

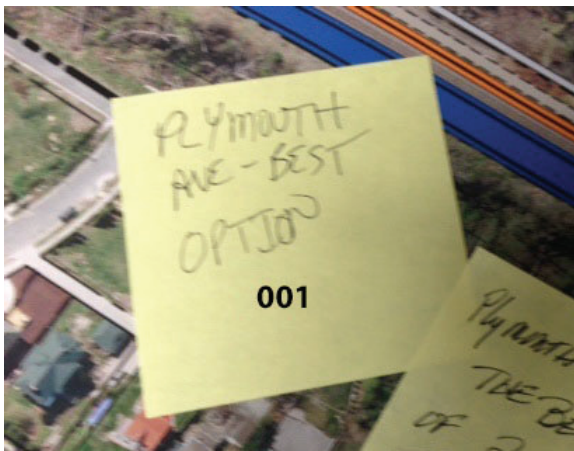


Golden Valley Open House – August 12, 2015

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

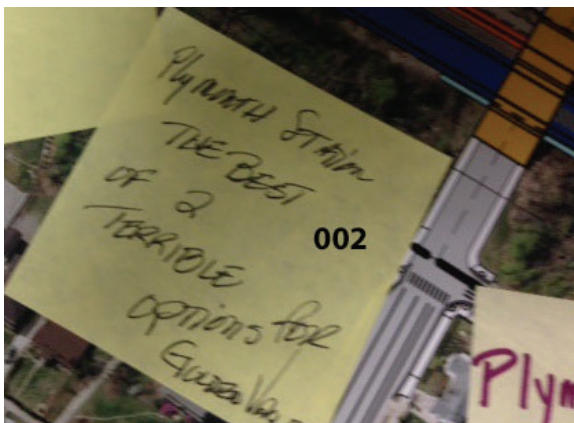
001

Plymouth Ave - best option



002

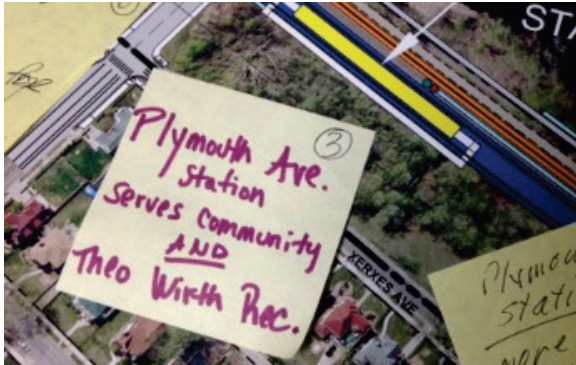
Plymouth station the best of 2 terrible options for Golden Valley





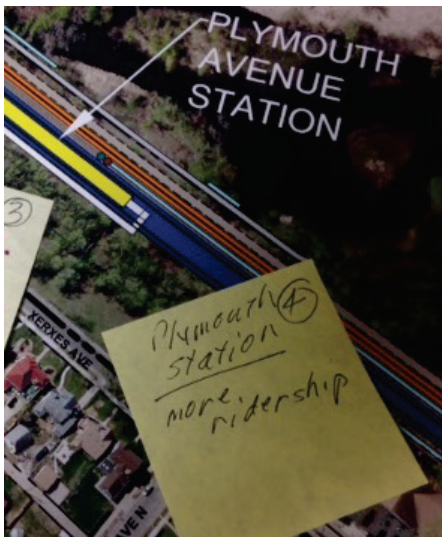
003

Plymouth Ave. station serves community AND Theo Wirth Rec.



