



Golden Valley Road/Plymouth Avenue Stations Community Meeting — February 26, 2015

All comments are recorded verbatim from flipchart paper. 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

Table Comments 01

Cons

- security/vandalism
- no parking?
- crossing safety
- serves Mpls-away from GV
- ONE-PLYMOUTH
- N/S= whichever safer, more parking, less environmental impact
- Need parking

PROS

- Access to park
- Maintain quiet GV residential neighborhood
- Transport to Downtown
- future devel (economic benefit)
- transport for those who need
- regional access to park

Table Comments 02

One, Two, or none?

- Prefer None
- Plymouth Ave:
 - easier access to track
 - better access to Park for riders from around region
 - Serves a more densely populated area
 - better access to outer-ring suburbs for work & shopping

Golden Valley

- no positives

negatives:



- noise pollution
- environmental impact
- unwanted traffic
- increase in crime
- safety

Plymouth-North? South?

- South
 - further away
 - less impact to park

Table Comments 03

Concerns about Nature Areas around Golden Valley Rd Station

All Prefer North Station to Question #4

½ prefer Both Stations

½ prefer NONE

Concern about station in your front yard

Table Comments 04

- Parking
- Noise
- Traffic
- Secure Bike Parking
- Access to Courage Center is important
- 1 Station (that includes parking)
- Stations need to feel safe.

Table Comments 05

- Neighborhood Benefits not seen/ don't exist
 - concern about impacts from S.A.P.
- Publishing maps showing destruction of Neighborhood for high density housing eliminates benefits to people that live here today
- Existing Transit is underutilized
- Station benefits people further north of Golden Valley
- Travel Time is an important factor
- Noise impacts
- Concerned about freight rail
- Lower elevation of station-G.V.R specifically -security/safety concerns



- Duplicates existing transportation/transit services
- Developers will benefit the most
- Career building move for politicians
- Plymouth South Location-High crime area 10-yrs ago

Table Comments 06

- Both: need to serve n. Mpls. & Gv
- Should only be one-does not serve a large pop./Ridership – not effectively serving n. Mpls.
- Plymouth too close to penn – gv if only one
- Gv, plymouth, penn all quite close.
 - **=Parking? (Park & ride) –no hide & ride
 - *Note: mtg. Is in a place where transit dependent people can't easily get to – would be nice to have n. Mpls residents
- Have heard from some n. Mpls. Residents that they'd prefer both
- One station – Plymouth-would serve n. Mpls. Better
 - Not housing density on map – multifamily also
- Impacts to Theodore wirth park are important to know
- Park interests vs residential interests
- Noise – operations & construction
- Traffic impacts – people accessing station
- Access to downtown & mos & msp
- Construction vibration & other impacts

- What will happen w/power line? – Buzz – could you bury?
- Personal safety – walking to stations
 - Hill, late night, kenney/courage ctr clients
- Snow ban on parking – gv
- Odd/even parking mpls
- Bike access & safe bike parking
- Nice ride
- Fire station needs to staty, esp. W/increased freight rail
- Gv would require sidewalk investment?
- Pedestrian safety w/increased traffic in sta. Area
- Much better bus service to feed sta.
- Rezoning/redevelopment – impact on current residents
- General preference for south Plymouth option due to proximity to homes
- Bike/ped path along basset creek/twp bnsf needs to be greatly improved w/ bike/sta. Connection (Plymouth)

Table Comments 07

Table – Bassett creek dr., S. Mpls, Robbinsdale, Plymouth Rd



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Concern on #'s/whistles/a continuation of line schedule noise pollution

1 Billion – 1 station...

1.) #2. #2Ply, #2 ply., #1 Gv, if only 1 gv, but support both, 1 ply. Ave

Plymouth – better because of density

R.O.W. Park loss of land

4X dtulh – faster

Park pms destination / serve neighborhoods

Ply – density * (does not support either station)*

4. Plymouth ave placement: north, n, n, n, n., PN (no preference)

North side safer – on MPRB land public land south-side wet/scope/train tracks

*Parking a concern @ g.V.. Neighborhood parking

Met council density – worried about development

Benefits

- Better bike/ped connection
- Courage center connection

Impact

Table Comments 08

2.26.15

Gold. Valley & plymouth stations

How are other lines

(le street car, brt. Etc///) being planned or incorporated into lrt?

Station – redevelopment & d to ngbhd

What have we heard?

I have heard many neg. comments yet have not heard any positives- who is listening to our comments – I feel ignored-

The G.V. station appears dangerous for a person getting on or off after dark=

Table Comments 09

1. One, both, or neither station:

Two stations close together doesn't make sense

favor Plymouth Ave Station – live near proposed G.V. Station

Concerned about parking, safety of neighborhood kids

on-street parking in neighborhood would be major issue

want to decrease traffic in neighborhood of G.V. proposed station

Economic Development – Don't want Starbucks, etc. in neighborhood

Want tranquility, not connectedness in neighborhood of proposed GV Road Station

that mean for proposed development in neighborhood.



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Need both stations-Both to connect North Mpls to western suburbs for employment in NW suburbs

Problem with both stations: How to get people to them safely – not enough people (density)

Concern: live near proposed G.V. Station. Tranquil area. We like it tranquil.

We want to keep it tranquil.

Plymouth station – could be parking available near that station?

congestion a concern around G.V. proposed station.

Too many stations. Prefer neither of these stations.

2. Benefits of stations:

Plymouth station – access to Wirth Park

Connection to downtown if someone works there (both stations)

connect to shopping opportunities North & West for older residents. (both stations)

Able to get to airport (both stations)

G.V. station would be beneficial for people who work downtown

Plymouth station close enough for G.V. residents

Could there be connection between Bottineau Line & SW Line?

Access to MN Twins, V.A., Viking Stadium, Twins Stadium

For people who don't live near G.V Road proposed station, there is no reason to go to this station. Courage Center visitors, workers, patients – accessible to them? Many clients at Courage Center have door-to-door transportation.

3. Impact of each station:

Prefer south side of Plymouth Station less impact on Theo Wirth Park

Two poorly accessible locations. (both stations)

Table Comments 10

- Parking
 - is the church going away?
 - where will it be
 - does it add parking to the neighborhood?
- Traffic
- Will this bring back a criminal, vagrant population?
- safety
- Property Values – up? down?
- Freight Train Frequency?
- Affects on wildlife in park?
- lighting –improved?
- Access to park from neighborhoods?

1 or 2 stations

0 vs 6

If only 1 station



<u>GVR</u>	<u>Ply</u>
3	3

VERY EXCITED ABOUT THE TRAIN!!!

Table Comments 11

I support the Plymouth Ave station because more dense population. More people can benefit to take the train. The Plymouth Ave Location near the chalet which would be nice. I am concerned that if the Golden Valley stop goes in – down the road there will be development in park taking away the wildlife.

Golden Valley Station – SAFETY is a major concern

Golden Valley Station is not accessible for all populations

getting mugged

SOLUTION – skip both Plymouth and Golden Valley use Robbinsdale – (less future impact on parklands)

Neighborhood Safety & security

strangers loitering around & additional excessive traffic – currently we haven't had accidents in our neighborhood adjacent to the LRT.

Commercializing our Residential Neighborhood.

Currently there aren't strangers roaming our neighborhood & minimal traffic – this project will greatly negatively impact our lives & safety.



Golden Valley Road/Plymouth Avenue Stations Community Meeting — February 26, 2015

All comments are recorded verbatim from comment cards and discussion worksheets. 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

1a. Do you think the project should include one or both stations? Why?

- **001:** Neither this project should be done on Broadway Ave
- **002:** Having both stations would provide better access for North Mpls. residents and provide access to visitors to Wirth Park
- **004:** neither but reality says one will be built regardless. Definitely not the Plymouth station
- **006:** One station – see below
- **007:** 0 is my preference because of environmental issues. If I had to pick 1, 2 is ridiculous. Too close
- **008:** At least one, two if citizens in North Mpls would be better served by two stations.
- **009:** Both
- **010:** Cost!?
- **011:** multimodal important, train from different neighborhoods so each station has certain positive impacts
- **012:** I object to the entire premise of the question. I don't believe there should be any stations or light rail.
- **013:** one; the Plymouth Ave Stations demographics would seem to serve more of the population
- **015:** Both- Maximize access to opportunity for transit-dependent populations, particularly in N. Minneapolis
- **016:** Both – GV Road station is necessary to serve Golden Valley. Plymouth Av Station is necessary to serve North Mpls, most particularly the North Mpls residents that would have been served had the Bottineau LRT been rerouted down Penn Ave No
- **017:** One-because they are so close together that the expense of two stations makes no sense
- **018:** Needs to help riders going to courage center and for public to enjoy Wirth park
- **019:** Neither
- **020:** One, Otherwise too close together. Only money for one. If two, that's twice the noise, take the over-lighting etc. etc.
- **022:** 2 stations are needed for convenience
- **023:** max. access for MPLS residents as well as GV residents & business & park users
- **027:** None is better than one. One could be Plymouth
- **028:** Plymouth
- **029:** NEITHER, WITHOUT PARKING THE STOPS DO NOT MAKE SENSE. PARKING ON THE STREET IS NOT SAFE
- **030:** G.V. Road



