



## Public Comments Received 12/13/2021 - 1/25/2022

#	Source	Comment
1	1/4/2022 Brooklyn Park Workshop	It took so long for Met Council to get their act together about this line. I wish they did it right the first time.
2	1/6/2022 Crystal Workshop	I live in Crystal and want LRT :) But also want to be sure it is fast enough to incentivize people to ditch their car to go downtown. Do not make the mistake with Green Line of it taking so long to travel. Make sure it has MORE PREMPTIVE POWER OVER traffic. No one is going to take a train an hour from Crystal to DT Mpls.
3	1/6/2022 Crystal Workshop	opportunity for antidisplacement rent cap overlay district around vulnerable community corridors in the project footprint pumped about the light rail!!! Love opportunities to connect with EV charging - can we get EV charging, especially ride share model?, to the parking? can any of the stations house on-site renewables?
4	1/11/22 Robbinsdale Workshop	The Broadway route seems best, especially with the split route on 21st and Broadway. Wish the hospital had better access from the proposed station. Not wild about park and ride by Elm Church.
5	1/11/22 Robbinsdale Workshop	Based on the information provided, I'm 100% in favor of the former route using the existing rail line and going through the west side of downtown. My preference is to have the light rail not on Cty Rd 81. Concerned about ridership vs. property tax increases Under the current route via Cty Rd 81 the road surface appears very narrow. Specifically right hand turn at 47th Ave heading north on 81. Traffic at 81 and 42nd will be a mess
6	1/11/22 Robbinsdale Workshop	The federal government needs to be engaged with the lack of cooperation with the railroads. They have had too much power/given too much power since the first expansion into central and western United States. This is an example of where the railroad will continue to say no to community level concerns like speed and blasting horns because the individual communities don't have the power and means to fight back. The crappy pends don't invite comments - you'll get the rest in an email.
7	1/11/22 Robbinsdale Workshop	1. Railroad blowing the whistle all the way through Robbinsdale in the middle of the night. 2. Synchronize lights going north on Bottineau - not just when light rail goes in - do it sooner 3. 39th open 4. concerned about taking homes in Robbinsdale 5. would like to see bus line instead of light rail - make it express
8	1/11/22 Robbinsdale Workshop	light rail will further divide Robbinsdale (East/West) source of noise (i.e. Hiawatha Line) negative impact to merchants (i.e., University Ave) construction does not add anything to Robbinsdale increased accidents at intersections
9	1/11/22 Robbinsdale Workshop	Don't like station at 42nd Rather have it at 41st, center of downtown and away from busiest streets. Get the railroad to capitulate and allow the LRT there.



#	Source	Comment
10	1/11/22 Robbinsdale Workshop	We're excited! Would love the access to downtown and Robbinsdale.
11	1/11/22 Robbinsdale Workshop	<ol style="list-style-type: none"> <li>1. I would rather have the train on W Broadway</li> <li>2. I hope we get an awesome fancy artsy station!</li> <li>3. I look forward to riding this train some day.</li> <li>4. Would like to see a parking ramp like in the original plan.</li> </ol>
12	1/11/22 Robbinsdale Workshop	As a 20 year resident of Robbinsdale & someone who has commuted via bus to downtown Minneapolis much of that time, I am very excited to get LRT in this area! BRT and bus solutions don't work due to delays between buses and traffic LRT is more frequent, easy and flexible!
13	1/11/22 Robbinsdale Workshop	I support railroad path - Bottineau route too disruptive. More pressure needed to get railroad route.
14	1/11/22 Robbinsdale Workshop	Would like to see NM station final plan
15	1/11/22 Robbinsdale Workshop	I intend to submit more detailed comments in the next few days. But main thoughts right now: Elevated track through Robbinsdale (through 40th, 41st, and 42nd) then back to road level. Split platform at 41st. Downtown station at 41st and 81.
16	1/11/22 Robbinsdale Workshop	Elimination of left turns on Broadway Ave restricts car access to neighborhoods adjacent to the LRT route. Please retain the ability to turn left. Addition of at least 1 pedestrian bridge over the route between 36th and 39th Ave increases (or preserves current) access to the lake or park.
17	1/13/2022 Minneapolis Workshop	<ol style="list-style-type: none"> <li>1. There is more "foot" traffic on Broadway than Lowry</li> <li>2. There is a developemtn coming to Lyndale &amp; 27ths (swimming pool) \$30,000,000 the mere fact that people of different background would come together on that train and remain together at one ? Is a great way to bring people together in a big way</li> <li>3. The elimination of parking on Broadway in my opinion stops a lot of robbery</li> <li>4. The fact that we as a City are experincing a lot of car jacking - i think would be less - because it would be easier for those people to get around - and then instead of robbery they might take the train toa place of employment or at least look for a job</li> <li>5. finally - this action will force businesses to conform to rules that do not impact the community around them in a negative way</li> </ol>
18	1/13/2022 Minneapolis Workshop	I strongly prefer the Broadway route. I live on the West Broadway curve and want this transit access. My husband and I would be able to go from 2 cars to 1. I want the historic building and homes in the area to be preserved. I want there to be money budgeted for station art. I do not want elevated track in this area.
19	1/13/2022 Minneapolis Workshop	I highly prefer the Broadway route because there are many more lots available for mixed use development along Broadway than either Lowry or Washington. There has been a huge increase in that type of construction along University Ave but industrial areas on Hiawatha have not gottent he same benefit.
20	1/13/2022 Minneapolis Workshop	As far as a route selection, I think if you are just trying to move people through, Lowry will be the route because there's less business engagement. If you are trying to increase engagement with the light rail, Broadway would be a better route because it has lots of interactions and business engagement. But with that means the investment and other infrastructure.
21	1/7/2022 Virtual Open House	Parallel on 21 <sup>st</sup> : A few different alternatives with these options to show how we can mitigate impacts. With these different options, we don't have to decide immediately. Once a route is selected, more of these details will be decided on.



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22	1/7/2022 Virtual Open House	Will CR 81 be similar to University Avenue? Looking at lane reductions in some areas and still weighing options to mitigate traffic impacts. Area of attention: Bass Lake Rd, Hwy 100.
23	1/7/2022 Virtual Open House	Municipal consent: This will be a few steps ahead in the process. The hope is that we will have been working together with cities up until that stage so all problems will have been addressed by that point.
24	1/7/2022 Virtual Open House	More detail about Target Field portion: see project website and Public Coordinate. In this area, we are constrained by existing buildings.
25	1/7/2022 Virtual Open House	Property impacts in Robbinsdale: The options we show now do widen the roadway. Mostly this is happening within public right-of-way. There may be temporary easements we need to purchase for construction. There are some parking impacts in Robbinsdale; we will need to work with property owners on this. No impacts to homes.
26	1/7/2022 Virtual Open House	W Broadway in Brooklyn Park: we will have center-running light rail. We have done thorough analysis on traffic capacity and needs in this area. The train is not operating on its own separate signal, it is going with existing traffic flow. We have determined it is compatible with existing traffic.
27	1/7/2022 Virtual Open House	BRT: The project did an alternatives analysis completed in 2013 where we looked at mode options e.g. LRT, BRT, etc. It was determined that LRT was the best fit for ridership, destinations served, etc. While we are reevaluating certain pieces of the project, that is not something being reevaluated.
28	1/7/2022 Virtual Open House	Lowry to Broadway along river: We want to build light rail where people want to go today, and we also consider potential future developments. We want to do this in a way that reflects community values and desires. Overall, the goal of the project is to minimize property acquisition and general impacts. The team has taken a deep dive to ensure we have options to minimize impacts.
29	1/7/2022 Virtual Open House	Crime: Safety is an ongoing focus for Metro Transit. When LRT is expanded, additional police officers and support staff are hired to monitor and respond to issues. Other programs help riders feel safe, e.g. Text for Safety program. We also partner with municipalities to address issues as they come up. This effort for safety and security also starts in the design process, where law enforcement and first responders are brought in to consult on design to make sure it's safe and accessible. Lighting, cameras, safety call buttons, etc. at stations.
30	1/7/2022 Virtual Open House	Businesses on W Bway: lots of work has been done to ensure community benefits from construction and operation of LRT. Hearing from businesses, organizations, social services. This feedback will be publicized so folks can see what others are thinking. Largely, feedback has not been negative but has raised questions for project team to work on.
31	1/7/2022 Virtual Open House	Penn Ave station, time efficiency: yes, we expect a Penn Ave station for both alignment options. A good connection to C Line. The Lowry route does have a longer travel time than the West Broadway route because it is longer.
32	1/7/2022 Virtual Open House	Transit connections: 2 years before line is opened, a comprehensive service structure will be conducted. We will analyze all connecting bus routes and think how best to serve area with transit improvements.
33	1/7/2022 Virtual Open House	Weighing criteria: There are no goals that are weighted higher than another. We do want to know how community feels about these goals and what is most important.
34	1/7/2022 Virtual Open House	Both of these routes are preferable to the old route, from a person who lives near Penn and Lowry and has lived here for 30 years. Serves community better instead of going around it, and serving North Memorial is key. Favors station location at Penn and Lowry because that's closer to where she lives.



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35	1/7/2022 Virtual Open House	Does the infrastructure bill affect BLRT? Answer: we will have to seek a full funding grant agreement from the federal government, which will happen close to construction time. It makes it more secure for us to have a federal government that puts dollars towards investment in transit.
36	1/7/2022 Virtual Open House	For W Broadway in Brooklyn Park, it's currently a 4-lane sometimes 2-lane road. Houses line this roadway. Traffic can be very heavy at times, daily. How is the light rail going to impact this community? It would seem to me that traffic will have to be slowed, lane reductions, property purchased entirely.
37	1/7/2022 Virtual Open House	While the studies so far have focused on light rail, has the team evaluated bus rapid transit as an option to building this line.
38	1/7/2022 Virtual Open House	This is over a mile non-residential from Lowry to Broadway and buildings that can offer development to high density of mixed use buildings without displacing residents
39	1/7/2022 Virtual Open House	The total number of crime is down across the light rail system largely due to the pandemic. Metro transit employees, leaders and lawmakers have been calling for improved safety on light rail trains.
40	1/13/2022 Virtual Open House	I live in North Minneapolis and know there is a rich density of people of color. What portion of folks who have participated in these discussion so far would you say are Northsiders? Also – did the residents and north Mlps have a say in having CURA involved?
41	1/13/2022 Virtual Open House	There are of course many differences between the Broadway vs Lowry route, and it is hard to imagine a train in either place, but in one big difference between the two is that Lowry has a bike line and single family home drive ways connected directly to it. How would the train route impact drive ways to residential and commercial properties?
42	1/13/2022 Virtual Open House	The map showed about 3,000 residents in downtown Robbinsdale but there are no households that have access to a vehicle I find that hard to believe. I live close to Robbinsdale.
43	1/13/2022 Virtual Open House	I love this planned line, I think it will be a huge benefit for the area and residents. Did you consider Broadway in Robbinsdale as an alternative to 81? I recognize it's a smaller road, but there is already some rail there, and it will have better access to existing bus lines, and potential stations would have better pedestrian access downtown Robbinsdale as well as the Target shopping center area at the Bass Lake rd intersection.
44	1/13/2022 Virtual Open House	With new federal money allotted for transportation to the railroad, does this open possibility of new negotiations with the use of the 8 miles of railroad to back to the original plan?
45	1/13/2022 Virtual Open House	Washington Ave between Lowry and Plymouth is auto shops, metal fabrication places, etc. Not the type of establishments that are served by light rail, 94 is a barrier for the residential areas.
46	1/13/2022 Virtual Open House	Thank you for the explanation of selection of Washington vs the other options on the arteries in the denser areas of the northside.
47	1/13/2022 Virtual Open House	The Washington alignment will pass the upper harbor terminal – which will have dense housing and commercial spaces, performance venue. Not there now but by the time this line is in place, it will be a lot closer to a reality.



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48	1/13/2022 Virtual Open House	Thank you and I welcome that conversation on investment!
49	1/13/2022 Virtual Open House	What is the projected ridership on the entire line as well as certain segments? Not sure how many people are heading out to Target site in Brooklyn Park from downtown.
50	1/13/2022 Virtual Open House	Biggest question and concern is that I think it makes best sense for Robbinsdale for the line to be on the former route, sharing existing track. LRT on Bottineau will cut Robbinsdale in half. It will make crossing 81, especially for emergency vehicles.
51	1/13/2022 Virtual Open House	As a longtime resident of Robbinsdale, we oppose the new route down 81. We only think the former route is beneficial for our town.
52	1/13/2022 Virtual Open House	We're very excited about the potential to get light rail service in Robbinsdale. Regarding the Robbinsdale business district – the previously plan routed the line by Hubbard Marketplace and had a proposed parking garage for commuters. Is there any such proposal for the new route down Bottineau?
53	1/13/2022 Virtual Open House	We really appreciate you taking the time to share your research and subject matter expertise with us. I would suggest making future meetings more accessible by publicizing them on the front of the main bluelineext page or adding webex links as QR codes, links on social media.
54	1/13/2022 Virtual Open House	I'm in the under 5-min zone for the West Broadway option so it's preferred for me! Either of these is much better than the previous plan, which pretty much went around Northside.
55	Online Comment Form	As a long time resident of Robbinsdale, I strongly object to the Metro Transit forcing a LRT route directly through the heart of Robbinsdale. The proposed route affects approximately 8 intersections (4 major) as well as closes 2 newly remodeled lake access. Police, Fire and EMS exclusively utilize Bottineau Boulevard as the major north/south access for city emergencies and hospital access. Crossing east/west for said services will increase response time and slow LRT considerably. This is NOT a good plan!
56	Online Comment Form	As a new resident of Robbinsdale and someone who is extremely familiar with the area and North Minneapolis, it feels pertinent to express frustration with this planned development coming up 81. There is already a good amount of congestion Robbinsdale on 81 and removing turn lanes and parking isn't a good solution, rather, will only make the road more congested and potentially allow for increased accidents. To even consider permanently affecting the entire downtown area of Robbinsdale feels irresponsible and will cause significant problems (including the years of construction, road closures, etc) for the community. I completely support making transportation accessible and equitable but there needs to be a different route explored. With people no longer working outside of their homes, there are so many people who have given up on using public transportation. What are the plans to ensure that Robbinsdale won't be permanently affected in a negative way by the removal of space and roadways? What are the plans for ensuring people actually use this line at a rate that makes paying for it sensible? Why not build alongside the already existing train tracks? If you can't share the train route then follow alongside it without disrupting the entire city's main flow of traffic and travel? I urge you to consider alternative routes, as this will disrupt the city's functioning, history, and overall community by placing it right smack in the middle of 81. Will those planning this route be using the transportation? Probably not. Please consider what's it like to be a constituent before making decisions that affect everyone else.
57	Online Comment Form	As a resident of Brooklyn Park, who uses the bus daily to go to work in Minneapolis, I hope you will consider that ridership in central Brooklyn Park is inclusive of many working families who do not have cars (we have only one car that my husband takes to work in Plymouth). The bus stops along Brookdale Drive are needed. Park and Rides are not a walkable distance.
58	Online Comment Form	As a resident of the Cleveland neighborhood since 1990, Broadway is the only route that makes sense to me. In order to create a North Side main street/thoroughfare, LRT on Broadway will allow the most efficient route and bolster commerce opportunity in the area. The Lowry route just doesn't have the population density to justify a large volume LRT solution and in my opinion could see trouble with ridership. Additionally the Lowry route only makes sense if this is being built for riders to pass through North Minneapolis, Broadway makes sense for both those commuting through and those in the community as Broadway is an established transit hub in North Mpls. Broadway has a larger array of vital services from medical, Grocery to restaurants, bars, churches, etc. If the route for this LRT line is going to be decided on how it will improve the community, Broadway is the clear winner.





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59	Online Comment Form	Both routes have some concerns with how much traffic backup this could cause going in and out of the downtown area. Lowry Ave would be better for congestion but the West Broadway line could provide service to a larger part of the community.
60	Online Comment Form	Broadway ave business corridor could really be helped to drive economic opportunities for many. Traffic on lowry for business is not nearly as great so much auto traffic can be driven here where there is more single family residential vs Broadway has huge opportunities for more multi use development with business and residential. this would be most similiar to university ave.
61	Online Comment Form	Broadway is already a well-traveled, high-traffic street that would benefit more from the BL Extension.
62	Online Comment Form	Broadway would be good for those in poverty. Lowry is good if you want to build the city. All of Northside should have reasonable access to the light rail. I can walk to Lowry. Broadway is too unsafe to walk too and I probably would not wait on a platform there unless the crime was lowered.
63	Online Comment Form	Didn't they already spend millions of dollars on the failed proposed route? With little doubt of future cost overruns and delays one would think it might be time to scrap the plan. The majority of people along the route don't want it anyhow.
64	Online Comment Form	Eliminate the project. Workers are not really returning downtown mpls. It's never going to be 100% again. Crime is awful a stations. I don't want to ride a vehicle through north Minneapolis
65	Online Comment Form	Excited to see this extension get built, regardless of the route.
66	Online Comment Form	Extremely concerned for safety issues. Our home is located directly across Oak Grove station and it is concerning this is the "end of the line" and having joyriders end up in a residential area to cause trouble. This already occurs with the bus routes as there are park(s) and wooded walking trails near by. We have had an issue with homeless population residing in the wooded areas.
67	Online Comment Form	Good way to push long time residents right out of Crystal. Light rail brings documented rises in trouble and crime to every area it serves. Not to mention the \$1,000,000,000 in annual taxpayer subsidies for maintenance and operations. I guess my 20+ years as a crystal resident has run its course..
68	Online Comment Form	have you considered a monorail?
69	Online Comment Form	Hello, I was assaulted in 2021 on a metro transit bus by a complete stranger while it was traveling towards downtown on Broadway. My attacker got on the bus on Broadway. The assailant was never apprehended. Neither my partner nor myself would feel safe using the light rail if it uses the Broadway route, rendering it of no value to us.
70	Online Comment Form	Hi I have the following comments: 1. I strongly support routing the blue line along County Road 81 through Crystal and Robbinsdale. This alignment is even better than using the rail corridor as it provides better access and connectivity to residential and destinations. 2. I strongly support the West Broadway alignment option in Minneapolis. I believe this option will serve the greatest number of people and provide better access to destinations and the West Broadway commercial corridor. I am strongly opposed to the alignment being an elevated rail. I believe that the rail should run at street grade along West Broadway. The space under an elevated rail, similar to under freeway overpasses, tends to be uncomfortable and uninviting to pedestrians and transit users.
71	Online Comment Form	Hi there! I am a northsider that lives not too far from either routes, I currently utilize the C line to downtown regularly. Upon review of the 94 page report and the four page summary my personal preference would be for the line to run along Lowry Ave. I did have doubt the metcouncil could run a line down Lowry with how narrow the road seems, but after reviewing the report it's viable and works. There are so many empty lots that affordable housing/market rate housing could be built on. I imagine multistory units readily next/short walking distance to LRT platforms. (Lots of empty lots on Lowry) One more thing that caught my eye was that the number of zero vehicle households double with the Lowry Route. In conclusion, I feel the Lowry route would better handle the future needs of the community as the city continues to densify. It's also important to make sure this project doesn't raise rental rates or tax increases too high. Side note: In a perfect world I wish we could run two lines on the northside at one time (upper blue line and lower blue line alternating at North Memorial). In the end I hope we can get LRT service to the northside sooner than later.
72	Online Comment Form	How does a decision you are making provide reparation for disinvestment over many decades? North Minneapolis would Thrive and all the region surrounding it would grow and become even more diverse and exciting and successful if all three train routes you're considering (that is the Bottineau the Lowry and the Broadway) were all put in at one time and no more shilly-shally. Please consider that by saying it's a money problem and you can only choose one of the three that you are considering yourself Superior to people of color and indigeneity. The Metro Council controls long-term growth and the Department of Transportation controls routes and between all of that without causing displacement and ruining existing businesses the spending is owed the people in near North Minneapolis and further North Minneapolis and I think to back off to choose one of the routes is really cowardly and very racist. The kind of thinking going on right now persistently will perpetuate the racial disparities in Minnesota and housing and education in business and in growth. The way the Metro council is looking at things right now is in a very white people way and a white supremacist way. Please start Being a provider of true reparations and do it all. Become a grown-up City and don't let Minneapolis or Saint Paul be flyover country because you're thinking too small and thinking too White.
73	Online Comment Form	How does this kind of project affect crime in the city and the suburbs. How did the extension thru University ave affect the area? It doesn't seem it improve the area, how different will it be in North Minneapolis.