004

Plymouth Station - more ridership



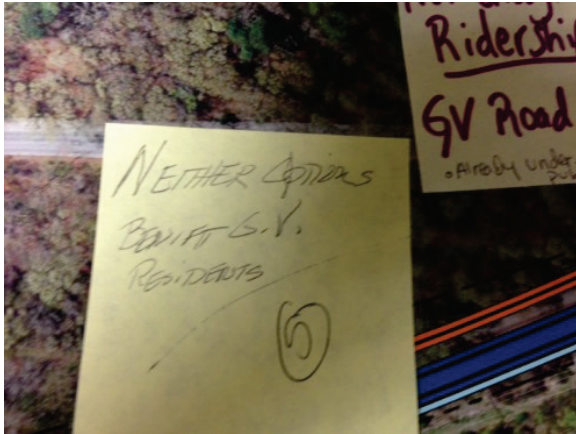


METRO Blue Line LRT Extension (BLRT)

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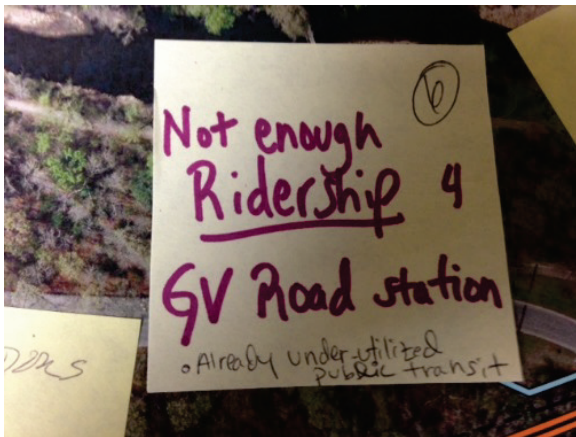
005

Neither options benefit G.V residents



006

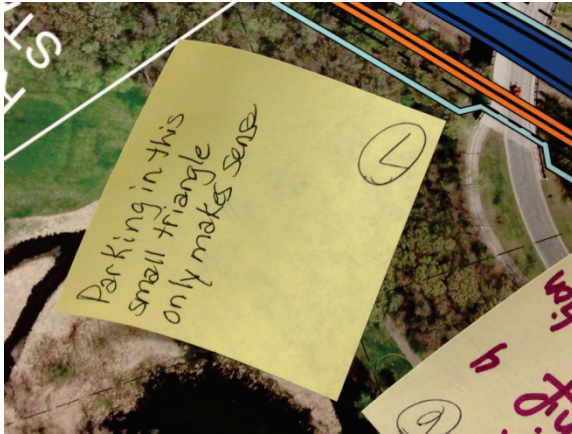
Not enough riderShip - GV Road Station. Already under-utilized public transit





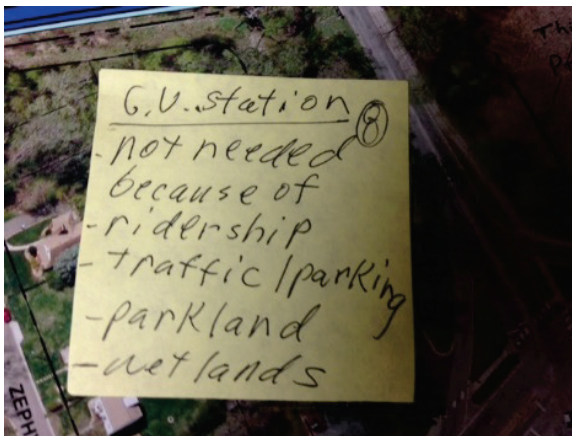
007

Parking in this small triangle only makes sense



008

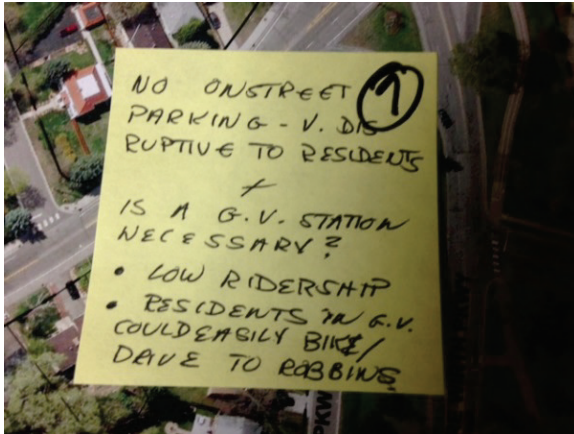
G.V. Station: Not needed because of ridership, traffic/parking, parkland, wetlands





