

## METRO Gold Line BRT

### Summer 2018 Engagement Summary and Comments Received

From July 2018 through early September 2018, METRO Gold Line BRT Project staff conducted a focused outreach effort to gather feedback on project details to set the Environmental Assessment scope. To talk with residential and business representatives throughout the corridor, project staff hosted open houses and focused neighborhood meetings, attended community meetings, tabled at community events and knocked on doors. Comments and feedback on the project were collected through these corridor-wide events and activities, including those from focused neighborhoods in Saint Paul to receive specific input on three areas with routing, design and station location options.

*\*See Appendix A for option preferences totals by method of input.*

These outreach and engagement activities allowed staff to gather valuable feedback that will help shape the design of the project.

A concerted effort was made to provide a variety of outreach events in and along the corridor. Many event locations were selected because they were in or around areas where communities of color and low-income people live.

*\*See Appendix B for geographic representation of outreach activities in communities of color and low-income neighborhoods.*

Included in this document are comments from:

- Corridor-wide open houses on July 17 and 18, 2018
- Neighborhood meetings on July 10, 24 and 31, 2018, corresponding online surveys, and door knocking
- Community and pop-up events between July and August 2018
- Comments submitted via email

### Corridor-wide

#### Open Houses – Corridor-wide

1. July 17, 2018 Open House – Grace Lutheran Church, 1730 Old Hudson Rd, Saint Paul
2. July 18, 2018 Open House – Guardian Angels Catholic Church, 8260 4th St. N., Oakdale

#### Summary

Two corridor-wide open houses were held on July 17 and July 18 to provide community members an opportunity to view the proposed station locations and route for the Gold Line BRT and learn more about the project. Both open houses had approximately 60 people at each event.

Many in attendance shared valuable feedback about the project, offering suggestions and design recommendations which project staff will consider as design and environmental review move forward this year. Some comments heard at the open houses included overall support for the new BRT line, a

desire to extend the route further, preferences for station locations, new bicycle/pedestrian connections to stations, and concerns with impacts to private property. There were also comments made regarding three specific locations related to stations and routing and design options in Saint Paul at Mounds Boulevard/Maria Avenue, Hudson Road (between Etna Street and White Bear Avenue) and White Bear Avenue. The Gold Line is committed to public engagement, and we appreciate the time and input of all who attended.

### Comments received

*\*All comments are recorded verbatim from comment cards and post-it notes. No grammatical, word choice changes or spelling has been corrected. If handwriting is unclear, then correct spelling is used and the most contextual word choice is assumed or marked illegible. Any personal identifiable information, if provided, has been deleted from these comments\**

#### 1. Comment Cards

Comment #	Comment date	Verbatim comment
1.1	7/17/2018	Will there be busses from the Gold Line to other areas such as "from Gold Line off shoots in Woodbury to Walmart or Sams Club and Other areas?
1.2	7/17/2018	<p>1) Why not run the bus on 94? It can come up to let off + pick up. Do an experiment – see how many use it.</p> <p>2) Businesses + churches have put good money into parking lots + beautification. Parking + easy access to buildings is necessary.</p> <p>3) APOSTOLIC BIBLE INSTITUTE IS A FOUR-YR. COLLEGE, K-12 SCHOOL AND CHURCH. THIS BUILDING HOSTS ELECTIONS + OTHER CIVIC EVENTS. THE PLAN SHOWS OUR MAIN ENTRANCE BEING CLOSED. REALLY? THE ENTRANCE CLOSE TO THE 4TH. IS STEEP. THE CHURCH + SCHOOL ARE AT A LOWER LEVEL. THE DORM BY GREENWAY + THE POND WILL LOSE PARKING SPOTS AND DEPENDING ON ROAD PREP, MAY LOSE DRIVE-WAY. NOW WHAT? WITH A CAMPUS OF YEAR-ROUND RESIDENTS, ACCESS IS NEEDED FOR FIRE + OTHER EMERGENCY TRUCKS, STUDENTS MOVING IN + OUT, PLOWER, ETC. THE CHURCH + COLLEGE CAN HOST A THOUSAND PEOPLE + AT GRADUATION, FUNERALS, CONFERENCES, ETC. PARKING + ACCESS ARE PRIME. ALSO, HOW DO WE KEEP "PARK + RIDE" PEOPLE FROM USING OUR PARKING LOTS WHEN WE SO DESPERATELY NEED THEM FOR OUR PEOPLE? THE DORM BY GREENWAY IS A GIRLS' DORM. AS A DORM SUPERVISOR, I HAVE A CONCERN FOR MY GIRLS' SAFETY, AS WELL AS NOISE – 20' FROM DORM? HOW CLOSE? WHERE IS STATION? WILL LOSE SOME OF BEAUTY OF CAMPUS.</p>
1.3	7/17/2018	<p>1) Why can't this run down the middle of I-94</p> <p>2) This is going to cause a huge parking problem in the neighborhoods. People won't use the parking lots or they will overflow. Which in turn becomes a crime haven for vandals to break into the vehicles. The crime won't stop there the will break into our homes. It's been hard enough to maintain security without having add'l people from the Southside of the freeway yet alone having quick transportation Every 12 minutes.</p>

		<p>3) Noise Pollution increase (But MTC is going electric but Not personal vehicles!)</p> <p>4) Personal Safety is a HUGE issue. You can't keep your MTC driver's safe, how am I a rider supposed to feel. I tried to take the bus. I had someone follow me home one night it's <u>Terrifying</u></p> <p>5) The people you want to have utilize this transportation won't for their own safety.</p> <p>6) The LRT downtown Never has more than 10 people on it during morning Rush. And if the Cedar &amp; 5th St Hub in DT St. Paul is an example of what you are proposing keep it out of our neighborhood! Our Historic DT has been ruined by the homeless + thuggish teens The smell of urine, vomit, + weed fill the hallways or streets on any given day.</p> <p>7) Why not utilize the bus routes you have on the Arterial Roads and leave our neighborhoods alone.</p>
1.4	7/17/2018	<p>1) This benefits no one.</p> <p>2) Waste of money + resources – use it to repair the streets + bridge before it falls down</p> <p>3) Why didn't you think ahead and run it down 94</p> <p>4) Safety is a huge factor – we have hookers + pimps walking the streets now it will only bring more.</p> <p>5) Destory property values – will never be able to sell for what it was worth</p> <p>6) Traffic will be awful.</p> <p>7) Break ins and crime will go up in the neighborhood.</p> <p>8) Bus drivers beaten up – how will we be safe</p>
1.5	7/17/2018	<p>...[I] highly recommend &amp; the Hagel Street Station. We are also the owner of ... options appears to be more pedestrian friendly &amp; easier access for people needing to use gold line...</p>
1.6	7/17/2018	<p>...If option "A" is chosen, where <u>will</u> people park their cars? (on Old Hudson Rd?)</p> <p>Snow plowing in the winter could become a serious issue – people work a variety of hours and we wouldn't be able to move their cars. Also, we don't want our streets to become a parking lot – Backing out of a driveway with a camper/boat/RV etc. is next to impossible where too many cars are parked on the street</p>
1.7	7/17/2018	<p>Please consider the context of each station area especially in downtown St. Paul</p> <ul style="list-style-type: none"> <li>• Move station away from Rice Park, closer to Xcel Center</li> <li>• Small, historic, tasteful (no bright lights) at Rice Park Station if it must go there</li> <li>• Speak with parks staff + Rice Park Association in planning the station</li> </ul>
1.8	7/17/2018	<p>IT W/BE BETTER NOT TO RUN ON MARIA STREET. UNLESS YOU PLAN TO DO SOME URBAN RENEWAL!</p>
1.9	7/17/2018	<p>1) Lots of truck traffic on Hudson. This will not lessen, especially as more manufacturing goes in on Hadley + 4th Sts. What happens w/ all that? Already have tons of semis going both ways.</p> <p>2) This is a ton of money for something it seems like residents do not want. I personally have not heard of <u>one</u> person who is in favor.</p>