#	Source	Comment
74	Online Comment Form	How will this impact businesses on Broadway?
75	Online Comment Form	I am a robbinsdale resident, very near to 40th & Bottineau. I like the project overall but have a very strong preference to elevating the tracks through the core of robbinsdale.. so the train does not interfere with traffic flow crossing bottineau at 40th, 41st , or Lake Drive
76	Online Comment Form	I am excited about the extension of light rail in Minneapolis and the surrounding region. However I do have a few concerns with the project. Reading through the online comments on the route map tool I see several people asking for burying the line underground, and I'm sure that the Metropolitan council and MetroTransit know that that is way too expensive for the area targeted (the area is not dense enough to warrant that). However I still want to make my opinion known on that matter as there have been projects forced to tunnel underground under single family homes (BART comes to mind). Something that I would like to know more about are the elevated rail renders I saw on the comments map. I did not find any information about this in the modification report, but would like to know more about what sections they are proposed for and why. Based on the project report, I support the West Broadway alignment. The route has a shorter projected travel time and shorter route and most especially it avoids serving and going through a completely unpopulated area (the alongside I-94 section). I understand that the Lowry alignment would allow redevelopment and access to jobs along that industrial area, but I believe the project's main goal should be to serve the existing areas of North Minneapolis, which is why I believe the Broadway alignment is the better choice. The Lowry alignment also would result in a lot of pedestrian crossings cutoff between neighborhood streets, more so than Broadway. Overall I think the West Broadway alignment is the better choice for the project and it also rates much higher with two additional "excellent" ratings compared to Lowry as described in the report. Overall I am very excited for this project to move forward and see more expansion of transit in North Minneapolis
77	Online Comment Form	I am excited about this process because I strongly believe that routing the Blue Line Ext. around North Minneapolis was a mistake. It is so rare to have the opportunity to revisit a major choice underpinning a megaproject. While this rethinking was forced by an outside actor, the project team has seized upon it to make improvements based in a new political context and new thinking about infrastructure and equity. I want to commend the project team for their great work so far. As a transportation planner who has closely followed this project, I think the work that you have done so far to turn around this massive project has been impressive. That said, the toughest choices for the project have yet to be made. This report makes plain that there is not a lot of available right-of-way along either Broadway and Lowry Avenues. Even if transit is given the foremost priority, the resulting streetscape will be constrained, with split stop stations and little room for other modes of travel. I support the Broadway routing, because it is the stronger commercial and employment corridor. I think this is one of the easier choices going forward, because I believe both the public and the project team are in agreement. But once this corridor is selected, I am concerned about whether the post-LRT condition of the street will help or hinder the vitality that currently exists on the street. It is clear that it will be impossible to route LRT at-grade down Broadway while also creating a more welcoming environment for pedestrians, providing safe accommodation for cyclists, and retaining vehicle access. In fact, as the project renderings indicate, it will be difficult to even accomplish more than one of these things. In an effort to avoid these tough tradeoffs, I urge the project team to study the possibility of routing the LRT in a shallow tunnel underneath Broadway Avenue. The advantages of this approach would be significant for all modes of travel: 1. The LRT would not have space constraints and could have unified stations (especially important to simplify connections to the D Line where it is split between Emerson and Fremont) that would be protected from the elements. 2. The LRT would not be caught at stoplights (I count 17 along the route) or risk hitting turning cars, thereby improving travel times and reliability—exactly the concerns that worked against a North Minneapolis routing in the first phase of planning—and likely improving ridership. 3. Broadway Avenue's streetscape would be able to be reconstructed and made significantly safer and more multi-modal, with protected bikeways, wider sidewalks, landscaping, and left turn lanes. I understand this approach would also add significant costs. A tunnel would raise the capital cost of the project and threaten its cost-effectiveness. A tunnel may also lead to greater construction impacts on businesses (which could be smoothed over only by further increases in cost). However, it appears to me that the Blue Line Ext. team has not studied these costs in detail and weighed them against the benefits. Until these costs and benefits are ballparked, this potential win-win-win solution shouldn't be ruled out. This is a unique moment. At the federal level there is a sudden convergence of both the desire to rethink American infrastructure priorities, and the ability to fund ambitious projects along those lines. If the Met Council and its partners approach the federal government with a compelling vision for the Broadway corridor that would not just build a better transit project but also turn a dangerous automotive corridor into a complete, wealth-building street, I believe that vision could get substantial support. At the very least, it would be a mistake not to try. Thanks for taking my comment into consideration.
78	Online Comment Form	I am in favor of more rail, as long as the system of riders paying is corrected. The current system of validating fares only at sporting events is ridiculous as well as the poor line safety.
79	Online Comment Form	I am in favor of the light rail line going through Robbinsdale. However, I currently live a block over from bottineau and am concerned that with development of the line, more traffic will be diverted down lake road avenue off of shoreline in Robbinsdale. Currently, about 3 of 5 drivers run the stop sign at 42nd and lake road...directly in front of my house. With the light rail line being installed on bottineau, surely more people will cut down lake road avenue to get to county road 9 bypassing any red light they would have to sit at due to the line. In your new proposal I would like lake road avenue turned into a dead end or a round about at 42 and lake road Avenue. I have children and I want to know that they are safe, and I love my community and want to stay. Please contact me with a response, and let me know if you understand the area I am talking about. Thanks



#	Source	Comment
80	Online Comment Form	I am in strongly in favor of the Lowry Ave corridor. I think it's the investment this area of North needs. Also, I feel that not having it located on West Broadway is for the best. Broadway currently has dangerous traffic and is not pedestrian friendly. I feel locating the line on Lowry is better for passengers. It's near popular attractions in Northeast. It could revitalize and add much needed service industries, retail and other businesses to Lowry/central North. Also locating it away from Broadway is better for the safety of passengers. I feel it could have a calming effect on Broadway as people congregate elsewhere. Currently, there is too much crime on Broadway for anyone to want to go there unless they have to, let alone want to go there as a destination or access public transportation. I would be too scared to access public transportation there currently. I personally would love to use the Lowry line to access Northeast, Hy-Vee and North Memorial/the dentist.
81	Online Comment Form	I am stating a strong support for the Lowry Ave. route and see it as the best option for the Northside region. Lowry serves as the border between Council Wards 4 and 5 therefore represents the fairest accessibility to the maximum amount of people across the entire quadrant of the city. Additionally, Lowry has received major road reconfigurations and improvements already over the last decade, this would serve as an extension of that. Such improvements have also left an unnecessary amount of open, empty lots that could then be opportunities for transit access/stops, or additional businesses or potential homes for people motivated to invest in the area because of the LRT. As opposed to what would be necessary on Broadway, a complete and costly overhaul that would be required to route a LRT down there. Broadway is ill equipped as is to handle it's given traffic, allowed parking, pedestrians, and bike. And any routing parallel through 21st or 22nd Ave. N would completely demolish a significant concentration of homes. I understand that there is notable concern over wasted resources with regard to Washington Ave. N, however I feel that is misplaced. The area is not devoid of businesses and amenities, both in North Minneapolis and the North Loop, that residents should have access to. As well with improved transit access through connecting bus routes such as the 7 and 14 (which already utilizes Washington Ave. N), there is no reason to believe riders won't still use this LRT extension. Lowry is the best answer to serve the maximum amount of people with the least harmful and costly side-effects.
82	Online Comment Form	I am totally against the BlueLineExt. project period!! It's a big waste of money! Me and my family and friends that live in Robbinsdale fervently oppose this wasteful spending. Thanks Gary Huser
83	Online Comment Form	I am totally against this Boondoggle of a project!! STOP this Extension now!!
84	Online Comment Form	I am very concerned about the proposed Lowry route. A few major concerns include the heavy traffic on 10th ave that already is backed up multiple blocks during rush hour. The limited parking in the area and need to maintain street parking that section of 10th ave at washington is already narrow with buildings very close to each side of the street. Additionally the very sharp turn that it would require would be noisy and significantly slow down the train. As we know with the current green line, the speed of the train is a major factor in ridership so this needs to be just as fast as vehicular traffic. This line also is sandwiched between I-94 and the river, this area is mostly large industrial warehouse type business with little residential. It seems that it's a waste to spend the money when the people who want and need to ride the train still have to get across I-94 to access it. I feel it's a wasted route if we want to use the train to get to homes.
85	Online Comment Form	I am very excited to get this project started. It will benefit people who need it most - right through North Mpls. I know there is a lot of fear from people in Robbinsdale going through the neighborhood, but I think those fears will be allayed once it is up and running.
86	Online Comment Form	I am very supportive of this project and eager to see it come about. I plan to begin commuting on the Blue Line instead of driving as soon as it is possible.
87	Online Comment Form	I attended the community meeting in Robbinsdale at Elim Church in Jan '2022, and spoke with a few of the project architects. I am for the project overall.. but since it is a once in a lifetime project, it really only has one shot to be a home run. I strongly feel that running the train at street level through robbinsdale will negatively impact the fabric of the town for generations to come. The right thing to do in my opinion is to elevate the tracks through the bottineau intersection at 40th, 41st and 42nd. This allows for the train to serve the area but not adversely impact general walking patterns and traffic patterns / times etc. Also, 1000% the robbinsdale stop should be at 41st, the commercial center of town (using a split platform). If robbinsdale can do this right it will be the envy of every other suburb. If done wrong.. its just like any other random stop along the green line in st paul.. and will never feel like a real destination. Again, its one shot to get it right. At the meeting it was mentioned that this is a 100 year project so, and its being built for the future. This is the exact reason it needs to be done correctly now, because there wont be a chance in the future to correct or enhance the path through Robbinsdale. Ive lived in both Boston & san diego which both have similar type train systems. Im speaking from experience and feel wholeheartedly that this is the right way to build it through Robbinsdale. My family and i plan to stay in robbinsdale for the rest of our lives as long as the town continues to hold on to its history & make smart decisions to continue the town legacy with a thoughtful future.
88	Online Comment Form	I DO NOT agree with the proposed Bottineau Boulevard alignment. It will create significant pedestrian intersection/through travel space as well as public safety response issues.
89	Online Comment Form	I do not like the idea of the light rail coming down CR-81 as this roadway finally functions the way it is supposed to. I have traveled Hiawatha and if light rail will impact this roadway in a similar way, it is not favorable. Senior Citizens around Robbinsdale have a hard enough time getting around, I would like to see concrete evidence on how this would make it easier and safer for them to cross CR-81 at the specific intersections of CR-9 and 40th Ave. N. where there are several Senior living facilities in the immediate area. Traffic congestion is already a problem on CR-9 traveling east and west during certain times of the day. How will adding a light rail improve that situation? Especially with emergency vehicle traffic. Access lanes to local businesses from CR-81 Southbound at CR-9 (adjacent to





#	Source	Comment
		McDonalds) are imperative. Losing any could be detrimental to business, as many consumers will only utilize businesses with the most convenient access points. Unfortunately, people will avoid these local businesses in that area if it is harder for them to get there. That puts undue stress on local businesses. The aesthetics of Robbinsdale will be impacted as well. The CR-81 corridor has had recent improvements (costly improvements) to the center medians and it would all be a waste of taxpayers money and resources at this point if light rail moves forward in this corridor. Rail lines, and overhead lines for the light rail are not pleasing to look at. Public Transit also seems to have an issue with public safety on the train and around stations. The depicted drawings through Robbinsdale do not reflect reality in terms of, where does the "extra" space come from for the light rail while keeping other dimensions and features the same? (Figures 11-16 concept drawings)
90	Online Comment Form	I do not think tearing up West Broadway for years of construction for a light rail, especially after much of it was just torn up and improved in recent years, is a good idea.
91	Online Comment Form	I don't think that it should go down West Broadway. If you're going to have it come out this way you should never come down 81.
92	Online Comment Form	I don't think that the planners should choose a route until CURA completes its anti-displacement review. It's not ethical to start planning a route before there's actual policies in place to protect people who live in the neighborhoods affected. The last time a route was announced for the Blue Line extension, people were priced out of their homes - and that line didn't even get built. Don't announce a route until you can ensure that the people along the route will actually be able to stay in their homes and benefit from the new line.
93	Online Comment Form	I don't think this is a good idea at all. Ridership in general, is so low. It's going to be a costly transportation system that few will utilize. Additionally, I have strong concerns about more crime coming into Brooklyn Park as well.
94	Online Comment Form	I feel the potential to encourage development to happen in the neighborhoods is best so I believe that would be the West Broadway route and my second choice would be Lowry Avenue route. For it to avoid all together would be a loss for North Minneapolis. Thank you for asking for public opinion.
95	Online Comment Form	I had heard that the new route will take away 1 of the lanes in each direction on the newly-improved Highway 81, between Highway 100 and I-694/94. Is this correct? Having those new lanes has been a big improvement for Highway 81, and I would hate to see them go.
96	Online Comment Form	I have concerns about the Blue Line extension project, I understand that transit stations can & in some cases have reduced property values of homes near them, as well as increased crime in the areas near them. When public transportation that's available already isn't able to support itself with ridership, why build or expand costing the taxpayers more money? Why do you want to drive Brooklyn Park residents to move to get away from what I believe will be major problem not a benefit to the area.
97	Online Comment Form	I live in the North Loop and would like to see it follow Hwy 55 to Lyndale.
98	Online Comment Form	I live on Lowry Ave. You just discontinued route 19. I work downtown and the C line is the only bus that takes me to work.
99	Online Comment Form	I look at this as a great opportunity ... to fix and improve Lowry! I live near Lowry, and I love the idea of taking light rail as my primary mode of transport. As a one-car household, it would help us move around more with transit, walking, and biking instead of driving. Further, I am inspired by the prospect of increased property values because of public investment in infrastructure. I would also look forward to new businesses and developments for the empty lots and vacant buildings along this thoroughfare. My vote is for Lowry.
100	Online Comment Form	I love the West Broadway option. It would allow myself and family members to easily access downtown and groceries in walking distance. It also would allow us to potentially get ride of our vehicle which would be a potential savings and greener option.
101	Online Comment Form	I much prefer the West Broadway route and feel that would be better for both the businesses and residents in the community.
102	Online Comment Form	I only see issues with the Lowry expansion considering there is more residential homes along Lowry. It could be very disturbing and construction would make it more difficult for people to travel to their homes. Broadway has more businesses which would be perfect for a light rail to make it easier for people to reach these businesses. Also Broadway is used to construction and there are other ways to take instead of Broadway.
103	Online Comment Form	I prefer the Lowry Avenue route as it will make the light rail run parallel alongside I-94 which makes more sense to me rather than the alternative route. It seems less housing would will be disturbed that way. I could be mistaken however this is the way my opinion leans.
104	Online Comment Form	I prefer west broadway. There's more people and businesses that would benefit than from going up Washington where there isn't much residential population
105	Online Comment Form	I see a ton of opportunity with the West Broadway route, as it serves a vibrant cultural and economic corridor with many existing community destinations. I vastly prefer the West Broadway route, though I think the impacts to the street with parking/vehicle travel lanes is pretty large. Ideally, Metro Transit would invest the money to create a tunneled segment of the line through the Northside,



#	Source	Comment
		emerging in Robbinsdale. This would preserve community access to destinations via vehicles, while creating amazing, actually world-class public transportation access via a short subway segment for the many community members who do not own cars. As a bonus, it would undoubtedly be faster than with surface running LRT. (Though LRT trains should NEVER have to stop at stoplights, which is absurd and defeats the point of "rapid" transit.) Transit signal preemption like the blue line currently has is necessary along W. Broadway if a subway is not dug; otherwise travel times will be unacceptably long. Overall, no matter what the final specifics of the plan look like, PLEASE do not choose the Lowry/Washington Ave. N route. There are so many more community retail/shopping destinations cultural resources, employment destinations, and so much more.
106	Online Comment Form	I see the light rail as a liability to our community specifically the West Broadway line. It doesn't serve the purpose of getting people to jobs when it passes through a good amount of residential area. The crime is already sky-rocketing in the Brooklyn Park area and I believe this will fuel the fire. I have taken the light rail in Minneapolis and there is no policing of train policies except to check and make sure people are paying their due to events. No policing of panhandling, transients overnight on trains, etc. Is Target even planning to use their North Campus anymore with the evolving workforce environment? This project will be a financial strain on the communities it proposes to serve utilizing law enforcement that are already struggling from public backlash and forcing communities already financially tapped into maintenance for this unneeded project.
107	Online Comment Form	I strongly prefer the lowry route because it better positions the LRT system to grow into a comprehensive transit network. The Lowry route allows future extensions north along the 1-94 corridor and east into NE MPLS via Lowry. There is already a great deal of vacant and poorly used land along Lowry that is already in possession of various government entities, simplifying the ROW acquisition process. In addition, this project presents an opportunity to improve the road design. the current design of Lowry Ave is hostile, encourages dangerous driving, and discourages pedestrian and cycle use.
108	Online Comment Form	I think it's important to have a station at the Upper Harbor Terminal Development.
109	Online Comment Form	I think the options proposed for Cnty 81 thru Robbinsdale will lead to the demise of the city. I also think its unacceptable that Hennepin County would allow County 81 to be ripped up after millions were just spent modernizing the road. Terrible, terrible planning all around. Seems mentality is to shove this train thru no matter what ... bad, bad approach. Bus rapid transit much more flexible, practical, and likely to be used ... and would be funded for decades using the \$2B proposed for shoving this disaster down our throats. Time Hennepin County steps in and stops the bleeding and says "Don't build it!!!!" Met Council should be abolished or turned into an elected body ... so we avoid travesties like SWLRT and this Blue Line plan. No credibility in any of the ridership numbers anymore. All of these rail approaches will be as non-successful as North Star currently is ... and taxpayers will be saddled with supplementing each ride by increasing \$\$\$\$. If Met Council wants to force this thru, go back to original route proposed and have Hennepin County give BNSF that property the railroad wanted to buy several years back for an interconnection in Crystal ... but only give the property in exchange for BNSF allowing LRT along their corridor and with no annual payment to BNSF. What an unmitigated disaster!! Bone-headed, stubborn planning. Just like the inexcusable SWLRT routing thru Kenilworth corridor -- all the problems that were predicted with that choice are being realized.
110	Online Comment Form	I think the W. Broadway option is great, two thumbs up! I have some opinions about the options presented for the W. Broadway route as well. I prefer Figure 30 or Figure 31. I think breaking up W. Broadway's car traffic a bit, AND keeping the direction lanes of car traffic separate would be a really good move. Figure 32 seems downright dangerous and confusing to me. Folks in our neighborhood take some creative leeway when driving on W. Broadway the way it currently is, so I think keeping the opposite lanes next to each other while adding in the train isn't a great idea. Also, having a two way on W. Broadway but making 21st a one way is very confusing. Figure 33 seems fine as well, but it does leave W. Broadway with its current hectic energy. If this isn't supported by data, please feel welcome to disregard this, but I am hoping that the addition of the BLRT to W. Broadway will help break it up and slow it down a little. I am not sure I see the value in maintaining its current state - I already avoid using it in the car whenever possible.
111	Online Comment Form	I truly believe that this will provide much needed accessibility and access to public transit in the northern metro and allow folks more chances to connect to more opportunities. Because the community on Broadway avenue already has focus on its revitalization and community building I definitely feel that this is where the light rail should travel through. It would also bring more business to the local shops and centers along Broadway.
112	Online Comment Form	I vote for the west broadway route!
113	Online Comment Form	I want this extended here very much
114	Online Comment Form	I would be interested in planned ridership numbers, train run times, and any safety impacts.
115	Online Comment Form	I would like to see the project use the west Broadway route