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **031:** BOTH
- **032:** Plymouth or both
- **034:** One
- **035:** Both station, the connections to North Minneapolis are vital to future growth.
- **036:** Both! With connectivity comes growth that has the potential to benefit the surrounding areas.
- **037:** One!
- **038:** Both, each station serves a different need
- **039:** Depends – if CTIB will fund both, they should be considered. Still early the project
- **040:** One
- **041:** I think the project should include both stations. I believe this is important because it will maximize the impact and ridership in North Mpls. As the Blue Line Extension literature states “in parts of North Mpls more than half of the households lack cars” It seems like this is a social justice issue to some extent. We need to make sure higher poverty areas are served equally.
- **043:** One
- **046:** One station! Two stations too close! Don’t want the impact of a station on our neighborhood near proposed GV road station (parking problems, noise, congestion.) Want to keep our tranquil neighborhood peaceful, quiet & safe.
- **047:** Neither is ideal
- **048:** Both, Golden Valley residence would have best access from bus. Plymouth station would serve Wirth Park & North residence
- **049:** One! Too close together
- **050:** Both, with prioritization for GV Road. Both neighborhoods should have access. Theo Wirth access is important for the health of our community
- **051:** Only one! They are only 6 blocks apart. That makes no sense.
- **052:** One. Minimize environmental & neighborhood impact. Both sites too close right now, serves the same areas.
- **053:** One station. Keep speed up since many stations in the area are close together and duplicative.
- **054:** Neither! Too disruptive to community
- **055:** Preferably none. (But if any, Penn Ave.) Alignment D-1 has to be changed.
- **056:** Definitely not both! Ridiculous!
- **057:** 1 or none! Too much disturbance to area
- **058:** Both!
- **059:** One or possibly neither. Either one seems scary for a passenger to get on or off in the wooded area. Ripe for crime or rapes.
- **060:** From what I heard we have not heard that the funding has not been received. Why not ask for both stations? I see people from Minneapolis wanting Plymouth Avenue Station. If the light rail goes through Golden Valley we have much further distance to catch train.
- **061:** Bigger picture of BRT & Ropid Bus & Streetcars. Spreading our ridership to a broader, dense, first ring, urban core. Impact to ridership, development, property values etc. More people/activity = less crime.
- **062:** One station, save \$ See use and see if needed before built



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **063:** One - Golden Valley Rd
- **064:** One short distance between the stations
- **065:** One station!
- **066:** Plymouth because I live near GVR & don't want it that close to my home.
- **067:** One station, to minimize ecological and park impacts
- **068:** Horribly planned project
- **069:** One, two is too many so close
- **070:** Both sections to increase ridership
- **071:** Both, ability to serve more communities
- **072:** Both stations, build it now
- **073:** Prefer both, appreciate serving all neighborhoods
- **074:** Golden Valley
- **075:** Should include both
- **076:** None, If development goes in such as townhouses, etc. then I'm against either station.
- **077:** Both! Both will eventually need to be built anyways. I also think it would benefit Golden Valley economically
- **078:** Neither!
- **079:** It will adversely affect our neighborhood, changing a cohesive community into a noisy, poor environment with pollution
- **080:** One, both stations are not even a mile apart.
- **081:** One, they are so close to each other, wouldn't it be like riding a city bus that stops at nearly every block?
- **082:** One, in that distance, one is enough
- **083:** Both
- **084:** One, extra cost of station. If more riders come a long later then an additional station can be build
- **085:** One. GV Station, safety, congestion of folks by chalet & park use
- **086:** Keep both, needed for population transportation
- **087:** Both to better serve Mpls
- **088:** One! Traffic into and around chalet. Parking in neighborhood by Plymouth? Safety at night in park could be impacted.
- **089:** Both
- **090:** Both! One will benefit GV, one Mpls
- **091:** One – Stations too close for the money and transit time.
- **092:** Prefer GV Road Station, ok with Plymouth Ave but may not benefits exceed costs

1b. If one station, which one? Why?

- **001:** WHERE PEOPLE REALLY NEED IT!
- **002:** Plymouth – better access to North Mpls residents, visitors to park, higher density Nbhd around station
- **004:** If Plymouth Ave. the South Option would be best



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **006:** The Plymouth Ave Station because there are more dense population which will benefit more people, the Golden Valley stop will take more park land. This will affect wild life & some wild life will get killed with train going through. Plymouth station is a win-win.
- **007:** Plymouth – closer to residences, closer to destination (Wirth Chalet)
- **008:** Whichever would serve the most people the best.
- **009:** Ridership, access to regional system
- **010:** Plymouth
- **011:** South Plymouth. Least amount of impact if you look @ station construction
- **013:** Golden valley & Plymouth stations are too close to each other & each has low proposed ridership
- **017:** This depends on parking availability, positive on related parks/wetlands impact.
- **019:** Both of the stations are down in a ravine. There is not adequate parking for either station. Quiet neighborhoods would be disrupted. As is, there is not enough population density near the stations to justify the building of stations.
- **022:** 1111-Plymouth Ave, 111-2 stations, 1-GVR-If only one station built, 1-Plymouth-if only one station built
- **023:** GVRD... only access for north GV residents, GV businesses & courage center on GV Fd
- **024:** Plymouth/South
- **025:** Plymouth. Golden Valley cannot handle the traffic.
- **028:** Better access for public. Bus service is good along GV Road – don't need LRT
- **030:** Much less accessible, low pop. density, not a cross road for anything.
- **034:** Golden Valley Rd. because most (not all) neighbors in N Mpls can get to Penn Ave Station or GV Rd station just as easily.
- **037:** Overall speed of line will be slowed by stations
- **038:** Plymouth, it's important to have a stop close to the park
- **039:** Plymouth – most likely to serve the citizens of the Northside of Minneapolis and equity is an issue in MN
- **040:** Too close together – reason for Plymouth not GV station
- **043:** Plymouth Station, GV already has good bus service
- **045:** Both; North Side needs to have access to western suburbs and North Minneapolis needs as many stations to connect to Bottineau line since there are not many stations in north part of North Minneapolis.
- **046:** Plymouth Avenue (South option) access to Theo Wirth
- **047:** Plymouth does add access to park
- **049:** Plymouth! Brings riders closer to recreation area.
- **050:** GV Road
- **051:** Plymouth! More access to the park
- **052:** Plymouth Ave! North more visible for safety
- **053:** Golden Valley Station crosses existing bus lines and has more potential for higher usage
- **055:** If one, Plymouth Avenue, North
- **056:** GV site, but want neither. ½ the area is bordered by a 700 acre park? Who does that serve? Put it down Penn.
- **057:** Please do not spend our tax \$\$ on redundant stations. This does not serve N Mpls, stop kidding yourself



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **059:** Definitely not GV
- **062:** Impact to ridership, development, property values, etc. More people/activity equal less crime
- **063:** Golden Valley, more traffic into downtown Mpls. Plymouth Avenue ends at Chalet (Wirth Park)
- **064:** Golden Valley, I can walk to station, closer to Courage Center & more residents
- **065:** Plymouth, higher density population of underserved populace.
- **067:** GV Rd station so I can sell out to somebody else and move to a treat area. Also better multi modal opportunity
- **068:** I think one is enough
- **071:** Golden Valley Rd; more central between Penn Ave Station and Robbinsdale
- **073:** Golden Valley Road, serves GV. Plymouth road doesn't serve GV as its not easy to get
- **075:** Golden Valley
- **078:** North! South has too much direct resident access
- **079:** Neither
- **080:** Plymouth! Plymouth area has more riders that will use the LRT. Can neighborhoods & residents have transport.
- **081:** Plymouth Avenue Station would seem to make more sense, there is more open land then at GV Rd and to be honest it isn't across the street from my home.
- **082:** Plymouth, I don't want one at GVR
- **084:** The station that should be build should be the one that would add the most riders.
- **085:** GV.
- **087:** Golden Valley because Plymouth Avenue has access to buses currently
- **088:** Golden Valley Rd, more open area not so busy as parkway and chalet area
- **089:** GVR but both
- **090:** Both
- **091:** Golden Valley – better spacing
- **092:** Less necessary with surrounding station, less money (funding) required

2 a. What do you see as the benefits of the Golden Valley Road station at the neighborhood level?

- **002:** ability to enjoy travel on LRT
- **005:** trails ☺ & bike path
- **006:** not much benefit
- **007:** Not in someone's back or front yard
- **008:** *access to downtown, MOA, Airport-yay! As long as ride time not too long.
- **009:** Courage Center
- **010:** Not as much space available
- **011:** Access to Courage Center
- **013:** the only benefit I see, would be increased access to transportation for Courage Kenney clients
- **014:** Little or None
- **015:** Access to opportunity
- **016:** Access to G.V. residents especially with much better bus=service on GVR



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **017:** not much positive-too few people to justify a station
- **021:** None
- **022:** Good access for bus users needed for Golden Valley
- **024:** None
- **028:** provide transp. option housing values
- **029:** 0 Low Density Population
- **031:** Access to downtown, airport, etc. for residents
- **032:** Help people get to Church of St. Margaret Mary.
- **033:** Proximity to LRT
- **034:** Access east & west
- **035:** Access for low income people to amenities in the city & schools.
- **036:** Convenient- can possibly eliminate the use of a car in some scenarios
- **037:** Most serves GV or North Mpls
- **038:** Connects northern & southern burbs
- **039:** Easy access to DT, Airport & MOA
- **040:** Connect GV to rest of city
- **041:** Maximum ridership for low income households, revitalization
- **043:** None
- **044:** Trying to do too much in too small a space
- **045:** Connects to light rail system to north & west, downtown & airport
- **046:** Benefits don't outweigh the costs to the neighborhood
- **047:** None
- **048:** Easy access from ex to bus
- **049:** Very little
- **052:** None! Benefits that can't be met by Plymouth are location instead
- **053:** Negative with church for shared parking lost?
- **054:** Absolutely none
- **055:** None. D-1 should not be built
- **058:** Economic Development
- **059:** None
- **060:** Serves people close to County Rd 66
- **062:** None
- **063:** None
- **064:** Walk to stations
- **065:** More use of golf, skiing, walking, weddings, biking
- **066:** Greater rider access, easy access to tracks, access to jobs in different area, traffic on freeway reductions, creates economic increase people have access to jobs. Less \$ because don't have to build as much as a Plymouth station.
- **067:** Quick airport access
- **068:** None, parking issues
- **069:** Commuters to Mpls
- **070:** Increase areas to Golden Valley residents. Change in and development portions, more density, more immersion
- **071:** Space from any very close houses, access to downtown, MSP



