



## Appendix A-9 Chapter 9: Agency Coordination and Engagement Reports

Appendix A-9 Chapter 9: Agency Coordination and Engagement Reports are companion documents to the Supplemental Draft Environmental Impact Statement containing Chapter 9 (Agency Coordination and Engagement Reports). These documents are available online: <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Environmental/Supplemental-Draft-EIS.aspx>

Documents included:

- Federal Railroad Authority Correspondence
- Federal Highway Authority Cooperating Agency Invitations
- Federal Highway Authority Cooperating Agency Acceptances
- Minnesota Department of Transportation Cooperating Agency Invitations
- Minnesota Department of Transportation Cooperating Agency Acceptances
- Crystal Airport (MIC) Runway Protection Zone FAA Correspondence
- United States Army Corps of Engineers Permit Extension

- Engagement Phase 1 Report October 2020 to February 2021
- Public Engagement Report 2021 Update
- Public Engagement Report July to August 2021
- Public Engagement Report September to December 2021
- Public Engagement Report September to December 2022
- Public Engagement Report January to May 2023
- Public Engagement Report June to August 2023
- Public Engagement Report September to December 2023
- Public Coordinate Comment Summary to 2023

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## Damle, Neha

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**From:** Damle, Neha  
**Sent:** Tuesday, December 6, 2022 3:42 PM  
**To:** Chittim, Veronica (FRA)  
**Cc:** Young, Kelcie; Landwer, Nick; Reed, Scott; Beckwith, Chris; Daniel Soler; BPODMC; Mardente, John (FRA)  
**Subject:** RE: BLRT project modification and FRA jurisdiction determination- Metropolitan Council

Good afternoon, Veronica,  
Thank you for your reply and providing conclusion about the FRA jurisdiction for the project under the current circumstances.

As you have specified in your email, we will keep FRA informed as the plans get finalized.

Please feel free to contact me anytime in future if you have any further questions or concerns.

Thank you,  
Neha Damle

---

**From:** Chittim, Veronica (FRA) <veronica.chittim@dot.gov>  
**Sent:** Tuesday, December 6, 2022 2:08 PM  
**To:** Damle, Neha <Neha.Damle@metrotransit.org>  
**Cc:** Young, Kelcie <Kelcie.Young@metrotransit.org>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Reed, Scott <scott.reed@hdrinc.com>; Beckwith, Chris <Christine.Beckwith@metrotransit.org>; Daniel Soler <daniel.soler@hennepin.us>; BPODMC <BPODMC@metc.state.mn.us>; Mardente, John (FRA) <john.mardente@dot.gov>  
**Subject:** RE: BLRT project modification and FRA jurisdiction determination- Metropolitan Council

Good afternoon, Neha,

Thank you again for providing this additional information regarding the new proposed alignment for Metropolitan Council's Bottineau Transitway Blue Line extension.

Based on the information you provided, if this latest proposal is finalized, it appears that the 10 identified shared highway-rail grade crossings in the 2013 letter would no longer be considered points of connection or be subject to the previously-identified FRA requirements (e.g., 49 CFR Parts 214, 219, 220, 222, 225, 228, 234, 235, 236, and Sec. 229.125). Additionally, as the new proposed alignment would have at least 45-foot centerline distances between the freight and urban rapid transit operations, the shared connection concerns discussed in the 2013 letter are alleviated. Thus, for this proposed alignment of the Bottineau Transitway extension, FRA would not likely exercise its jurisdiction, as this portion of the service would be considered an urban rapid transit operation, without shared connections between the Bottineau Transitway and other railroad carriers that operate on the general railroad system of transportation.

Please keep FRA informed as these plans are finalized, particularly regarding any future potential connections with the general railroad system of transportation.