#	Source	Comment
116	Online Comment Form	I would prefer a route that does not use County Road 81. I am concerned about both increases in traffic on 81, as well as a location of a stop in Robbinsdale. I would like to see the results of a survey showing how many residents of Robbinsdale would actually use the service, as I think there are inherent risks with putting a station in an area that does not need it.
117	Online Comment Form	I would support the elevated tracks option so vehicles and peds can be underneath.
118	Online Comment Form	I'm very excited about this development! Would it be possible to do both Lowry and W Broadway?
119	Online Comment Form	If I were to choose, I like the west Broadway route. I believe it serves more people. The Lowery route is too close to the highway and would only serve people to the west of it as to the east does not have a lot of residential area and people. I also live near Osseo Rd. and 45th Ave., North. I think the potential station at bottineau and Lowry Avenue would be a great addition as a stop in addition to the ins near the Hy-Vee in Robbinsdale. I think it would reach a lot of potential people in Robbinsdale to bring in additional revenue for those traveling downtown. I am slightly concerned that the area in the W. Broadway Rd. near North Commons Park is a little sketchy and dangerous and may be offputting to some residents who will be taking the train. But I believe that the West Broadway route will bring in new business, additional housing needs to the area. Hopefully it will revamp the area.
120	Online Comment Form	If there was the money, both routes should be done. But with a big heavy and infrastructure light rail train, the lowry route makes the most sense. The type of consumers to make it a success live along this part of the route. Plus more nightlife has developed along this part. If anything it would be nice to have it go through the north loop somehow seeing how vibrant this part of town has become. The broadway route would be better served by a smaller infrastructure setup, like a streetcar. Streetcars should also be put on Nicolet south of downtown and cross city on lake or in the rail trench. The bike path is nice, but an enclosed system for MN weather is nice. Since we are to conservative to spend our money on very expensive tunnels. Though they would be nice down town to get of traffic, cause people still do like to drive and at a certain point mass transit congestion just irritates the populous you have to convince to pay for it.
121	Online Comment Form	If you don't start putting some police/enforcement officers on the train, it wouldn't matter if it went directly to heaven; no one would use it. Crime and offensive behavior is rampant on the train. Fix it or have the system as a whole fail and/or suffer from very low ridership.
122	Online Comment Form	I'm a visual person so renderings of what key stations will look like would be helpful. I live in Robbinsdale so that's the area I'm most interested. Also I prefer the Broadway option.
123	Online Comment Form	In Brooklyn Park, the route needs to be moved off of West Broadway and have it continue on 81, all the way into Osseo with an end point in Maple Grove. Thus the LRT will service more communities in this manner, and your stations will be in safer locations for commuters. The disruption or imminent-domain takeovers of people's property, just to put a LRT through, will harm neighborhoods and does not align with Hennepin County's core values to the community of which it serves.
124	Online Comment Form	Information about the impacts before construction, during construction and after construction - specifically, information pertaining to issues related to involuntary displacement of residents, gentrification of communities of color. The main issue I see is that the timing of the re-launch of the project is moving way faster than any other initiative to prevent disproportionate impacts to vulnerable ti displacement community members and small businesses Based on the report findings, I believe we must wait until we have higher participation of communities of color on the route selection process. Waiting to build trust, to obtain valuable information that can make the difference between an exclusive and inclusive process/project.
125	Online Comment Form	Is the UHT project playing a part in the modification plan? It seems that the Lowry route would provide better access to the site. However the Broadway path would provide better access to already existing commercial locations. Which path would provide easier access to residential areas?
126	Online Comment Form	It seems like the west broadway route will provide more access to community members. Very few people live along washington avenue so this seems like "wasted space" in terms of access to the lightrail. However I am concerned about how businesses would be supported during the construction process if the lightrail goes along west broadway.
127	Online Comment Form	It seems the Broadway route meets more goals of the project and community. I worry that it could make it unsafe for pedestrians like it is on University in St. Paul.
128	Online Comment Form	It's important to not simply listen to the loudest and same familiar voices in this process. The developers, including the Ian Alexanders of the world, do not speak for the majority of this community. What makes sense to a few prospectors may well be too high a price to pay for the common citizens of North Minneapolis and the community-minded organizations that they count on. The idea of coming down Broadway seems more exciting but it also would seem to be the most disruptive over the next several years. In a climate where Black businesses and organizations have been deeply impacted by this pandemic and by the effects of over and under-policing, the disruption that could come with this construction could be the nail in the coffin for many of them. For that reason, Lowry Avenue would be the preferred route in my opinion.
129	Online Comment Form	Let's start with electric busses and see how many people ride them.



#	Source	Comment
130	Online Comment Form	Looks wonderful! Can't wait to use it.
131	Online Comment Form	Lowry Avenue route! In hopes to rehabilitate the area near my neighborhood in Victory. Making this fantastic area of Mpls draw more interest for businesses and residents.
132	Online Comment Form	Lowry route makes more sense as there is a lot more room on that street for what needs to be built. There would be less disruption for the neighborhoods as well.
133	Online Comment Form	Lowry seems like a better fit because it might make the businesses north of our house more desirable, also when I go to the library on Lowry I see a lot LESS pedestrians than when I travel on West Broadway so Lowry could be safest route, lastly so many young kids on Willow Avenue North @ 25th that I wonder if West Broadway is a little dangerous for the choice. Thank you !!!
134	Online Comment Form	More community input on station design and placement. Stations should be unique enough for people who can't read/Understand English to distinguish stations. Stations should also reflect the neighborhoods unlike the other light rail projects
135	Online Comment Form	My preference is for the blue line to go on W Broadway /81.
136	Online Comment Form	My strong preference is the West Broadway route, as the physical street itself is more adaptable for light rail use, and would be better revitalized by the existence of the project. Transit through a bustling (or potentially bustling) business district with homes abutting, which is how Broadway works, seems like the best use of taxpayer funds. Lowry, as it stands, seems functionally too small (narrow) and the project might tend to push existing businesses out, which are already less dense than on Broadway. There is also a massive housing complex going in on Broadway just W of Penn Ave, which would be very well served by light rail. And it seems we will see continued housing development on the Broadway corridor, whereas Lowry feels far more settled (mostly single-family). Information I'd find useful is: 1) if there would be different overall cost associated with the two route options, 2) if there are additional funds allotted for community development along equitable lines (e.g. supporting local, Black-owned businesses along either route option), 3) how long and how disruptive to the neighborhood will each project be, and 4) what is the timetable for light rail development in the North neighborhoods.
137	Online Comment Form	Neither route is a good option any more for my neighborhood. We need a fast, quick way to get downtown and to the airport, that will no longer be the case with either option. We were very excited in Crystal/New Hope for the Bass Lake Road station and the prospect of an easy way downtown or to the airport. Now it will be a slow train just like Central Corridor, not the express train we had hoped for in this area. I work downtown and travel to the airport a lot and it is simply faster to drive vs. a train down city streets. Also - with the long standing crime issues on both Lowry and Broadway taking the train after hours through North Mpls isn't very appealing, that's why we don't ride the 14... It is very disappointing that the Met Council has failed us by antagonizing the freight railroads in the metro.
138	Online Comment Form	No one wants this stop already.
139	Online Comment Form	None of our comments or community begging for this to not come through Robbinsdale have been listened to. Very frustrated at the how you do whatever you want and destroy our community in the process.
140	Online Comment Form	Our company, Rixmann Family Properties, owns 4134 West Broadway Avenue in Robbinsdale, and has since 1997. The pending Blue Line Extension does raise some concern for us at this location. Any negative impact created by the rail line aligning through the CR81 corridor does seem to pose risk to us and our tenant. We understand that other route alternatives have been explored, at a high level, we hope that there can still be consideration given to these alternatives rather than forcing the CR81 alignment. We've enjoyed doing business in this area for many years, appreciating the unique attributes of this commercial area. There's history here, community, comradery, walkability and an anticipated future of the same. We anticipate that project planners can find a way to balance these real concerns as design efforts move forward.
141	Online Comment Form	Pawn America has occupied a leased space at 4134 W Broadway Ave in Robbinsdale for xx years. Over that time we've built and maintained a very successful retail operation, contributing to the surrounding business community as well. Robbinsdale's retail center is unique in its design, sizing and accessibility. We would expect that the Blue Line Extension planning allow for this to remain the case in the future. Specifically our concerns are as follows: -anything that impedes commercial area accessibility is a negative to our business -we are in a unique location in Robbinsdale that can't be recreated elsewhere in town -this commercial zone in Robbinsdale itself is unique, and will be forever changed for the worse if rail is to bisect and interrupt it -traffic congestion will likely increase in areas not meant to handle it, along with hampering the walkability of the area -using the CR81 corridor for light rail in this narrow portion of the project area forces itself into an already tight zone, better alternatives have been proposed and we hope they can be relied on in final design -the BNSF rail line has far fewer crossings and overall is far less disruptive, as an example -the Lakeland Ave right-in/right-out access is significant to our area of business for access, we hope it can be maintained Lastly, we occupied a retail store location along University Avenue as that rail project was undertaken. While being hopeful that impacts would be minimal, they were far from it. During construction itself business impacts were very significant. Following completion and the loss of parking





#	Source	Comment
		we faced a near \$20,000 annual expense to rent parking spaces, as one example. Overall business was negatively impacted as well, choosing ultimately to leave that location. In retail, 5-10% impacts can mean the difference between profitability and ongoing losses, margins are thin. We understand not all projects are created equal, however many similarities would appear to be present in this case. We are hopeful that similar results can be avoided here. Thank you for the opportunity to provide these comments. We hope many of these concerns can be addressed in the future planning processes and look forward to staying involved.
142	Online Comment Form	Payday America has operated at 4121 Lakeland Ave N, Ste B, since 2004. In that time we have come to appreciate the uniqueness of downtown Robbinsdale, and hope to continue to exist in this location for years to come. The anticipated Blue Line Extension causes us some concern with its extremely close alignment to our location and expected access closure at Lakeland Ave N. This part of the Blue Line Extension just seems to not fit well design wise with neighboring areas (north and south) where there are wider sections to fit it in. The BNSF rail seemed to offer a far lower impact option, containing fewer crossings and disruptions to the business community. Robbinsdale's commercial area is unique, this rail line being forced through the middle of it along CR81 just seems out of place. It will absolutely impact access in this area, along with business vitality – not to mention splitting one side from the other and harming pedestrian movements. Specifically to our location, we believe that just under 50% of our retail traffic accesses our site via the Lakeland Ave N right-in/right-out access point. Certainly many will navigate around this anticipated closure, however with the expected increase in area traffic congestion adjacent to CR81, we're certain not all of our customers will. This could call into question our future viability in this location along with many other retailers and restaurants in the vicinity. At a minimum it significantly alters the future for what we all expected Robbinsdale's downtown to be. We hope that your continued planning process can bring new creative solutions forward to address these concerns. We look forward as well to continued involvement in this process and working with you as able to see what works best for Robbinsdale.
143	Online Comment Form	Please do not come down Lowry. We already have 1 bad neighbor (North Memorial hospital). With all the ambulance and helicopter traffic. The light rail will only add to that. In addition, history has it that all areas with light rail becomes blighted.
144	Online Comment Form	Please do not squander public money on an ill advised extension of a line that no one will ride. Use the money to solve crime and fund job training.
145	Online Comment Form	Please, do not spend billions of taxpayer money on a light rail that nobody wants. It is irresponsible to think this is a good idea!
146	Online Comment Form	Prefer that the Blue Line extension follow the Broadway Ave corridor, not the Lowry Ave one, because Broadway is more direct, there is more population and shopping errand destinations, or at least the land use plan supports them more, along Broadway Ave. This option should consider the advantages of a short subway segment for truly rapid service. Consider the best alignment: along the west side of I-94 below street grade, to Broadway Ave and via a subway under Broadway from I-94 to Lowry Ave. Essential subway stations are needed at Lyndale, Fremont and Penn Ave. This how they would build it in say, Germany, where they do LRT best. Let's learn from them! Thank you.
147	Online Comment Form	Prefer the West Broadway route, as it supports development along the Mississippi better, and Broadway is a more important commercial strip. Would like to hear if there are plans for rapid bus along Olsen Memorial, as riders in that areas will not be served by the Blue Line or the C or D lines.
148	Online Comment Form	Put a stop at North Memorial Hospital. Two Thumbs Up.
149	Online Comment Form	Put the Blue line underground, no weather problems
150	Online Comment Form	Thanks for not forgetting about Northside! Whatever route is chosen, this is much needed investment in the community and a huge improvement over the previous plan, which skirted around North Minneapolis. I prefer the Broadway route because it comes closer to my house, but I think it's the better option for the city as a whole too. West Broadway is already lined with commercial establishments, with residential areas a few steps further away. This arrangement works well where it happens elsewhere along the existing line. Businesses thrive from the presence of the light rail, and residents can access it without having to deal with noise or people coming and going next door. Lowry, on the other hand, is much more heavily residential all the way up to the street. The Lowry route is also longer, and would slightly increase the travel time from Robbinsdale to downtown Minneapolis. This would be worthwhile if it better served the Northside community, but instead the route goes through the industrial area of Washington Ave, where existing businesses would not really benefit from the light rail.
151	Online Comment Form	The Broadway route offers the most to the underserved population. Also it's closest to the previous route, where residents for years were told this was going to happen. The Broadway route allows for many of these residents, who were promised a lite rail for over a decade, to still be in walking distance of the lite rail.
152	Online Comment Form	The Broadway route will reach more people and businesses who need help with accessibility. Please use it.
153	Online Comment Form	The current Lowry Ave bus schedule (route 32) is inefficient and sub-par for the amount of traffic in the area.





#	Source	Comment
154	Online Comment Form	The Lowry Avenue route makes more sense because it has a lot more space to put in a light rail, particularly along Washington and Lowry Avenues. West Broadway is a considerably narrower path and has a lot more smaller, locally owned businesses as well as residents that would have their daily lives significantly disrupted by the construction.
155	Online Comment Form	The Lowry corridor is in greater need of revitalization, with very few businesses currently thriving along the route, several storefronts have gone vacant in just the last 12 months (Banana Blossom, Jordan Market, Chriopractor across from Full Stop). A rail line would help. Additionally, far more businesses would be disrupted along the Broadway route and they have a tenuous hold as it is, don't rock that boat.
156	Online Comment Form	the meeting I attended did not show community support for County 81 traffic. Yet you believe it is. So why should we waster our time commenting on your decisions that you do not listen to the public. Typical government planning.
157	Online Comment Form	The only thing this extension will create as of now is more crime. Until the city of Minneapolis and St Paul get crime under control, I would absolutely vote no for this extension. It makes me sad saying that because I know a lot of people would use this extension for good and to improve their lives. But the risk of more crime outweigh the benefits. Put the money toward lowering crime.
158	Online Comment Form	The proposal to run the Blue Line through Robbinsdale is completely unacceptable and will be a complete disaster if allowed to proceed. The studies showing that this will be feasible are not to be trusted.
159	Online Comment Form	The West Broadway route is too disruptive to downtown Robbinsdale.
160	Online Comment Form	There are a lot of people who would prefer a rapid bus route with a park and ride rather than disrupting our entire community with the light rail. I used to take the light rail downtown a few years ago, but I will no longer ride it. It is dirty, no one checks tickets, homeless people live near the entrances and the stations smell like urine. It is not safe. My young adult children who went to the U of M will not ride it. They will take an Uber before riding the train. When the train is broke down, the buses replace the train. This is a costly waste of tax payer money. The light rail to Eden Prairie is over budget and has run into many unexpected problems. Why is "no" never the answer for a government program that has proven to be ineffective.
161	Online Comment Form	There are more businesses on Broadway
162	Online Comment Form	This is wonderful! More access is always best.
163	Online Comment Form	This project is so important to regional connectivity in some of our most transit dependent neighborhoods in Minneapolis. I can't wait to see this open!
164	Online Comment Form	Tracks are the curse of light rail. They add visual blight with the overhead power lines. They consume right of way and block access to parking, alleys, and driveways. However, they are the necessary evil between the stations that allow users on the system. Either route does not really add stations that are not already serviced by the C or D BRT lines east of I94. If the Broadway route is built, a user would transfer to the BRT line to head north. Or if the Lowry route is built, a user would transfer to BRT to head south. No real gain either way. The gain comes from the Lowry route placing stations east of I94, providing access to the underdeveloped river corridor. In addition, the Lowry route provides greater right of way than Broadway. There are more businesses along Broadway that will suffer from the removal of parking required by that route.
165	Online Comment Form	We don't want it! No one wants the Blue line in Robbinsdale! More crime! Wake up!!!
166	Online Comment Form	We need a station near Heritage Park to serve lower income folks. That area also cannot be as easily gentrified
167	Online Comment Form	We want to know if the Blue line comes down Broadway, what will be done to accommodate businesses that may have to close for the installation.
168	Online Comment Form	West Broadway comes closer to living up to the goals of the Holman decree. Our neighborhood is routinely left out of development even though it is promised over and over. It could also address access to downtown. We have been cut off from easy walking routes and instead of useful business we get the giant bus barn to separate us from our richer north loop neighbors. Your evaluation also supports the Broadway alignment coming in near Heritage park. Please ensure that no matter which is picked that 55 safety upgrades are also looked at. Our family nearly died at 55 and Lyndale and there are daily terrible accidents there that should have been addressed with the original alignment
169	Online Comment Form	West Broadway is better



#	Source	Comment
170	Online Comment Form	West Broadway makes more sense than Lawry Avenue
171	Online Comment Form	West Broadway route is best. I've owned my home for 17 years near Broadway & 4th St N. The LRT would revitalize W. Broadway and is a main artery in N. Mpls. Many businesses are shuttered on Broadway and we need to radically reimagine this space. Please consult with impacted neighbors and organizations to create W Broadway as a destination.
172	Online Comment Form	West Broadway supports North Minneapolis MUCH more than the other option.
173	Online Comment Form	West Broadway would be ideal for commerce and community. Plus a more direct route for the train!
174	Online Comment Form	West Broadway would benefit from the additional public investment and could become a stronger economic corridor for the north side of the city.
175	Online Comment Form	What is being done to ensure safety at stations and while riding on the route? Many suburban workers in downtown would love this option but worry about safety.
176	Online Comment Form	What is currently shown as the last stop on the map (Oak Grove Station in Brooklyn Park) is blocks away from the Rush Creek Regional Trail but there is currently no safe bike route between them. That *has* to be fixed.
177	Online Comment Form	What plans are in place to properly ensure the safety of riders and the community this transit line goes through?
178	Online Comment Form	When will you give up on light rail development? I have lived in Robbinsdale for 20+ years and see absolutely no benefit to having light rail run through my city. I constantly hear of attacks happening at light rail stations or on light rail trains. This will be running through North Minneapolis that is having record numbers of crime and also lacks the resources to deal with that. And then you want this to come into my city through light rail stops? The homeless are using it as a place to sleep. Robbinsdale has plenty of crime in our city and having light rail run through would only increase the crime. Highway 81 is already tight and placing a light rail line after the state FINALLY added another lane to help the congestion is an absolutely foolish waste of money that was already well spent. PLEASE STOP THE MADNESS! How many people that are promoting this ride light rail? I'm guess very few to none. We all know that driving our cars will get us places faster than riding light rail. Why do we want to revert back to the 1800s and add trains? Makes no sense other than it looks good on your resume. We have a bus line and station already in our city and do not need light rail blocking up our city. Please just let it go! You do not live here so why not listen to the people that do?
179	Online Comment Form	Why are they continuing to push this through when ridership continues to be down? How are they going to manage riff raff that tends to come with stops/on the transit itself? Who do they think is going to ride this? How are they going to pay for this? Will our taxes go up? We've been hit especially hard with the economy in the past year and things aren't looking better? Is this going to affect the noise around Crystal Lake and reduce even more land around it? It feels like someone had this idea and now they are pushing it through regardless of data or input and it's ready to be a disaster like in Seattle 5 years ago.
180	Online Comment Form	Why are we sinking more money into expanding the blue line when the current rail line ridership has fallen so severely? I know people that stopped riding on the remaining FEW routes because they no longer felt safe as homeless people were the primary riders and they were urinating in the cars. People will not take the train if it is not safe and clean. With telecommuting growing, expanding the rail routes doesn't make sense. This money could be better spent elsewhere.
181	Online Comment Form	Why are you dead set on jamming this down our throats? We don't want this. Keep the crime in Minneapolis. Also, there's no room for this. Just stop it.
182	Online Comment Form	Why isn't BRT being considered? There has been no presentation of ridership data and cost analysis. The amount of money that Southwest is over budget makes this a significant problem. Especially when the voters do not have recourse when it comes to representation from the Met Council. This would be the most expensive public project ever in the history of Robbinsdale and it's going to be forced. Shame on our leaders Gov. Waltz, Chair Zelle and Comm. Lunde. Blue Line staff have no choice but to follow the line because your livelihood is at stake. We can and should do better.
183	Online Comment Form	Why not put it on 21st? Then it could be additive to W. Broadway businesses instead of harming them.
184	Online Comment Form	Why? I thought this was declined. This make a ton of people living hear or in the area not very happy. Guess we plan on moving out. Gee tx... We just moved here. Bye.
185	Online Comment Form	would be nice if there would be a way to extend the route to the eastern suburbs as well - Columbia heights, Fridley etc