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **073:** Access to/from residents, looking for more walkable community and local, destinations (restaurants/coffee, etc.)
- **074:** Transit options
- **076:** Connection to rest of twin cities transportation system
- **077:** Increase desirability amongst younger generation, potential for redevelopment into commercial hub
- **078:** Would create access to transit that currently does not exist
- **079:** None
- **080:** Not positive good for our neighborhood. Increase in noise pollution
- **081:** No benefit
- **082:** Long story short, I didn't want a station here
- **083:** Need to increase cross bus times both 14 & 7, safety, improves job access for neighborhood
- **084:** Redevelopment, fast ride to downtown
- **085:** For real estate benefits?
- **086:** Prices of houses could increase with LRT station nearby
- **087:** More traffic & more police parking tickets, homes are more saleable
- **088:** Area open to traffic
- **089:** Economic development on GVR
- **090:** People forget there are transit dependent residents in suburbs
- **092:** Closer to more people, may feel more inviting or safe

2 b. What do you see as the benefits of the Golden Valley Road station at the city level?

- **002:** Unsure that it will provide much benefit to city as a whole as station is located quite a distance from most of Golden Valley
- **007:** Can't think of anything
- **013:** to serve the city-bus service would need to be greatly improved
- **014:** Little or None
- **015:** Economic activity, higher employment
- **016:** All of GV will benefit greatly with a bus from city center, Douglas GV Road to Station at GVR
- **017:** hard to find a plus for GV-this is literally on the far east of the city away from employment & shopping
- **018:** Helping patients of courage center get to rehab apts
- **019:** Able to access Courage Center via light rail
- **021:** None
- **023:** transit access for GV & mpl residents & GV workers
- **024:** None
- **028:** Housing values, access to courage center
- **029:** Benefits the MAYOR only
- **031:** Connection
- **034:** More bang for the buck
- **035:** North Minneapolis needs as much access to LRT transit as possible
- **036:** This would be a update that would put GV in the "now"
- **037:** Connects this area to LRT system
- **038:** Makes all parts of the city accessible
- **043:** None
- **044:** Little GV use limited



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **045:** Courage Center would have access
- **049:** Probably the development of GV Rd west commercial real estate
- **052:** None! Benefits that can't be met by Plymouth are location instead
- **053:** Intersection of 2 major roads
- **054:** None
- **055:** None
- **058:** Economic Development
- **059:** None
- **063:** For northern suburbs
- **064:** Homeowners walk to station, take bus to station
- **065:** I suspect home values may go up
- **067:** Transit into greater GV connecting Theo Wirth & Mary Hills
- **068:** None
- **069:** Easier access from west
- **071:** Best access to broader Golden Valley, Southern Robbinsdale
- **073:** Allows GV to be competitive & desirable place to live, need to stay relevant to future populations, More walkable livable, no apt for changing needs/demographics/generations
- **074:** Keep Golden Valley relevant
- **077:** Keeps Golden Valley relevant in context of Transit forward policies
- **079:** Golden Valley
- **080:** If GV need to use LRT, very easy to get to Plymouth
- **081:** No benefit
- **086:** Might get more people moving into city with access to LRT
- **087:** Less traffic downtown as people take the train to work
- **088:** Access to city
- **090:** This makes GV an even more desirable city

2 c. What do you see as the benefits of the Golden Valley Road station at the regional level?

- **002:** Unsure
- **007:** Can't think of anything
- **014:** It will benefit Brook Park mostly
- **015:** Connectivity to Wirth Park, regional amenities
- **016:** We need a 21st century transit system in our metro area
- **018:** more access to trails, nature
- **021:** None
- **023:** Concerned about Crime & Safety, could attract younger residents & complement trail system
- **024:** None
- **029:** RIDERSHIP IN THIS AREA WOULD BE BEST SERVED BY RAPID BUS
- **032:** Improved transportation
- **033:** Improved transportation
- **034:** Improved transportation
- **035:** Growth is the future
- **036:** A great amenity for Minnesotans and tourists
- **037:** Connects to airport & other destination in Metro



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **038:** Makes the area more desirable
- **039:** Less hwy & street traffic
- **043:** None, wrong route
- **044:** Overstated
- **045:** It permits going to Robbinsdale and connecting buses to Northwest jobs & future professional services
- **047:** Access to park
- **048:** Reduces number of cars
- **049:** ?
- **052:** None! Benefits that can't be met by Plymouth are location instead
- **054:** None
- **055:** None
- **058:** Economic Development
- **059:** None
- **060:** Maybe greater access to areas but taking longer to get there
- **068:** None
- **069:** Easier access from west
- **071:** Effect on property values, hopefully positive
- **073:** Appropriate access to region, downtown, Target field, other LRT
- **074:** Connection to parks & trails
- **080:** Provides, transportation for people, who cannot or do not have personal transportation
- **083:** Courage Kenny Center
- **087:** Increase tax base, homes more desirable to buyers

2 d. What do you see as the benefits of the Plymouth Avenue station at the neighborhood level?

- **004:** None, absolutely none
- **005:** parking! Parking. No on street parking
- **006:** more neighborhood population so more people can use. The Plymouth Ave Area closer to chalet
- **007:** Offers to more people that could use it
- **009:** *Theodore Worth Park regional destination *move people live near by
- **010:** appears to have more population nearby
- **013:** serve a higher density population
- **014:** Little or None
- **015:** Access to opportunity
- **016:** Access to North Mpls residents who are under served to reverse commute jobs
- **017:** Makes the park far more accessible for larger community
- **021:** Closer to Chalet in Worth park
- **022:** Good access to TWRP, Access to N. Mpls Residents
- **024:** closer to those who need rides
- **027:** Benefit to Park in terms of more being able to participate in activities. Possible employment/ business expansion
- **028:** access to park, better access to neighborhood, transportation to downtown
- **031:** Economic development, bring people in
- **032:** Easier for skiers, mountain biking, Plymouth Ave can redevelop!
- **033:** Better bus service, proximity to LRT



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **034:** Access only from east limits ridership
- **035:** Opportunity for great Theo Wirth Welcome Center/Gateway
- **036:** Convenience, connectivity
- **037:** Serves another part of N Mpls & chalet
- **038:** Connects northern & southern burbs
- **039:** Easy access to DT, Airport & MOA
- **040:** Expose park to city patrons, development
- **041:** Maximum ridership for low income households, revitalization
- **042:** Keep this away from our neighborhood. Its more quiet here & the children is a concern. We don't need it here.
- **043:** None, this area is service by bus service also
- **044:** Not familiar enough with the location to comment
- **045:** Connects to northwest area, downtown & airport.
- **046:** Access to Theo Wirth Park
- **047:** Access to light rail
- **048:** Access to Wirth Park for ski, golf, etc, biking
- **049:** Best for riders to access park
- **050:** North station location provides safe option, more visible, easier to access, better parking
- **052:** Less impact on neighborhoods directly next to it
- **054:** Absolutely none
- **055:** Slight advantage in getting more people to Wirth, if that is a goal
- **058:** Economic Development
- **060:** Serving low income people
- **062:** Redevelopment and jobs are needed in this area, also transportation
- **063:** None
- **064:** Walk to park
- **065:** More use of golf, skiing, walking, weddings, biking
- **067:** Quick airport access
- **068:** Greater priority for riders. Less impact to housing, potential for parking
- **069:** Walking access to North Mpls, access to park, commuters to north & west
- **070:** Crime, more access to downtown and airport, economic development
- **071:** Close to golf course, access to downtown, MSP
- **072:** Small amount
- **076:** Connection to rest of twin cities transportation system
- **078:** Possible upside to Plymouth Avenue and bring in commerce to neighborhood
- **079:** None
- **080:** Provide transportation for people who have zero transportation. Easier access to the parks.
- **082:** Long story short, I didn't want a station here
- **083:** Need to increase cross bus times both 14 & 7, safety, improves job access for neighborhood
- **084:** Redevelopment, fast ride to downtown
- **086:** Allows easy access for people to come into the park
- **087:** More traffic & more police parking tickets, homes are more saleable
- **088:** Easy to get to park from north or south side. Airport/sent ride
- **090:** Could help Wirth Park become a destination by easily accessible exit, needs cool restaurant



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **092:** Less people near it

2 e. What do you see as the benefits of the Plymouth Avenue station at the city level?