1.10	7/17/2018	Ecolab would like to be engaged on the plan for the Hamm Plaza station and to a lesser extent, the Rice Park Station. We anticipate we'll have a number of employees use this route...
1.11	7/18/2018	We need transit options farther East. Disappointed the line will not run to Manning as originally mentioned. Please consider future options to serve Lakeland, Hudson, Bay Port, Stillwater...
1.12	7/18/2018	Please make sure each bus stop has some place designated for passenger drop off and pick up for private cars, ride shares etc taking passenger the last mile. So it's safe & easy to see. Thanks.
1.13	7/18/2018	Great planning. Great information. Please keep street parking along Hudson Road.
1.14	7/18/2018	<ul style="list-style-type: none"> <li>• Please make space for car drop off &amp; pick up @/near stations.</li> <li>• Please have design team walk from station to nearby destination (school, stops, etc) <u>Not</u> just look @ maps.</li> </ul>
1.15	7/18/2018	Without a public sidewalk on Century through 3M to the stop, residents on North Century are not able to access the 3M station. A better location for the station would be the empty lot on Century North I believe that is owned by Oakdale near the Liv Inn Suites. It has easier walking & could also provide parking access.
1.16	7/18/2018	Run more frequently or more times during the day – was told this was going to be the case.
1.17	7/18/2018	<p>Apostolic Bible Institute/Church is not a residential entrance. This facility needs its own entrance.</p> <p>The north buildings are residential buildings.</p> <p>There are small children that live there</p> <p>We need to keep these children safe with their own residential entrance.</p> <p>The narrow connection is very steep and extremely icy and dangerous in the winter.</p> <p>During events, the parking lot of the school/church is full and those vehicles would endanger the small children.</p> <p>Thank you for your consideration...</p>
1.18	7/18/2018	Would like to see bus or light rail to Lakeland if you provide the service you will get the ridership – especially with the 24/7 hours.

## 2. Corridor Map: Downtown Stations

Comment #	Comment date	Verbatim comment	Image
2.1	7/17/2018	Consider moving station from Rice Park to Xcel Center [arrow to Xcel Center]	
2.2	7/17/2018	Yes we are (Ecolab). And the Rice Park Station	

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2.3	7/17/2018	Ecolab will want to weigh in on this site (at Hamm Plaza) [arrow to Hamm Plaza]	
2.4	7/17/2018	Please involve Parks + Rec department in discussing for Rice + Hamm Plaza [arrows to Rice Park and Hamm Plaza]	
2.5	7/17/2018	Minimal platform size that takes account of the historic park.	

### 3. Corridor Map: Mounds/Maria Station

Comment #	Comment date	Verbatim comment	Image
3.1	7/17/2018	Make Euclid (not Wilson) the primary eastbound route [arrow to Euclid]	
3.2	7/18/2018	Keep access to Hudson from 805 Hudson Rd	



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3.3	7/18/2018	Add parking from Wilson to Plum. [Arrow stretching between Wilson and Plum on Hudson Rd] Proposed Coffee Shop [Arrow pointing to corner of Wilson Ave and Hudson Rd]	
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### 4. Corridor Map: Earl Street Station

Comment #	Comment date	Verbatim comment	Image
4.1	7/17/2018	figure out east bound routes other than WAKEFIELD	
4.2	7/17/2018	Concerned about increased traffic due to one-way on Hudson	
4.3	7/17/2018	Make Hudson two-way from Frank to Earl	

### 5. Corridor Map: Etna Street Station

Comment #	Comment date	Verbatim comment	Image
5.1	7/17/2018	Question on berm/cross section on this area	

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### 6. Corridor Map: White Bear Avenue Station

Comment #	Comment date	Verbatim comment	Image
6.1	7/17/2018	Potential to orient development on White Bear	
6.2	7/17/2018	Check grading Hazel vs Van Dyke for I-94 underpass	
6.3	7/17/2018	Choose White Bear Station at Van Dyke	
6.4	7/17/2018	Need walk bridge across from suburban to station	



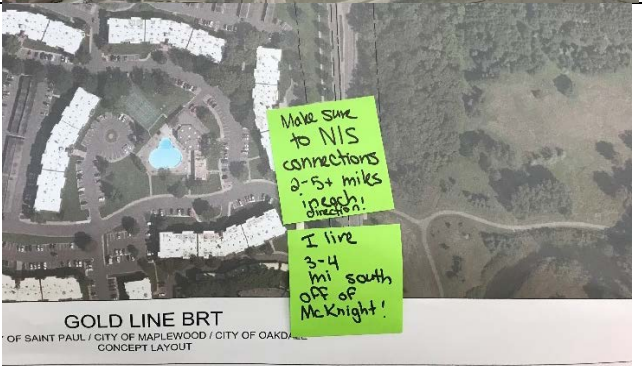
### 7. Corridor Map: Sun Ray Station

Comment #	Comment date	Verbatim comment	Image
7.1	7/17/2018	Considering remove 94 access at Ruth	
7.2	7/17/2018	Need drop off	

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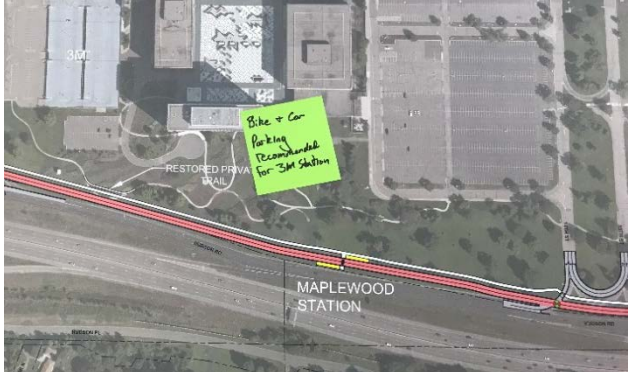
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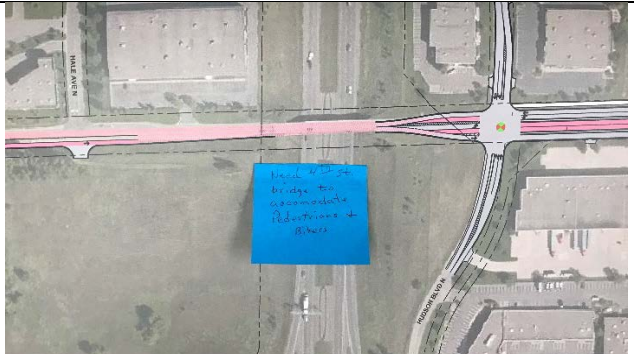
7.3	7/17/2018	consider connecting bus service traveling south on McKnight	 <p>GOLD LINE BRT CITY OF SAINT PAUL / CITY OF MAPLEWOOD / CITY OF OAKDALE CONCEPT LAYOUT</p>
7.4	7/17/2018	Definitely need ped bridge at McKnight	 <p>DRIVEWAY ACCESS TO BE CLOSED</p>
7.5	7/18/2018	Make sure to N/S connections 2-5+ miles in each direction! I live 3-4 mi South off of McKnight!	 <p>GOLD LINE BRT CITY OF SAINT PAUL / CITY OF MAPLEWOOD / CITY OF OAKDALE CONCEPT LAYOUT</p>




## 8. Corridor Map: Maplewood Station

Comment #	Comment date	Verbatim comment	Image
8.1	7/18/2018	Bike + car parking recommended for 3M Station	


## 9. Corridor Map: Greenway Station

Comment #	Comment date	Verbatim comment	Image
9.1	7/18/2018	A separate church/school driveway is necessary. The North driveway is residential parking with small children who need to be kept safe. [Regarding Apostolic Bible Institute]	
9.2	7/18/2018	Need 4th st. bridge to accommodate pedestrians + bikers	

## 10. Corridor Map: Helmo Avenue Station

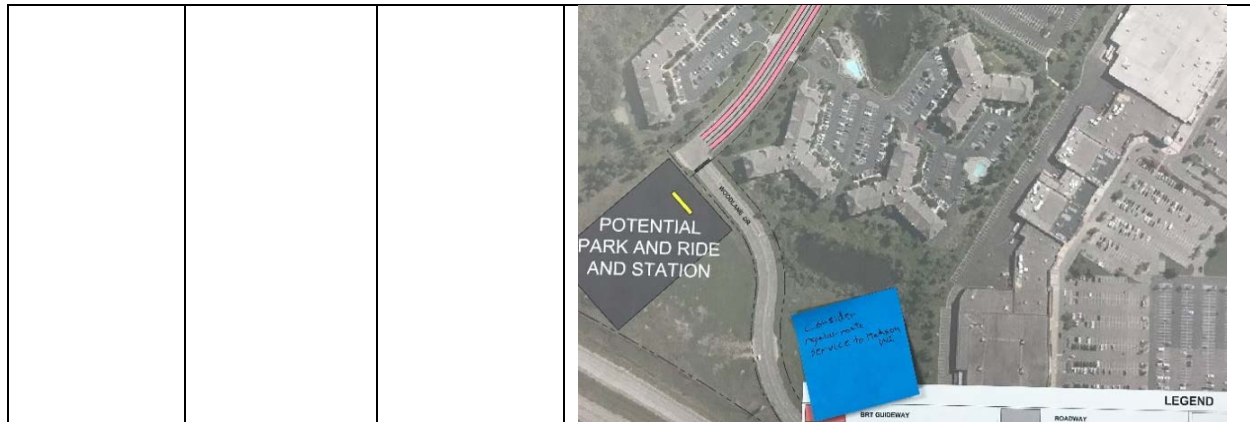
Comment #	Comment date	Verbatim comment	Image
10.1	7/18/2018	Consider traffic signal at 4th & Helmo	