#	Source	Comment
186	Online Comment Form	You shouldn't have pissed off BNSF regarding the CP/BNSF connection in Crystal. Could see the result of your stupidity coming. You wouldn't be in this mess! HAHahaha
187	Interactive Map Lat 45.1369722161 Lng - 93.3791997829	I would also like to be able to more easily access Elm Creek without a car. I would be happy with a shared-use path connecting the station to the park.
188	Interactive Map Lat 45.1369722161 Lng - 93.3791997829	I would so enjoy being able to take cross-country skis directly on the train and then be able to glide to Elm Creek except stepping across where the snow has been cleared.
189	Interactive Map Lat 45.1347028361 Lng - 93.3776224697	Amazing. As a member of the Champlin community, I look very forward to having a light rail connection to the Green Line and current blue line so that I can use it for commuting to work, attending Loon Games and frequenting businesses throughout Minneapol
190	Interactive Map Lat 45.1347028361 Lng - 93.3776224697	Why? No one will really use. Waste of money.
191	Interactive Map Lat 45.1347028361 Lng - 93.3776224697	I just moved out here and would use this for travel downtown 4-5 days per week. This area is seeing massive development and a quickly growing population. Really hope it happens this time. I used to live near 81 and Bass Lake Rd. We really wanted this tra
192	Interactive Map Lat 45.1347028361 Lng - 93.3776224697	I don't see much here currently aside from the Target campus. This should go along with some high density, mixed use development. Hopefully not just a park and ride. It looks like there are a lot of road lanes around the station plan which would limit th
193	Interactive Map Lat 45.1082933638 Lng - 93.3768512471	I do not see a bridge or anything for people to cross over to NHCC. I would like to see some safety option. This picture has them crossing after the main intersection. If these people cross at the intersection, with how busy it is at all times a day, thi
194	Interactive Map Lat 45.1082933638 Lng - 93.3768512471	Does the Met Council have guidelines for how much pedestrian traffic warrants a bridge? Is there a predictable rush of pedestrian traffic at certain times in the school day? Would a longer cross-walk period at certain times fix this safety issue at lower



#	Source	Comment
195	Interactive Map Lat 45.1082933638 Lng - 93.3768512471	How will Northbound traffic which is south of 85th Avenue gain access to the retail area in the Southeast corner of 85th and W. Broadway?
196	Interactive Map Lat 45.1082933638 Lng - 93.3768512471	There is no bike route (trail) near this station from anywhere North of 85th from the East or West. Ensure that the City of Brooklyn Park and Met Council consider providing a local connection to, for example, the Shingle Creek Regional Trail. There is a
197	Interactive Map Lat 45.1082933638 Lng - 93.3768512471	why? not safe. Will not travel on it like most people.
198	Interactive Map Lat 45.1082933638 Lng - 93.3768512471	How will people who live between 252 and this stop get there when there is no bus service along this section of 85th? The sidewalks along 85th are not in great repair, there is no designated bike lane either. Please detail how people living on the 252 si
199	Interactive Map Lat 45.0937508626 Lng - 93.3767312003	There is a decent amount of traffic (pedestrian and vehicles) in this area. There is also the exit just north of McDonalds onto this road. How are you going to ensure safety of all, while maintaining the flow of traffic?
200	Interactive Map Lat 45.0937508626 Lng - 93.3767312003	Yep, during the day. During the night however, a different story.
201	Interactive Map Lat 45.0937508626 Lng - 93.3767312003	I cannot see this as being realistic, considering the size of the current road, and the fact that you'd have to rip into people's backyards to achieve this concept.
202	Interactive Map Lat 45.0937508626 Lng - 93.3767312003	Again, considering the width of the road, I don't see how this is achievable without serious modifications or imminent domain take-overs of properties that line the street here.
203	Interactive Map Lat	Build it already!!!! Large corporations in this area with expansion plans. The light rail will be a huge asset to the area. IÇÖd love to commute from downtown Minneapolis to this location.



#	Source	Comment
	45.1225426441 Lng - 93.3767029693	
204	Interactive Map Lat 45.1225426441 Lng - 93.3767029693	Sure would like to see more park and ride sized lots somewhere along these last stops. If you want people from maple grove and coon rapids to take transit into downtown especially for large events we're going to need large lots to park
205	Interactive Map Lat 45.1225426441 Lng - 93.3767029693	How does the bicyclist get to the station. There are no bike trails that connect to this location. Access should be provided from all compass directions to this station (N, S, E, W). People on bikes will need to get to the station safely to use the trans
206	Interactive Map Lat 45.1225426441 Lng - 93.3767029693	It should go without saying, but I guess it has to be said... these plan maps should indicate North direction and/or all be drawn with North "up".
207	Interactive Map Lat 45.1225426441 Lng - 93.3767029693	why. It was pushed down. Now we are going to do it... waste of money. Guess peoples vote does not matter.
208	Interactive Map Lat 45.0600278668 Lng - 93.3619372504	With such a wide shoulder, why reduce traffic lanes from 3 to 2 in this section? I like the idea of LRT in the median, visible to drivers (as an alternative mode of travel) and away from pedestrians, dogs, etc.
209	Interactive Map Lat 45.0600278668 Lng - 93.3619372504	This seems overengineered to me. Would it not be simpler (and cheaper) to put the LRT in the grass near the freight tracks? This would have the added benefit of avoiding significant roadworks that would inconvenience motorists.
210	Interactive Map Lat 45.052633828 Lng - 93.3563482659	Needs more trains.
211	Interactive Map Lat 45.052633828	Looks great.





#	Source	Comment
	Lng - 93.3563482659	
212	Interactive Map Lat 45.0414964424 Lng - 93.3464568814	With so much space, why reduce traffic lanes from 3 to 2?
213	Interactive Map Lat 45.0414964424 Lng - 93.3464568814	This should have been the plan from the get-go, instead of wasting years trying to negotiate with BNSF.
214	Interactive Map Lat 45.0414964424 Lng - 93.3464568814	They negotiated with BNSF to have the Green Line extension run along their tracks for over 7 miles, so it was completely reasonable to expect the company to cooperate for this line too. Unfortunately BNSF refused to allow it this time which is ridiculous
215	Interactive Map Lat 45.0414964424 Lng - 93.3464568814	Years of inconvenience, noise, traffic, and permanently eliminating lanes of traffic in a busy area all to accommodate a mostly empty Blue Line Extension seems irresponsible.
216	Interactive Map Lat 45.0396628786 Lng - 93.3450133159	^ There is so much room on 81 (including frontage road etc.) I am not convinced this will majorly effect traffic flow
217	Interactive Map Lat 45.0343408406 Lng - 93.3408409305	This is the least desirable Station plan of the three I have seen at public meetings. Include the two options with stations at 41st Ave North. Place the station near the center of Down Town Robbinsdale, not on the edge.
218	Interactive Map Lat 45.0343408406 Lng - 93.3408409305	Agree that this is a poor option for a downtown Robbinsdale station. In addition to the existing 2 options for stations at 41st, consider a center-platform station just to the north of 41st.
219	Interactive Map Lat 45.0343408406 Lng - 93.3408409305	the LRT should be put underground or elevated here, there will be too much congestion and delay from stopping all the time at these major intersections.



#	Source	Comment
220	Interactive Map Lat 45.0343408406 Lng - 93.3408409305	Agree this is not a good location for people 1) to walk due to traffic regulation and sidewalk 2) distance to what attracts people to DT Robbinsdale - not ideal.
221	Interactive Map Lat 45.0343408406 Lng - 93.3408409305	Coming from the north, would require a proposed closing of this intersection for the newly remodeled boat landing and re-directing traffic further south for access at Lake Drive Avenue North, thus sending it through a neighborhood. The eastbound/westbound
222	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	This sounds like a great opportunity to me. Please add it to your considerations.,
223	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	I like this suggestion. Pedistrian and bike traffic safety could be improved with this suggestion.
224	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	Please ! Where ever you place it, keep the noise of it's departure and arrivals low. We are understand how the line will help many, but we want to be able to enjoy being in our yards as well. Craving quiet!
225	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	This would be ideal as this would give better access to downtown and all the businesses, services, and offices at this intersection.
226	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	This is a great opportunity. Much better location for a station - and agree with comments on ability to control safety better in this location.
227	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	Reduce turn lanes, eliminate access and parking, ADD LRT, confused pedestrians, heavy vehicle traffic from all directions and winter snowfall all at the busiest intersection in Robbinsdale.....what could happen? Not a good scenario at all.
228	Interactive Map Lat	Would need improvements in pedestrian safety for sure, but this is the best spot for a stop in Robbinsdale. Centrally located and within walking distance of the existing transit station as well



#	Source	Comment
	45.0315291365 Lng - 93.3374856093	
229	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	Hands down the best place for a station. access to all businesses, etc
230	Interactive Map Lat 45.0315291365 Lng - 93.3374856093	Agreed - please orient the station as far north as possible to be closer to the business district and potential parking for commuters.
231	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	no!
232	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	Ah yes, met council turning our community into its own playground while wasting hundreds of millions of dollars, putting people out of business, and marching along making it appear as if community reaction even matters.
233	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	This looks good - 81 is a great route for the line and will be very useful!
234	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	Will there be good pedestrian access (i.e. a "stop" in downtown Robbinsdale)?
235	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	This looks great and because it is elevated it doesn't interfere with traffic, pedestrians, etc.
236	Interactive Map Lat 45.0283622166	Please Please Please don't have loud bells or whistles etc when Trains come in this area. Many of us moved from areas in Mpls to Robbinsdale for quiet. Thank you!



#	Source	Comment
	Lng - 93.3338128467	
237	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	I agree that an elevated route along 81 is a great option! Eager to bring more accessibility and sustainability to and through Robbinsdale.
238	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	Approving only an elevated version is a sure way to ensure the project budget is so large that it'll never get approved at all. This concept serves as nothing more than a distraction to those who would rather not have any light rail through Robbinsdale a
239	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	The Elevated concept add unnecessary cost to the project. Just widen CR81. Consider reducing the width of 81 and improving other nearby medium volume roads such as a West Broadway bypass. The Elevated approach is just not needed. Make it work.
240	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	I understand that the blue line needs to be extended but is it really necessary to build an elevated ramp? What an eyesore for Robbinsdale. Please reconsider.
241	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	This is much better than the elevated concept.
242	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	love the elevated plan, which will allow the LRT to go at service speeds that will incentivize use. Otherwise, it will end up like the slow green line -- always stuck at red lights. If it takes more than 25 minutes to get to downtown from Robbinsdale eve
243	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	Great concept, nice-looking design. Could accelerate the LRTÇOs revitalizing effect on the area and attract more prominent developers.
244	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	Highly beneficial for pedestrians, riders, and traffic, and looks great within this area of Robbinsdale.



#	Source	Comment
245	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	Routing the train at ground level and adding pedestrian bridges will improve pedestrian crossing safety on Bottineau as well. If possible, please make crossings Quiet Zones, to keep the noise level low in the area.
246	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	I prefer the street-level proposal to the elevated version visually. 81 is already not a great pedestrian zone, but it makes the most sense (barring the original freight rail alignment since BNSF will not negotiate).
247	Interactive Map Lat 45.0283622166 Lng - 93.3338128467	I strongly favor the elevated plan. keep trains off the street level for multiple reasons & keep resident pedestrian traffic patterns as is
248	Interactive Map Lat 45.0231239145 Lng - 93.3283002402	What is here for people to access? Wouldn't this stop be better closer to Hy-Vee and all the new apartments? Perhaps just past 36th between the two stop lights on either side of the HyVee parking lot?
249	Interactive Map Lat 45.0231239145 Lng - 93.3283002402	Based on the Robbinsdale City Council Special LRT Work Session on 12.13.21, the center running light rail will remove access to the boat landing/LVT Park from the north. Asking vehicles and vehicles w/ trailers to make a U-Turn at 36th Ave North for acce
250	Interactive Map Lat 45.0198490381 Lng - 93.3257058495	this is a great location due to the grocery store and the park. curious what steps will be taken to provide safe passage to and from station for pedestrians
251	Interactive Map Lat 45.0198490381 Lng - 93.3257058495	There is not a station planned here. The closest station is at the hospital parking ramp.
252	Interactive Map Lat 45.0158321807 Lng - 93.3211692716	This option seems like the more pedestrian focused approach. The other option would make individuals walk through a parking ramp from my understanding, which seems odd.
253	Interactive Map Lat	I think the hospital should have the final say on this complex decision. They would best know where their clients enter the campus, where wheel chairs access is best, etc. From a community standpoint, since the station is already above grade, would it be





#	Source	Comment
	45.0158321807 Lng - 93.3211692716	
254	Interactive Map Lat 45.0158321807 Lng - 93.3211692716	This option is much better. There should be access to this station from public streets, not just through a parking ramp.
255	Interactive Map Lat 45.0158321807 Lng - 93.3211692716	This option seems to be focused on getting the pedestrian off. I would like to see connection points for the bike paths laid out in this diagram. It seems this is a busy highway with no option for the biker to connect to the BLRT without being subject to
256	Interactive Map Lat 45.0158321807 Lng - 93.3211692716	I think it will be really impactful to have a stop at North Memorial, for staff, patients, and visitors alike. I remember hearing that the BNSF route would not have this option, so this is a huge benefit of this routing, in my opinion!
257	Interactive Map Lat 45.0158321807 Lng - 93.3211692716	Explain public safety response for emergencies experienced on an elevated track and platform? The current public safety model in the City of Robbinsdale does not support such a technical scenario.
258	Interactive Map Lat 45.0158321807 Lng - 93.3211692716	Why would I pay to park my car to then pay to get on the light rail? If I am taking ublic transit, IÇÖm not going into a parking garage to reach the train. This ramp is poorly lit, heavily traveled and would charge for me to access the train.
259	Interactive Map Lat 45.0422494843 Lng - 93.3202736254	Or consider going north on Washington Avenue, cutting over to Osseo Road on 45 avenue. Osseo Road will provide a connection to retail, housing and jobs, in addition to connecting to the Brooklyn Center transit hub .
260	Interactive Map Lat 45.0264392907 Lng - 93.3191261862	Nooooooooo! This is a WW1 Memorial that serves as a major recreation area for the neighborhood.
261	Interactive Map Lat 45.0264392907	This would really destroy the parkway, the entire stretch of trees and greenery would not be well served by breaking it up with a light rail.



#	Source	Comment
	Lng - 93.3191261862	
262	Interactive Map Lat 45.0264392907 Lng - 93.3191261862	This would be massively detrimental to the parkway in pretty much every regard, and no it would not serve most Northside residents as that would skirt the border of the area as opposed to through it where people are actually concentrated and utilizing pe
263	Interactive Map Lat 45.0134031748 Lng - 93.3186304899	the city should look at moving pedestrian traffic bellow ground at this intersection to avoid collisions. This intersection is already complicated and was just recently redone
264	Interactive Map Lat 45.0134031748 Lng - 93.3186304899	How much \$ have we spent on building the new bridge here...how much more \$ will be lost to accommodate for LRT. COME ONE GUYS!! This should have been planned for from the start of construction on the new bridge. This lack of foresight will just cause us
265	Interactive Map Lat 45.0134031748 Lng - 93.3186304899	Robbinsdale is in the middle of reconstruction for the bridges here. You want to remove what we paid for to pay for a different structure for the train? This isn't a safe intersection for pedestrians to begin with. Maybe we should add a train. Then eve
266	Interactive Map Lat 44.9880893495 Lng - 93.3095862862	The METRO C Line serves Penn Ave N.
267	Interactive Map Lat 45.0047099536 Lng - 93.3095116834	There's a lot of ambulance traffic on West Broadway.
268	Interactive Map Lat 45.0047099536 Lng - 93.3095116834	Looks fine. It's basically a one vehicle travel right now cause of how many people park on the street.
269	Interactive Map Lat 45.0041490498 Lng - 93.3086421455	What sort of data exists for left turns taken at this intersection? If left turns were eliminated how many of those turns could be taken 1 block earlier without significant disruption?



#	Source	Comment
270	Interactive Map Lat 45.0041490498 Lng - 93.3086421455	The C-Line and BRT transit connection here is a great service to the community. The close proximity to the Fairview clinic and the Capri theater are also benefits of this location.
271	Interactive Map Lat 45.0041490498 Lng - 93.3086421455	This is a lot of impact to the commercial fabric of the North side. Would you consider a route that turned onto 26th with station on 26th between Queen and Penn then continuing on 26th and turning south on Newton to Hillside and then along Hillside all t
272	Interactive Map Lat 45.0041490498 Lng - 93.3086421455	I live near 26th and Queen. I am not in favor of a station on/near Queen and Penn. We have a fairly quiet neighborhood here, I believe a station at this site would be disruptive.
273	Interactive Map Lat 45.0041490498 Lng - 93.3086421455	I agree that access to a station/connection is necessary on West Broadway/Penn. Allow for small business and commercial growth; take care of safe crossings for disabled and children, and allow space for emergency vehicles (fire, ambulance to North Memori
274	Interactive Map Lat 45.0041490498 Lng - 93.3086421455	Agree left turns aren't crucial here. But connection to BRT on Penn is crucial, and there's more room for a station here than at Penn and Lowry. Plus this is a major intersection in N Mpls serving a lot of people.
275	Interactive Map Lat 45.0132135557 Lng - 93.3082669354	The Lowry avenue proposal makes the most sense from a design, location and road width/space standpoint. This is a great location to enable a large number of residents to use the line within walking distance from their residences. The road is wide enough
276	Interactive Map Lat 45.0132135557 Lng - 93.3082669354	Whatever you do here please MAKE SURE you address the fact that drivers westbound on Lowry past Penn drive so fast and by the time they get to Russell Ave N where I live it is downright dangerous. I am aware this might be beyond your scope however I beli
277	Interactive Map Lat 45.0132130744 Lng - 93.3057272448	Lowry makes a lot of sense to not adversely impact the Broadway corridor. If you can put the line down Broadway without reducing vehicle capacity that may be best, but this is a great second alternative!
278	Interactive Map Lat	To make the bike lane more efficient, there should be a seperate lane, the sharrow concept only increases bike fatalities and would not help slow down traffic.



#	Source	Comment
	45.0132130744 Lng - 93.3057272448	
279	Interactive Map Lat 45.0132130744 Lng - 93.3057272448	The Lowry Ave. option makes the most overall sense, but based on this it's hard to know how cross traffic will be affected for residents? How is biker safety going to be ensured? I'm wondering why elevated isn't proposed for the Lowry corridor.
280	Interactive Map Lat 45.0132130744 Lng - 93.3057272448	I think this option is better suited to the area than along West Broadway. Especially for more small business/commercial operations. Provide safe crossings for pedestrians and ample passage for emergency vehicles (fire dept., ambulances to North Memorial
281	Interactive Map Lat 45.0011306977 Lng - 93.3055564635	What about tunneling under West Broadway?
282	Interactive Map Lat 45.0011306977 Lng - 93.3055564635	Thought on tunnel... it would be dig/cover. The general timeline for that would be massively longer and none of the system today is "closed" like that. That said IMHO it should have been from day one but there was pushback in downtown in the mid-90s. At
283	Interactive Map Lat 45.0011306977 Lng - 93.3055564635	one lane of traffic is not enough for north residents. LRT can not replace all trips, there's no other main road out of north!
284	Interactive Map Lat 45.0131449738 Lng - 93.3055235954	High speed car travel is not a desirable feature in neighborhoods imo. We should be aiming to use clever road design to slow car traffic and make our streets more pedestrian friendly. Regardless, light rail almost universally reduces car traffic on its c
285	Interactive Map Lat 45.0131962274 Lng - 93.3006604171	A station at Fremont is required so users can transfer to D Line BRT to get to Broadway.
286	Interactive Map Lat 45.0131589814	LRT should go where the most people are, and that is Broadway!



#	Source	Comment
	Lng - 93.2993911292	
287	Interactive Map Lat 45.0001638129 Lng - 93.2978806153	Yes, this is important to address especially if you are removing homeownership opportunities. You are displacing our community's most vulnerable neighborhoods - how are you creating new ownership opportunities for the housing you are removing?
288	Interactive Map Lat 45.0001638129 Lng - 93.2978806153	This is a bad design and will negatively impact houses that are badly needed and goes against the master plan to add housing to Minneapolis. Very expensive design compared to the simplified Lowry route. The Broadway route makes no sense.
289	Interactive Map Lat 45.0001638129 Lng - 93.2978806153	I agree with the above commenters that the 21st ave route is a bit silly. More difficult to implement, requires more eminent domain seizures, and serves an equal if not marginally smaller amount of people and businesses. However, I prefer the Green align
290	Interactive Map Lat 45.0001638129 Lng - 93.2978806153	The concern about taking away ownership opportunities doesn't quite make sense for this specific segment of the alignment, as there would only be 5 total structures demolished. Two abandoned commercial buildings that would take at least a half million do
291	Interactive Map Lat 45.0001638129 Lng - 93.2978806153	This is a bad design. The city, builders, developers should be taking these empty lots and homes that are or should be remodeled or demoed and replaced.
292	Interactive Map Lat 45.0001638129 Lng - 93.2978806153	Agree to all above statements! This idea is ridiculous
293	Interactive Map Lat 45.0131550247 Lng - 93.2949945825	Lowry is the way to go!
294	Interactive Map Lat 45.0131550247 Lng - 93.2949945825	Lots of things to consider such as this being a major route for emergency vehicles from both hospital and fire station. The roadway is really narrow unless you take out much of the commercial/residential along the route!