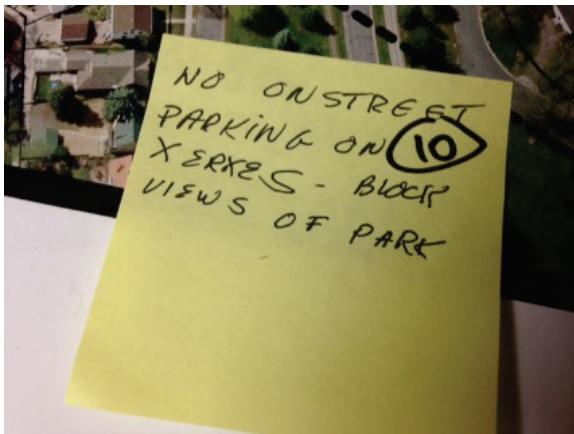
009

No onstreet parking - v. disruptive to residents & is a G.V. station necessary? Low ridership. Residents in G.V. could easily bike/drive to Robbins.



010

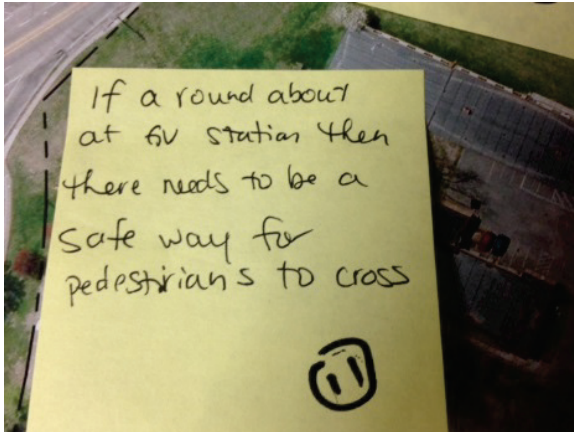
No onstreet parking on Xerxes - block views of park





011

If a round about at GV station then there needs to be a safe way for pedestrians to cross



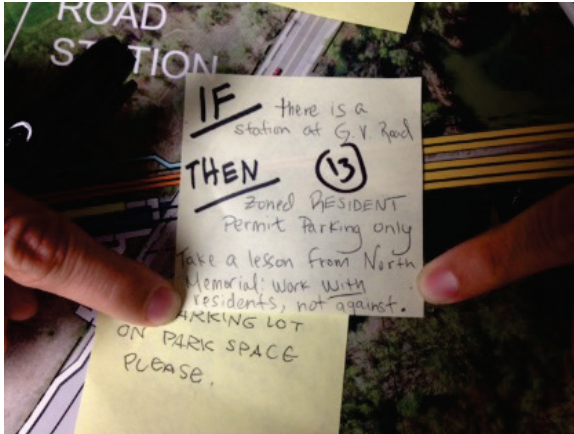
012

No parking lot on park space please



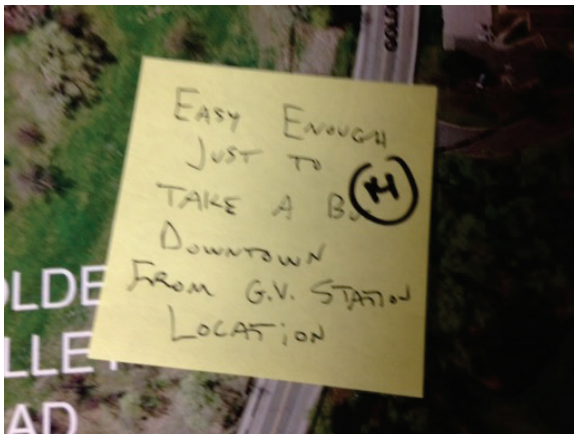
013

IF there is a station at G.V. Road THEN zoned resident permit parking only. Take a lesson from North Memorial: work with residents, not against.