Sincerely,  
Veronica

Veronica Chittim

Senior Attorney, Office of Safety Law  
U.S. Department of Transportation  
Federal Railroad Administration  
Office of the Chief Counsel  
Mobile: (202) 480-3410  
Email: [veronica.chittim@dot.gov](mailto:veronica.chittim@dot.gov)

*This message is not binding, but merely advisory in nature. This email does not require you to perform any action and is merely an attempt to provide an informal response to your email. This response is not an appealable decision, order, or enforcement notice.*

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U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

January 3, 2023

Mr. Wendall Meyer, Division Administrator  
Minnesota Division  
Federal Highway Administration  
180 East Fifth Street, Suite 930  
St. Paul, MN 55101

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota  
Invitation to Become a Cooperating Agency

Dear Mr. Meyer:

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) may provide funding for the project, and as the lead federal agency, is responsible for compliance with the National Environmental Policy Act (NEPA). The Federal Highway Administration (FHWA) has jurisdiction and expertise with respect to potential effects the Project may have on the Interstate Highway System. Therefore, the FTA is inviting the FHWA to be a cooperating agency in the review of NEPA documentation being prepared for the Project. This is in accordance with the Council on Environmental Quality's regulations for implementing the procedural provisions of NEPA (40 CFR 1501.8).

### **Project Background**

FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. FHWA was a participating agency during the development of the Final EIS and ROD.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the

project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council) and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA.

For more information about the Project to date, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

### **Project Description**

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The Project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental review:

- West Broadway Avenue (CSAH 103) from Oak Grove Parkway to 73rd Avenue North in Brooklyn Park. Includes stations at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard. **This section of the route includes a grade separated crossing of Minnesota Trunk Highway (TH) 610.**
- Bottineau Boulevard (County Road 81) between 73rd Avenue North in Brooklyn Park to the intersection of County Road 81 and West Broadway Avenue in Minneapolis. Includes stations at 63rd Avenue and Bass Lake Road in Crystal, and stations in the downtown and at Lowry Avenue/North Memorial Hospital (Lowry Station) in Robbinsdale. **This section of the route passes under I-94/I-694, and crosses over TH 100.**
- LRT would follow West Broadway Avenue from Minneapolis/Robbinsdale border to Lyndale Avenue through North Minneapolis. Between Lowry Ave and North Irving Avenue, the project will evaluate center running LRT on West Broadway. East of North Irving Avenue, the project will evaluate two options: an LRT option on West Broadway and an LRT option on 21st Avenue.

- Two options will be evaluated to connect from West Broadway to Target Field Station:
  - North Lyndale Avenue to North 7th Street or **Olson Memorial Highway (TH 55)**, eventually terminating at the existing Target Field Station in downtown Minneapolis. Includes a station at Plymouth Avenue North.
  - **A new bridge over I-94** at either 21st Avenue or just south of Broadway Avenue, and an alignment running parallel to Washington Avenue east of I-94 that connects to Target Field Station using North 7th Street and 10th Ave North. This option includes a station near Plymouth Avenue.

Exact locations of stations along the southern end of the route are still being refined; station study areas reflect general geographic areas where the stations could be located. As the design advances, final station locations will be identified.

The Project includes options which have potential interactions with the Interstate Highway System that would necessitate FHWA coordination and potentially approvals or permits.

#### Next Steps

To either accept or decline this invitation, please respond to FTA in writing prior to February 3, 2023. Please contact Elizabeth Breiseth at (312) 353-4315 or [Elizabeth.Breiseth@dot.gov](mailto:Elizabeth.Breiseth@dot.gov) with any questions.

Sincerely,

**JASON M  
CIAVARELLA**

Digitally signed by JASON M  
CIAVARELLA  
Date: 2023.01.03 13:37:05 -06'00'

Jay Ciavarella  
Director, Office of Planning & Program Development

ecc: Philip Forst, FHWA  
Anna Varney, FHWA  
Elizabeth Breiseth, FTA  
Bill Wheeler, FTA  
Kelcie Young, Metropolitan Council  
Nick Landwer, Metropolitan Council  
Dan Soler, Hennepin County



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Minnesota Division**

January 30, 2023

180 Fifth Street East  
Suite 930  
St. Paul, MN 55101-1857  
651.291.6100  
Fax 651.291.6000  
[www.fhwa.dot.gov/mndiv](http://www.fhwa.dot.gov/mndiv)

Jay Ciavarella  
Director, Office of Planning & Program Development  
Federal Transit Administration  
200 West Adams Street, Suite 320  
Chicago, IL 60606-5253

Re: Cooperating Agency Request  
METRO Blue Line Extension Light Rail Transit Project  
Hennepin County, Minnesota

Dear Mr. Ciavarella:

Thank you for your January 3, 2023, letter inviting the Federal Highway Administration (FHWA) to be a Cooperating Agency in the National Environmental Policy Act (NEPA) process for the METRO Blue Line Extension Light Rail Transit Project. FHWA accepts this invitation.