#	Source	Comment
295	Interactive Map Lat 45.0131550247 Lng - 93.2949945825	AGREE!
296	Interactive Map Lat 44.9991562109 Lng - 93.2941217957	Do not put an elevated rail down this street! This would ruin the public environment and would hurt the character of the neighborhood for decades.
297	Interactive Map Lat 44.9991562109 Lng - 93.2941217957	no!
298	Interactive Map Lat 44.9991562109 Lng - 93.2941217957	W Broadway makes a lot of sense since it is a high traffic area and there are many businesses in the area, and many opportunities for growth/development. That being said, the LRT would need to not increase congestion, or break up the neighborhood further
299	Interactive Map Lat 44.9991562109 Lng - 93.2941217957	Street level running looks much better than those imposing elevated tracks.
300	Interactive Map Lat 44.9991562109 Lng - 93.2941217957	Without elevating you lose all parking on Broadway. If we actually want people to use businesses along this corridor, they need to be able to park.
301	Interactive Map Lat 44.9991562109 Lng - 93.2941217957	Put it underground, elevated rail creates more cover for people to do crime
302	Interactive Map Lat 44.9991562109 Lng - 93.2941217957	The elevated design looks great. There's less disruption for street-level businesses and the train will be less affected by traffic.
303	Interactive Map Lat	3A-b. Consider closing thru traffic at Girard or Irving (right turns only) to speed it up a bit. The North shift is needed to preserve the older retail buildings on the south of Broadway.



#	Source	Comment
	44.999146403 Lng - 93.293599063	
304	Interactive Map Lat 44.999146403 Lng - 93.293599063	This split option is a reasonable alternative, but seems to disrupt more areas around W Broadway. I could see the area between the light rail lines being further developed and better optimized for foot travel.
305	Interactive Map Lat 44.999146403 Lng - 93.293599063	The split option preserves automobile traffic flow on both streets and allows an easy connection to D line BRT on Emerson (aone block away for Fremont). Looks like the best of the several options in this area.
306	Interactive Map Lat 44.999146403 Lng - 93.293599063	I don't like this option as much as the others. Broadway is due for some traffic calming and pedestrian zones which go hand and hand with light rail development, so offsetting the light tail by a block seems to defeat that purpose.
307	Interactive Map Lat 44.999146403 Lng - 93.293599063	This takes away from Broadway as the commercial heart of the North Side. We need to imagine what future development and vitality LRT will bring and where it should be. Also, the Emerson/Dupont station is slightly further away from BRT Line D customers on
308	Interactive Map Lat 44.999146403 Lng - 93.293599063	This seems like the best option for West Broadway. Most of the impacted properties are public owned and dilapidated.
309	Interactive Map Lat 44.999146403 Lng - 93.293599063	This seems like the best option for West Broadway. Most of the impacted properties are public owned and dilapidated.
310	Interactive Map Lat 44.999146403 Lng - 93.293599063	This is too many property impacts to the heart of the commercial corridor on W. Broadway. Eliminate this option.
311	Interactive Map Lat 44.999146403	Of the two 3B options, this is the better one as it has fewer property impacts. In general I like neither of the 3B options very well.



#	Source	Comment
	Lng - 93.293599063	
312	Interactive Map Lat 44.999146403 Lng - 93.293599063	This seems like the best of the options presented. It balances property impacts, and provides an opportunity to improve the design of W. Broadway, and possibly include some on-street parking, which would be helpful for the businesses on the south side of
313	Interactive Map Lat 44.999146403 Lng - 93.293599063	This option has some advantages, but a publicly-accessible route would need to be established to W. Broadway along what would have been Dupont Ave N and/or the station should be shifted west to line up between Emerson and Dupont (similar to the 3C option)
314	Interactive Map Lat 44.999146403 Lng - 93.293599063	Why is the this process insisting on at grade designs, when the impacts are so difficult to resolve? Please, let's do the project well, add a subway under Broadway Ave from I-94 to Lowry Ave alternative. You should at least cost it out! Without this cons
315	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	W Broadway is already too congested of a roadway to try to squeeze the blue line into. This is a bad location and will only create more traffic congestion and frustration for everyone as well as more accidents most likely. There simply is not a good way
316	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	You're both conveniently neglecting to mention that light rail infrastructure almost always reduces auto congestion on its corridor. If it's a heavily trafficked street then all the more reason to run rail there. It should help reduce traffic, not increa
317	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	I am not sure how this will work for the road, but I know personally being close to this road I don't think this is going to help traffic, noise etc. we already have some many other problems I feel this is just going to add not take away issue with our
318	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	I feel this is also going to cause more traffic on side streets which are already unsafe with people driving too fast. Obviously more issue will come more cars stolen, traffic, noise, speeding, hitting parked cars etc.
319	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	Is there a Street Car solution, similar to the San Francisco Muni where the rail and cars can share the same space? It seems like a dedicated thoroughfare for the light rail takes too much from the street.



#	Source	Comment
320	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	Unwelcoming to...who?
321	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	Light rail will make the area more walkable/pedestrian friendly. Look at University Ave. If people don't like the "congestion" that the light rail will cause, then they can find alternative routes or ride the light rail. This is a unique opportunity we h
322	Interactive Map Lat 44.9991512953 Lng - 93.2928800573	Agreed! 1 lane of traffic in either direction is not going to cut it.
323	Interactive Map Lat 44.9872403554 Lng - 93.2907080156	Why is there no station near this neighborhood if the alignment is heading towards Lyndale. Missed opportunity.
324	Interactive Map Lat 44.9872403554 Lng - 93.2907080156	Other benefits of a stop at Lyndale and 7th west of 94: 1) connection to D line BRT for people between this station and Broadway, and 2) a "kiss and ride" connection using Van White for automobile commuters from the west who don't want to get into downto
325	Interactive Map Lat 44.9872403554 Lng - 93.2907080156	Agreed, the intersection of Lyndale and 7th on the west side of 94 would serve Heritage Park directly without compromising the rest of the alignment. It could replace the Plymouth stop or the Plymouth stop could be moved north to accommodate an extra sto
326	Interactive Map Lat 44.9996578086 Lng - 93.289244907	Agree. Over time people will get used to stations one block apart, as they have in St. Paul.
327	Interactive Map Lat 44.9996578086 Lng - 93.289244907	Agreed, splitting the alignment makes sense.
328	Interactive Map Lat	This is a great idea!



#	Source	Comment
	44.9919389287 Lng - 93.2883874772	
329	Interactive Map Lat 45.0130453224 Lng - 93.2880306287	This is the widest part of Lowry presently. With bike lanes there is only a single lane for vehicle traffic west of this drawing.
330	Interactive Map Lat 45.0130453224 Lng - 93.2880306287	The city needs to add more trees in the green space to replace the trees being removed. Since the road is also being adjusted. protected bike lanes should be added
331	Interactive Map Lat 44.9991390469 Lng - 93.2880074856	This visualization doesn't show how the split option could preserve traffic flow on Broadway.
332	Interactive Map Lat 44.9991390469 Lng - 93.2880074856	One lane of traffic is not going to work for this area, people in North will be forced to use more neighborhood streets
333	Interactive Map Lat 44.9919239178 Lng - 93.2879971385	2A-b gives more space for pedestrians and the station which seems ideal. 2A-a seems like it might run into more issues with traffic because it has to stop inside a road segment.
334	Interactive Map Lat 44.9919239178 Lng - 93.2879971385	Who is being served by the station at 2A-b? Is this going to connect to a freeway/busway on I-94? Sure there's more space, but there's a lot of space on the moon, too, and you wouldn't build the station so far away, either.
335	Interactive Map Lat 44.9919239178 Lng - 93.2879971385	I think 2A-a envisions closing off access from 14th to Lyndale. Drivers can use Plymouth instead. Also 2A-a is closer to neighboring housing and a more traditional location for a station, making wayfinding easier.
336	Interactive Map Lat 44.9919239178	I like the comforting feel of 2A-a; the other option seems hostile and useless.





#	Source	Comment
	Lng - 93.2879971385	
337	Interactive Map Lat 44.9919239178 Lng - 93.2879971385	2A-a is a better station location then the windy freeway option of 2A-b
338	Interactive Map Lat 44.9919239178 Lng - 93.2879971385	2A-b would give closer access to the D line and residents of Heritage Park who have been waiting on the blue line extension for 20+ years.
339	Interactive Map Lat 44.9919239178 Lng - 93.2879971385	While 2A-b's location does feel a bit more hostile due to it's location right next to the freeway, it does provide the most direct access to the V3 Sports/Aquatics Center, which is projected to be a major traffic generating destination. While 2A-a better
340	Interactive Map Lat 44.9919239178 Lng - 93.2879971385	I prefer this to option 5
341	Interactive Map Lat 44.9973847929 Lng - 93.2879881177	Unlike on W Broadway and some section of Bottineau, this alignment doesn't reduce the number of traffic lanes from what is planned (with sidewalk and bike lanes).
342	Interactive Map Lat 44.9930547028 Lng - 93.287983937	this runs reallly close to single family homes and will displace these families
343	Interactive Map Lat 44.995117764 Lng - 93.2879549303	These negatives have to be weighed against the overall benefits for the much more densely populated sections of the North Side. A tunnel or pedestrian overpass might help.
344	Interactive Map Lat 44.995117764 Lng - 93.2879549303	There already is a pedestrian overpass.



#	Source	Comment
345	Interactive Map Lat 44.995117764 Lng - 93.2879549303	I don't see how it would harm pedestrians in any way since the only way to cross the street here is a pedestrian bridge. The road is dangerous enough already for children, but removing one lane in each direction for the light rail would actually make it
346	Interactive Map Lat 44.995117764 Lng - 93.2879549303	I feel like the narrowing of the traffic areas on Lyndale would help make the 25mph speed limit feel more reasonable to drivers and would ultimately make this area safer for pedestrians who aren't using the bridge.
347	Interactive Map Lat 44.995117764 Lng - 93.2879549303	A predictable light rail vs. unpredictable speeding traffic seems like a pro to me. Potential upgrades to the pedestrian bridge could be worked into the plan but as others have said the pros seem to outweigh the cons of having rail on Lyndale.
348	Interactive Map Lat 44.995117764 Lng - 93.2879549303	Light rail would have a traffic calming effect on Lyndale and would actually create a safer environment for children and adult pedestrians alike.
349	Interactive Map Lat 44.9870530592 Lng - 93.2877267555	None of these really matter much. 1A-a looks like it'll be fastest/less intersection conflicts, with more flyover bridges making it more expensive.
350	Interactive Map Lat 44.9870530592 Lng - 93.2877267555	The option using Lyndale would help bring improvements to a small section of 55 that are desperately needed and seems more realistic given the one way traffic (compared to two lane traffic on 7th)
351	Interactive Map Lat 44.9870530592 Lng - 93.2877267555	This route 1B could continue on E Lyndale Ave N and use the existing Lyndale Ave bridge to cross I-94. A new bridge at 5th St would be needed to connect Lyndale Ave N to 5th St in the North Loop. This is a much better solution for pedestrians as a new br
352	Interactive Map Lat 44.989855938 Lng - 93.2876999996	This would provide a much better environment to access the station north of I-94 to and from the south
353	Interactive Map Lat	I agree, this is a good idea!



#	Source	Comment
	44.989855938 Lng - 93.2876999996	
354	Interactive Map Lat 44.9809046963 Lng - 93.2860178466	The green line extension has a station here. A short transfer will get you there from the blue line when it's done. Otherwise it's a 15 minute walk or 5 minute bike from the existing station at the stadium.
355	Interactive Map Lat 44.991261297 Lng - 93.2836879177	While most of my experience with train stations has been virtual, it's enough to keep me from supporting the placement of this station at this location. The fourth installment in the Silent Hill franchise, titled Silent Hill 4: The Room, contains a segme
356	Interactive Map Lat 44.991261297 Lng - 93.2836879177	Agreed
357	Interactive Map Lat 44.9843420163 Lng - 93.283669432	Strongly agree! If the green line can get this segment elevated the Blue Line should get the same treatment through this busy intersection. It will benefit both transit users, and drivers.
358	Interactive Map Lat 44.9843420163 Lng - 93.283669432	If there ends up being some reason elevating here is not feasible, then signal preemption is mandatory through this section, not just signal priority like the Green Line on University.
359	Interactive Map Lat 44.9843420163 Lng - 93.283669432	Elevate this section please!
360	Interactive Map Lat 44.9843420163 Lng - 93.283669432	Agree as well. It also leaves the option for better pedestrian and bike improvements open as well
361	Interactive Map Lat 44.9843420163	Agree with everyone above. Elevated is ideal but if not possible signal preemption is absolutely necessary here.



#	Source	Comment
	Lng - 93.283669432	
362	Interactive Map Lat 44.9991238242 Lng - 93.2835022002	Wouldn't this just be served by the 14?
363	Interactive Map Lat 44.9991238242 Lng - 93.2835022002	Agreed that is a very strong route with the potential for connections to both the heart of North Minneapolis and North Loop. Plus there is space to make a gradual curve over the freeway on a new bridge.
364	Interactive Map Lat 44.9887264786 Lng - 93.2830793142	Why not cross the freeway back where you have the Broadway line going over it but then flow the freeway north along it's east side instead to Lowry? Seems to me you'd avail the service to many more people following the west side of the freeway.
365	Interactive Map Lat 44.9960867906 Lng - 93.2830683749	Better yet, just rip 94 out and put the LRT in its place.
366	Interactive Map Lat 44.9960867906 Lng - 93.2830683749	Do you really want to stand at a station in the middle of a highway?
367	Interactive Map Lat 44.9960867906 Lng - 93.2830683749	Because rail along highway corridors is useless and unpleasant to travel on
368	Interactive Map Lat 45.0131251004 Lng - 93.2825418195	Consider extending north on Washington Avenue to Webber parkway. 45 avenue is a less used street that could get the route to Osseo Road. Osseo Road would get more people to shopping and businesses in Brooklyn Center. It seems like the light rail is more
369	Interactive Map Lat 45.0131251004 Lng - 93.2825418195	Going north on Washington Avenue will also activate the Port of Minneapolis site and make the concert venue much more attractive.



#	Source	Comment
370	Interactive Map Lat 45.0131251004 Lng - 93.2825418195	Extending north on Washington Avenue and connecting to Osseo Road will also bring the light rail close to the Brooklyn Center transit hub, which is by far, a much more vital transportation hub than the Robbinsdale Transit Center. I am surprised this route
371	Interactive Map Lat 44.9891443516 Lng - 93.2824044083	In support of the Lowry route. You are blocking one of the easiest path to I 94 with this extension. Commuters will not be in favor of this. Please consider alternative routes.
372	Interactive Map Lat 44.9856439271 Lng - 93.2823169589	My guess is because it was a clunky alignment that didn't have as great of impact as the other alignments and had too many issues. There wouldn't be a stop until Plymouth anyways if this route was chosen and there are other options that seem to be more f
373	Interactive Map Lat 45.0061692258 Lng - 93.28196416	Agreed
374	Interactive Map Lat 45.0077731642 Lng - 93.2819394271	Those are just compelling reasons to improve pedestrian and bike access. N. Mpls is the only area in the city with a highway and no pedestrian bridges. Also residents would likely be utilizing the 14, which already has significant ridership serving Broad
375	Interactive Map Lat 45.0007822161 Lng - 93.2819377549	This would be a great opportunity for business to invest in the area, as well as allowing the businesses that are there to grow. Additionally this routes through the North Loop which has many businesses and amenities that Northsiders should have access t
376	Interactive Map Lat 45.0033722972 Lng - 93.281890506	Strongly agree. Not many people live in this section and I don't think the businesses have many employees.
377	Interactive Map Lat 45.0033722972 Lng - 93.281890506	Strongly agree -- the freeway serves as a major barrier for pedestrians trying to get to the light rail. Using this route will significantly limit access for people much further south than 26th.
378	Interactive Map Lat	There is limited redevelopment available in this area which would limit ridership. This is an area not served well by public transit current. So adding some transit here could provide better access to the area.





#	Source	Comment
	45.0033722972 Lng - 93.281890506	
379	Interactive Map Lat 45.0033722972 Lng - 93.281890506	Strongly agree with all the above comments. This alignment makes no sense.
380	Interactive Map Lat 45.0033722972 Lng - 93.281890506	Agree with above statements!
381	Interactive Map Lat 45.0033722972 Lng - 93.281890506	Agree with all above, this alignment serves fewer people and has a smaller potential economic impact.
382	Interactive Map Lat 44.9894182045 Lng - 93.2818665992	Seconded. There literally isn't room for a light rail on 10th unless you are planning to just destroy what's there already....
383	Interactive Map Lat 45.0044121367 Lng - 93.2818630573	This station needs to be as far north as possible to reduce the distance from the Upper Harbor development as possible. Even if it means a sharper turn to get closer to Lowry for the station.
384	Interactive Map Lat 45.0044121367 Lng - 93.2818630573	Who is being served by this station? Having 94 directly next to the light rail cuts off any use from the west of the station and the land to the east doesn't really fit a lot of the characteristics of places that would justify placement of a lightrail st
385	Interactive Map Lat 45.0044121367 Lng - 93.2818630573	There isn't going to be a station here.
386	Interactive Map Lat 45.0044121367	Haven't we learned that Center Running lines cause lots of accidents? Seems like there are always accidents along the Green line in st paul vs the blue line that is on the side of the road.



#	Source	Comment
	Lng - 93.2818630573	
387	Interactive Map Lat 45.0094924152 Lng - 93.2818543142	Looks good to me, Lowry is the way to go!
388	Interactive Map Lat 44.9894605252 Lng - 93.2818062503	Agreed
389	Interactive Map Lat 44.9966151337 Lng - 93.2816048625	This connects to Lowry which best supports the large area residential needs for transportation. This route will also help redevelop this more industrial section and add businesses and jobs to the area.
390	Interactive Map Lat 44.9966151337 Lng - 93.2816048625	1005 against Washington Ave alignment, it skips all the densest housing and mixed use commercial in North Minneapolis
391	Interactive Map Lat 44.9966151337 Lng - 93.2816048625	This route will encourage redevelopment along the Mississippi that will help return the river to a natural amenity for the city
392	Interactive Map Lat 44.9966151337 Lng - 93.2816048625	Exactly, easiest path of resistance, but not the most practical.
393	Interactive Map Lat 44.9966151337 Lng - 93.2816048625	Agreed, the Washington alignment feels like it is taking the easiest path. Yes it will be harder to go through Broadway in an equitable way but I don't think that should incentivize the potential of going up Washington over Broadway.
394	Interactive Map Lat 44.9930934336 Lng - 93.2815031017	I like what I see. Washington is a great location for the line to run. Allows people to get to work easily and the road is wide enough to handle the light rail needs. Great choice.



#	Source	Comment
395	Interactive Map Lat 44.9925123132 Lng - 93.2814978555	If transit doesn't give riders access to businesses and their homes, what exactly is the point?
396	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Not a fan of this alignment. Too many curves and the locations served do not seem as high value as the other alignments proposed.
397	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	I like the options of getting a North Loop station, but not if it means not going on West Broadway.
398	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	I don't see why we can't have both west broadway and a north loop station.
399	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Unless 8th Street can be connected as a continuous route from N 5th St to Washington (which may undermine other park planning in the area) this is unacceptable to have such an impact on vehicle traffic on 10th. There are so few connecting streets in this
400	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	If the Lowry route is chosen I think this is the best design. It provides a station for the area but has less impact on the congested intersection of 10th Ave and Washington and does not impact as many historic building in the north loop.
401	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Seems like this route would affect multiple Historic buildings this area. Aren't the historic warehouses what make this area of Minneapolis unique? Aren't the buildings protected by the Heritage Preservation Committee?
402	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	I agree! 10th ave is a vital route for many in the area to get to I-94, HWY 55, etc. The disruption would cause massive backups since the area cross streets already are segmented by buildings.
403	Interactive Map Lat	Changing 10th Ave to one way is not a viable option. This is highly travelled east bound and would mean traffic would have to go multiple blocks out of the way which increases traffic on 6th ave. This street is already congested and busy.