014

Easy enough just to take a bus downtown from G.V. station location



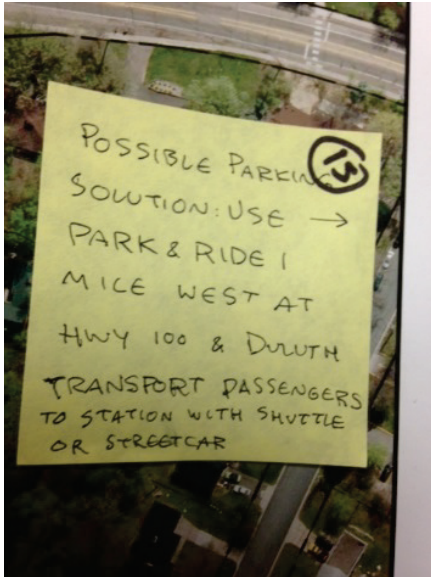


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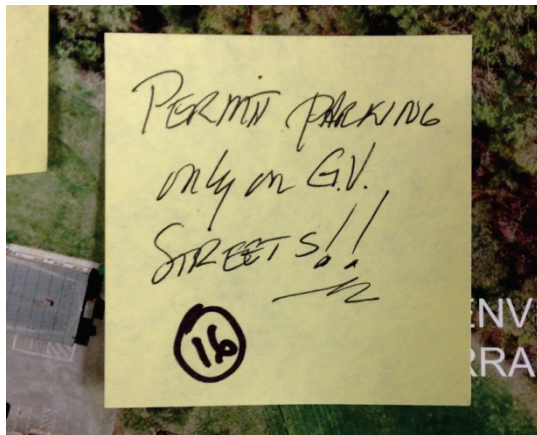
015

Possible parking solution: use park & ride 1 mile west at Hwy 100 & Duluth. Transport passengers to station with shuttle or street car.



016

Permit parking only on G.V. Streets!!



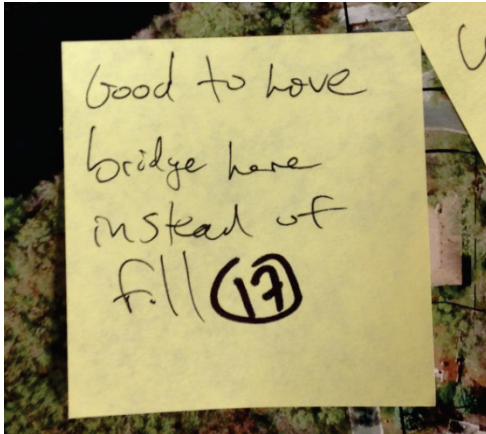


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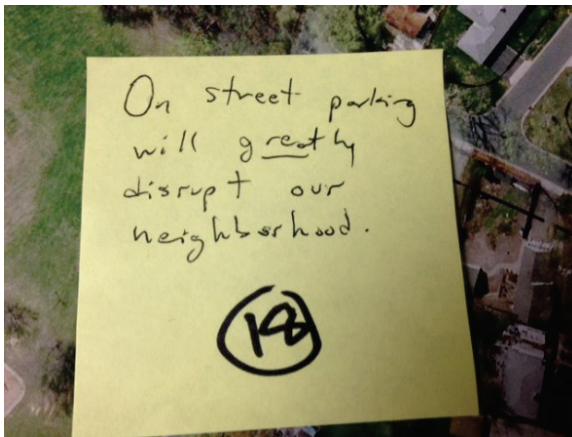
017

Good to have bridge here instead of fill



018

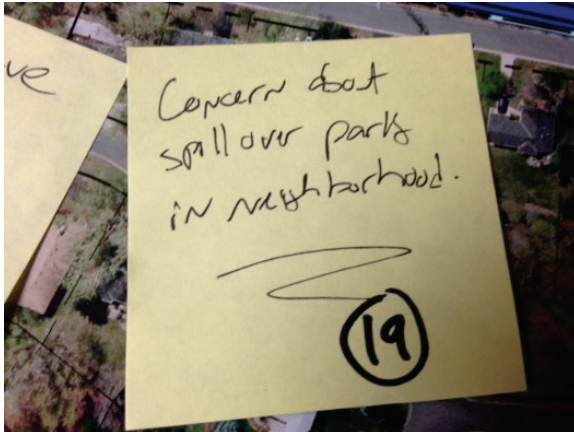
On street parking will greatly disrupt our neighborhood