- **004:** would be more beneficial to other parts of the Northside
- **005:** lack of safety. lack of sensitivity to neighborhood issues
- **007:** Offers to more people that could use it
- **009:** Connect MPLS to downtown/airport moa (jobs)
- **014:** None
- **015:** Access to opportunity
- **016:** All of Mpls will benefit where North Mpls catches up economically
- **017:** Makes the park far more accessible for larger community
- **018:** Greater public access to Wirth Park
- **019:** Able to access Theodore Wirth Park via light rail
- **022:** More option location for Park & Ride
- **023:** access for MPLS residents
- **024:** Mpls, need income & rebuilding from tornado
- **027:** Connection between here & DT & further (airport/MOA)
- **028:** if development occurs, econ. benefit, transportation for those who need
- **031:** Park is more accessible
- **032:** People can get to the core of Wirth Park. The chalet is the central area of the Park.
- **033:** Better ability to buy more program
- **034:** Park users can access Wirth
- **035:** Obvious connections to North Mpls
- **036:** A better connection to the workforce in surrounding areas and vice versa
- **037:** Connects this area to LRT system
- **038:** Makes all parts of the city accessible
- **041:** Greater access and use of Theo Wirth Park
- **043:** None
- **044:** ?
- **045:** Plymouth Avenue is highly used and should be connected to LRT
- **048:** Connection to airport, north & south parts of city
- **050:** Access to our parks – health of the community
- **052:** Still accessible to Golden Valley, especially if linked to bus routes
- **054:** None
- **055:** None
- **058:** Economic Development
- **060:** None
- **062:** More space and bike paths
- **063:** For northern suburbs
- **065:** I suspect home values may go up
- **067:** None
- **068:** Limited possibility
- **069:** Connections via bus on Xerxes
- **071:** Mostly just Minneapolis



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **073:** MPLS is served by several other stops
- **087:** Less traffic downtown as people take the train to work
- **088:** Community access, Penn Avenue Station is enough & resale with trains too close
- **092:** Access to Wirth Park

2 f. What do you see as the benefits of the Plymouth Avenue station at the regional level?

- **005:** save the park-no stations close to it
- **007:** Offers to more people that could use it
- **009:** North station on public land
- **011:** Access to Theodore Wirth
- **015:** Connectivity to Wirth Park, regional amenities
- **016:** The region is better off with everyone better off with complete transit services
- **017:** Makes the park far more accessible for larger community
- **018:** Golf and winter recreation activities
- **023:** Hide of Ride parks – parking capacity
- **024:** if it went from Brooklyn Park, Brooklyn Ctr. there would be a benefit as that's where people in need of it live.
- **028:** easier access to park activities
- **031:** Park becomes a destruction
- **032:** People can get to Loppet events. People can get to the biggest park. Airport in Minneapolis for both.
- **033:** New way to access park. Improved transportation
- **035:** Future growth of area. Duh!
- **036:** A great amenity for residents
- **037:** Connects to airport & other destination in Metro
- **038:** Makes the area more desirable
- **039:** Less hwy & street traffic
- **042:** Environmental disaster
- **043:** None, wrong route
- **044:** ?
- **045:** It is heart of lower North Minneapolis & it provides access to regional LRT
- **047:** Access to park
- **048:** Reduces numbers of cars
- **050:** Access to our parks – health of the community
- **052:** Better access to Theodore Wirth Park
- **053:** Park access
- **054:** None
- **055:** None
- **058:** Economic Development
- **067:** None
- **068:** Drive downtown
- **072:** Though much needed \$ event get 10
- **073:** Access to Theo Wirth Chalet
- **083:** Theo Wirth Park
- **087:** Increase tax base, homes more desirable to buyers



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **089:** Better park access

3 a. What do you see as the impacts of the Golden Valley Road station at the neighborhood level?

- **002:** 1. Concerned about lack of planning for parking other than on street – serious concerns about safety & displacing resident parking
- **005:** NO on street parking
- **006:** 1. may have to take St. Margaret Mary Church
2. May affect more wildlife
3. Not convenient to get to
- **007:** Safety Issue mark concern
No parking.
Environmental
- **008:** *busier street, quiet neighborhoods turned into busier neighborhoods, less safe for families living there
- **013:** -no one street parking should be allowed/encourage-some type of designated parking is needed. -noise during construction & during LRT operation -light pollution – moving of high tension lines (move away from homes).
- **014:** Too Much Noise, Lights & Traffic
- **016:** We need to lose the train bells & whistles & P.A. announcement system
- **017:** at this point the lack of any parking solution or even proposal points out cars in the area is negative
- **018:** Parking and disruption of animal habitat, wetlands BNSF/CP rail decision
- **019:** A quiet, residential area would be urbanized & disrupted. Safety going to & from the station is a huge concern because the station is so far down below street level.
- **021:** No Parking, Crime- Safety
- **022:** Too much construction at church, concerns about impacts to Church
- **023:** more people wanting to use church restrooms a character traffic on GVRd spillover lighting?
- **024:** -crime -traffic snarls
- **027:** Eminent Domain fears – loss of property, Safety for school children at charter school, Removal of fire station?
- **028:** Noise impact to church, safety-crossing, people would drive here to park & ride, traffic, noise, change of character (dramatic), (noise & development)
- **029:** NOISE, SAFETY CONCERNS
- **031:** More connected, parking near the station
- **032:** Both – Where do people park?
- **034:** Relatively open with good visibility
- **035:** Possible growth and a park and ride opportunity.
- **036:** Possible increase in noise/traffic
- **037:** Access – variety populations, increased traffic, increase property values
- **038:** Increase property values, increased park usage, development along Plymouth
- **039:** Parkway issues in the neighborhood cuts off access through park via rr area
- **043:** Crime, traffic, cost
- **044:** Not positive, disruptive to a tranquil setting
- **045:** Where will parking be? How will buses connect to railway station
- **046:** Noise congestion traffic of parkers, parking in front of our houses, safety of neighbors with more people coming to our neighborhood



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **047:** Increased traffic/crime, increased parking
- **048:** Encourage development along GV RR
- **049:** Traffic pedestrian increase, noise
- **052:** This will significantly impact (negatively) the small neighborhoods closest to the new station for Golden Valley site. Street side parking, Commercial rezoning, safety.
- **053:** Few houses in walking distance
- **054:** Disruptive to neighborhood and nature area wildlife
- **055:** Complete & fundamental change of character; loss of all amenities, devastating to all nearby neighborhoods & to parks
- **058:** Economic Development
- **059:** Crime – added people loitering around, rape or crime down at the track level
- **060:** Increased traffic on a road that already is in poor shape Golden Valley Rd C Cty Rd 66. Increase in noise disruption to personal housing.
- **062:** Waste of \$, effect on Theodore Wirth
- **063:** If Parking spaces needed, potential for increase in car break-ins and crime spill over into neighborhoods.
- **064:** Noise, added traffic
- **066:** Parking, destroy pkwy, wildlife, environmental impact, neighborhood decay, crime increase & designated parking areas, increase traffic. Destroy Pkwy & environmental and replace with noise, pollution, crime
- **067:** Redevelopment, loss of character, wild life impact, noise, parking
- **068:** Parking too much impact to neighborhood
- **069:** Possible increased traffic, safety of Wirth pedestrians & bikes
- **070:** Crime, more access to downtown and airport, economic development
- **071:** Impact of surrounding natural area
- **073:** Golden Valley has many long term residents that are opposed to change. Impact will be crabby people that are generally becoming empty nesters and likely not the futures of GV
- **075:** Parking
- **076:** Noise, vibration, bad impact on Mary Hills Park, wildlife
- **077:** Potential accessibility concerns for pedestrians and cyclists
- **079:** Adversely affect the neighborhood, and environment, noise
- **080:** Disrupt the environment, more unwanted traffic, increase of undesirables, crime
- **081:** Increased traffic, possibly increase in crime
- **083:** Parking crime noise
- **084:** Lots of parking in the neighborhood more traffic
- **085:** May affect our church, will it be demolished? Elevator safety & security
- **086:** I'm concerned about losing St. Margaret Mary Church and or school. Safety & security on LRT and surrounding stations.
- **088:** Parking in neighborhood, traffic
- **089:** Positive
- **090:** Needs better bike trail on GVR. Access improves to Courage Center
- **092:** Impacts parking in neighborhood

3 b. What do you see as the impacts of the Golden Valley Road station at the city level?

- **002:** 1. with limited parking – most GV residents will not have access to riding LRT
- **007:** No place to expand commercially



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **013:** need for better bus service for transportation to whichever station
- **014:** Traffic Crime
- **016:** This will connect the City of G.V to our Regional Transit System
- **017:** this does, realistically, nothing for G.V.
- **018:** make sure it helps Courage Center visitors with handicaps
- **021:** Not really going to be that usable to most of Golden Valley
- **022:** concerned about tracks Church for parks & future of Fire Stations
- **024:** demolition & devaluation of residents & businesses
- **027:** Parking issues
- **028:** away from GV population (service Mpls)
- **031:** More connection
- **032:** People can go farther without a car
- **034:** Access from GV and west
- **035:** Look at the Southside major benefits to LRT
- **036:** Possible increase in population
- **039:** Noise, safety, traffic
- **043:** Noise traffic
- **048:** Ditto
- **049:** More \$\$ spent on infrastructure
- **052:** For any station: Better access to Courage Center would be nice but can this be done with a bus link to Plymouth Ave rather than from Golden Valley Rd Station?
- **054:** Noise, diminution of tax base
- **055:** Diminution of tax base; no benefit to GV City whatsoever
- **058:** Economic Development
- **059:** Destroy the area by tracks where the wild life lives
- **060:** Seen bus service discontinued by Green Line. Safety issues! How do people get to the station, bus service is limited.
- **062:** Seen bus service discontinued by Green Line. Safety issues! How do people get to the station, bus service is limited.
- **064:** Added traffic
- **067:** MOU's might help tax base (benefit, sorry)
- **072:** Need more direct transit
- **075:** Crime?
- **086:** We need parking availability of residents will be affected with parking in front of their houses. Property taxes go up
- **088:** Just build one
- **089:** Positive

3 c. What do you see as the impacts of the Golden Valley Road station at the regional level?