#	Source	Comment
	44.9913829493 Lng - 93.2811790054	
404	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	This should absolutely not be an option. Closing 10th ave to traffic severely cuts off the neighborhood and forces traffic onto the side streets in what is now a residential area.
405	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Not a ok with this route. There is more living dwellings than commercial mix use buildings on 10th. Let's think about the community and the negative impact it will have to businesses. I would support the Lowry route.
406	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Route 5 impacts an already congested highly traveled street to a residential neighborhood. I am a 15 year resident of the North Loop living at 918 North 3rd Street. This building turns 100 years old this year and cannot withstand the environmental impact
407	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	I feel that this route makes more sense than going through 10th Ave to Washington. This does not impact as many historic buildings, traffic flow, or pedestrian walkways and still has a station close enough to Washington that residents of the North Loop c
408	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Not in favor of this route. 10th and Washington is already too congested and following 10th Avenue is completely residential. There is a school nearby and the buses use 10th to enter, the Fire Dept uses this street often as well, this is a connector to h
409	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	What impact would this have on bus access to the yet to be finished bus garage? Isn't the primary entrance off of 10th? How would that work? What impact would this have on fire truck routes from Station 4? They use 10th a lot. North Loop is already ser
410	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	This is a no vote for me. Too much traffic already this way.
411	Interactive Map Lat 44.9913829493	It's not okay to impact this many historic buildings in this area. This doesn't work.



#	Source	Comment
	Lng - 93.2811790054	
412	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	You omitted other impacted buildings like the redwell. There is more residential than stated on this map in pink and don't know if it was intentional. Also there are historical building to preserve and who knows what kind of damage this would cause to a
413	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Assuming "building impacts" means that there's actually not enough space for this to work without demolishing portions or all of the highlighted buildings, why is this even an option for consideration?
414	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	The Target field station already serves us quite well and to impact so many historic buildings is tragic. We families and communities who use these areas to walk, ride bikes, connect and enjoy their living space. To run a transit line right through when
415	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	10th Ave is a major connection for cars from north loop to 55 and 94 and this is eliminating that connection completely. It creates a ton of inefficiencies for emergency vehicles, bikers, drivers, residents, businesses, etc.
416	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	The negative impact to businesses is inevitable. 10th is a viable path for traffic to NE from this part of downtown. Not in support.
417	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	The noise, safety and community impacts are too large for this to be a logical solution to furthering the transit system. In this map many residential locations are left out and the traffic is already challenging. Poor idea. I do not really see the benef
418	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	I am not a fan of this option. Closing 10th ave to traffic severely cuts off the neighborhood and forces traffic onto the side streets in what is now a residential area.
419	Interactive Map Lat 44.9913829493 Lng - 93.2811790054	Some businesses in the area towards the farmers market received heavy structural damages and had to go through many hoops to get compensated. Imagine a small building without many resources. Lets not forget that the building by the farmers market was a n

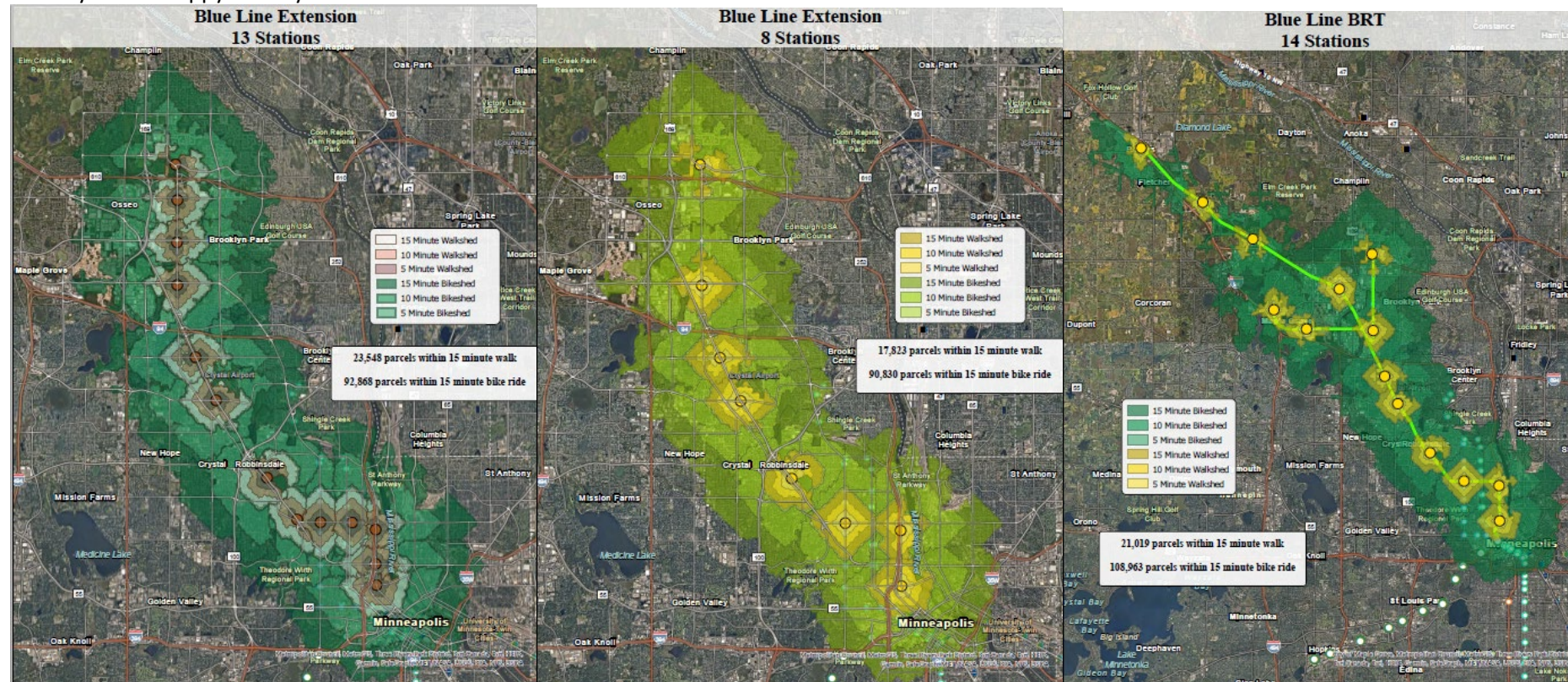




#	Source	Comment
420	Interactive Map Lat 44.9910159904 Lng - 93.2809515625	Lots of residents and businesses nearby and very walkable. Could be helpful reducing traffic on Washington.
421	Interactive Map Lat 44.9910159904 Lng - 93.2809515625	This is such a heavily used road for commuters and visitors of downtown. What a negative proposition.
422	Interactive Map Lat 44.9901309888 Lng - 93.280773976	Consider not using the lowery route. It will route trains running one direction on 10th between 4th and Washington.
423	Email	<p>I support you 100% as we rebuild the rail transit system in the United States. Good to hear from you. Here is a link to some rich history which may assist you and staff in decisions. <a href="http://historyisaweapon.com">Quinby's Warning (historyisaweapon.com)</a></p> <p>Attached is the MUTCD which is American Exceptionalism at its best.</p> <p>Good luck dealing with the BNSF. "I remember once, back when I was still mayor [of Seattle, Wash.] I asked my local DOT for a stop sign at a dangerous intersection, and they told me they couldn't do it because 'it didn't meet the warrants' in the MUTCD,"</p> <p>This is bullshit. Of course they can do it. They break the MUTCD all the time. They just don't want to and can easily hide behind an acronym that the politician at hand is too lazy to investigate further. DOTs are filled by people trained to make vehicles move as fast as possible, and to only consider that variable. Not safety. Not the environment. Not sensible psychology of design. If you give people only a hammer, everything looks like a nail.</p> <p>What the politician at hand needs to do is change the MUTCD.</p>
424	Email	<p>I am a huge supporter of transit and particularly light rail. However, I view the green line route along University Avenue as a complete failure. It is a very very very expensive bus because it takes so long. We should have used BRT along University Avenue.</p> <p>The existing Blue Line (which I ride all the time) and the new green line extension under construction are great routes that provide quick transit over long distances with few stops in segregated corridors.</p> <p>I believe the West Broadway route is way too congested and the Lowry route should be used. (I would actually much prefer routing in a railway corridor.). The proposed D Line BRT will best serve that West Broadway area.</p>
425	Email	<p>This is Peter Malm, I am the train rider, been on the blue and green lines many times...</p> <p>I reviewed the Blue Line North.. Broadway and Lowery,, My idea put new lines are;</p> <p>Color box with route number or letter and then orange designation;          Blue 1 or Blue A Blue Line (Switching) Broadway Ave (Switching) Brooklyn Park.          Blue 2 or Blue B Blue Line (Switching) Lowery Ave (Switching) Brooklyn Park.          It's better fits on older trains (round curves on windows and doors). it's have up to 4 on the color box. [xxxx] (orange major) (Rectangle color box is the best!)</p>

#	Source	Comment
		<p>Newer trains with sharp corners on windows and doors that not would fit in the color box it only single on the color box just like this [x] (orange major).. Newer trains need to replace the signs for rectangle color box.</p> <p>Blue X is the last stop before put into the train barn either Franklin (from South) or Cedar-Riverside (from North).</p> <p>Just like in Boston Mass does have branches as Orange A, Orange B and etc..</p> <p>Hope you get this :)</p>

426	Email	<p>My comments are as follows:</p> <ul style="list-style-type: none"> <li>• It would be worth looking at reducing the number of stations to reduce travel times. Focus extra money on massive increase in bike infrastructure around stations. A key component of the high mode share of bikes &amp; trains in the Netherlands is that these systems complement each other and are designed to work together. The Dutch plan their station separations around the bikeshed rather than walkshed, this allows fewer stations and faster travel while on the train, making it more competitive with the automobile. Basing station spacing on the walkshed results in significantly more stations, slower travel, and difficulty competing with cars or even express buses. The attached maps show the respective 15-minute walkshed and bikeshed, and the number of parcels within each for the 13-station plan (using Washington to Lowry) and an eight-station plan.</li> <li>• Consider a BRT system with feeder lines to Maple Grove and Rogers. The attached also depicts this along with the number of parcels in the 15-minute walkshed and bikeshed.</li> <li>• I used a 10-mph bike speeds to calculate the 15-minute bikeshed, the increased popularity of e-bikes could increase this (and subsequently increase the area in the bikeshed.)</li> </ul> <p>Thank you and happy holidays!</p>
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427	Email	Do not want this project to go thru. Believe it is not good for the communities that will be impacted by this project and it is a poor use of tax payer money.
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#	Source	Comment
428	Email	Cancel the Blue Line it won't support itself and we taxpayers are sick of your reckless spending.
429	Email	<p>Im a North Loop Neighborhood Association board member and resident at 10th street where is currently a possible option for the blue line to pass through.</p> <p>10th street is home to numerous historical buildings in the community and we just finished the refurbishment if the cobble roads. This would make for a negative impact to this part of the neighborhood we so love and cherish. I'm in support of other options that do not go through residential areas with historical value to the city.</p>
430	Email	Big waste of MONEY
431	Email	Blue line through Brooklyn Park, I see it as nothing more than a nuisance, carrying crime, and adding to the problem of strangers cutting through neighborhood yards, bringing the criminal element even farther north, into our nice, and so far, quiet area.
432	Email	I'm writing to give you my input about the Light Rail Project. It would be more practical and better if it were to go down 81 instead of West Broadway. Then it could go all the way to Maple Grove.
433	Email	I live in Robbinsdale, close to proposed location of this light rail. Why was this not voted on, instead forced on us? Light rail never pays for itself, so why when money is already tight in households would you burden the taxpayers more. Nothing is free. Please put on hold your plans and have communities vote on if they want it.
434	Email	<p>I like the expressed concern about displacement and gentrification.</p> <p>In the last few years, roundabouts have been becoming more popular in the state of Minnesota. Roundabouts can work with LRT:  <a href="https://www.google.com/search?q=lrt+intersections+with+roundabouts&amp;rlz=1C1CHBF_enUS939US939&amp;aq=chrome..69i57.31624j0j7&amp;sourceid=chrome&amp;ie=UTF-8#kpvalbx=_S7zcYZnONJCgptQP8q66iAo53">https://www.google.com/search?q=lrt+intersections+with+roundabouts&amp;rlz=1C1CHBF_enUS939US939&amp;aq=chrome..69i57.31624j0j7&amp;sourceid=chrome&amp;ie=UTF-8#kpvalbx=_S7zcYZnONJCgptQP8q66iAo53</a>. Some reasons for roundabouts are that they result in fewer crashes, lower vehicle speeds, and less vehicle pollution. I suggest that Hennepin County and Metro Transit consider employing roundabouts at Blue Line extension intersections.</p> <p><b>Crystal Transit Station at Bass Lake Road &amp; Highway 81 Intersection</b></p> <p>Although this station is only mentioned in the document on which I am supposed to comment, the engineering of the Blue Line going through this intersection presents one of the most serious engineering problems for this line. I am not sure what other forum is available for comment about it so, I will make my comments here.</p> <p>In researching this matter, I consulted the Hennepin County 2016 document, "Bass Lake Road Station Area Plan" This document made an important observation that this intersection's high traffic volume makes it stressful to cross the streets here. (p. 21 of the PDF document) I know this is true because I live only a few miles away and Northwest Physicians, my health care clinic, is only a hundred yards or so NE of this intersection. I hardly ever see someone trying to cross these streets here.</p> <p>The speed limit on Highway 81 south of Bass Lake Road is 45 mph. (Ibid, p. 23) The speed limit going north from Bass Lake Road is 55 mph. This document recommends that the speed limits here be lowered. In response to this problem, the Crystal City Council requested a grade-separated pedestrian bridge. In response to this request, Hennepin County presented multiple options to the council in January 2016.</p> <p>This plan makes good suggestions for better walking and bicycle riding in this area. But the plan for the transit station is not very relevant because now the station will be in the middle of Highway 81 instead of next to the BNSF rail line.</p> <p>So, what do we do for a Bass Lake transit station now? But first, we must decide how the Blue Line is to cross Bass Lake Road. If the tracks cross on the pavement of the road, it will occasionally hold up traffic on Bass Lake Road. If it works as it does on Hiawatha Avenue, then it will hold up Highway 81 traffic as well. In comparison, two bridges (recently reconstructed) carry Highway 81 auto traffic over Lowrey Avenue near North Memorial Hospital. The current plan is for the Blue Line also to cross Lowry there on a bridge. Elsewhere in the system, the Blue Line crosses Franklin Avenue on a bridge. So, one suggestion would be to bridge the Blue Line over Bass Lake Road in the middle of Highway 81, one rail line going north, the other going south. Place platforms alongside each line for a transit station just south of Bass Lake Road. On the east side, a bridge would go over two lanes going north and two turn lanes, one for turning west and the other for turning east. On the west side, the bridge would go over lanes going south and one lane for turning south. At the end of each bridge over Highway 81 would be steps to the ground as well as an elevator for bicycles and disabled people. Such a connection to the street level is at the Lake Street station. This would accommodate the 2016 Crystal City Council request.</p> <p>Unfortunately, such an alternative would increase the cost for the Blue Line. However, we are talking about dealing with a very congested intersection that is extremely dangerous for pedestrians to negotiate. We can't expect pedestrian traffic to this station without removing the current dangerous conditions.</p> <p>There are other suggestions. I have seen a picture of an alternative of one bridge taking Highway 81 auto traffic north on one side of the Blue Line on the ground and another bridge taking the auto traffic south on the other side. This alternative did not make clear what to do with the transit station. You could put a platform for pedestrians just south of Bass Lake Road so they could board the train in the middle of this north/south area. The platform would go underneath the bridges. However, the turn lanes on each side are on ground level. So disabled people would have to negotiate these crossings. A stoplight could be installed as at such crossings.</p> <p>I am not sure which of these suggestions is the better one. I hope that future Blue Line expansion proposals will discuss such proposals in detail so that we all can make a good judgment on what train</p>



#	Source	Comment
		<p>station designs should be selected.</p> <p>Robbinsdale Transit Station I think the downtown Robbinsdale station would be best placed at 40th Avenue. Also, the park and ride would be best placed there, so long as ELIM will sell the property in question to Hennepin County.</p> <p>Minneapolis: Lowry or West Broadway Route pp. 17/9. In the discussion of the preferences for each of the Minneapolis routes, the “reduction of racial disparities for Northside residents” was mentioned concerning W. Broadway. Why wasn’t that aspect mentioned for Lowry? pp. 84/76. The report says that the Lowry Route takes 16 minutes while the W. Broadway route takes on 14 minutes. It says that this might reduce competitiveness for the Lowry Route. I understand that a route time length is important, but I don’t understand why 2 minutes makes a significant difference. 10 minutes, not 2 minutes. VMT: The report says that VMT will be more reduced with the W. Broadway route. (pp. 85/77) (In connection with Goal 5). But why? Lowry has more residents who might use LRT. Is it because there will be more people going to destinations on Broadway? There seems to be something similar going on in the discussion of “Goal 4: Support communities development goals.” W. Broadway is rated “excellent” for this goal because it would “serve the heart of W. Broadway business district of North Minneapolis.” Lowry is rated only “good” for this goal, though the report mentions it would serve opportunities like the Upper Harbor Terminal project. On pp. 58/50, there is an important table of statistics comparing the two routes. When you total everything together, the Lowry Route neighborhoods display these percentages: 57.2% Residents; 67.6% Jobs; 65.4% Zero Vehicle Households; 54.7% Households of Color; 50.3% Low-Income; and 46.1% Destinations. The Lowry Route shows a significant edge in serving people in the neighborhood. But the edge goes to W. Broadway concerning people coming into the neighborhood to visit destinations. If you can show that this latter edge translates into more reduced VMT, and that is the primary goal, then you may want to pick W. Broadway for the route. If you just want to serve a neighborhood, then maybe you pick Lowry. I don’t know how we should decide this. I wonder about some of the comments on the Lowry option of Goal 6. (pp. 85/77) The report says that “LRT along Lowry Avenue would limit north/south access which could adversely divide this residential area.” This is puzzling. Any LRT will divide a neighborhood in some way. But the LRT will be placed on top of a street that already divides the neighborhood. Won’t the streets crossing Lowry continue to cross it once the LRT is in place? Besides, it says that mid-block crossings would be added. When the report talks about “property impacts” and “additional right-of-way impacts”. Is that referring to cases where the county would arrange to obtain properties to have enough room for the LRT? I am puzzled about the idea of mid-block crossings. Are such crossings really safe? I am unaware of any such LRT crossings in the Twin Cities. Many crossings not at intersections guide pedestrians and cyclists across roads and tracks to station platforms. But they are not mid-block. It would seem that a major factor in choosing between the two routes would be which one is expected to produce the most transit-oriented development if it is the chosen route. Hopefully, your next document will shed light on that. Also, the estimated cost to build each of the routes would be good to know. It seems that it would be desirable to arrange for all of the people in all of the neighborhoods associated with each of the two proposed routes to be serviced by LRT. Perhaps we could accomplish this by putting BRT on the section not selected for LRT. This would connect those people without the train to the Blue Line. The key would be to plan for the BRT to stop at the North Memorial train station and another station at the other end near downtown Minneapolis. It would be tricky to figure out how to get the BRT bus turned around at each end. But it could be done.</p>
435	Email	<p>My son lived a block from North High School on Girard Ave and 16th and has had rental property in North MPLS for 20 years. His first home was just off Lowry Ave. I have some familiarity with the area having done work with him on homes there. I would favor the Broadway route because there are more businesses along the route. The sole large grocery store is the Cub on Broadway. So that would strengthen the ability of North Side residents to get affordable groceries. There are enough churches and community libraries along the routes for meaningful partnerships with those facilities for strong community engagement meetings. Having racial minority MET council staff not in the community outreach group as well as those in community outreach work with the Alliance staff and Northside churches and non-profits such as the neighborhood committees and Lao Advancement (I have worked with Lao Advancement in the past for community engagement) would be important for trust and authentic relationships. Robert Thompson has worked with the MPLS neighborhood committees in the area.</p>
436	Email	<p>Thank you for joining us at the MICAH Board Meeting last night and your excellent presentation. MICAH as an organization has not made a recommendation on preferred route.. Individual Board Members will email you their opinion. In my discussion with leadership of the BlueLine Coalition, there is great concern that a decision about a route prior to the anti-displacement work ,could spark speculative buying of businesses, homes and rental property along the route. ( I believe we are already beginning to see that on these 2 proposed routes.) I believe the Broadway route provides greatest opportunity for community businesses and community members to grow, develop wealth and have to more opportunities . It also may have less impact on the displacement of housing..... if strong anti-displacement protections are put in place and enforced for businesses, homes and rental property along the route.</p>



# Agency Comments

**LISA JACOBSON**  
Mayor  
763-234-0315  
763-493-8146 (vm)

January 14, 2022

Charlie Zelle  
Chair, Metropolitan Council  
390 Robert Street North  
Saint Paul, MN 55101

Re: METRO Blue Line Extension Draft Route Modification Report

Dear Chair Zelle:

Thank you for the opportunity to review and comment on the METRO Blue Line Extension Draft Route Modification Report. Throughout the journey of planning the Blue Line Extension, Brooklyn Park community members, elected officials, and City staff have remained engaged in the process and are committed to seeing the project through. With the release of this draft report, the region is closer to the next milestone of identifying a community-supported route modification. While the route will remain mostly unchanged in Brooklyn Park, the City would like to offer a few comments on the report.