## 11. Map: Tamarack Road Station

Comment #	Comment date	Verbatim comment	Image
11.1	7/18/2018	How will impacts be minimized for these homes [located on Nature Path east of Bielenberg Dr]	

## 12. Map: Woodbury Station

Comment #	Comment date	Verbatim comment	Image
12.1	7/17/2018	Consider regular route service to Madison WI	



## Community and Pop-up Events – Corridor-wide

1. July 11, 2018 Greenway Station Bus Rapid Transit-Oriented Development (BRTOD) Community Meeting – Landfall Community Center – 2 4th Avenue, Landfall
2. July 12, 2018 Woodbury Theatre Park & Ride – 1470 Queens Drive, Woodbury
3. July 12, 2018 Flyer distribution to businesses and community centers – Oakdale and Woodbury
4. July 13, 2018 Flyer distribution to businesses and community centers – East Side, Saint Paul
5. July 21, 2018 Community Peace Celebration – Battle Creek Recreation Center, 75 Wintrop St. S, Saint Paul
6. July 31, 2018 Metro Transit Operator Open House – East Metro Garage, 820 L'Orient Street, Saint Paul
7. August 1 – 5, 2018 Washington County Fair, Stillwater
8. August 7, 2018 National Night Out – Conway Recreation Center, 2090 Conway Street, Saint Paul
9. August 7, 2018 National Night Out – Various block parties in Woodbury (4 neighborhoods)
10. August 9, 2018 Saint Paul Safe Summer Nights – Conway Recreation Center, 2090 Conway Street, Saint Paul
11. August 16, 2018 Lunds & Byerlys – 115 10th Street E., Saint Paul
12. August 16, 2018 Midwest Special Services Block Party – 900 Ocean Street, Saint Paul
13. August 17, 2018 Swede Hollow Cafe – 725 E. 7th Street, Saint Paul
14. August 23 – September 3, 2018 Minnesota State Fair, Falcon Heights
15. August 25-26, 2018 Woodbury Days – Ojibway Park, 2695 Ojibway Dr, Woodbury
16. August 29, 2018 Mobile Market – Parkway Gardens, 1145 Hudson Road, Saint Paul
17. September 5, 2018 Oakdale Farmers' Market – Richard Walton Park, 15th Street N and Hadley Ave N., Oakdale
18. September 8, 2018 Sun Ray Cub Foods, 2197 Old Hudson Road, Saint Paul

## Summary

Staff attended community events and held pop-ups at many community spaces, local businesses and neighborhood gatherings throughout the corridor. Conversations with individuals ranged from a few to over two hundred, depending on the event. Many comments in support of the project were made and included feedback such as Gold Line will be providing much needed access to the eastern suburbs from Saint Paul; more transit is needed throughout the metro area; and more transit options throughout Woodbury and further east would be beneficial. Comments were also made in support of accessible pedestrian connections throughout the corridor, not just east-west, but north-south connections to the stations. Additional comments included appreciation for the design advancement work to minimize property takings and impacts as well as concerns from residents about cost, disruption during construction and parking. Feedback regarding the Saint Paul options were also gathered during many of these events.

## Comments received

### 13. Comment Cards

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Comment #	Comment date	Event	Verbatim comment
13.1	7/11/2018	Greenway Station BRTOD Community Meeting	Continuous trail would be ideal – specifically 4th to Hadley through Hudson, etc.
13.2	7/11/2018	Greenway Station BRTOD Community Meeting	4th Street Bridge needs full rebuild to handle on coming pedestrian, bicycle, auto, and bus traffic. No excuse to leave untouched.
13.3	7/11/2018	Greenway Station BRTOD Community Meeting	Love idea of the Helmo bridge with bike/walk lanes included. This opens up connections (safe) between Oakdale and Woodbury.
13.4	7/11/2018	Greenway Station BRTOD Community Meeting	Very concerned about the 4th Street Bridge. It currently is narrow and aging. It would be a bottle neck with this project. Pedestrians currently can not walk or bike across. This bridge needs to be expanded to be wider for the buses and additional lanes for walkers and bikers. This bridge is currently not safe.
13.5	8/16/2018	Lunds & Byerlys	Rapid transit or light rail to North Branch.
13.6	8/16/2018	Lunds & Byerlys	Metro Transit should provide: 3 month pass, 6 month pass, 12 month pass... I have used transit for 12 months so far. I am happy to share my experience with any



			acquaintance on my network about public transit in Minnesota. I am 101% back up new project...
13.7	8/16/2018	Midwest Special Services Block Party	I like the METRO the commuter bus service even on weekends when my mother takes me shopping. I like to know if the METRO takes people to State Fair and getting discounts? And if there's drawing for t-shirts and free passes and light reflectors for people at night when waiting for the bus...

## Comments Received via Email – Corridor-wide

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### 14. Emails Received

Comment #	Comment date	Verbatim email
14.1	7/6/18	Hi Liz, I received the notice of the open house for the Gold BRT line. The only question I have that I can't find is what impact will this have on the express bus service to downtown Minneapolis. Currently that is a 30 minute bus ride – If these routes are eliminated or reduced the commute to downtown Minneapolis easily doubles and if I do the math I think it goes from 30 minutes to 75 minutes? Please let me know. Thanks,
14.2	7/19/18	Dear Ms. Jones, As I was driving over the 4th Street bridge, I remembered that I forgot to make a comment about this bridge. It is a very scary bridge. I feel unsafe crossing it, although it is the closest way to get to Woodbury shopping. The sides of the bridge have huge holes that are unsafe for pedestrians and bicyclists. In order to encourage employees and customers to use the Helmo station to walk to and from the businesses on the corner of 4th Street and Hadley Avenue, it would be excellent safety considerations to upgrade the sides of this bridge. Thank you for your consideration. Sincerely,
14.3	7/30/18	will there be an open house re this station ? if not I would just like to ask to have the station to Maria rather than Mounds Blvd. It seems to me rather unfeasible to have a stop in this short space coming off of 94 and also incoming traffic from Mounds blvd ! where would the east bound bus stop be? There is already so much traffic congestion in this short block from both directions.
14.4	8/14/18	I OPPOSE THIS WE HAVE WAY TO MUCH NOISE OVER HERE ALREADY WE DON'T NEED MORE THIS WOULD NOT CUT DOWN

		ON THE NOISE BUT INCREASE IT! RUN IT PASS YOUR HOUSE IT SOUNDS BETTER THERE!
14.5	8/21/18	<p>Dear Staff,</p> <p>Please revisit this plan to move the gold metro station to Maria Ave from the original plan of Mounds and third. Several of us expressed concerns about the Mounds Blvd corridor at the time you were proposing putting a sound wall on this site. It is evident that a large reason for the degradation of our Dayton's bluff neighborhood is due to this corridor. When you first arrive in our neighborhood you are greeted with a huge concrete slab retaining wall with chain link fencing and 50s style freeway lights; when right across Mounds facing downtown is new construction block wall with imitation iron style fencing and new lighting. These items may seem inconsequential but they make a huge difference in how our neighborhood is perceived. Mounds is currently unsafe even for foot traffic making people have to hike up the retaining wall and back down. Up here they can see the weeds and brush overgrowth of the corridor that isn't being maintained. People are zooming in here coming off the freeway and is a real concern about the livability of our neighborhood. We were so happy with the proposal of this station. It would rebuild and modernize this corridor and make it pedestrian friendly. This will beautify the neighborhood and improve safety by updating the lighting and stopping pedestrians from having to leave the corridor altogether. Please discontinue this secondary plan to move the station to Maria Av. I am sure this would be a cheaper option and this is the reason for the proposal; but it is a far more expensive option in the long run as it won't be used over there and it won't contribute to rebuilding this damaging corridor.</p> <p>Thanks for your time and consideration.</p>