With the information we have received at this time, it is our understanding that as a Cooperating Agency for this project, FHWA agrees to provide input and review related to the NEPA process in the context of any foreseeable FHWA actions including interstate right of way use and/or interstate access requests. The Federal Transit Administration (FTA) is responsible for coordinating with FHWA and incorporating FHWA actions into your environmental review process. If there is currently a coordination plan for the project, could you please provide a copy. If there is no coordination plan, could you please provide a schedule for the coordination plan development.

We invite FTA to be designated the lead agency for the Section 106 process per 36 CFR § 800.2(a)(2) to act on FHWA's behalf to fulfill our collective responsibilities under the Section 106 process. Under this designation, FHWA would be an invited signatory party to any Section 106 agreement for the project if one is required. FHWA would then rely on FTA's Section 106 determination as part of the process to adopt the FTA's Supplemental Draft EIS and Supplemental Final EIS/Amended ROD. Please respond to this request within 30 days of this letter.

I will be the FHWA contact for the project and can be reached at [anna.varney@dot.gov](mailto:anna.varney@dot.gov) and 651-291-6117.

Sincerely,

 ANNA M VARNEY  
2023.01.30 16:07:50  
FHWA -06'00'

Anna Varney  
Senior Transportation Engineer

cc: FHWA – Wendall Meyer, e-copy, [wendall.meyer@dot.gov](mailto:wendall.meyer@dot.gov)  
FHWA – Bill Lohr, e-copy, [william.lohr@dot.gov](mailto:william.lohr@dot.gov)  
FHWA – Philip Forst, e-copy, [phil.forst@dot.gov](mailto:phil.forst@dot.gov)  
FTA – Elizabeth Breiseth, e-copy, [elizabeth.breiseth@dot.gov](mailto:elizabeth.breiseth@dot.gov)  
FTA – Bill Wheeler, e-copy, [william.wheeler@got.gov](mailto:william.wheeler@got.gov)  
Metropolitan Council – Chris Beckwith, e-copy, [christine.beckwith@metrotransit.org](mailto:christine.beckwith@metrotransit.org)  
Metropolitan Council – Kelcie Young, e-copy, [kelcie.young@metrotransit.org](mailto:kelcie.young@metrotransit.org)  
Metropolitan Council – Nick Landwer, e-copy, [nick.landwer@metrotransit.org](mailto:nick.landwer@metrotransit.org)  
Hennepin County – Dan Soler, e-copy, [daniel.soler@hennepin.us](mailto:daniel.soler@hennepin.us)



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

January 3, 2023

Ms. Nancy Daubenberger, Commissioner  
Minnesota Department of Transportation  
395 John Ireland Boulevard, Mailstop 100  
St. Paul, MN 55155-1899

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota  
Invitation to Become a Cooperating Agency

Dear Ms. Daubenberger:

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) may provide funding for the project, and as the lead federal agency, is responsible for compliance with the National Environmental Policy Act (NEPA). The Minnesota Department of Transportation (MnDOT) has jurisdiction and expertise with respect to potential effects the Project may have on the State Trunk Highway System. Therefore, the FTA is inviting MnDOT to be a cooperating agency in the review of NEPA documentation being prepared for the Project. This is in accordance with the Council on Environmental Quality's regulations for implementing the procedural provisions of NEPA (40 CFR 1501.8).

### **Project Background**

FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. MnDOT was a participating agency during the development of the Final EIS and ROD.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in BNSF right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the project in the BNSF corridor were unsuccessful. In 2020, the local project sponsor (the Council)

and its partner, Hennepin County, in coordination with other project stakeholders and jurisdictions worked to identify and evaluate potential alternative project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022 that reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022.

The Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA.

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### **Project Description**

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Exact locations of stations along the southern end of the route are still being refined; station study areas reflect general geographic areas where the stations could be located. As the design advances, final station locations will be identified.