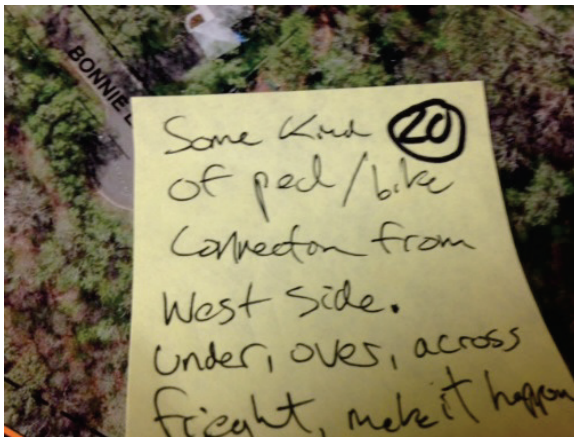
019

Concern about spill over parks in neighborhood



020

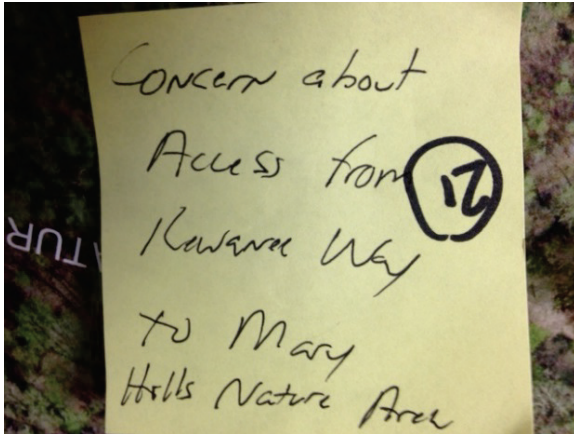
Some kind of ped/bike connection from west side. Under, over, across freight, make it happen





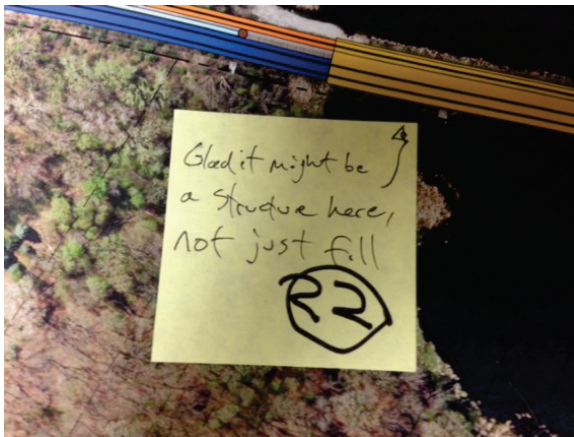
021

Concern about access from Kewanee Way to Mary Hills Nature Area



022

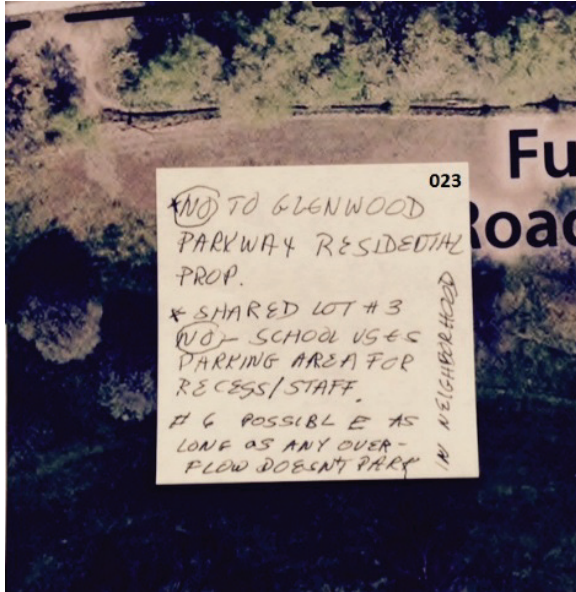
Glad it might be a structure here, not just fill