## *Saint Paul Options*

### Neighborhood Meetings – Saint Paul Options

1. July 10, 2018 Hudson Road Neighborhood Meeting – Eastside Community Center at Harding Senior High School, 1540 6th Street E., Saint Paul
2. July 24, 2018 White Bear Avenue / Ruth Street Residents – Culver's on Old Hudson Road, 2065 Old Hudson Road, Saint Paul
3. July 31, 2018 Mounds Blvd and Maria Ave Residents – East Side Enterprise Center, 804 Margaret Street, Saint Paul

### **Summary**

Community members came to the East Side Community Center at Harding High School in Saint Paul on July 10 to provide input on how the proposed Gold Line BRT should travel through their neighborhood on Hudson Road between Etna Street and White Bear Avenue. The feedback collected is crucial and will help decide whether the Gold Line BRT will travel in bus-only lanes or in regular, mixed traffic along this stretch of the proposed route. At the meeting, people expressed a preference for mixed traffic in this area; however, some liked the bus-only lanes option because it would restrict street parking and require a new pedestrian bridge over I-94. Concerns for the project included

impacts to the neighborhood such as noise during construction and when the buses start operating, safety around the bus lanes, decreased property values and increased on-street parking around the BRT station.

Community members came to Sun Ray Culver's in Saint Paul on July 24 to provide input on where the proposed Gold Line BRT should have a station in their neighborhood. Comments from the meeting will help decide whether the Gold Line will have a station at Hazel Street or at Van Dyke Street, between White Bear Avenue and Ruth Street. In this area, the Gold Line will run in bus-only lanes that will be built south of Old Hudson Road. Main topics of discussion included safety, pedestrian connections to the station options, future development in the area and interest in further connectivity throughout the east metro suburbs.

Neighbors gathered at the East Side Enterprise Center in Saint Paul on July 31 to provide input on where the proposed Gold Line BRT should route and have a station in their neighborhood. Options for routing down Maria Avenue in regular, mixed traffic with a station at Conway Street or routing down Mounds Boulevard in bus-only lanes with a station at 3rd Street are being considered. Input from this meeting will help in the decision-making process. Concerns regarding neighborhood disruption, safety of children and pedestrians as well as bus operations and traffic congestion were some of the discussed topics.

Approximately 15 individuals attended each neighborhood meeting.

#### **Comments received**

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#### **15. Comment Cards**

Comment #	Comment date	Event	Verbatim comment
15.1	7/10/2018	Hudson Rd Neighborhood Meeting	... Noise impacts property value option A
15.2	7/10/2018	Hudson Rd Neighborhood Meeting	Gold line will be an improvement to area. Cost and residential use impact lead me to choose mixed traffic plan. My concerns are on area maintenance + safety to secluded lane area. Pedestrian bridge across (east side) at White Bear makes more sense.
15.3	7/10/2018	Hudson Rd Neighborhood Meeting	Property value sucks try it in front of your house engineer. Mixed better. Maybe not so often when rush hour not there. I don't want to see bus every 10 minutes with nobody on it.

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15.4	7/10/2018	Hudson Rd Neighborhood Meeting	Noise Parking on her street to. Walk to Etna St. Station on Old Hudson Road. Traffic is tricky around the curve where there's limited visibility. There are areas of no parking. The residents park on the street. Old. <ul style="list-style-type: none"><li>• Fence is needed for safety</li><li>• Mixed traffic</li></ul>
15.5	7/10/2018	Hudson Rd Neighborhood Meeting	Mixed traffic with parking.
15.6	7/10/2018	Hudson Rd Neighborhood Meeting	We feel the bus only lanes is not a very good options. Mixed traffic is the only option we would supports...
15.7	7/10/2018	Hudson Rd Neighborhood Meeting	I'm concerned that neighbor Old Hudson from Hudson to Birmingham were not mailed – Their concern are not necessary related to Option A & B but about impact on their properties backing up to gardenway...
15.8	7/24/2018	White Bear Avenue Neighborhood Meeting	Station at Hazel.
15.9	7/31/2018	Mounds Blvd or Maria Ave Neighborhood Meeting	I prefer the 3rd St Mounds Blvd option over Maria...
15.10	7/31/2018	Mounds Blvd or Maria Ave Neighborhood Meeting	Mounds Blvd option 110%
15.11	7/31/2018	Mounds Blvd or Maria Ave Neighborhood Meeting	Mound Blvd 100% +(10% for reserve)
15.12	7/31/2018	Mounds Blvd or Maria Ave Neighborhood Meeting	...Mounds Blvd preference
15.13	7/31/2018	Mounds Blvd or Maria Ave Neighborhood Meeting	Would prefer the Mounds Station – mostly for safety reasons on Maria. Many many school buses each day stop at Maria & Conway. Also, at least 25-30 cars per day do a u-turn at the intersection of Maria & Conway. We live on the corner of Maria & Conway and feel like the Mounds station would be better.



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15.14	7/31/2018	Mounds Blvd or Maria Ave Neighborhood Meeting	Like both options for different reasons- <ul style="list-style-type: none"> <li>• Mounds because I like what it does to the drive lanes</li> <li>• Maria because it places the stop more in the neighborhood</li> </ul>
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### 16. Corridor Map: Mounds/Maria Station

Comment #	Comment date	Verbatim comment	Image
16.1	7/31/2018	Preferred option [arrow point to Mounds Blvd Station Option]	
16.2	7/31/2018	I am very glad this option does not take 652 Surrey Ave which means \$million\$ of STAR grants and DBNHS's money to fix this historic building to create three beautiful units of public housing will not be torn down. Yay! [illegible text]	
16.3	7/31/2018	Love pro-signal it'll decrease speeding [illegible text]	
16.4	7/31/2018	Stripe on Euclid	
16.5	7/31/2018	This my preferred option if its necessary to have stop between Union Depot + [illegible] [arrow pointing to Euclid St]	
16.6	7/31/2018	Maria one-way westbound Wilson to Euclid [arrow pointing to intersection of Maria Ave and Wilson St]	
16.7	7/31/2018	Euclid to Wilson to Etna Station	
16.8	7/31/2018	Tight turn (3rd Street & Maria Avenue) for lots of BIG buses! (both directions) [arrow pointing to intersection of 3rd St/Maria Ave]	
16.9	7/31/2018	Frequent U-Turns [arrow pointing to Conway Street & Maria Avenue]	

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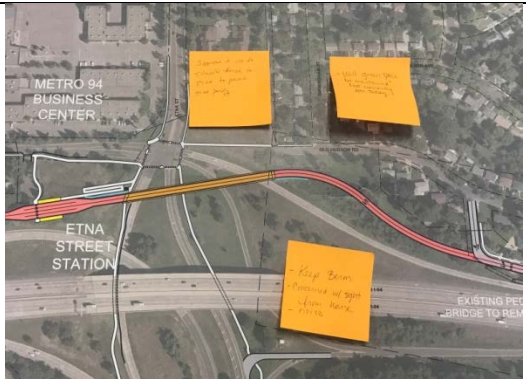
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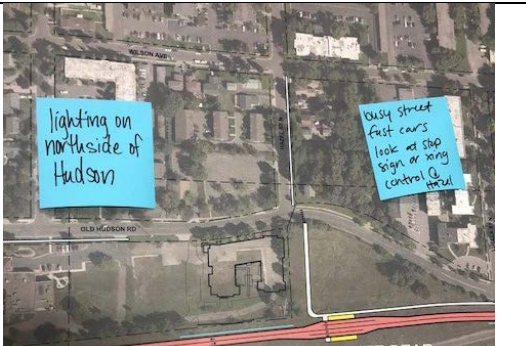
16.10	7/31/2018	Sightline issues on Maria particularly during the winter	
16.11	7/31/2018	I really don't want 100 buses a day going down my street. Now I know there is an option to build a dedicated track that doesn't take away any of my neighbors backyards. [illegible]	
16.12	7/31/2018	My vote is the Mounds option IF ridership justifies an intermediate stop between Earl and Union Depot	
16.13	7/31/2018	Going to vote for the Mounds Blvd Station option...	
16.14	7/31/2018	Disruptive for more residents (two sides of street) twice the [illegible]	

### 17. Corridor Map: Etna Street Station

Comment #	Comment date	Verbatim comment	Image
17.1	7/10/2018	Suggested to not do sidewalk north [illegible] to Etna to protect street parking	
17.2	7/10/2018	Will green space be maintained? Not currently done today.	