The Project includes options which have potential interactions with the Interstate Highway and Minnesota Trunk Highway systems that would necessitate MnDOT coordination and potentially approvals or permits.

#### Next Steps

To either accept or decline this invitation, please respond to FTA in writing prior to February 3, 2023. Please contact Elizabeth Breiseth at (312) 353-4315 or [Elizabeth.Breiseth@dot.gov](mailto:Elizabeth.Breiseth@dot.gov) with any questions.

Sincerely,

**JASON M  
CIAVARELLA**

Digitally signed by JASON M  
CIAVARELLA  
Date: 2023.01.03 13:38:54 -06'00'

Jay Ciavarella  
Director, Office of Planning & Program Development

ecc: Sarah Ghandour, MnDOT  
Nani Jacobson, MnDOT  
Michael Barnes, MnDOT  
Brigid Gombold, MnDOT  
Elizabeth Breiseth, FTA  
Bill Wheeler, FTA  
Kelcie Young, Metropolitan Council  
Nick Landwer, Metropolitan Council  
Dan Soler, Hennepin County



**Metro District**  
**1500 West County Road B2**  
**Roseville, MN 55113**

January 12, 2023

Jay Ciavarella  
Director, Office of Planning and Program Development  
U.S. Department of Transportation, Federal Transit Administration  
200 West Adams Street, Suite 320, Chicago, IL 60606-5253

RE: Invitation to Become a Cooperating Agency for the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota

Dear Mr. Ciavarella:

In reference to your letter dated January 3, 2023, proposing to construct the METRO Blue Line Extension Light Rail Transit Project from downtown Minneapolis to the northwest suburbs, the Minnesota Department of Transportation accepts your invitation to become a cooperating agency for the National Environmental Policy Act (NEPA) and Minnesota Environmental Policy Act (MEPA) environmental review process.

As a cooperating agency, MnDOT agrees to provide input and review related to potential interactions with the Interstate Highway and Minnesota Trunk Highway systems requiring MnDOT coordination and potentially approvals or permits.

MnDOT's designated contact for this project is Sarah Ghandour, Transitways Manager with MnDOT Metro District. Ms. Ghandour can be reached at 612-710-3544 and [sarah.ghandour@state.mn.us](mailto:sarah.ghandour@state.mn.us).

Sincerely,

**Michael  
Barnes**

Digitally signed by Michael  
Barnes  
Date: 2023.01.13 10:25:25  
-06'00'

Michael Barnes  
District Engineer, MnDOT Metro District

CC: April Crockett, MnDOT  
Brigid Gombold, MnDOT  
Elizabeth Breiseth, FTA  
Wendall Meyer, FHWA  
Philip Forst, FHWA  
Kelcie Young, Metropolitan Council  
Dan Soler, Hennepin County

Sarah Ghandour, MnDOT  
Nani Jacobson, MnDOT  
Bill Wheeler, FTA  
Anna Varney, FHWA  
Chris Beckwith, Metropolitan Council  
Nick Landwer, Metropolitan Council



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation Administration  
Dakota-Minnesota Airports District Office  
Bismarck Office  
2301 University Drive, Building 23B  
Bismarck, ND 58504

Federal Aviation Administration  
Dakota-Minnesota Airports District Office  
Minneapolis Office  
6020 28th Avenue South, Suite 102  
Minneapolis, MN 55450

July 19, 2023

Mr. Nick Landwer, Director of Design & Engineering  
Metropolitan Council  
Metro Blue Line Extension LRT Extension  
5514 West Broadway Ave. Suite 200  
Crystal, MN 55428

Crystal Airport (MIC) Runway Protection Zone Alternatives  
Analysis – Blue Line Light Rail Transit

Dear Mr. Landwer:

The FAA Dakota-Minnesota Airports District Office (ADO) has obtained FAA Regional concurrence on the conclusions of the updated 2023 Crystal Airport Runway Protection Zone Alternatives Analysis (RPZ AA) for revisions to the Blue Line alignment (formerly known as the Bottineau Transitway). When the Final EIS is available, the FAA ADO will want to ensure the proposed project is consistent with the findings of the RPZ AA.