023

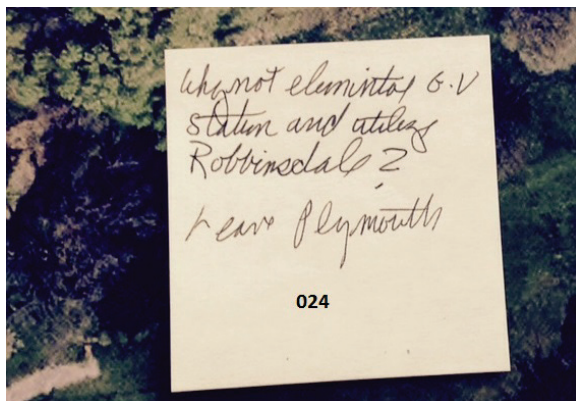
No to Glenwood Parkway Residential Prop. Shared lot #3 NO - school uses parking area for recess/staff. #6



possible as long as any over flow doesn't park in neighborhood

024

Why not eliminate G.V. station and utilize Robbinsdale? Leave Plymouth



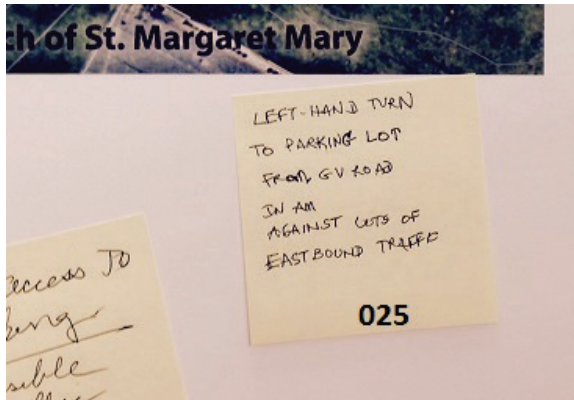


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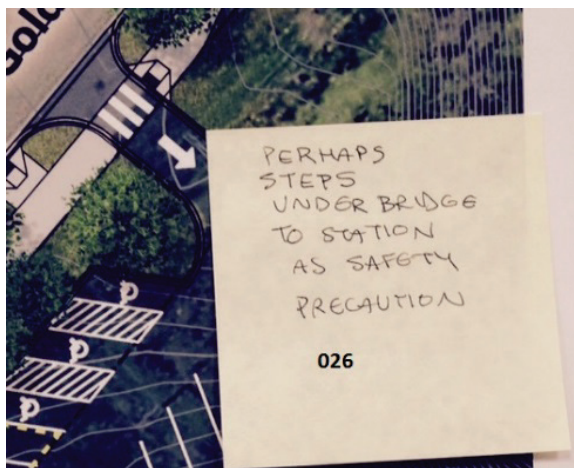
025

Left-hand turn to parking lot from GV Road in AM against lots of eastbound traffic