17.3	7/10/2018	<ul style="list-style-type: none"> <li>Keep berm</li> <li>Concerned with sight from house</li> <li>Noise</li> </ul>	
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### 18. Corridor Map: White Bear Avenue Station

Comment #	Comment date	Verbatim comment	Image
18.1	7/24/2018	Lighting on northside of Hudson	
18.2	7/24/2018	Busy street fast cars look at stop sign or xing control @ Hazel	

## Surveys (online and in print at neighborhood meetings) – Saint Paul Options

### Hudson Road Survey Summary

A total of eight people participated in the Hudson Road survey. Six individuals provided their responses online: most referenced living outside of the neighborhood and indicated an interest in bus-only lanes so that buses could run faster and not congest traffic. At the neighborhood meeting, two individuals who live in the neighborhood provided responses on a printed copy of the survey. Their responses included preference for mixed traffic to keep two-way roadway access for the residents and maintain the current pedestrian bridge.

### White Bear Avenue Station Survey Summary

A total of eight people provided responses to the White Bear Avenue station options survey and were a mix of individuals living inside and outside of the neighborhood. Three individuals preferred the station location at Hazel Street for better access to apartments, less noise and congestion for neighbors near Van Dyke, better emergency vehicle access, more space for snow removal and more equidistant between White Bear Avenue and Ruth Street. Five individuals preferred the station location at Van Dyke Street because it is closer to White Bear Avenue, further from Sun Ray and has better access for riders coming from south of I-94.

### Mounds Boulevard or Maria Avenue Survey Summary

A total of 21 people participated in the Mounds Boulevard or Maria Avenue options survey. Of the 13 participants who took the survey online, most referenced living in the neighborhood. Ten individuals preferred the routing and station location on Mounds Boulevard. Comments for this preference included not wanting buses in front of homes on Maria Avenue, less residential disruption on Maria, Maria is a narrow street with a difficult turn at 3rd Avenue, Mounds Boulevard is a safer option for residents and children, people live closer to Mounds Boulevard, and it would provide better access to Metro State University, the Kellogg Blvd bridge and downtown Saint Paul. Three individuals preferred the routing and station location on Maria Avenue because Maria Avenue is more accessible for residents, has a better pedestrian environment and has little traffic. At the neighborhood meeting, eight individuals who live within the neighborhood completed a printed copy of the survey and all stated a preference for the Mounds option. Comments for their preference included a desire to keep BRT off of residential streets, the Mounds option is less disruptive to the neighborhood, there are many children and school bus traffic around/on Maria, it is a good opportunity to make Mounds safer for bicyclists and pedestrians, and better access to residents south of the freeway.

### Comments received

*\*All comments are recorded verbatim from the online survey. No grammatical, word choice changes or spelling has been corrected. Any personal identifiable information, if provided, has been deleted from these comments\**

#### 19. Hudson Road Survey Results

##### 19.1. How often do you park along the area of Hudson Road?

Comment #	Comment date	Verbatim comment
19.1.1	7/10/2018	One to two times per month
19.1.2	7/10/2018	Rarely or Never
19.1.3	7/12/2018	Rarely or Never
19.1.4	7/30/2018	Rarely or Never
19.1.5	8/3/2018	Rarely or Never
19.1.6	8/4/2018	Rarely or Never
19.1.7	8/7/2018	Rarely or Never
19.1.8	8/14/2018	Rarely or Never
19.1.9	8/15/2018	Rarely or Never

##### 19.2. Parking along this area of Hudson Road could be permanently removed. Do you prefer parking on Hudson Road?

Comment #	Comment date	Verbatim comment
19.2.1	7/10/2018	I prefer parking on Hudson Road.
19.2.2	7/10/2018	I prefer no parking on Hudson Road
19.2.3	7/12/2018	I prefer no parking on Hudson Road
19.2.4	7/30/2018	I prefer no parking on Hudson Road
19.2.5	8/3/2018	I prefer no parking on Hudson Road
19.2.6	8/4/2018	I prefer no parking on Hudson Road
19.2.7	8/7/2018	I do not have a preference



19.2.8	8/14/2018	I prefer no parking on Hudson Road
19.2.9	8/15/2018	I do not have a preference

19.3. Please explain your choice [to answer 2].

Comment #	Comment date	Verbatim comment
19.3.1	7/10/2018	[LEFT BLANK]
19.3.2	7/10/2018	Cleanliness + Safety
19.3.3	7/12/2018	There's no need to park on this road, and mixed traffic would slow down busses.
19.3.4	7/30/2018	[LEFT BLANK]
19.3.5	8/3/2018	I do not own a car and would be taking transit here.
19.3.6	8/4/2018	[LEFT BLANK]
19.3.7	8/7/2018	[LEFT BLANK]
19.3.8	8/14/2018	easier traffic flow w/o any parked cars
19.3.9	8/15/2018	[LEFT BLANK]

19.4. The METRO Gold Line BRT is anticipated to impact vegetation in this area and is working to minimize overall impacts. Along this area of Hudson Road, do you place more value on trees to the South along the sound wall or trees to the North along the curb line (closer to homes)?

Comment #	Comment date	Verbatim comment
19.4.1	7/10/2018	I value both sides equally.
19.4.2	7/10/2018	Trees along the curb line are more valuable
19.4.3	7/12/2018	I value both sides equally
19.4.4	7/30/2018	I value both sides equally
19.4.5	8/3/2018	Trees along the sound wall are more valuable
19.4.6	8/4/2018	I value both sides equally
19.4.7	8/7/2018	I value both sides equally
19.4.8	8/14/2018	I value both sides equally
19.4.9	8/15/2018	Trees along the curb line are more valuable

19.5. This area of Hudson Road may become a one-way street (westbound towards downtown Saint Paul). Would you prefer Hudson Road to be a one-way or two-way street?

Comment #	Comment date	Verbatim comment
19.5.1	7/10/2018	I prefer two-way traffic
19.5.2	7/10/2018	I prefer two-way traffic.
19.5.3	7/12/2018	I prefer one-way traffic
19.5.4	7/30/2018	I prefer one-way traffic
19.5.5	8/3/2018	I prefer one-way traffic
19.5.6	8/4/2018	I prefer one-way traffic
19.5.7	8/7/2018	I prefer one-way traffic
19.5.8	8/14/2018	I do not have a preference
19.5.9	8/15/2018	I do not have a preference

19.6. Please explain your choice [to answer 5]

Comment #	Comment date	Verbatim comment
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19.6.1	7/10/2018	[LEFT BLANK]
19.6.2	7/10/2018	Other residential access to road. I like my neighbors
19.6.3	7/12/2018	Again, this road isn't very important for travel, so if it was entirely eliminated no one would be crying
19.6.4	7/30/2018	[LEFT BLANK]
19.6.5	8/3/2018	Old Hudson Road one block north serves as the main east-west thoroughfare through this area and it would be redundant to have a two-way street.
19.6.6	8/4/2018	[LEFT BLANK]
19.6.7	8/7/2018	[LEFT BLANK]
19.6.8	8/14/2018	[LEFT BLANK]
19.6.9	8/15/2018	[LEFT BLANK]

19.7. The proposed METRO Gold Line BRT buses may run in regular traffic lanes along this area of Hudson Road, or they could run in bus-only lanes. Which would you prefer?

Comment #	Comment date	Verbatim comment
19.7.1	7/10/2018	I prefer the buses to use regular traffic lanes (mixed traffic)
19.7.2	7/10/2018	I prefer the buses to use regular traffic lanes (mixed traffic)
19.7.3	7/12/2018	I prefer the buses to use their own lanes
19.7.4	7/30/2018	I prefer the buses to use their own lanes
19.7.5	8/3/2018	I prefer the buses to use their own lanes
19.7.6	8/4/2018	I prefer the buses to use their own lanes
19.7.7	8/7/2018	I do not have a preference
19.7.8	8/14/2018	I prefer the buses to use their own lanes
19.7.9	8/15/2018	I prefer the buses to use their own lanes

19.8. Please explain your choice [to answer 7].

Comment #	Comment date	Verbatim comment
19.8.1	7/10/2018	[LEFT BLANK]
19.8.2	7/10/2018	[LEFT BLANK]
19.8.3	7/12/2018	The busses would be faster
19.8.4	7/30/2018	If this BRT line is worth building, it's worth building so that it works. Mixed traffic segments are counterproductive.
19.8.5	8/3/2018	By separating transit from motorists you save huge amounts of time because of the lack of interaction between unpredictable and potentially dangerous drivers. Metro Transit knows this first hand the benefits from creating bus shoulders on Twin Cities highways.
19.8.6	8/4/2018	BRT creep dilutes the value of the investment in creating fixed-guideway transit service in the first place
19.8.7	8/7/2018	[LEFT BLANK]
19.8.8	8/14/2018	traffic is bad enough w/o adding more buses to the mix
19.8.9	8/15/2018	slow bus traffic is just what hwy 94 does NOT need.