- **002:** unsure
- **007:** Stop is in a secluded area would need armed guard at all times to secure
- **014:** Great for Target Campus
- **016:** Great Positive impacts!
- **018:** makes city look progressive and welcoming



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **019:** More expense redoing bridges that were recently redone to accommodate the light rail stations
- **022:** Concerned about Crime & Safety
- **024:** -loss of single car (majority) access through area
- **032:** People can go farther without a car
- **035:** The area needs to stay current and not stagnant
- **039:** Wildlife issues
- **043:** None
- **047:** Expense and noise
- **049:** ?
- **055:** Noise, vibration, light rail pollution
- **058:** Economic Development
- **059:** Add crime
- **060:** Disrupting nature area. Concern about crime rate increasing concern about train derailment, emergency procedures.
- **062:** Noise, more traffic on GV Rd bad
- **067:** Expensive way to move 27K people
- **083:** As visitor impact offering Courage Kenny & Theo Wirth is great
- **089:** Positive

3 d. What do you see as the impacts of the Plymouth Avenue station at the neighborhood level?

- **002:** 2. potential development taking homes in nbhd. 3. noise of trains approaching station – bells & vocal announcements
- **004:** destruction of neighborhood safety & security- too much traffic, too many strangers introduced & bringing safety & security problems
- **007:** Parking is an issue, Safety to pedestrians, Environmental, People would park into the residential areas
- **009:** safety issues, south station impacts to residents
- **014:** Too Much Damage to Beautiful Area
- **016:** Build it on the South side of Plymouth to minimize disruption
- **017:** adverse effect on the park, which is the biggest asset currently
- **018:** Ditto, BSNF/CP rail decision
- **019:** Safety going to & from the station is a huge concern because the station is so far down below street level.
- **023:** could support businesses east on Plymouth w/bus connection
- **024:** -park land destroyed
- **030:** Destruction of Park accessibility loss of present residents, safety-invisible station
- **031:** Economic development
- **032:** Economics on Plymouth will improve. Wirth Park can use by more people.
- **034:** Feels a little scary
- **035:** Destination area created by LRT
- **036:** Greater access to necessities and amenities/jobs
- **037:** Access – variety populations, increased traffic, increase property values
- **039:** Parking issues in the neighborhood access through rr traveling to park cut off
- **043:** ?
- **044:** ?
- **045:** Where will parking be? How will buses connect to railway station



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **047:** Noise affects parks
- **048:** Encourage development along Plymouth Avenue, improve property values
- **049:** Crowding, traffic
- **053:** Overlaps houses near Penn Station
- **054:** Disruptive to neighborhood
- **055:** Hurts aesthetics of park; wildlife; walking, golf. Whole purpose of Wirth Park neighborhoods & to parks
- **058:** Economic Development
- **059:** Crime – added people loitering around, rape or crime down at the track level
- **060:** Noise
- **064:** Noise
- **067:** Redevelopment, loss of character, wild life impact, noise, parking
- **068:** Less density for impact, limited ridership
- **069:** No easy access from west
- **071:** Closer to houses, noise
- **076:** Bad impact on Wirth Park
- **078:** Park, environmental, noise to residence noise, wildlife
- **079:** Disrupt park activity, noise
- **083:** Parking crime noise. South better grade
- **084:** More parking in the neighborhood more traffic
- **085:** Concerned about safety & security of passengers
- **088:** Congestion, parking in neighborhood, higher traffic on Plymouth, Penn Avenue is enough, security at night in park, too close to homes
- **089:** Positive
- **091:** Kiss and ride will impact residential property
- **092:** Less access for Courage Center

4 e. What do you see as the impacts of the Plymouth Avenue station at the city level?

- **002:** 3. would be very sad to not be able to stay in my home of 37 years and enjoy the LRT service
- **014:** Traffic Crime
- **015:** Possible noise
- **016:** This will help North Mpls resident get to jobs, schools, etc and is needed
- **022:** Impacts to Park & Ride users
- **023:** could support businesses east on Plymouth w/bus connection
- **024:** -draw for more crime
- **032:** People can go farther without a car
- **034:** No access from GV
- **035:** Address some activity issues. Create opportunity and access
- **036:** Possible increase of jobs for those living in unemployment due connectivity issues
- **039:** Noise, safety, traffic
- **043:** ?
- **048:** Allow increased density which will promote more reliable bus
- **049:** More \$\$ spent on infrastructure
- **054:** Noise, diminution of tax base
- **055:** Diminution of tax base; no benefit to GV City whatsoever



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **058:** Economic Development
- **064:** Impact to park
- **067:** Park impacts, increased traffic to quiet neighborhood
- **071:** Only really accesses North Minneapolis, not close to any part of Golden Valley
- **089:** Positive

3 f. What do you see as the impacts of the Plymouth Avenue station at the regional level?

- **016:** Great positive impacts!
- **022:** Hide of Ride parks – parking capacity
- **024:** -?
- **030:** Great for NWT Suburbs
- **032:** People can go farther without a car
- **035:** North Minneapolis needs this
- **039:** Issues with water with Bassett’s Creek, wildlife issues
- **043:** None
- **047:** Expense and noise
- **049:** ?
- **055:** Noise, vibration, light rail pollution
- **058:** Economic Development
- **060:** Disrupting nature area
- **067:** Expensive way to move 27K people
- **072:** Direct impact
- **083:** As visitor impact offering Courage Kenny & Theo Wirth is great
- **089:** Positive

4. If the Plymouth Avenue Station moves forward, do you prefer the north or south station placement?

- **002:** The station that affects parkland the least
- **006:** no opinion
- **007:** South
- **008:** don’t have enough information to have an opinion.
- **009:** North – more visible for way finding from Wirth Park
- **010:** North preferences, safety
- **011:** No
- **013:** South side, since it would be further from neighborhood homes & flood plain
- **016:** South locations. Less impact on nearby homes
- **017:** South: 1. further away from “nearest home”, 2.
- **018:** South
- **021:** ?
- **022:** -south Stations preferable because it is further from access
-North station provides better impact to pedestrians



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **028:** South-better walk access to Theo Wirth? North-closer to park? Whichever is safer, has more parking, & less env. impact
- **030:** North for sure.
- **031:** Whatever doesn't block the view from the chalet.
- **032:** Noise might be less on seventh. Prefer south.
- **033:** Noise might be less on south. Prefer south
- **034:** Not sure.
- **035:** North!
- **036:** North
- **037:** North
- **039:** The view from the Chalet at Theodore Wirth Park & the issues surrounding the flood plains around Bassett's Creek should inform this versus my personal opinions.
- **040:** South
- **041:** I think either is fine
- **043:** Have not been given enough info to know, probably North.
- **045:** South station would interfere less with regional path
- **046:** South station
- **047:** Either
- **049:** South
- **050:** North. Safety, easement, access, easier park access, street access, doesn't degrade neighborhood
- **052:** North. Seems to be more visible, less in forest, easier for safety
- **054:** Neither!
- **055:** North
- **056:** North, but neither
- **058:** North. North Minneapolis resident
- **059:** South
- **060:** North to give access to more people
- **063:** South – reduced traffic through neighborhood
- **064:** South, away from houses on Xerxes
- **065:** North less impact on homes already there. Possibilities for parking garage in little used nature area Plymouth and Xerxes (North of)
- **066:** North side
- **067:** South, out of park land and connects to two streets
- **068:** North
- **069:** South further from residences
- **071:** North stations, less in front of yards
- **072:** North placement
- **073:** No opinion
- **075:** South
- **076:** North
- **077:** North
- **078:** North, south would only disrupt any residence
- **081:** Don't know, south would be more reasonable
- **084:** Doesn't matter
- **085:** No difference



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

- **088:** South
- **090:** North
- **091:** North – better via visibility of /from Chalet area.
- **092:** Whichever has less impact (environmental primarily)

5. Other comments revived:

- **003:** Notes from Table Exercise 2.26.15
The alignment is not preferred
West Broadway would be better alignment
What population is being served & Wirth Park should be preserved.
Prefer 1 station
GV road has more traffic. If you want to serve more people, do GV road. Plymouth would serve golfers who drive anyway.
Parking is a concern & car robbers
Community has to support the project, which isn't how it should be. The project should support the community.
2. liked North & 2 like South stations
Less impact on nearby homes (North) Away from housing on Xerxes reduced traffic through neighbor's (South)
Worried about the parkway begin turned into a major roadway
Plymouth Ave Station doesn't serve. Golden Valley residents well.
- **014:** Too much \$\$ for 2 Stations No Plymouth, 2 weeks
- **022:** General Project Concerns
Concerned about impacts of spill over lighting from stations to residents
questions about what a activity centers are near GVR station-Don't believe that they exist
GVR
Station is needed for Golden Valley
Plymouth
- **026:** 1. WHY WAS THIS LOCATION SELECTED?

