that long waiting for the next bus. And then with so many stops, I feel it could take another 15 minutes. So what I can drive with individual freedom could easily take 20 minutes via bus. I don't know that is something I'd do
- How to prevent this neighborhood from being overridden by overflow parking from Sun Ray park and ride or development?

- I am concerned that most people who might use the station most likely face a walk of over a half mile to get to the station
- I really question the cost effectiveness of this station area. I'd like to know if the number of users justify the expenditure of tax monies.
- Like idea of taking Gold Line downtown for entertainment
- Look at ridership from neighborhoods; do a survey on what residents would use it
- Metro Transit should survey the two neighborhoods south of 94 – to build support and ridership
- Neighborhood residents realize it will benefit 3M employees, and want to be sure it's also for them
- Recently changed zoning north of Conway; will there be more zoning changes?
- Thanks for your efforts!
- The Gold Line is really important because it's the first such effort truly focused on the east Metro
- The money would be much better spent adding another car lane to I-94. Adding the bus lane only congests the traffic more than it already is. Car lanes are MUCH more cost effective.
- There is so much hope, and at the same time lots of practical implications and considerations
- These projects do take time, but they are complex, people need to be brought along, and we need to take the time necessary to do this work
- This could create a front door to Battle Creek park
- This is a Council that believes in the Gold Line, BRT, and looking toward the future
- We are concerned about where people will park -- whether it will be in neighborhoods
- We must continue working with 3M and ensure they are comfortable with this direction; they may not move at the same speed as the City, so look forward to continue working with the Gold Line Project Office to come up with ideas and plans and work closely with 3M as the property owner; want to meet the needs of their employees as well as senior leadership to address all the key issues
- What deficit is Metro Transit running now? Lots of empty buses running on the East Side. What need is not being met that the Gold Line solves? Why use taxpayer money if there's no need?
- What happens to existing bus stops along Conway?
- What's the projected use from people in this neighborhood for BRT, bridge?
- When you build something permanent, people build things around it
- Why BRT vs. regular buses?