026

Perhaps steps under bridge to station as safety precaution



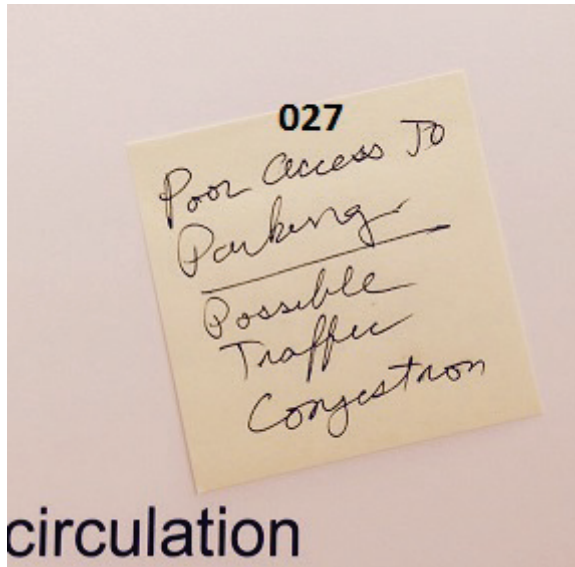


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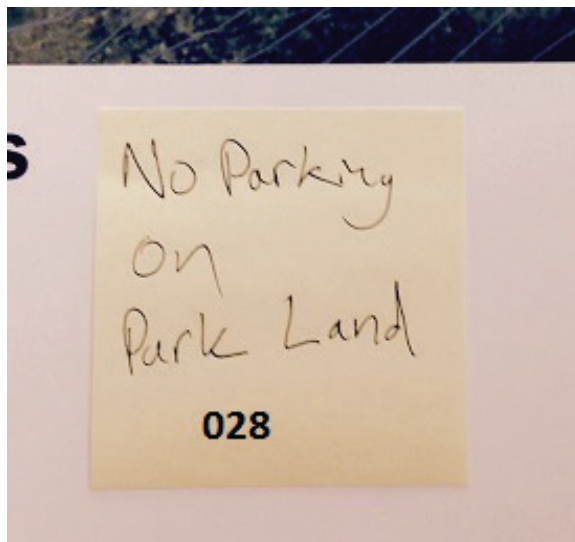
027

Poor access to parking. Possible traffic congestion.



028

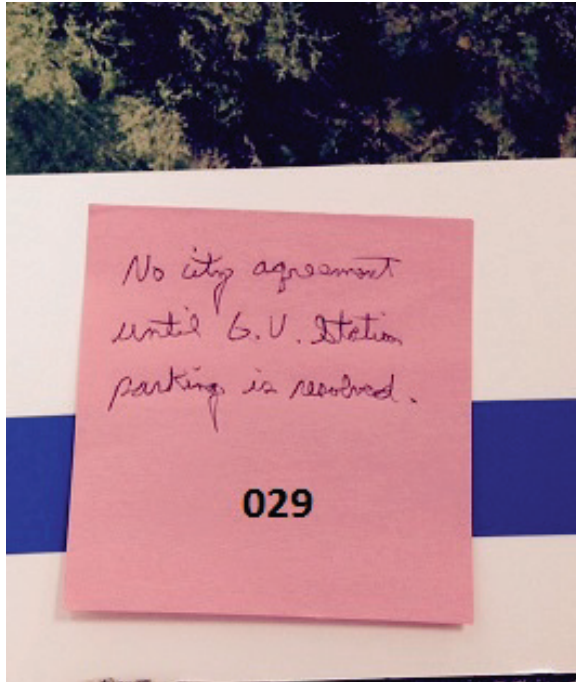
No parking on park land





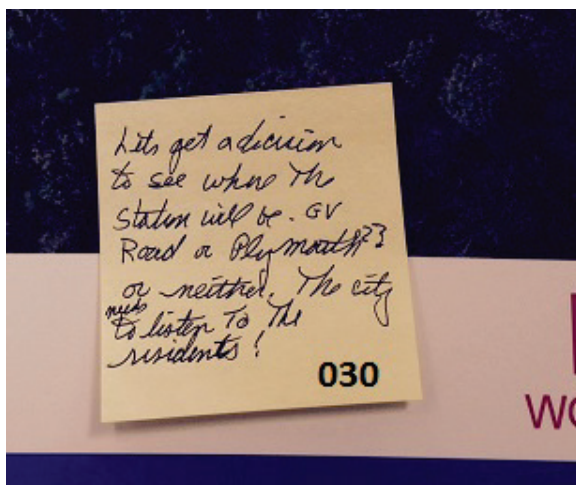
029

No city agreement until G.V. station parking is resolved.