19.9. Any additional comments or items we should consider?

Comment #	Comment date	Verbatim comment
19.9.1	7/10/2018	We want the current pedestrian bridge to stay put

19.9.2	7/10/2018	Seclusion [?] of Gold Line in this area keeping it clean, graffiti controlled, safe is on my mind.
19.9.3	7/12/2018	No
19.9.4	7/30/2018	[LEFT BLANK]
19.9.5	8/3/2018	Please design the street to make it a haven, pleasant and enjoyable, for the most vulnerable users, pedestrians, bicyclist, and transit riders. Taking transit should be treated as a reward, and the best way to do that is providing a top-notch experience.
19.9.6	8/4/2018	[LEFT BLANK]
19.9.7	8/7/2018	[LEFT BLANK]
19.9.8	8/14/2018	[LEFT BLANK]
19.9.9	8/15/2018	[LEFT BLANK]

## 20. White Bear Avenue Survey Results

20.1. Would you prefer a station closer to White Bear Avenue at Van Dyke St., or closer to Ruth Street at Hazel?

Comment #	Comment date	Verbatim comment
20.1.1	7/24/2018	[LEFT BLANK]
20.1.2	7/24/2018	I do not have a preference.
20.1.3	7/12/2018	I do not have a preference
20.1.4	7/18/2018	I prefer station location at Van Dyke St.
20.1.5	7/19/2018	I prefer station location at Hazel St.
20.1.6	7/19/2018	I prefer station location at Hazel St.
20.1.7	7/25/2018	I prefer station location at Van Dyke St.
20.1.8	7/28/2018	I prefer station location at Hazel St.
20.1.9	7/30/2018	I prefer station location at Van Dyke St.
20.1.10	7/30/2018	I prefer station location at Van Dyke St.
20.1.11	8/3/2018	I prefer station location at Van Dyke St.

20.2. Please Explain [your answer to 1].

Comment #	Comment date	Verbatim comment
20.2.1	7/24/2018	[LEFT BLANK]
20.2.2	7/24/2018	[LEFT BLANK]
20.2.3	7/12/2018	It doesn't really matter to me
20.2.4	7/18/2018	It is further away from the bustling Sun Ray stop
20.2.5	7/19/2018	It would better serve the people who live in the many apartment buildings nearby.
20.2.6	7/19/2018	Better access. Less congestion for the neighbors. Snow removal space. Less noise to residents. Less road congestion for the neighbors.
20.2.7	7/25/2018	Closer to where bus line proposed to run near Old Hudson Rd.
20.2.8	7/28/2018	Appears to have more area for waiting and passenger pick up by cars; in the middle between Ruth and WBA.
20.2.9	7/30/2018	Closer to White Bear

20.2.10	7/30/2018	The Van Dyke location is further from the location of the Sun Ray station, and will increase the number of people within walking distance of a Gold Line station.
20.2.11	8/3/2018	There is less dead space and more activity at the Van Dyke Station, and it is closer to White Bear Ave. The possibility for high-density infill surrounding the station exists at either station. Most importantly, it will be easier for riders coming from the south side of I-94 to access the Van Dyke station.

20.3. Any additional comments or items we should consider?

Comment #	Comment date	Verbatim comment
20.3.1	7/24/2018	[LEFT BLANK]
20.3.2	7/24/2018	[LEFT BLANK]
20.3.3	7/12/2018	No
20.3.4	7/18/2018	[LEFT BLANK]
20.3.5	7/19/2018	The Van Dyke location seems to have limited access on the north side of the highway. Building a tunnel under highway 94 to access the shopping center would be much more expensive to build and maintain.
20.3.6	7/19/2018	Hazel can provide better emergency vehicle access without being in the way of others. A Van Dyke tunnel would be expensive to build and maintain.
20.3.7	7/25/2018	No
20.3.8	7/28/2018	Very grateful and excited to learn about this new route from Woodbury to St. Paul stopping at Sun Ray; very useful and helpful for neighborhood. Hally Turner was a great resource helping to explain.
20.3.9	7/30/2018	NO
20.3.10	7/30/2018	((LEFT BLANK))
20.3.11	8/3/2018	A pedestrian and bike only bridge crossing I-94 adjacent to the station would help increase accessibility from the south.

20.4. Do you have any questions that you would like us to follow-up with you on directly? Please provide your question and email address if so.

Comment #	Comment date	Verbatim comment
20.4.1	7/24/2018	Will there be a tax charge on us?
20.4.2	7/24/2018	[LEFT BLANK]
20.4.3	7/12/2018	No
20.4.4	7/18/2018	[LEFT BLANK]
20.4.5	7/19/2018	[LEFT BLANK]
20.4.6	7/19/2018	[LEFT BLANK]
20.4.7	7/25/2018	no
20.4.8	7/28/2018	1. Could the bus stop at the Capitol? 2. Who would be responsible for creating a circulator bus service around Woodbury to Tamarack to reduce car traffic?
20.4.9	7/30/2018	No
20.4.10	7/30/2018	[LEFT BLANK]
20.4.11	8/3/2018	Nah, not right now.



## 21. Mounds Boulevard or Maria Avenue Survey Results

## 21.1. Would you prefer a station on Mounds Boulevard or Maria Avenue?

Comment #	Comment date	Verbatim comment
21.1.1	7/31/2018	I prefer station location on Mounds Blvd
21.1.2	7/12/2018	I prefer station location on Maria Ave
21.1.3	7/20/2018	I prefer station location on Mounds Blvd
21.1.4	7/22/2018	I prefer station location on Mounds Blvd
21.1.5	7/24/2018	I prefer station location on Mounds Blvd
21.1.6	7/24/2018	I prefer station location on Mounds Blvd
21.1.7	7/26/2018	I prefer station location on Mounds Blvd
21.1.8	7/30/2018	I prefer station location on Mounds Blvd
21.1.9	7/31/2018	I prefer station location on Mounds Blvd
21.1.10	7/31/2018	I prefer station location on Mounds Blvd
21.1.11	8/2/2018	I prefer station location on Mounds Blvd
21.1.12	8/3/2018	I prefer station location on Maria Ave
21.1.13	8/3/2018	I prefer station location on Maria Ave
21.1.14	8/9/2018	I prefer station location on Mounds Blvd

## 21.2. Please explain your choice [to answer 1].

Comment #	Comment date	Verbatim comment
21.2.1	7/31/2018	I suggest keeping the rapid transit bus out of the residential neighborhood
21.2.2	7/12/2018	Accesible for pedestrians
21.2.3	7/20/2018	We live closer to a mounds blvd and 3rd street, we have family members who take the Blue and Green line from Minneapolis to St Paul and it would be a convenient stop
21.2.4	7/22/2018	I live on Maria at Conway and do NOT want buses running in front of my house every 10 minutes. Not to mention, any demoliton and/or construction that an 'enhanced bus shelter' would involve!
21.2.5	7/24/2018	It's only one additional block. easier access to kellogg bridge twoards down town. Maria intersection already has a fair amount of traffic from the 63 bus line.
21.2.6	7/24/2018	I would prefer the station to be outside of the immediate neighborhood blocks to not disrupt the homes as much.
21.2.7	7/26/2018	I am a resident and want our streets safe for the many families, especially those with small children, to be safe from increased traffic.
21.2.8	7/30/2018	If a BRT is worth building, it's worth building right. Dedicated lanes will maximize the reliability and value of the investment in a way that running down a residential street in mixed traffic won't.
21.2.9	7/31/2018	Less disruption to neighborhood, no mixed traffic, no hard turn at Maria/3rd
21.2.10	7/31/2018	The Mounds Blvd. option is less disruptive to the neighborhood. Maria has homes and businesses on it the would be affected. The Mounds option affects fewer homes and would keep the buses off a main street.
21.2.11	8/2/2018	Dedicated lanes mean people get to their destination faster, lets not skimp on our first real BRT route

21.2.12	8/3/2018	The Maria Station is a much more pleasant environment than the autocentric hellscape on Mounds Blvd. Mobility in St. Paul's east side is severely lacking and it would be exceptional to have a station designed to accommodate the community and its residents in a way that will not alienate them as Mounds Blvd does and would. Connections and associations with neighborhood businesses will benefit them in the long run from the increased access and activity. The land use surrounding Maria Station is more supportive of BRT than the limited constraints surrounding Mounds Blvd. Furthermore, by moving the station just one block east onto Maria the walkshed is now more evenly dispersed and about 1,000 more residents are now within BRT's half-mile walking radius.
21.2.13	8/3/2018	St. Paul 2040 plan includes gold line stops as 'neighborhood nodes' with shopping and amenities within walking distance. There is more room for that in Maria option.
21.2.14	8/9/2018	Bus only lanes are preferable to running more buses through residential areas.