If you have any questions or would like to discuss this information further, please feel welcome to contact Gina Mitchell, Community Planner, at (612) 253-4641 or [gina.mitchell@faa.gov](mailto:gina.mitchell@faa.gov).

Sincerely,

E. Lindsay Terry  
Manager  
Dakota-Minnesota Airports District Office

cc Anshu Singh, FTA (email)  
Bill Wheeler, FTA (email)  
Elizabeth Breiseth, FTA (email)  
Bridget Rief, Metropolitan Airports Commission (email)  
Eric Gilles, Metropolitan Airports Commission (email)  
Anna Walker, FAA (email)  
Nancy Nistler, FAA (email)  
John Fleming, MnDOT (email)  
Dan Boerner, MnDOT (email)

enc Figures 1-3 Proposed Alternative BLRT



**DEPARTMENT OF THE ARMY**  
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT  
332 MINNESOTA STREET, SUITE E1500  
ST. PAUL, MN 55101-1323

December 13, 2023

Regulatory File No. MVP-2012-01051-JST

Blue Line Project Office  
c/o Neha Damle  
6465 Wayzata Blvd, Suite 600  
St. Louis Park, MN 55426

Dear Neha Damle:

This is in response to your 10/27/2023 email requesting an extension of time to complete the work authorized by a Department of the Army permit MVP-2012-01051-MMJ. This permit authorized the discharge of fill material into 10.42 acres of wetland and streambed associated with the construction of the METRO Blue Line Light Rail Transit (BLRT) Extension Project. Please find the enclosed permit dated July 24, 2018. The project corridor is located in:

Sections 31 and 32, Township 20 North, Range 21 West  
Sections 5, 17, 8, 20, 29, 30, 32, Township 119 North, Range 21 West  
Sections 5, 4, 9, Township 118 North, Range 21 West  
Sections 6, 7, 18, 17, Township 29 North, Range 24 West  
Sections 17, 20, 21, 22, Township 118 North, Range 24 West

The project spans the cities of Minneapolis, Golden Valley, Crystal, Robbinsdale and Brooklyn Park, Hennepin County, Minnesota.

We have reviewed the permit record as specified by our regulations. We find no changes in the attendant circumstances concerning the proposed activity since the permit was issued and have determined that this permit time-extension will not require a public notice or further evaluation. Therefore, the authorization granted by permit MVP-2012-01051-MMJ is hereby revised so that the completion date is extended to 12/31/2028.

All other conditions of the authorization remain in full force and effect. If the work is not completed on or before the specified time, this authorization will no longer be valid. The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision. This document should be retained as part of your record.

If you have any questions, please contact me in our St. Paul office at (651) 290-5532 or Joseph.Toth@usace.army.mil. In any correspondence or inquiries, please refer to the Regulatory file number shown above.

Sincerely,

A handwritten signature in black ink that reads "Joseph Toth".

Joseph Toth  
Regulatory Specialist

Enclosure

cc:

Karen Wold, BCWMC (Barr)  
Wes Boll, SCWMC (Wenck)  
Stacey Lijewski, Hennepin Co.  
Ben Carlson, BWSR  
Elsa Flage, BWSR  
Becky Horton, MNDNR  
Jason Spiegel, MNDNR  
MarySue Abel, Metropolitan Council  
Mark Ray, City of Crystal  
Jed Chesnut, BWSR  
Tony Kaster, Shingle Creek WMO (Stantec)  
Jeff Oliver, City of Golden Valley  
Drew Chirpich, City of Golden Valley  
Rebecca Beduhn, (Agent - SEH)  
Scott Reed, (Agent - HDR)  
Kelcie Young, Metropolitan Council  
Anshu Singh, Federal Transit Administration  
William Wheeler, Federal Transit Administration  
Elizabeth Breiseth, Federal Transit Administration



REPLY TO ATTENTION OF  
REGULATORY BRANCH

**DEPARTMENT OF THE ARMY**  
ST. PAUL DISTRICT, CORPS OF ENGINEERS  
180 FIFTH STREET EAST, SUITE 700  
ST. PAUL, MN 55101-1678

**JUL 24 2018**

Regulatory File No 2012-01051-MMJ

Metropolitan Council  
c/o MarySue Abel  
Blue Line Extension LRT Project Office  
5514 W. Broadway Ave., Suite 200  
Crystal, Minnesota 55428

Dear Ms. Abel:

Enclosed is the validated copy of the Department of the Army permit authorizing you to discharge fill material into 10.42 acres of wetland and streambed, associated with the construction of the METRO Blue Line Light Rail Transit (BLRT) Extension Project. Please be advised that the authorization hereby granted is contingent on the permittee's compliance with all conditions stated in the permit and its attachments.