WHEN I FIRST HEARD ABOUT THIS, THERE WERE 2 LOCATIONS (PENN AVENUE AND THEODORE WORTH PARKWAY/GOLDEN VALLEY ROAD)

NEXT I HEARD THAT THE GOLDEN VALLEY ROAD/THEODORE WIRTH PARKWAY HAD BEEN SELECTED BUT THAT THE STATION/PARKING WOULD BE BEHIND THE FIRE STATION.

WHY DID YOU PROPOSE TO USE THIS CHURCH PROPERTY?
IT IS NOT JUST A PARKING LOT. IT IS ALSO THE PLAYGROUND FOR THAT SCHOOL.

2. I ALSO HEARD THE PURPOSE FOR THE LIGHT RAIL WAS TO GET PEOPLE WHO DIDN'T HAVE TRANSPORTATION TO GET TO JOBS IN THE OUTER SUBURBS. ACCORDING TO THE START TRIBUNE ON SEPTEMBER 7, 2014, 14% OF THE HOUSEHOLDS IN THE CORRIDOR DO NOT HAVE CARS. THIS FIGURE RISES TO MORE THAN 50% IN PORTIONS OF NORTH MINNEAPOLIS.



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

WOULDN'T IT MAKE MORE SENSE TO HAVE THE LINE CLOSER TO THOSE WHO WOULD BENEFIT THE MOST? IT WOULD ALSO PROMOTE MORE DEVELOPMENT IN NORTH MINNEAPOLIS.

3. CRIME, BUILT IT AND IT WILL COME. THERE HAVE BEEN NUMEROIUS CRIMES COMITTED ON THE BUSES WHERE THER EIS DRIVER THAT CAN OBSERVE WHAT IS GOING ON. WILL THERE BE A PRESENCE ON EACH CAR TO TAKE CARE OF ANY CRIMES?

ALSO, POSSIBLE CRIMES AT THE STATION ITSELF, THE WAY I SEE FROM THE PLANS, THE STATION BEING BELOW STREET LEVEL, WOIULD NOT BE VERY VIIBLE OR ACCESSIBLE TO PREVENT ANY CRIMINAL ACTIVITY.

4. I JUST WATCHED THE VIDEO OF THE BLUE LINE EXTENSION PROJECT ON-LINE AND THEY MENTIONED THAT THE STATIONS WERE BEING CONSTRUCTED TO REACH ACTIVITY CENTERS IN EACH CITY. WHAT ACTIVITY CENTER ARE THEY REFERRING TO FOR THE GOLDEN VALLEY ROAD/THEODORE WORTH STATIONS?

5. ALSO, ON ONE OF THE VIDEOS I WATCHED SOME TIME AGO, A WOMEN IN A WHEEL CHAIR MENTIONED THAT SHE WAS EXCITED FOR THE COMING OF THE LIGHT RAIL AS SHE NOW HAD TO TAKE METRO MOVILITY TO GET TO THE COURAGE CENTER. IT IS OVER ½ MILE FROM THE INTERSECTION OF GOLDEN VALLEY ROAD/THEODORE WIRTH PARKWAY TO THE ROAD LEADING INTO COURAGE CENTER. WILL SHE BE ABLE TO NAVIGATE HER WHEEL CHAIR THAT DISTANCE?

- **055:** Study feasibility of tunneling from station areas to North Memorial
- **058:** North Mpls needs economic development. It's over whelming obstacle is poverty! As a near 40 year resident (Plymouth & Thomas) North Mpls has had little to no development. I served on the Mpls planning Commission during the Hiawatha line to provide services as the architect on the Hiawatha line. I was a bus driver for CTA. North Mpls needs all four stations!
- **062:** Why are we doing this?



Golden Valley Road/Plymouth Avenue Stations Community Meeting — February 26, 2015

All comments are copied verbatim and presented as they were received. No grammatical, word choice changes or spelling has been corrected. Any personal identifiable information, if provided, has been deleted from these comments

1. Do you think the project should include one or both stations, and why? If one station, which one and why?

Commenter 01

The Plymouth and Golden Valley stations are too close together. If one of the benefits of LRT is to provide ridership to people who do not have adequate transportation then the Plymouth station is the best option.

In my opinion the LRT shouldn't be going through Golden Valley. It should be going through areas that will be more beneficial to those who need it. One of the other options should have been chosen if it was to support people, and neighborhoods.

Commenter 02

Truthfully I think it's a mistake not to route it through North Minneapolis where it seems more needed. That having been said, I don't think there need be two stations so close together. I am biased AGAINST the station at Golden Valley Road. I live in that neighborhood and I think it would be detrimental to our community. Between construction, parking issues, and potential redevelopment of our neighborhood to include higher density housing - I'm not seeing a lot of benefits. It has created a big dilemma for me and many of my neighbors wondering why we should invest in the long term upkeep of our homes if there's a solid chance they'll be razed in several years time to make way for 'development'. We love our quiet, peaceful neighborhood; who could blame us for wanting to keep it that way?

Commenter 03

I would prefer not to have the station close to Golden Valley Road. I am currently trying to sell my house on Xerxes Avenue North and this is becoming an issue already. I have great concerns about increased parking on the street as well as the safety of the children in the area. This has always been considered a prime area for beauty, and convenience. The station will desroy that ambiance, and unless the Transportation Commission is willing to spend a fortune on buying us out, this is a significant problem.

Commenter 04

Both stations should be included. With more stations, it will be convenient to more people. And if the whole point is to get people to use this thing, then limiting access really doesn't make a whole lot of sense. If the decision is make to only have one station, then the only viable option would be for the Golden Valley Road station, since it is central to more of Golden Valley.

Commenter 05



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

I don't think two stations are necessary because they are so close together. But I think the Plymouth Avenue station makes more sense because you can see many of the features of Theodore Wirth Park making it more of a destination -- the tubing hill, cross-country sky area and golf course entrance are only a short walk away. Also, I think it is closer to higher density population.

Commenter 06

Project should include one station at Plymouth Ave. to allow residents from other areas access to Theodore Wirth Park. It doesn't make sense to have both stations since they are so close together. Having both stations would increase the time it takes to take the train and increase the expense. Commuters who would take the train from Golden Valley Road can access the train at Plymouth Ave instead.

Commenter 07

I believe the line is misplaced.

It is my understanding that Public Transportation should benefit the majority of the Public. Public transportation should help people access grocery stores and health care and all those things folks need to get to on a regular basis. This does not benefit the residents of North Mpls as sold. If it were to benefit, those who would be most likely to need and use it, it would run THROUGH North, not along side it. You could elevate it and run it down Penn. You would have few intersections to worry about and minimal disruption with maximum ridership. As it is, most riders will STILL need to hop on a bus to get to a station. This needs some more invention thinking.

This line does NOT benefit Golden Valley as it barely runs through it at all AND runs through a PARK! This destroys the peace and serenity of the Park and for the most part people will still need some other form of transportation to get to a stop because no body lives in a park. If you put in 2 stops in this presently quiet area, it will double the noise etc that passenger trains make warning that they are coming AND leaving the platform. If the train is proposed to make 220 trips per day that is 880 times the warning lights and bells will go off. Then add in all the extra buses etc driving through this once tranquil park.

1 station only if the train does go through. Just pick one - both are bad.

If the Blue Line were to benefit Golden Valley businesses and residents, it would travel father West on 55 and then turn North to connect with NHCC and Target campus.

Commenter 08

I think the overall project is flawed. The LRT bypasses the greater North Mpls. area. That said, a station on Plymouth Av seems to serve a greater number than the Golden Valley road station. I do not see a great number of people, who do not have cars, walking to the proposed Golden Valley station when it is below zero. Bus ridership in the area is already underutilized. Building it does not mean that the people that supposedly need it will actually use it. Thanks Dane Anderson

Commenter 09

Do not put in Golden Valley. Not a good spot. Too close to Robbinsdale.

Plymouth would be the best place.

Commenter 10

The Golden Valley Road station should be built. The Golden Valley Road station connects Golden Valley residents, Courage Center clients and staff and Honeywell employees as well as North Minneapolis residents to



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

this regional transportation option. The Penn Ave bus line gives north Minneapolis residents access to the LRT at the Penn Ave Station.

I was a City council member in GV for 9 years and a planning commissioner for 12 years before that. I did not support this alignment but feel strongly that if it is the chosen alignment then it is imperative to make sure there is benefit for the greatest number of people.

Theodore Wirth park at Plymouth Ave floods on a regular basis. It is ludicrous to think that golfers or skiers will use the Blue line to access this park.

Commenter 11

One, because the proposed station sites are very close together and essentially service the same area; both can be reached by foot or bike, and both are close to bus routes to Courage Center.

If one station: Plymouth Avenue, because of better access to Theodore Wirth Park, and better streetside parking that does not disrupt neighboring residential zones (because those streets already offer streetside parking and are wider).

Commenter 12

Complex question. If the route served businesses and could help economic development, I'd say both stations. However, because the route has no nearby commercial property and is located adjacent to Minneapolis' largest park, it serves more rabbits and squirrels than people. Plymouth avenue illustrates this the best. At least 50% of the station ""service area"" is parkland. The net effect is that in this area LRT is pretty much about getting to downtown from the suburbs and passing through Minneapolis. For ego reasons it is probably too late to reconsider this very poor choice of routes. However, it is hard for me to address any questions since I observe this fatal flaw. Enough said on this very serious concern.

Moving on to the question. Golden Valley station has some safety issues given visibility issues for below street grade locations. Parking and walking to the station is very awkward in this location without further investment. But at least this location has accessibility from the suburban west. If needless pr about development hadn't scared residents maybe this could be an okay location.