21.3. Would either Mounds Boulevard or Maria Avenue be a more enjoyable pedestrian environment?

Comment #	Comment date	Verbatim comment
21.3.1	7/31/2018	Mounds Blvd
21.3.2	7/12/2018	Maria Ave
21.3.3	7/20/2018	Maria Ave
21.3.4	7/22/2018	Mounds Blvd
21.3.5	7/24/2018	Mounds Blvd
21.3.6	7/24/2018	No, the pedestrian environments are the same
21.3.7	7/26/2018	Mounds Blvd
21.3.8	7/30/2018	No, the pedestrian environments are the same
21.3.9	7/31/2018	Mounds Blvd
21.3.10	7/31/2018	No, the pedestrian environments are the same
21.3.11	8/2/2018	Mounds Blvd
21.3.12	8/3/2018	Maria Ave
21.3.13	8/3/2018	Maria Ave
21.3.14	8/9/2018	No, the pedestrian environments are the same

21.4. Please explain your choice [to answer 3].

Comment #	Comment date	Verbatim comment
21.4.1	7/31/2018	It would be nice to reinvigorate that area.
21.4.2	7/12/2018	It's not too major of a road
21.4.3	7/20/2018	not as busy traffic, nice old houses to look at
21.4.4	7/22/2018	It has a panoramic view of the downtown and surrounding areas. Plus, students from Metro State would have a straight, unfettered walk across Mounds Blvd because it's been said in the Dayton's Bluff Forum, local newspaper, that 6th street at Mounds Blvd will be closed off to traffic to avoid the many accidents that occur on 6th street from the traffic coming

		off the freeway. A test period of detouring traffic off 6th street is scheduled for September and October, I believe. Mounds Blvd is a lovely walk with several beautiful, restored Victorian homes on the blocks between 3rd street and 6th street. We walk it often with our pups.
21.4.5	7/24/2018	easier access to Kellogg bridge. less disruption to residential homes on Maria.
21.4.6	7/24/2018	[LEFT BLANK]
21.4.7	7/26/2018	More traffic on Maria does not benefit pedestrians.
21.4.8	7/30/2018	[LEFT BLANK]
21.4.9	7/31/2018	Maria=closed, no view; Mounds=open, expansive view
21.4.10	7/31/2018	The pedestrian environment, by which I assume you mean walking, isn't very enjoyable in either location now and buses won't help any.
21.4.11	8/2/2018	If you make it dedicated, then pedestrians don't have to compete with cars.
21.4.12	8/3/2018	Conditions on Maria Ave are more pleasing to a pedestrian than on Mounds Blvd. While on Maria the buildings, road layout, furniture, foliage and landscaping are all scaled to accommodate pedestrians. Mounds Blvd has been overbuilt to move large amounts of vehicles, not pedestrians. When strolling along a deciduous canopied neighborhood street you seem to go further faster than treading along a concrete path flanked by unimpressive retaining walls on one side and a roaring highway on another. Most importantly, Maria Ave is an enjoyable place to wait 10 minutes for a bus, Mounds Blvd is not.
21.4.13	8/3/2018	Better existing sidewalks on Maria. Walking environment on mounds would need drastic improvement, if you choose that option.
21.4.14	8/9/2018	Don't understand the question as it pertains to bus lines

## 21.5. Any additional comments or items we should consider?

Comment #	Comment date	Verbatim comment
21.5.1	7/31/2018	[LEFT BLANK]
21.5.2	7/12/2018	No
21.5.3	7/20/2018	Mounds Blvd is a heavier traffic area, Maria is more residential and has older homes on the street than Mounds. The Gold Line would make getting to the Woodbury area for residents who live here easier for jobs, shopping, etc so am definitely in support of this project, would make the neighborhood more accessible since we live at the top of the 3rd street bridge and then there is the highway 94 ramp
21.5.4	7/22/2018	[LEFT BLANK]
21.5.5	7/24/2018	Maria can already be narrow for traffic flow with parking on both sides. bus routes down that street towards Hudson road would be quite disruptive to local residents.
21.5.6	7/24/2018	[LEFT BLANK]
21.5.7	7/26/2018	[LEFT BLANK]
21.5.8	7/30/2018	[LEFT BLANK]
21.5.9	7/31/2018	Maria option simply not acceptable; usurps main neighborhood arterial street, dangerous mixed traffic, hazardous to kids, difficult turns at 3rd/Maria
21.5.10	7/31/2018	[LEFT BLANK]
21.5.11	8/2/2018	n/a

21.5.12	8/3/2018	It seems like there is more of a technical and financial constraint to adjust Mounds Blvd to accommodate bus only lanes. Maria Ave sees very little traffic a day and would not even need additional lanes of any kind. Take the savings and collaborate with the neighborhood you are serving and develop a unique bus station design to avoid a tacky, cookie cutter bus stop. After all, the hope is this will be the gateway to the neighborhood and east St. Paul. Considering all my comments, I hope the temptation of shaving a minute off of overall travel time will not displace potential riders, improved mobility and accessibility, and neighborhood needs.
21.5.13	8/3/2018	Please consider zoning changes CAREFULLY and get neighborhood input before you make them. Too often mndot ignores neighbors wishes in economically disadvantaged neighborhoods as does St. Paul City Council. Please don't continue this pattern!!
21.5.14	8/9/2018	na

### Door-knocking – Saint Paul Options

1. July 16, 2018 Neighborhood near White Bear and Ruth Street
2. July 26, 2018 Neighborhood near Mounds Blvd and Maria Avenue

### Summary

Staff door-knocked in the neighborhoods around the proposed White Bear Avenue and Mounds Boulevard and Maria Avenue stations to remind residents of the upcoming neighborhood meetings as well as to gather preferences on the options. During each of the two door-knocking events, staff talked with approximately 80 residents.

In the White Bear Avenue neighborhood, 31 individuals answered their door. Of these individuals, 24 people indicated Hazel Street as their preferred location and seven preferred Van Dyke Street. Comments on a Hazel Street preference included that this option was safer, closer to high-density housing and apartments, more spacious and pedestrian friendly. Those who preferred the Van Dyke option noted that Ruth Street already has transit access and that there are many children closer to Hazel, making it less safe. Many individuals seemed to prefer the location that was closest to where the individual lives.

Contact was made with a total of 59 individuals in the Mounds Blvd and Maria Avenue neighborhood. Of these individuals, 35 people expressed preference for Mounds Boulevard and 24 people preferred Maria Avenue. Comments from those who preferred Mounds included that Mounds would have less of a neighborhood impact with less congestion, it's safer for pedestrians on Maria, Maria is a narrow street and already has transit access, desire for development and pedestrian safety enhancements on Mounds, better for commuters, better lighting on Mounds and it provides better access. Those who preferred Maria commented that it was better for pedestrians, Mounds was busy, unsafe, and building bus-only lanes would be costly and include too much construction.