This Federal permit does not obviate the need to obtain any other Federal, state or local authorizations required by law.

If you have any questions, please contact Melissa Jenny in our St. Paul office at (651) 290-5363 or [Melissa.m.jenny@usace.army.mil](mailto:Melissa.m.jenny@usace.army.mil). In any correspondence or inquiries, please refer to the Regulatory file number shown above.

Sincerely,

Chad Konickson  
Chief, Regulatory Branch

Enclosures

Ccs (w/ enclosure):  
Karen Wold, BCWMC (Barr)  
Wes Boll, SCWMC (Wenck)  
Stacey Lijewski, Hennepin Co.  
Ben Carlson, BWSR  
Elsa Flage, BWSR  
Becky Horton, MnDNR  
Jason Spiegel, MnDNR  
Peter DeMuth, Metropolitan Council  
Michael Swenson; HDR

## DEPARTMENT OF THE ARMY PERMIT

**Permittee** Metropolitan Council  
**Permit No.** MVP-2012-01051-MMJ

**Issuing Office** St. Paul District  
U.S. Army Corps of Engineers

**NOTE:** The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

### **Project Description:**

You are authorized to discharge fill material into 10.42 acres of wetland and streambed, associated with the construction of the METRO Blue Line Light Rail Transit (BLRT) Extension Project. The project corridor, and the location of authorized impacts to aquatic resources within the project corridor, are shown on the enclosed drawings labeled 2012-01051-MMJ, BLRT Figure 1 of 31 through 31 of 31. The aquatic resource impacts associated with this project are also detailed on the attached table labeled as 2012-01051-MMJ, BLRT Impact Table 1, and will include:

1. The permanent discharge of fill material into approximately 4.90 acres of wetland, at 14 separate locations along the project corridor.
2. Excavation activities resulting in the discharge of dredged material into wetland resulting in the permanent conversion of 1.06 acres of wetland to constructed storm water management features, at 10 separate locations along the corridor.
3. The temporary discharge of fill material into approximately 3.90 acres of wetland, at 11 separate locations along the corridor.
4. The permanent discharge of fill material along approximately 450 linear feet, into approximately 0.56 acre, of streambed below the ordinary high water mark (OHWM) of Bassett Creek.

**Project Location:** The BLRT Extension Project is a 13.5 mile light rail transit line that will extend westward along Trunk Highway (TH) 55 from Target Field Station, in the City of Minneapolis, to the Burlington Northern Santa Fe (BNSF) Railway Monticello Subdivision at the eastern edge of Theodore Wirth Regional Park. It will then follow the BNSF corridor north from TH 55 to just south of 73rd Avenue in Brooklyn Park. From that point it would cross eastward to West Broadway Avenue and extend north to a point just north of TH 610.

The project corridor is located in:

Sections 31 and 32, Township 20 North, Range 21 West  
Sections 5, 17, 8, 20, 29, 30, 32, Township 119 North, Range 21 West  
Sections 5, 4, 9, Township 118 North, Range 21 West  
Sections 6, 7, 18, 17, Township 29 North, Range 24 West  
Sections 17, 20, 21, 22, Township 118 North, Range 24 West

The project spans the cities of Minneapolis, Golden Valley, Crystal, Robbinsdale and Brooklyn Park, in Hennepin County, Minnesota.