Given the need to move the LRT guideway out of the BNSF corridor, the Draft Route Modification Report shows the tracks running down the middle of Bottineau Boulevard from North Memorial Hospital in Robbinsdale up through 73<sup>rd</sup> Avenue in Brooklyn Park, where the route transitions to the originally-planned alignment on West Broadway. The City of Brooklyn Park supports this change.

As the project moves into environmental review and final design, we ask that the Metropolitan Council and Hennepin County address the following priorities in the portion of the route labeled Area 2 in the report:

*63<sup>rd</sup> Avenue Station* – The route modification will shift the location of the 63<sup>rd</sup> Avenue station platform from the west side of Bottineau Boulevard to the median. Design of this station and surrounding area will require careful attention to safe and efficient pedestrian crossings from both sides of the road.

*73<sup>rd</sup> Avenue Flyover* – With the LRT guideway running down the middle of Bottineau Boulevard, the geometry of the flyover at 73<sup>rd</sup> Avenue will change somewhat. It will be important to ensure that development opportunities and planned street connections are retained in that area with the modified design.

The City of Brooklyn Park continues to prepare for opening day of the Blue Line Extension and is making proactive investments to ensure that the project contributes to the prosperity of our community. We appreciate the partnership of the Metropolitan Council and Hennepin County and look forward to the next steps in the process.

Sincerely,

A handwritten signature in blue ink that reads "Lisa Jacobson". The signature is fluid and cursive, with the first name "Lisa" written in a larger, more decorative script than the last name "Jacobson".

Lisa Jacobson  
Mayor



**CITY OF CRYSTAL**

**RESOLUTION NO. 2022- 12**

**COMMENTS ON THE DRAFT  
ROUTE MODIFICATION REPORT  
FOR THE METRO BLUE LINE EXTENSION**

**WHEREAS**, the City of Crystal (“City”) has long been underserved by the regional public transit system; and

**WHEREAS**, the City desires improved and expanded transportation options and connections for its residents, businesses, institutions and visitors; and

**WHEREAS**, the City has actively participated in efforts to bring high-frequency transit service to the northwest suburbs, including the previously-proposed BNSF alignment for the METRO Blue Line Extension through Crystal with a station at Bass Lake Road; and

**WHEREAS**, the City has partnered with Metro Transit and Hennepin County over the last several years to prepare the area around the proposed Bass Lake Road station for transit-oriented development, including accommodative land use regulations and significant public improvements; and

**WHEREAS**, on September 15, 2020, the Crystal City Council approved a Statement of Principles (“Statement”) to guide the city’s review of potential METRO Blue Line Extension alignments outside of the previously proposed BNSF alignment; and

**WHEREAS**, since the Statement was approved, City staff, Mayor Adams, City Council members, and community members have provided input as requested by Metro Transit and Hennepin County;

**WHEREAS**, since the Statement was approved, the Project has been developing concept-level layouts for an at-grade Metro Blue Line Extension in the median of Bottineau Boulevard and released the Draft Route Modification Report base on that concept;


**WHEREAS**, on December 13, 2021, Metro Transit and Hennepin County released the Draft Route Modification Report (“Report”) and provided a 6 week comment period; and

**WHEREAS**, it is in the best interest of the City to formally comment on the Report to complement and supplement the City’s Statement of Principles based on the additional information received since September 15, 2020.

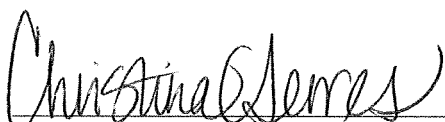
**NOW, THEREFORE, BE IT RESOLVED** that the City Council makes the following comments on the Draft Route Modification Report for the METRO Blue Line Extension:

1. The “Engagement in Crystal” section on page 8 does not at all mention concerns about the vehicular mobility impacts of reducing the roadway from 6 lanes to 4, despite that concern being expressed repeatedly throughout 2021 in multiple ways and venues. That concern was at least as prevalent throughout the community engagement process as the four items that are listed in the Report. Therefore a fifth item acknowledging the community’s serious and consistent concerns about the impact of lane reduction on vehicular mobility should be added to this section.
2. “Goal 1: Improve transit access and connections to jobs and regional destinations” on page 40 does not at all address the negative impact of lane reduction and reduced vehicular mobility on access and connections to jobs and regional destinations. The Report reads as if Metro Transit and Hennepin County are unconcerned with vehicular mobility. The Report should at least acknowledge that the improved transit access and connections may come at the expense of reduced vehicular access and connections due to lane reduction.
3. “Goal 2: Improve frequency and reliability of transit service to communities in the corridor” on page 42 mentions the lane reduction and vehicular mobility, and asserts that, with a grade separation of Bottineau Boulevard over Bass Lake Road, the Project “would result in similar intersection delay and travel times compared to no-build conditions.” This is premature because (a) the City Council has not endorsed the grade separation due to serious concerns about public safety, and (b) the traffic analysis to determine the adequacy of 4 lanes between Bass Lake Road and Trunk Highway 100 is still a work in progress. The Report should not assert as a matter of fact that which is uncertain and remains to be determined. It would be appropriate and accurate for the report to instead say, “The impacts of the proposed lane reduction on vehicular mobility, and potential design solutions to mitigate the impacts, are recognized as a serious community concern and will require more in-depth technical analysis and community input.”
4. In general, the City supports continued exploration of the proposed route but it is important for the Route Modification Report to emphasize that the Report merely endorses further study and design work, and does not confirm community support for the route.

Adopted by the Crystal City Council this 18th day of January, 2022.

  
\_\_\_\_\_  
Jim Adams, Mayor

ATTEST:

  
\_\_\_\_\_  
Christina Serres, City Clerk



# City of Maple Grove

12800 Arbor Lakes Parkway, Maple Grove, MN 55369-7064

763-494-6000

January 6, 2022

Mr. Charles Zelle  
Chair  
Metropolitan Council  
390 Robert Street N  
St Paul, MN 55101

**RE: Public Comment on the Blue Line Light Rail Extension Draft Route Modification Report**

Dear Chair Zelle,

Recently, the Metropolitan Council released the Draft Route Modification Report for the Blue Line Light Rail Extension project. The report describes the overall process, public input, and technical evaluation that will inform the recommendation of a community supported route.

We understand that public comments are being accepted through January 25, 2022. We further understand that these comments will inform the final evaluation and route recommendation in spring 2022.

As a result, the City of Maple Grove requests that the Metropolitan Council's process for this project include design options to accommodate a future Blue Line Extension spur into the City of Maple Grove. We most recently addressed this topic in an August 10, 2021 letter to you and a corresponding meeting on October 28, 2021. That meeting discussion seemed to support a continued dialogue and effort to further explore this initiative.

In that meeting, we discussed several factors that makes the spur a sound regional investment. The enclosed Exhibit A outlines those factors. The last bulleted item of the exhibit is one that should harness significant attention:

- *The existing and projected vibrancy of the Maple Grove economy solidifies that an investment in Alignment A greatly benefits the region as a whole. The spur would help ensure high project ridership for the Blue Line Extension.*

Again, we ask that the project process for the Blue Line Extension include design options to accommodate a future spur into the City of Maple Grove. The City encourages the Metropolitan Council and Hennepin County BLRT project staff to further explore the possibilities, opportunities, and challenges of a Maple Grove spur.

Please contact City Administrator Heidi Nelson at [hnelson@maplegrovern.gov](mailto:hnelson@maplegrovern.gov) or 763-494-6001 should you have any questions. Thank you for your time and interest.

Sincerely,



Mark Steffenson  
Mayor

**“Serving Today, Shaping Tomorrow”**

AN EQUAL OPPORTUNITY EMPLOYER

Cc: Judy Johnson, Metropolitan Council Member, District 1  
Kevin Anderson, Hennepin County Commissioner, District 7  
Sophia Ginis, Metro Transit, Manager of Public Involvement  
Maple Grove City Councilmembers

## **Exhibit A**

### **Blue Line Extension Spur to Maple Grove**

- The current delay in the project timeline now allows for a reconsideration of all the past decisions to change course to include a Maple Grove Blue Line Extension spur.
- The city has a strong track record of local support through City Council resolutions, letters of support, and involvement in Bottineau committees.
- The highly favorable cost effectiveness index score of 23 for the Maple Grove alignment of A-C-D1 over the approved alignment of B-C-D1 score of 26 provides a solid foundation for this pivot.
- The Bottineau CAC stated in April 2013 that Alignment A should be considered for future expansion potential.
- Over approximately the next 20 years, Maple Grove projects to have employment numbers reaching approximately 47,000 based upon Metropolitan Council projections.
- The rapidly growing Maple Grove gravel mining area is guided for mixed-use development and would help anchor the success of a Blue Line Extension.
- Since 2010, Maple Grove has added approximately 3,500 housing units. This includes high density and affordable housing units.
- Our population has grown by over 9,000 and is expected to grow by another 20,000 over the next 20 years.
- Proposed federal infrastructure legislation could infuse once in a generation public works funding that makes this investment to Maple Grove a viable option.
- Maple Grove Transit is uniquely positioned with its services and facilities to support and supplement a Blue Line Extension.
- COVID has fueled a change in mobility habits and patterns. The Target campus in Brooklyn Park was stated as major factor in the B-C-D1 alternative being chosen as the LPA. However, that north end point may no longer be as attractive as it once was.
- The existing and projected vibrancy of the Maple Grove economy solidifies that an investment in Alignment A greatly benefits the region as a whole. The spur would help ensure high project ridership for the Blue Line Extension.

## Blue Line Extension Draft Route Modification Report

City of Minneapolis staff-level comments

January 18, 2022

Dear Blue Line Extension Project Team at Hennepin County and Metropolitan Council,

The City of Minneapolis appreciates the opportunity to comment on the Blue Line Extension Draft Route Modification Report. The extension of the existing METRO Blue Line through North Minneapolis presents tremendous opportunity for improving fast and reliable transit service, making progress toward citywide climate goals, extending development opportunities, and better connecting neighborhoods to regional destinations and employment centers.

The most significant comments on the Draft Route Modification Report concern two key areas: the timeline established for the Metropolitan Council and Hennepin County to refine the plan and recommend a single route in North Minneapolis, and the need for additional analysis metrics that would assist the public, as well as City staff, in identifying a preferred route between West Broadway/Lyndale and Lowry/Washington Avenues.

City staff and policymakers have been engaged throughout all stages of the multi-year project, and have attended and actively participated in the following meeting series throughout this renewed phase of the project starting in late 2020: Corridor Management Committee (CMC), Technical Project Advisory Committee (TPAC), Business Advisory Committee (BAC), Community Advisory Committee (CAC), and weekly Issue Identification Team (IIT) project-team meetings. We look forward to continued engagement throughout 2022 and beyond, as the project enters a critical decision-point related to routing in Minneapolis.

The following specific comments are grouped into two distinct themes: process/timeline, and content.

### *Process/timeline comments*

- **Presentation of findings from the Draft Route Modification Report.** Given the goal is to select a community-supported alignment for the BLRT corridor, we would like to see a report that outlines the public comments received during this round of engagement that we can review *prior to* creating an City position on the preferred alignment. We request that the feedback on the Draft Route Modification Report be summarized and posted on the project website as soon as possible following the January 25<sup>th</sup> close of the public comment period.
- **Additional time for City position.** The City expects to support a preferred alignment after understanding the public feedback received, as well as more thoroughly understanding some of the technical analysis as noted below in 'content comments'. We will continue to work with the Metropolitan Council/Hennepin County project team on a timeline that will work for the City, as the current one is untenable.
- **Adjustment to planned March release of Final Route Modification Report.** Given the magnitude of this historic infrastructure investment in North Minneapolis and dynamics including transitioning of a new Council term and the government structure changes currently underway in Minneapolis, we recognize and want to acknowledge that getting to an City position will require

additional time than currently planned, which will have impacts to the release schedule for the Final Route Modification Report. We request the planned release date be pushed back and aligned to allow for the two bullet points above, with a tentative release date in late May at the earliest.

*Content comments (not in order of magnitude)*

1. **Community engagement.** Community engagement documents identify major themes heard in the community. The report should have an evaluation of the routes in relation to these themes.
2. **Scoring criteria.** The scoring analysis should provide more detail to clearly explain how the determination between 'good' and 'excellent' is determined. Maps, data and empirical evidence given the concept plans to date should be shared and used for justification as much as possible.
3. **Ridership estimates.** It is not clear from the report how the ridership numbers were derived; the Draft Route Modification Report should more clearly explain these estimates.
4. **Travel time.** The document should provide the determining criteria and explanation for the travel time difference between West Broadway/Lyndale and Lowry/Washington.
5. **VMT analysis.** We would like to see more justification and details around how it was determined that the West Broadway/Lyndale route reduces vehicle miles travelled (VMT) 17% more than Lowry/Washington.
6. **Walksheds.** The walkshed analysis would benefit from a clear articulation of the demographics listed in the report (income, population, race, age, etc.) within a 5, 10, and 15-minute walkshed of each station area, accounting for major infrastructure such as bridges and Interstate 94, rather than just by walkshed. Natural and physical barriers decrease walkshed areas around stations, therefore additional information on the anticipated connection improvements associated with the LRT stations should be indicated to evaluate potential walk time improvements. Further exploration on ways to increase walkshed areas around stations is needed to understand whether additional investments are warranted to improve ridership.
7. **Demographic maps.** The population and other demographic numbers for the area east of I-94 should be listed to determine the actual numbers east of the interstate versus by walkshed.
8. **Destinations.** The destinations are grouped into broad categories. More nuance is needed to understand differences between destinations in each use category. For example, whether a destination listed as a grocery store is a convenience store or a full-service grocery store. The routes should be evaluated against the ability to provide residents the best access to education, services, jobs, and health care, as opposed to the number over overall destinations.
9. **Development potential.** To evaluate the impact that a route will have on adjacent properties and neighborhood character, additional detail on development potential is needed. A comparison of land uses, vacant or underutilized land, building stock, publicly owned land, and any assumptions made about future development opportunities is needed along each route.
10. **Impact on street grid.** A graphic showing the proposed pedestrian, bicycle, and vehicle crossings and all closed intersections and driveways is necessary to evaluate which route will have the greatest impact on community connections.
11. **Potential for additional stop locations.** As a final alignment is chosen, we anticipate there may be the need for additional stations. We support a process that is open to that likelihood as the project progresses. If that were to occur, additional factors would influence ridership, walksheds, etc.



12. **Takings.** The report should provide information on potential takings along each route.
13. **Previous staff level comments.** Minneapolis staff spent considerable time reviewing and commenting on an earlier draft of the report. We encourage the incorporation of those comments and preparation of a point-by-point response memo for any unaddressed issues.

The following comments are more appropriately addressed at a future level of design but are critical to the success of the overall project. In the spirit of looking to the future, we look forward to working with the project team on the following:

- **Improved street design.** Taking the opportunity to improve the safety of the underlying street that is chosen for alignment, along with select intersecting streets, when the Light Rail project is developed. Most of the streets identified, from Target Field Station to North Memorial Station, are identified as High Injury Streets in the City's Vision Zero Action Plan. By incorporating transit and safer designs for those walking, rolling, and bicycling along the alignment and to the new stations, we will ensure that the LRT project does more for the community than just bring transit to the neighborhoods it serves. We plan to use the guidelines set forth in the City of Minneapolis Street Design Guide to improve the safety and livability along whichever alignment is selected.
- **Adding green infrastructure.** As a part of the future LRT project, we look forward to advancing street designs that incorporate green infrastructure. Difference in heat island effects have localized impacts on temperatures; including green infrastructure along the new alignment will help improve the neighborhoods the alignment serves.
- **Construction impacts on businesses.** The construction process is anticipated to last three to four years in duration. This will be a long period of disruption for business. Planning for and a continued commitment to support business through the construction period will be important.
- **On-going anti-displacement work.** The City supports the work of the Anti-displacement team, led by CURA, and plans to actively participate in, help shape, and help implement recommendations to ensure the future BLRT serves the people of North Minneapolis.

The City of Minneapolis looks forward to the continued strong partnership with Hennepin County and the Metropolitan Council as we move the region forward on goals of equity, livability, improving the environment, and expanding multimodal transportation options in Minneapolis.

Sincerely,



Andrea Brennan, Director  
Community Planning and Economic Development  
City of Minneapolis



Brette Hjelle, Interim Director  
Public Works Department  
City of Minneapolis

Member Blonigan moved and Member Webb seconded a motion that the following resolution be read and adopted this 18th day of January, 2022.

RESOLUTION NO. 7951

A RESOLUTION RESPONDING TO THE DRAFT ROUTE MODIFICATION REPORT  
FOR THE METRO BLUE LINE EXTENSION PROPOSAL

WHEREAS, a route modification has been proposed to allow for completion of the planned METRO Blue Line Extension of Light Rail Transit (BLRT) to and through the City of Robbinsdale; and

WHEREAS, the BLRT alignment would shift from the BNSF railway corridor (which would have had only 3 at-grade crossings and widespread community support) to the County Road 81 – Bottineau Boulevard alignment (which would have multiple crossings including six heavily used pedestrian crossings, as well as numerous access points to the central business district); and

WHEREAS, the evaluation of the route segment through Robbinsdale in the draft report is combined with the evaluation of the Crystal and Brooklyn Park portions of County Road 81, which have wide highway sections in comparison to Robbinsdale where there are slower speeds, designed for heavy pedestrian use with semaphores every block, and multiple right turns into businesses and parks; and

WHEREAS, in Robbinsdale, the original alignment and station area were in a semi-industrial area next to the railroad tracks and adjacent to the historic downtown which were thoroughly studied in station area planning, while the new alignment runs two blocks to the east through the narrow commercial core of the fully developed city which was on the periphery of the original study; and

WHEREAS, the purpose of a draft document is to allow for consideration of the perspective of those most familiar with the area;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROBBINSDALE, MINNESOTA:

That while the city council appreciates the value of a public transportation system with frequent and predictable boarding times and stations to which a majority of the community could walk, roll or bike, there are serious concerns about how the revised, proposed route has been evaluated in the Robbinsdale section so that a no-build option should be considered as part of the study;

BE IT FURTHER RESOLVED, that the Metropolitan Council and Hennepin County Board take serious consideration of the attached comments and recommended edits to the Draft Modification Report for the Metro Blue Line Extension to and through the City of Robbinsdale;


BE IT FURTHER RESOLVED, that the Metropolitan Council and/or Hennepin County pay for an independent engineering firm analysis of the section of the proposed LRT route through Robbinsdale by an engineering firm selected by, and responsible to, the City to determine the feasibility of and, if feasible, the best location for construction for the light rail in the CR81 alignment (i.e. west, east, center, elevated);


BE IT FURTHER RESOLVED, that the Robbinsdale City Council supports continued exploration of the proposed route, but it is important for the Route Modification Report to emphasize that the Report merely endorses further study and design work, and does not confirm community support for the route.

The question was on the adoption of the resolution and upon a vote being taken thereon, the following voted in favor thereof: Webb, Backen, Kline, Mayor Blonigan

and the following voted against the same: Selman

WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED THIS 18TH DAY OF JANUARY, 2022.

  
\_\_\_\_\_  
William A. Blonigan, Mayor

ATTEST:  
  
\_\_\_\_\_  
Dustin Leslie, City Clerk

### **“Background” Section**

The Robbinsdale area needs to be addressed separately from the ‘45+mph highway’ portion of the county road.

**ADD: Robbinsdale:** The only remaining right-of-way that might have sufficient width would be Bottineau Boulevard/CR81. The Robbinsdale segment on the north is 1000’ east of the original alignment and at the south is 4000’ (3/4 of a mile) to the east. The original alignment was within a railroad right-of-way that would have had three at-grade crossings. The proposed alignment is in an “A Minor Augmenter” street with 6 heavily used at-grade pedestrian crossings, as well as numerous access points to the central business district and 2-way access points to parks.