Plymouth avenue station also has safety concerns similar to Golden Valley. A station located north of Plymouth helps because it will be far more visible from the west especially after the park board reroutes the parkway and parking. It is an odd location relative to existing transportation because Plymouth avenue is effectively a dead-end street. From the west cars take either Golden Valley Road or HWY 55 to get around the park. That makes this station largely redundant. The only possible benefit would be to serve a few activities at the park. The park board can figure out how to link with LRT with any of the 3 possible stations located within walking distance of the park. Plymouth avenue station is not their only option. If Plymouth avenue station goes forward the park board should take on most of the responsibility for parking since it is proposed as a park destination station. For that matter maybe the same principle applies to Golden Valley station. The residential neighborhood shouldn't be asked to subsidize parking.



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Finally, no matter what stations are built, government is obligated to protect the quality of life of all citizens including both LRT riders AND citizens living near stations. Safety, noise, landscaping and lighting aesthetics are all legitimate quality of life concerns.

Thanks for the opportunity to comment. Feel free to contact me.

Commenter 13

One station. The area is low density and there aren't enough residents in the area to justify two stations. It would also significantly slow down the train speeds to have two.

Golden Valley Rd is the better choice because it is at a major intersection with more potential for drop offs, connecting bus routes, and a potential park and ride at the nearby church."

Commenter 14

I think the station location do not serve North Minneapolis and Golden Valley.

It does not stop to pick up anyone. It's a train ride through. There are a lot of Bus riders in North Minneapolis and I think going through Broadway and Fremont would be more ideal.

Commenter 15

It does not make sense to have 2 stations so close together. This would slow down the train and waste taxpayer money. The project should include one station at Plymouth Ave. This will help the public access Theodore Wirth Park and give residents of north Minneapolis access to light rail. A station should not be located at Golden Valley Road because the negatives outweigh the positives for the surrounding neighborhood. The neighborhood is quiet, peaceful, and serene with limited traffic and limited parked cars on streets that are not through-streets. Children ride bikes and play without parents being concerned about them getting hit by cars. Since there is no provision for parking with the proposed Golden Valley station, if it were to be built, the area's quiet streets could be filled with parked cars and increased traffic from commuters driving to the train station. The added noise, traffic, parked cars, and congestion would detract from the safety and quietness of the surrounding neighborhood.

2. What do you see as the benefits of each station at the neighborhood, city and regional level?

Commenter 01

I do not see any benefits of either station for the neighborhoods. Stations will fundamentally impact the neighborhoods that people live in for the reasons they choose to live there! Residents value what the area offers (green space, abundant wildlife, nature, quiet neighborhoods, low crime rates, recreation, and peace). Both stations will change this forever!

The City will see development, an increased tax base, and a feather in the hats of those who jumped on board with the Met Council. The City will also see a change in leadership as proponents seek reelection.



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Commenter 02

I don't think this neighborhood benefits greatly from a station. We have a bus line that can quickly get us downtown to transfer wherever we need to go.

I do think light rail is important for the city and region to take more cars off the road.

Commenter 04

The bottom line for a neighborhood standpoint, is it a mode of transportation in a close-in suburb whose residents spend a lot of time in Minneapolis, so having the line will benefit the city and region by reducing the number of cars on the road.

Commenter 05

See above.

Commenter 06

Benefit of Plymouth Ave Station is access for residents throughout the region to Theodore Wirth Park and access of residents living in north Minneapolis to train.

Commenter 07

I see very little benefit to North Minneapolis residents.

This will be a BIG benefit to those driving from Western suburban areas as they can park at a station on Hwy 55 just outside of downtown and NOT pay downtown parking fees.

I see very little benefit to Golden Valley as this serves so few residents with in walking distance. If you are still peddling or driving what difference does it make WHERE the station is??

I see MAJOR upheaval to the area during construction that will continue on after completion to EITHER of the stops in Wirth Park/Golden Valley. Wirth Park is the jewel of the Twin Cities and you are trampling it.

The biggest benefit is to the more Northern areas. Primarily to those heading to North Hennipen Community College and to the new TARGET Corp buildings. Those 2 entities are the biggest beneficiaries of this line as it now stands.

Commenter 08

I see little benefit for either station for my neighborhood. It may help people in Brooklyn Center commute easier. It also may help developers to make money.

Commenter 09

None

Commenter 10

The Golden Valley Road station benefits both North Minneapolis and Golden Valley. Buses currently connect to this station location



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Commenter 11

Benefits of Plymouth Avenue station: connects Golden Valley to Minneapolis and to airport, brings more public access for Theodore Wirth Park, lower impact to surrounding neighborhoods (works with existing neighborhoods rather than changing them)

Commenter 12

Described above.

Commenter 13

The Golden Valley Rd station would prevent residents to the West from being completely cutoff from the rail line since Plymouth Rd is not accessible to the west.

Commenter 14

No benefit if it's that location. Majority of the riders would be in N. Minneapolis.

Commenter 15

Benefits of Plymouth Ave. Station: help people access Theodore Wirth Park and give residents of north Minneapolis access to light rail.

Benefits of Golden Valley Rd Station: Negative impacts outweigh the benefits so I don't see any.

What do you see as the impacts of each station at the neighborhood, city and regional level?

Commenter 01

Both stations will impact wetland areas and green space. Once these spaces are disturbed they will be gone forever and the City of Golden Valley will be fundamentally changed forever. Most people who live in these two neighborhoods live there because they value what the area offers (green space, nature, quiet neighborhoods, low crime rates, recreation, and peace). This will all change with the intrusion of light rail.

The neighborhoods will become more like North Minneapolis with traffic, an increase in crime, an influx of people, street parking in the neighborhoods, noise, and no night time stargazing due to lit up skies.

The City of Golden Valley will no longer be special! People will start selling their houses, there will be more rentals, and the spiral will begin.

Commenter 02

Again, negative impacts around Golden Valley Road (can't speak to the Plymouth location). I don't want commuters parking in front of my house and throughout the neighborhood. Part of the reason I chose this location was the lack of traffic.



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

I understand that change is inevitable, but it would be unfortunate for this neighborhood to be redeveloped. It's a wonderful, humble little pocket of homes nestled against Minneapolis and the parks.

I also think the line is detrimental to Theodore Wirth Park and Mary Hills. Both environmentally and for those who enjoy the parks."

Commenter 04

It will reduce traffic in the neighborhood and probably help increase property values.

Commenter 05

I am concerned about the traffic and parking affecting my neighborhood.

Commenter 06

Impact of station at Golden Valley Road to surrounding neighborhood would be commuter and resident parking conflicts, increased noise pollution, increased light pollution, increased traffic and congestion in a neighborhood that has always been quiet, serene, and peaceful.

Commenter 07

The line as it appears in plans at the moment has mostly negative impacts for North Mpls and Golden Valley.

North - because it doesn't adequately serve its residents and

Golden Valley - because it is just a major disruption to a small slice of Golden Valley and still does nothing to bring consumers to businesses or Health Care providers etc. in the area. It does little to help its residents to access these things. If you are an elderly person or physically handicapped in some way and live a mile or more away, you still need transportation TO a station stop. This defeats the purpose of giving up your vehicle. And because no one actually lives in a park (except turkeys and deer and fox etc) most people still would need some form of transportation to GET to either station in Wirth Park.

I don't know how it will affect those cities North of Golden Valley.

Commenter 08

The impact is great. More noise, traffic, trash and crime. We enjoy our quiet community and wish to retain as much of the charm and safety as we can. LRT is not a bad idea. It simply does not serve our community. These proposed stops will not aid in commercial development and jobs for our area. It serves to shift the burden from the outer suburbs to us. There is reason we bought homes in this area the LRT station negates all of that. The question I have wanted to ask, "Who do we sue when our property values plummet?"

Commenter 09

Crime, more traffic in area. Poor place to put the station so far down from street needing an elevator.

More crime and traffic in area

Commenter 10

The Golden Valley Road station will change the neighborhood but has the most development potential - both in Golden Valley and along Golden Valley road into Minneapolis.



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Commenter 11

Impacts of Golden Valley Road station: disrupts surrounding residential neighborhoods that will now have to absorb streetside parking and face possible rezoning--changes these neighborhoods drastically instead of working with them

Possibly increases congestion of Golden Valley Road near a four-way intersection that is already very highly trafficked and dangerous for pedestrians, bikers and drivers (the intersection of Golden Valley/Theodore Wirth Parkway)

Commenter 12

Described above.

Commenter 13

The Plymouth Rd station is largely duplicative of the Penn station and Penn bus line which already provide service to the area.

The Plymouth Rd station is in a more secpided area, and potential my higher crime risk than the major intersection of Golden Valley Rd which is safer for walking.

Commenter 15

It does not make sense to have 2 stations so close together. A negtive impact of building both stations is that it would slow down the train and be a waste of taxpayer money. The neighborhood surrounding the Golden Valley Road proposed station is quiet, peaceful, and serene with limited traffic and limited parked cars on streets that are not through-streets. Children ride bikes and play without parents being concerned about them getting hit by cars. Since there is no provision for parking with the proposed Golden Valley station, if it were to be built, the area's quiet streets could being filled with parked cars and increased traffic from commuters driving to the train station. The added noise, traffic, parked cars, and congestion would detract from the safety and quietness of the surrounding neighborhood.

If the Plymouth Avenue station moves forward, do you prefer the north or south station placement?