**Permit Conditions:**

**General Conditions:**

1. The time limit for completing the work authorized ends on December 31, 2023. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archaeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. The Federal Transit Agency (FTA), as the delegated lead federal agency for this project, will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places. The FTA, and the BLRT project office, shall include the Corps on formal correspondence associated with any inadvertent historic or archaeological discoveries, and report back to the Corps with the steps taken to resolve any issues associated with inadvertent discoveries of historic or archaeological remains throughout the BLRT corridor
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

**Special Conditions:**

1. As compensatory mitigation for the authorized activities, the permittee shall debit a minimum of 11.9306 wetland credits from the following wetland banks:

7.2950 wetland credits from the Moen Wetland Bank (#1409) in Anoka County, including 2.9901 wet-mesic prairie type wetland credits and 4.3049 fresh (wet) meadow type wetland credits; and

1.6479 deep marsh type wetland credits from the Mader Wetland Bank (#1649) in Hennepin County; and

2.8600 deep marsh type wetland credits from the Ball Wetland Bank (#1546) in Hennepin County; and

0.0977 shallow open water type wetland credit from the Lennar Wetland Bank (#1412) in Hennepin County; and

0.0300 shrub-carr type wetland credit from the Montang Wetland Bank (#1310) in Hennepin County; and

- a. Prior to undertaking the activities authorized by this permit that require compensatory mitigation, the permittee shall ensure that the Corps receives the "Notice of Withdrawal of Wetland Credits from the Minnesota Wetland Bank", specifying the mitigation bank used, and the amount and type of credits withdrawn.
  - b. All documentation submitted shall include the file number MVP-2012-01051-MMJ, and be submitted to Melissa Jenny at: St. Paul District, Army Corps of Engineers, Regulatory Branch at 180 Fifth Street East, Suite 700, St. Paul Minnesota, 55101-1648.
2. The permittee shall restore all temporarily impacted wetland areas to pre-construction conditions within six months from initial impact date. In addition, the permittee shall submit a minimum of one monitoring report to the Corps documenting completion of restoration activities within these wetland and streambed areas. The monitoring report shall include a representative photograph of each restoration site, a description of restoration activities completed at each site, and documentation indicating that the restored wetland areas meet wetland criteria (via completion of a wetland delineation data sheet at each temporarily impacted wetland location) to document that these areas have been fully re-established back to pre-construction conditions. Monitoring requirements may be extended and/or additional compensatory mitigation may be required for temporarily impacted restoration areas not meeting wetland criteria at the end of the initial monitoring period.
  3. The permittee shall ensure that none of the work performed to construct, operate or maintain this project (including preparatory work, staging, site clean-up and mitigation work) causes impacts (including non-jurisdictional impacts such as drainage or non-point source sedimentation) to other waters or wetlands except those impacts expressly allowed by this (or a subsequent) Corps permit. Prior to initiating any physical work on the project site, the wetland areas that are to remain undisturbed shall be clearly marked in the field so that the boundaries are visible to equipment operators. For example, you may use appropriate signage and orange construction fencing, silt fencing, or continuous strands of flagging to mark the boundaries.
  4. The permittee is responsible for ensuring that whoever performs, supervises or oversees any portion the physical work associated with the construction of the project has a copy of, is familiar with, and complies with all the terms and conditions of this permit.
  5. Refer to Standard Conditions attachment.

**Further Information:**

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

( ) Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

(X) Section 404 of the Clean Water Act (33 U.S.C. 1344).



( ) Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

- a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
- b. This permit does not grant any property rights or exclusive privileges.
- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.
- e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

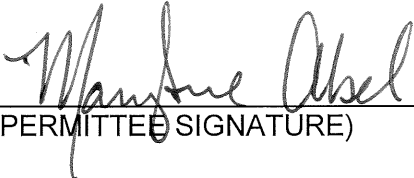
- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may

in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.


Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

  
\_\_\_\_\_  
(PERMITTEE SIGNATURE)

7/10/18  
\_\_\_\_\_  
(DATE)

Mary Sue Abel  
\_\_\_\_\_  
(PERMITTEE PRINTED OR TYPED NAME)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

  
\_\_\_\_\_  
for Samuel L. Calkins  
Colonel, Corps of Engineers  
District Commander

7/24/18  
\_\_\_\_\_  
(DATE)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

\_\_\_\_\_  
(TRANSFEREE SIGNATURE)

\_\_\_\_\_  
(DATE)