030

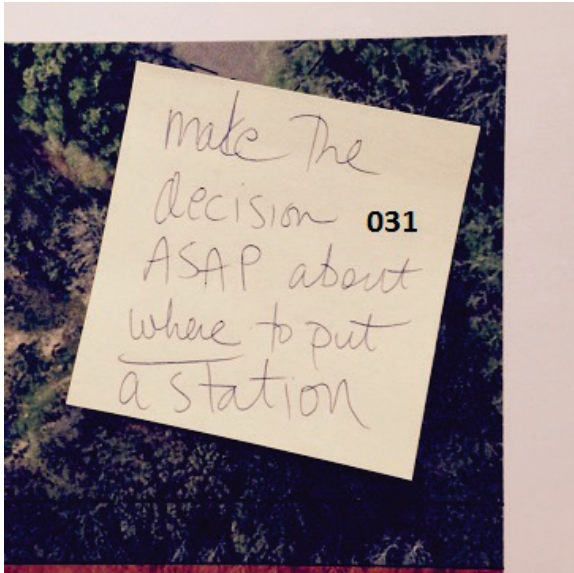
Lets get a discussion to see where the station will be. GV Road or Plymouth? Or neither. The city needs to listen to the residents!





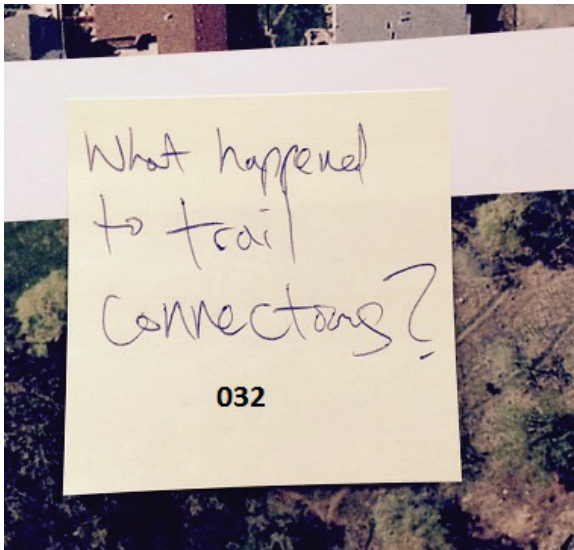
031

Make the decision ASAP about where to put a station



032

What happened to trail connections?





035

We could save money by ending the extension at the community college and plan for further development once/if enough construction occurs passed 85th north.

We should restore natural habitats so I oppose parking on park land.

I like the proposal of bridges in wetlands and natural space to keep ecosystems connected. A station at Golden Valley Road is not necessary. A station at Plymouth Rd is not necessary, but preferable to bring people to Theo Wirth Park. The Robinsdale parking space will be sufficient. If there is a station at Golden Valley Rd & parking space is required I would prefer we keep park space untouched and work with purchasing land from St. Margaret Mary Church. I would suggest having people walk down steps under the bridge as opposed to crossing the busy street.

036

1. Concerned about low ridership at proposed GV Rd station
2. Concerned about lack of viable parking plan
3. Concerned about increase bus/car traffic brought in to feed this line/station and how this increase in traffic will increase safety issues for pedestrians & bikers
4. Where will ridership come from?
5. Has greater Golden Valley been surveyed to find out if they will use GV Rd station? Do they know that there may not be parking provided?

037

As much as I love the idea of light rail, this route stinks! This has very little benefit for those who need reliable transport in No. Mpls. Very small benefit for Golden Valley residents, yet G.V. is asked to take the biggest hit environmentally & noise & disruptions & parking w/ possible increase crime/vandalism.

038

Both station are below grade & there are prime for muggings & other crime against persons.

039

If none of the parking ramp possibilities at the Golden Valley Road stop turn out to be feasible, are there any commuter parking options being considered for the Plymouth Avenue station? It seems that a parking ramp at either Plymouth Ave or Golden Valley Road would ease the impact of streetside parking on the neighborhoods directly next to the GVR station.