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### Appendices

#### Appendix A – Saint Paul Options Data Charts

##### Hudson Road Design – Dedicated Guideway or Mixed Traffic

Method of Community Input	Neighborhood Open House at East Side Community Center	Print Survey at Neighborhood Open House	Corridor-wide Open House at Grace Lutheran Church	National Night Out at Conway Rec Center	Online Survey (Majority from Outside the Neighborhood)	Totals
Mixed Traffic Preference	6	2	1	1	0	10
Dedicated Guideway Preference	0	0	0	0	6	6

## METRO Gold Line Bus Rapid Transit (GBRT)

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### White Bear Avenue Station Location – Hazel Street or Van Dyke Street

Method of Community Input	Neighborhood Open House at Sun Ray Culver's	Corridor-wide open house at Grace Lutheran Church	Door-knocking 1: WBA - Van Dyke b/w 3rd St. & Old Hudson	Door-knocking 2: Van Dyke - Hazel b/w Conway & Old Hudson	Door-knocking 3: Hazel - Ruth b/w Conway & Old Hudson
Hazel Street Preference	1	1	3	6	13
Van Dyke Street Preference	0	0	2	3	1

Method of Community Input	Door-knocking 4: Hazel - Ruth b/w Wilson & Old Hudson	Peace Celebration at Battle Creek Rec Center	National Night out at Conway Rec Center	Online Survey (mix of inside and outside of neighborhood)	Totals
Hazel Street Preference	2	3	2	3	34
Van Dyke Street Preference	1	7	1	5	20

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### Routing and Station Location – Mounds Boulevard or Maria Avenue

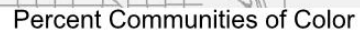
Method of Community Input	Neighborhood Open House at East Side Enterprise Center	Print Survey (at neighborhood open house)	Corridor-wide Open House at Grace Lutheran Church	Metro Transit Bus Operator Open House at East Metro Garage	Door-knocking 1: Mounds - Maple b/w 6th & 3rd
Mounds Boulevard Preference	6	8	1	6	10
Maria Avenue Preference	0	0	0	2	10

Method of Community Input	Door-knocking 2: Mounds - Maple b/w 3rd & Euclid	Door-knocking 3: B/w Hudson Rd, Maple & Euclid	Door-knocking 4: So. of I94, Mounds - Maria b/w Plum & McLean	Online Survey (majority from neighborhood)	Email or Phone Comment	Totals
Mounds Boulevard Preference	10	8	7	10	1	67
Maria Avenue Preference	4	5	5	3	1	30

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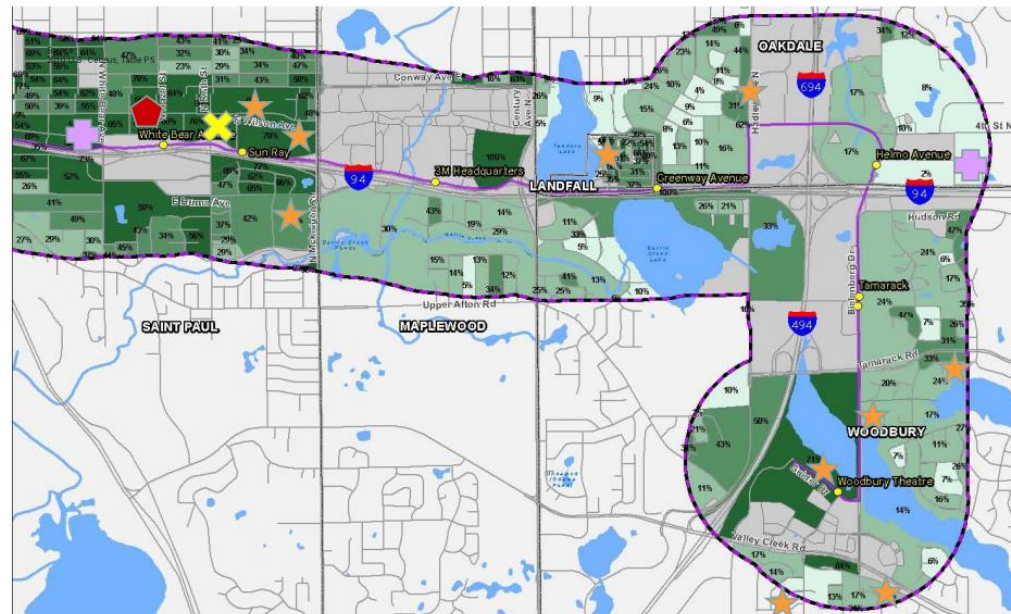
## Appendix B – Outreach Activities in Communities of Color and Low-income Neighborhoods, Summer 2018





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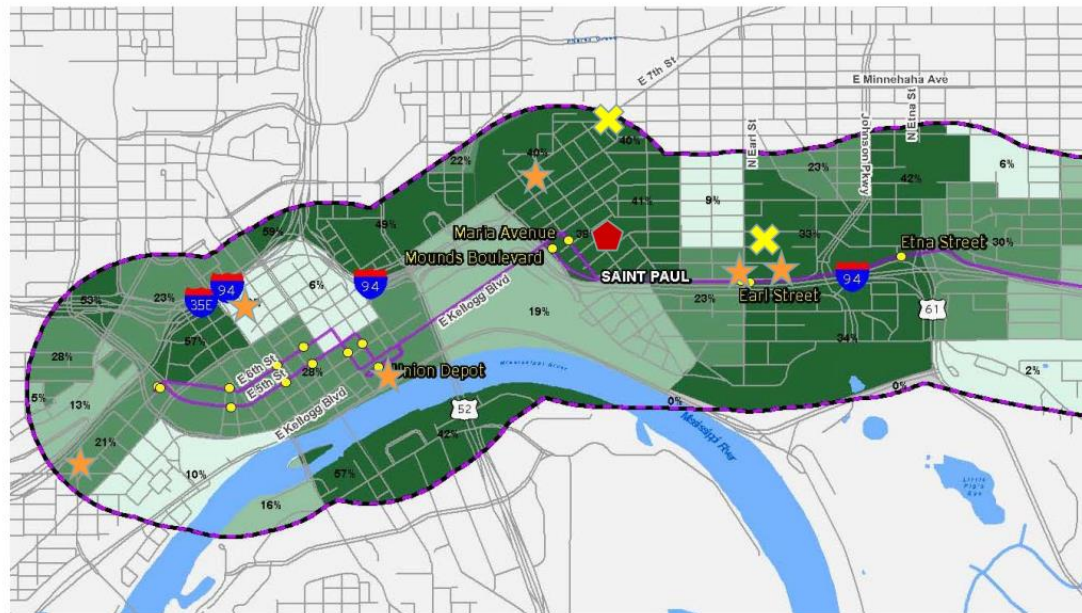


Percent Communities of Color



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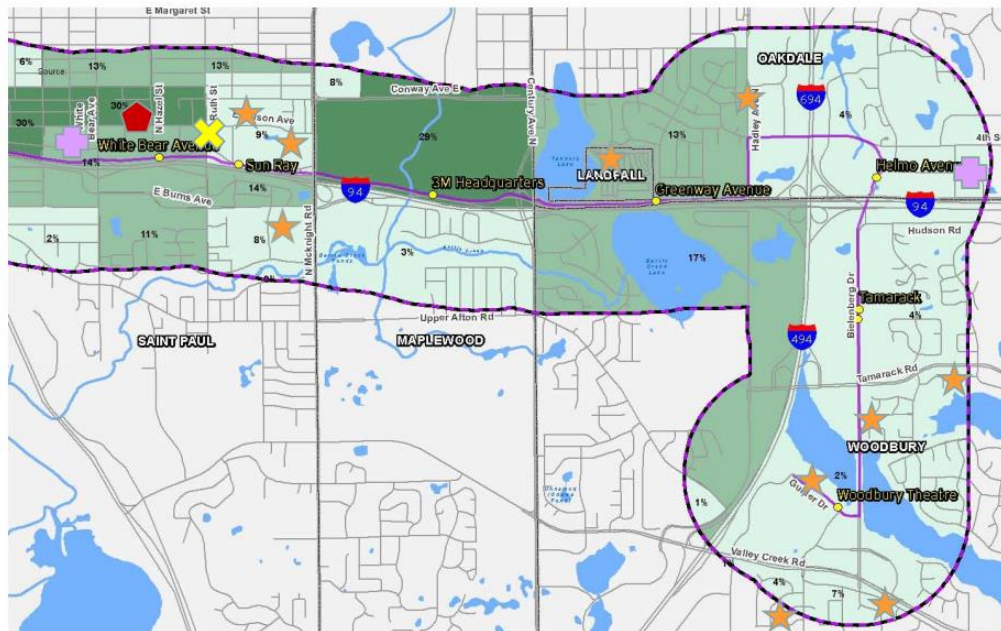


Percent Low Income



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Percent Low Income