Commenter 01

The placement of a station that impacts the wetlands, animals, recreational opportunities and the neighborhoods the least!

Commenter 03

I would prefer South placement.

Commenter 04

It worries that this question is even on here. It makes me think a decision has already been. Please abandon the idea of only the Plymouth Avenue station. It isn't viable unless both stations are going in.



Comments Submitted Electronically

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Commenter 06

South station placement

Commenter 07

A station at the Southern side is very hidden from view and therefore prone to burglary. Any of the proposed stations in the park would be very secluded. I would not like to be on my own or in a small group after dark waiting for a train or exiting.

Commenter 08

No preference.

Commenter 09

Not sure

Commenter 10

Il do not prefer either. This will negatively impact the park.

Commenter 11

North seems to be more accessible to pedestrians (from Xerxes/Plymouth)

Commenter 12

North. Better for safety and connects better to the park.

Commenter 13

No opinion.

Commenter 14

Neither. Plymouth Ave is not worth it. You have to be realistic of who the riders would be and would utilize it. Not someone who decided to go to Theodore Wirth to bike sometime.

Commenter 15

I prefer whichever Plymouth Avenue station would have the least negative impact on the surrounding neighborhood.

Other Email Comments:

March 10, 2015

To:

Senator Dibble and
Members of the Senate Committee on Transportation and Public Safety

RE: Comments on North Minneapolis Transportation

Dear Senator Dibble and Members of The Committee,

Thank you for providing this opportunity to comment on Minneapolis transportation needs. I am a 15 year resident of North Minneapolis and have been involved for several years now in discussions regarding extension of the light rail system to the northwest. I am a supporter of light rail as a key ingredient in the public transportation mix and most of my submitted comments today regard the proposed Bottineau LRT Extension.

My comments are as follows:

1. Firstly, I want to register my disappointment that the proposed alignment for the BLRT does not go through North and instead bypasses our neighborhood. I feel that opportunities for future economic development and revitalization along the line have been lost.

2. Given that the BLRT alignment remains as proposed - and bypasses North to the west, there must be serious consideration and investment made for convenient, affordable "feeder" lines - bike lanes, frequent bus, cable car, shuttles - to the proposed stations so that residents of North (esp. those who have no car) are able to use the LRT. It is a very long walk from the center of North to the stations.

3. Regarding station placement - Near my home, there are three stations being proposed - Penn Ave, and two potential stations near Wirth Park - Plymouth and Golden Valley Road (GVR). The next proposed station is in Robbinsdale. I am concerned that there have been recent discussions around just one station at Plymouth OR GVR rather than Plymouth AND GVR. I believe it is important to retain the station at Golden Valley Road as there are opportunities to connect transportation from the east and west to this station. A Plymouth station would not have a reasonable approach from the west, and transport from the east would truncate at T. Wirth Park. In addition, a GVR station provides a stop between Robbinsdale and Penn that can be utilized by the residents of North. If there were only one station at Plymouth, North would be almost completely bypassed by LRT.

4. Regarding development near the stations - Currently the Plymouth and GVR stations are next to park and residential areas and therefore opportunities for near term development around the stations is limited. However, further east down Plymouth and GVR/Broadway there appear to be ample opportunities for development. There is no reason these streets could not become the "Central Avenues" of North with diverse small businesses - light manufacturing, restaurants, shops, entertainment, parks, libraries, etc.

4. Regarding environment - LRT stops at Plymouth or Golden Valley Road will face challenges related to poor soils and building in the Bassett Creek Watershed and flood plain. It is a reality that the natural environment will be greatly impacted by this development, species will be displaced, migrating birds may be impacted, pollinator habitat may be razed, natural springs, water tables, and Bassett Creek (which flows to the Mississippi) will be threatened. Great care should be taken to minimize the impact

on Bassett Creek and T. Wirth Park. Our parks and waterways are a tremendous asset to the city, and transportation needs need to be balanced with preservation.

I use and enjoy the flora and fauna of T. Wirth Park frequently with my family and friends and do not want large portions of the park polluted or destroyed via development. I am also a beekeeper and the hive is near the park, so I want the park to be kept as verdant, unpolluted, and "unpaved over" as possible with only the necessary concrete and pavement placed. In short, keep development as low impact as possible and maintain the park as a natural area.

5. Regarding freight rail - This is a bit off topic, but intersects with the LRT discussion. I strongly oppose long, heavy trains carrying volatile oil/chemicals running along Bassett Creek or right next to the LRT. This transport by train has proven to not be safe, even with RR investment in lines and improved rail cars, and with the unstable ground in the Bassett Creek watershed, and currently poorly maintained railroad tracks, it is an environmental disaster waiting to happen. Oil leaks or derailment may seriously harm the waterway and risk harm to LRT passengers if run along the same corridor.

6. Regarding the immediate area around Plymouth station - The noise and light from frequent trains and a station will impact residents greatly. We do not want a giant concrete noise barrier to be built to separate our homes from the LRT and T. Wirth Park. However, trees should be planted NOW to create a sound and light barrier, and a natural "buffer zone" should be considered between rail line and residents. The current freight trains in the corridor (albeit short and infrequent) are quite noisy since the tornado took down the tree buffer along the rail corridor. Similarly the lights on Plymouth bridge (which are non-directional and very bright) now easily reach into our homes. These types of impacts are expected to increase with LRT. Placement and direction of lights and station announcements need to be thoughtfully considered. I would think this would be important for any station along the BLRT.

7. Regarding station design at Plymouth - Safety is a great concern and must be thoughtfully considered. Stations along T. Wirth Park will be flanked by parkland to the west and quiet single family homes to the east. It is important that the station be visible by many people, and that safety is ensured. Simply installing video cameras in the station is not effective against crime. Nor is overly bright lighting which instead of illuminating crime tends to create shadows for people to hide in. The station needs to be visible from the street, not hidden underneath a bridge. There needs to be easy access to the station for emergency vehicles (police and ambulance). An elevator does not seem to be wise, as it could be a place for people to be trapped. Along these same lines, station placement should be north of Plymouth, not south - as it will be more visible to residents and has potential for sight lines to T. Wirth Park chalet and parking lot.

In closing, I want people to come North. This is a culturally and historically rich neighborhood. I am excited about the transit improvements and want to make sure all the bike lanes, buses, and LRT come here. I look forward to trees planted on the boulevards, improved bus stops, small commercial corridors, more families moving in to take over houses abandoned after the tornado. I hope that State, County, and Local planners stay committed to our neighborhood. I want to be part of this story:

<http://money.cnn.com/interactive/technology/minneapolis-light-rail/>

Sincerely,

Kari Christianson
1125 Washburn Ave N
Minneapolis, MN 55411



Golden Valley Road and Plymouth Avenue Stations Community Meeting – February 26, 2015

“What part of the meeting was most valuable to you?” focused on the following themes:

- Sharing comments at the table
- The large maps, drawings and printed handouts
- Maps, having a staff person at the table so we could ask questions
- Group discussion with group facilitator
- Loved having a Met Council person at the table with us listening and talking through the issues with us
- Clear cut format and a desire from the organizers to get active feedback
- Writing table concerns on the blank white sheets
- Presentation
- Roundtable discussion to hear what others feel
- Being able to give input as to a station preference
- I could hear about everyone’s concerns
- Slide show gave good background

“What part of the meeting was least valuable to you?” focused on the following themes:

- The intro. By now we all know the history of the project
- None of it – this is important to know for the area where the plans may be sent
- PPT slide portion – could be shorter
- Comment period at end of meeting
- Table discussion
- Opening remarks
- That we only talked about the stations
- Drawings you could read
- Tough to make a decision without facts
- It was all valuable
- A dominant participant
- People feel like they give opinions and those opinions are ignored

“What was not covered that you would like to see addressed at future meetings?” focused on the following themes:

- Bus connections
- Impact of LRT to environment, moving of power Transmission Towers
- Streetcar alignment, bus rapid transit, why we would need the Golden Valley and Plymouth stations
- Railroad conflict from Crystal/Robbinsdale going on now
- Proposed increased freight trains
- Nothing
- Odds of funding two stations
- More about ridership forecasts
- Parking, congestion, environmental impact
- Explanation of whistles, horns and lights utilized
- Population of people who would use the Blue Line
- History of why this route for LRT



Please rate the following aspects of your meeting experience on the below scale:

- | | |
|---------------------------|------------------------------|
| 1 – Strongly agree | 4 – Disagree |
| 2 – Agree | 5 – Strongly Disagree |
| 3 – Neutral | |

I felt like I could share my thoughts openly and honestly.

- 1 – Strongly agree (20)
- 2 – Agree (25)
- 3 – Neutral (4)
- 4 – Disagree (2)
- 5 – Strongly Disagree (2)

Yes (11)

Lots of strong personalities - so no. I didn't feel my voice was heard
No time to do so.

I felt like decision makers and Council staff listened to me.

- 1 – Strongly agree (16)
- 2 – Agree (18)
- 3 – Neutral (8)
- 4 – Disagree (5)
- 5 – Strongly Disagree (5)

Yes (7)

Not sure if what they hear will make an impact
Yes – But nothing will happen

The meeting was well-facilitated.

- 1 – Strongly agree (18)
- 2 – Agree (17)
- 3 – Neutral (10)
- 4 – Disagree (7)
- 5 – Strongly Disagree (1)

Yes (9)

A good start -- getting things more out in the open - glad I came -- thanks for maps & info - now I'll go home and think for a while
It was hard to hear
Our facilitator did very well
Great small table format