### **“Help Us Choose A Route” Section**

Now is the time to give comments as your feedback will shape the ~~recommendation~~ **build/no-build deliberations and which route would be included in the final modification report**. To submit your comments on the Draft Route Modification Report and for a list of community meetings, visit [BlueLineExt.org](http://BlueLineExt.org).

### **“Schedule” Section**

Release of preliminary design options on how LRT could fit into each community, **including impacts outside of the current curb lines**.

**“Community Engagement” Section**

**NOTE:** Description of community and cultural organizations involved does not list any organization which has provided evidence of outreach to the Robbinsdale community. Robbinsdale has low income communities and communities of color. It does not list the outreach to the Robbinsdale Chamber of Commerce or Commissioner Lunde's driveway outreach. Was there a bike/walk tour suggested for Robbinsdale?

**“Anti Displacement Initiative” Section**

**NOTE:** Has there been specific focus to assure membership on the Anti-Displacement Workgroup from each community? How is the opportunity being advertised?

**NOTE:** This initiative naturally conflicts with new development. The main benefit of LRT projects over alternative options is the lure of development/re-development for communities. Is there consideration of no-build with LRT and starting over with a BRT as a viable alternative that would have a better outcome for displacement?

**“Evaluation Process” Section**

**NOTE:** It should be noted that these are PROJECT GOALS and do not necessarily represent city goals, desires and impacts.

**“Assessment of Route Options” Section**

The assessment of Route Options to Defined Goals needs to separate Robbinsdale section goal evaluation from the parts of CR81 north of 100 where CR81 is no-longer a divided highway with existing speeds of 45mph+

*The assessment of the goals in Robbinsdale are not Excellent as will be noted in response to the Robbinsdale section of analysis of goals.*

**“Next Steps” Section**

**NOTE:** Presenting the draft summary over the December-January holidays is not sufficient time for comment to this important document.

**NOTE:** What defines a “community-supported route?” This is a vote of Hennepin County Board and Metropolitan Council. As sponsors of this project, these groups are not neutral arbiters and their decision may not reflect individual city's opinions or support.

**NOTE:** Is it the community supported route because there was no other alternative provided? Was no-build considered in the analysis for each community?

**NOTE:** Questions from the community have often been passed by with a "we'll take care of that," "that comes later," "that will be mitigated." How can a 100-year, \$2 billion decision be made without knowing how these issues will be addressed?

**“Blue Line Extension Community-Supported Route” Section**

**NOTE:** Best meets the Project Principles- compared to what alternative? What if Robbinsdale decision-makers raise grave concerns? Will this be reflected in the March report?

**NOTE:** It should be noted that these are PROJECT GOALS and do not necessarily represent city goals, desires and impacts.

**NOTE:** There was only one option presented to to Robbinsdale community. No-Build option was not presented by project staff during interactions with residents.



**“Ongoing Public Engagement” Section**

**UPDATE:** Release of preliminary design options on how LRT could fit into each community, including impacts outside of the current curb lines.

**“Initial Route Evaluation Process and Report” Section**

“Project partners and stakeholders worked to develop a set of Project Principles to set the project scope and process going forward.”

**NOTE:** Did the project partners and stakeholders include local elected officials?

**“Project Principles - Mitigate Negative Impacts” Section**

**NOTE:** In Robbinsdale these impacts are increased dramatically

**NOTE:** Do the environmental impacts (primarily carbon) include the energy expended for build out? Addition of feeder bus lines? How will the use of electric cars and buses in the future change this principle?

**“Engagement In Robbinsdale” Section**

**NEW/UPDATE:** The following themes were identified through engagement activities held in Robbinsdale during the fall of 2021. One of the key features of engagement was a series of driveway talks **with community residents and City Council Members**, hosted by Commissioner Lunde, ~~community residents, and Robbinsdale policy makers from May~~ **April** to October 2021. This approach of meeting people where they are uncovered and documented key community issues and aspirations. This input was included in the public input summaries to inform project decision-making.

**NOTE:** There were also five City Council work sessions, including project staff presentations, between April 26 and December 13, 2021. It needs to be determined if the feedback at those meetings were included in the community feedback.

**NOTE:** Include minutes of meetings in report findings, especially meeting with Met Council Chair Zelle.

**Additions to Bullet List:**

**ADD:** Concern about the width of the corridor between 39th and TH 100, along with the elevation changes between West Broadway and Lakeland/Lakeview on the east side of CR81, and impacts to business properties which have historically used the Lakeland Avenue frontage roads as a part of their parking circulation.

**ADD:** Whether grade separation of the LRT would be needed between 39th and TH 100

**ADD:** How traffic crossings would be impacted area and city-wide, including potential traffic diversion onto local streets. Serious concern about removal of left turn lane from north bound 81 to west bound 42nd Ave and general traffic movements in this area where there are short blocks and heavily used access points to businesses 500' from the intersection.

**NOTE:** Where will greenery go? All landscaping will be removed if built. According to current plans the build appears to take the full width of the ROW.

**“Overview of Routes for Consideration” Section**

The Robbinsdale area needs to be addressed separately from the ‘45mph highway’ portion of the county road.

**CHANGE:** The level of change in Robbinsdale is not Low-Medium, it is (Very) High.

**“Area 2: Brooklyn Park, Crystal and Robbinsdale” Section**

The Robbinsdale area needs to be addressed separately from the ‘45mph highway’ portion of the county road.

**NOTE:** While the route is parallel to the original alignment in Robbinsdale, the new alignment is up to 3/4 mile to the east and there is a **major** change in impacts to Robbinsdale. This must be noted here.

**“How was this Route Option Determined” Section**

**ADD:** In Robbinsdale, the closest point is 1000 feet east (at 47th Ave). South of Highway 100, the distance widens moving south until the distance is 4000 feet (3/4 mile) at Lowry.

**NOTE:** as 2-dimensional drawings, the topography/elevation changes and retaining walls are difficult to visualize. The simulation in Figures 11 and 12 are misleading and diminishes the significant elevational drop across County Road 81. As a result, 41st Ave. N. east of County Road 81 will have a significantly steeper grade to match the existing conditions at Lakeview Ave. N. The result will be increased difficulty or even danger during winter driving conditions.

**“Table 2” Section**

**Figure 11**

**NOTE:** The figure also masks off the upper Robin Center on the north side of CR81, where the majority of impact occurs. Can upper Robin Center be added?

**Figure 12**

**NOTE:**

**This picture uses the typical width of the roadway at this location.**

The simulation is misleading and diminishes the significant elevational drop across County Road 81. As a result, 41st Ave. N. east of County Road 81 will have a significantly steeper grade to match the existing conditions at Lakeview Ave. N. The result will be increased difficulty or even danger during winter driving conditions. The figure masks off the upper Robin Center on the north side of CR81. There should be a note that the east side Lakeland Avenue Frontage Road outside of CR81 curb line is needed for this concept, and the resulting loss of parking that will impact business viability

**Figure 15**

**NOTE:** The apparent sidewalk angling off to the north is a street or alley.

**Figure 16**

**NOTE:** the section is a rare example of no retaining walls on either side of the CR81 and/or frontage roads. The apparent sidewalk angling off to the north is a street or alley.

**General Comments**

Also important to see similar figures at 39th to show impacts to east and west Lakeland frontage roads that have less landscaping as well as looking at the relative elevation of the frontage and mainline.

**NOTE FOR THE FUTURE:** the center street lights are eliminated by LRT. Does the new build include lighting for the adjacent r-o-w? How is this accomplished on University?

**Robbinsdale section needs to be evaluated separately from the 45+ MPH highway section North of 100.**

**“Evaluation Findings” Section**

**NEW/UPDATED Text for Robbinsdale:** Area 2(a or b) is proposed to run on Bottineau Boulevard (County Road 81) from approximately 47th Avenue to the station at North Memorial. Stations in this section are proposed at downtown Robbinsdale, and North Memorial. This section of the route along Bottineau Boulevard replaces the route in the freight rail right-of-way.

The March 2021 report reflected locating LRT on Bottineau Boulevard in this area. Bottineau Boulevard is approximately 1000’ east of the original alignment and the distance widens to the farthest separation by North Memorial Health Hospital where the alignment is 4000’ (3/4 mile) east of the original. Constraining features in this section of the corridor include the Twin and Crystal Lakes, both located just to the east of existing Bottineau Boulevard, as well as the elevation difference between West Broadway and the Lakeland Avenue Frontage Road on the East Side of CR81.

While shifting from the original route to this proposed route will create different, and significant, impacts and a need for new engineering solutions, a route along Bottineau Boulevard is the closest possible to the original, which is consistent with the Project Principle of maintaining existing alignment as much as possible. Unfortunately the station area planning work that was previously completed in Robbinsdale focused on an area 2000’ to the east of the current alignment, and the work did not extend beyond the impact to the west side of the 125+ year old historic main street area on West Broadway. Both the new location for a station on CR81 in the downtown area and the North Memorial station would be starting from zero.

While there is only one route (a no-build option was not part of the study) proposed by the project team in this area to avoid use of the freight rail right-of-way, it is important to assess its ability to meet the established project goals. This section summarizes how the proposed route on Bottineau Boulevard (County Road 81) meets each of the project goals. These goal-specific summary statements serve as supporting information to the summary table presented on page 44.

**“GOAL 1: IMPROVE TRANSIT ACCESS AND CONNECTIONS TO JOBS AND REGIONAL DESTINATIONS ” Section**

**NEW/UPDATED TEXT:** As stated previously, the proposed route on Bottineau Boulevard (County Road 81) would include potential station areas at Downtown Robbinsdale and North Memorial. The potential station areas have the opportunity to provide access and connections to neighborhoods not directly served under the 2013 locally preferred alternative, while being further removed from others (large townhome development at 41st & Regent and several apartment buildings west of the railroad on County Road 9).



**“GOAL 1: IMPROVE TRANSIT ACCESS AND CONNECTIONS TO JOBS AND REGIONAL DESTINATIONS ” Section, continued**

The previous location included the Metro Transit Timed Transfer Facility at Hubbard Marketplace. In order to be an improvement to transit access, this timed transfer facility will need to be relocated, most likely next to the downtown LRT station. Compared to the previous location in an industrial flavored area in and next to the railroad corridor, it will be difficult to find both a new location for the timed transfer facility as well as a park & ride facility in the fully developed commercial area adjacent to CR81. Of note is that the City of Robbinsdale is predominantly residential and this location impacts the limited commercial core area. As reflected in Figure 36, the potential Downtown Robbinsdale and North Memorial station areas have the ability to serve a broad walkshed area that includes the Downtown Robbinsdale area and the North Memorial medical complex, respectively. The North Memorial station would also provide access to Theodore Wirth Regional Park, Victory Park, and North Minneapolis.

**NOTE:** Though not addressed in the Robbinsdale Section, Robbinsdale residents use the local bus (routes 14 and 32) on West Broadway. Should this route be selected, it will be imperative to continue local bus service to destinations between stations on West Broadway or Lowry routes.

**NOTE:** the addition of LRT to expand service for some, could be at the expense of existing customers, residents and workers who use cars and whose trips do not originate near the BlueLine Extension corridor

**Robbinsdale section needs to be evaluated separately from the 45+ MPH highway section North of 100.**

**“GOAL 2: IMPROVE FREQUENCY AND RELIABILITY OF TRANSIT SERVICE TO COMMUNITIES IN THE CORRIDOR” Section**

**NEW/UPDATED TEXT:** Providing transit in a dedicated guideway improves transit service reliability. Additionally, transit service frequency and regional connectivity would improve. In Robbinsdale, adding LRT in the median of Bottineau Boulevard (County Road 81) would result in similar intersection delay compared to No-Build conditions due to the minor impact LRT would have on intersection geometrics(? **In the information provided no-build/build scenarios at each intersection, there were numerous level of service changes noted, particularly some loss of right turn on red moving from LOS A to E. Of concern is that the evening peak hour queuing on County Road 9 already has traffic backups that cross Lakeview on the east and West Broadway on the west. This is before any addition of park and ride LRT traffic.**) As the design advances, additional coordination will take place with both cities to address traffic and safety concerns. The proposed route could provide roadway and overall safety improvements at both signalized and unsignalized intersections in areas such as: incorporation of additional green space, **(There will be no greenspace added through the Robbinsdale Corridor; there will be removal of green space)** pedestrian intervals to give pedestrians a head start crossing an intersection(? **The traffic modeling showed additional time for left turns for north bound 81 on to west bound CR9, this is a potential reduction of pedestrian cross time**), potential for narrowing travel lanes to shorten pedestrian crossing distances **(How can adding 28 feet of track and moving the curb lines further into the parking lots shorten pedestrian crossing distances?)** and calm traffic, pedestrian crossing signals **(These are already in place at every intersection on CR81)** , new pavement **(CR81 was reconstructed in 2006 and had a slurry seal applied in 2021)**, and pedestrian crossings that meet all current accessibility requirements. **(The pedestrian crossing at 35th is new, others were recently updated to improve access to crossing buttons for those in wheelchairs. Will these be impacted by changing left turn times?).**

**Robbinsdale section needs to be evaluated separately from the 45+ MPH highway section North of 100.**

**“GOAL 3: PROVIDE TRANSIT IMPROVEMENTS THAT MAXIMIZE TRANSIT BENEFITS, WHILE BEING COST COMPETITIVE AND ECONOMICALLY VIABLE ”  
Section**

As the route on Bottineau Boulevard (County Road 81) is **proposed to be at-grade and would run in existing transportation right-of-way**, it is anticipated to be cost-competitive.

**NOTE:** The section at North Memorial is proposed to be elevated over and across Abbott Avenue, it is not yet determined whether the section through downtown needs to be elevated – if it is not elevated, then while the rail itself would be in the existing right-of-way, **the full reconstruction would extend beyond the curbs of the existing CR81.**

**NOTE:** Existing ROW at places, but changes to traffic flow (elimination of turn lanes for example) could lead to additional costs and congestion.

**NOTE:** Cost competitive to what? No-build and starting over with BRT would be multiple factors less.

**Robbinsdale section needs to be evaluated separately from the 45+ MPH highway section North of 100.**

**“GOAL 4: SUPPORT COMMUNITIES’ DEVELOPMENT GOALS” Section**

Based on experience with both the Blue and Green Lines in the Twin Cities, it is anticipated that public and private investment would be made before, during, and after BLRT is open.

(Robbinsdale has already had discussions with developers regarding excess land at Elim Church and US Bank- developers in competition for the Elim site have confirmed that their interest in redevelopment is separate from whether or not LRT comes through the area. In fact, the proposed impact to Robin Center narrows the potential redevelopment footprint and restricts access, hindering what could be developed in the future. Robin Center is the largest, one-owner, potential redevelopment area in Robbinsdale, and the proposed reduction of the area and restriction in access may not be balanced by the addition of an LRT stop. In addition, our expectation is that the soils are worse on the east side of Robin Center.

While the Metropolitan Council requires identification of all areas where higher density development may occur in the Comprehensive Planning exercises, that does not mean that the community of Robbinsdale wants to replicate St Louis Park – the Robbinsdale community values its small scale main street as evidenced in the TOD overlay district; previous station area planning highlighted the preservation of the 1-2 story downtown area. The community of Robbinsdale has not indicated its interest in replicating Minneapolis’ elimination of parking philosophy. Staff have come to realize that the TOD planning effort in the last station area zoning updates, did not take into consideration in which land uses benefit from LRT and which uses would NOT realize a reduction of the need for parking. Overall reduction of parking requirements need to be revisited and increased depending on land use. Even before Hennepin County rebuilt CR81 in 2006, an effort incorporating trees and lighting to make adjacent sidewalks/trails more inviting to pedestrians, the community leaders invested in the undergrounding of overhead electric wires throughout the CR81 corridor – only one overhead connection remains. The County-lead, recently completed 3-year project to add ornamental trees, native grasses and bushes are just taking hold.) Coordination with the City of Robbinsdale would continue to effectively integrate both the Downtown Robbinsdale and North Memorial stations into the surrounding community. Additionally, the Metropolitan Council and Hennepin County are committed to working with the city of Robbinsdale to implement a comprehensive, innovative set of strategies to help communities build wealth in place (At the expense of what? It has long been the case that if you want to build something new, you have to tear something down. What areas have you identified that are vacant storefronts ripe for redevelopment?). These strategies will ensure the investment builds on, supports, and protects existing community assets in particular West Broadway and downtown Robbinsdale and views of the Lakes and provides more opportunities for equitable housing, employment, business development, cultural experiences, and other activities of daily life.

**NOTE: How will visual/sound impacts of an elevated track and station at NMHH be mitigated for residential area near the hospital? How will sound/vibration for hospital be mitigated? It may be early for answers to these questions, but they are vital to the Robbinsdale community to support any possible build.**

**“GOAL 4: SUPPORT COMMUNITIES’ DEVELOPMENT GOALS” Section, continued**

**NOTE:** Robbinsdale has extensive naturally occurring affordable housing (80% of housing considered affordable for 80% of Twin Cities median income, from Met Council statistics). How will adding LRT (that proponents say typically increase property values) create additional affordable housing in a fully developed city? How much affordable housing does a city need? How does additional affordable housing promote supporting growing businesses and the tax capacity needed to fund city services?

Robbinsdale section needs to be evaluated separately from the 45+ MPH highway section North of 100.

**“GOAL 5: PROMOTE HEALTHY COMMUNITIES AND SOUND ENVIRONMENTAL PRACTICES INCLUDING EFFORTS TO ADDRESS CLIMATE CHANGE ” Section**

The proposed route would support advancing both the Minnesota Department of Transportation and Hennepin County’s vehicle miles traveled reduction goals. Additionally, the proposed route provides an opportunity to locate LRT in an existing transportation facility **except where the construction would extend beyond existing curb line**, which could minimize **(with the addition of more impervious surface would increase)** overall environmental impacts, **including near 35th Avenue N where plans show the need to extend into existing wetlands and the removal of over 300 trees planted in the last 15 years and provide opportunities to improve pedestrian and bicycle facilities.**(Three Rivers Park District already has regional trail the entire length of the corridor through Robbinsdale and extending north through Crystal. The existing storm water ponds developed when CR81 was reconstructed in 2006 are likely to be at capacity, in particular at 36th where in 2021 the high density development, at county direction, improved and extended the pond to allow the addition of storm water from the development).

The proposed route would provide access to area grocery stores **(There is already local bus connection on West Broadway directly adjacent to Hy-Vee on France Avenue. The station at North Memorial would be elevated and a considerable walk (1/3 to 1/2 mile from Hy-Vee) and the regional park system. As reflected in the Next Steps section of this report, detailed environmental analysis and development of appropriate mitigation measures will be conducted as part of the federal and state environmental review process, including potentially sensitive areas around parks, historic resources and North Memorial. This must also include assurance that traffic capacity and flow on CR81 will be sufficient to prevent traffic diversion onto West Broadway and in particular to protect the historic 125+ year old downtown area.**



Robbinsdale section needs to be evaluated separately from the 45+ MPH highway section North of 100.

**“GOAL 6: ADVANCE LOCAL AND REGIONAL EQUITY AND WORK TOWARDS REDUCING REGIONAL RACIAL DISPARITIES ” Section**

The proposed BLRT route would be located along Bottineau Boulevard (County Road 81), a current transportation facility, which minimizes right-of-way acquisition **(except as described above)** and supports cohesion?**(The proposed route is a widening of an already difficult area to cross-particularly seniors with walkers and those in wheelchairs. What is supporting cohesion? The cultural and community assets include the large parks and lakes on the east 9 side of CR81, the beautification of CR81 begun in 2006, and the downtown area. The transit facility at Hubbard Marketplace is centrally located and provides good connections in multiple directions.)** As reflected in previous goals, the route would improve accessibility and connectivity to the broader regional transit system, thereby having the potential to improve having the potential to improve overall access to jobs and activity centers throughout the region.

The Area 2(a or b) route on Bottineau Boulevard (County Road 81) in Robbinsdale has been evaluated based on its ability to effectively meet the defined project goals. **As reflected in the following table, the community evaluation of the route does not meet the project goals, as reflected in the goal assessments. As reflected in the table, this route has no goals defined as excellent and three goals that are assessed at a “poor” level, which would represent not meeting the defined project goal.**

Project Goal	County Road 81 in Robbinsdale
Goal 1: Improve transit access and connections to jobs and regional destinations	<b>GOOD</b>
Goal 2: Improve frequency and reliability of transit service to communities in the corridor	<b>GOOD</b>
Goal 3: Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable	<b>GOOD</b>
Goal 4: Support communities' development goals	<b>POOR</b>
Goal 5: Promote healthy communities and sound environmental practices including efforts to address climate change	<b>POOR/GOOD</b>
Goal 6: Advance local and regional equity and work towards reducing regional racial disparities	<b>POOR/GOOD</b>