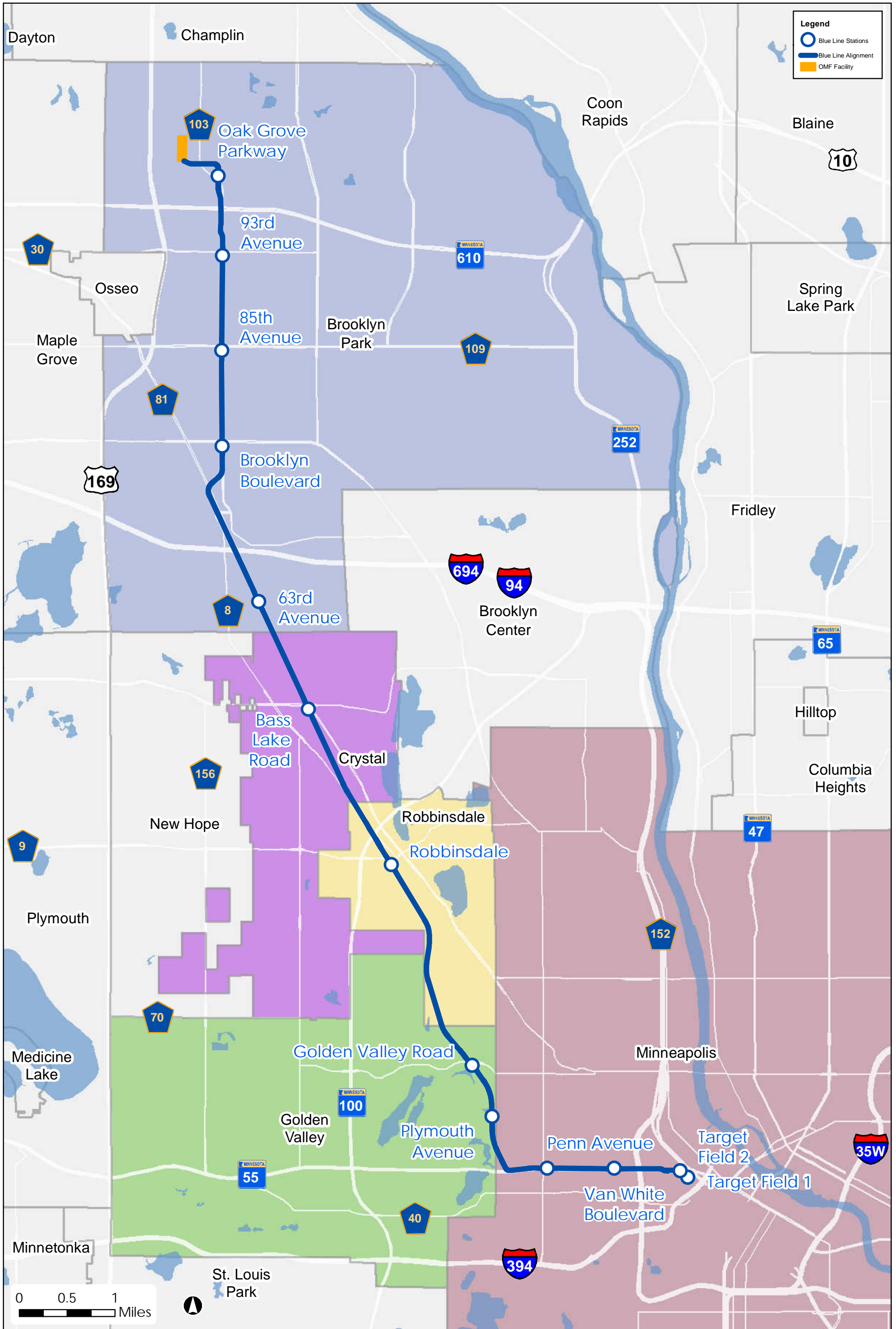
\_\_\_\_\_  
(TRANSFEREE PRINTED OR TYPED NAME)

In addition to general and special conditions, this permit is subject to the following standard conditions, as applicable:

1. All work or discharges to a watercourse resulting from permitted construction activities, particularly hydraulic dredging, must meet applicable Federal, State, and local water quality and effluent standards on a continuing basis.
2. Measures must be adopted to prevent potential pollutants from entering the watercourse. Construction materials and debris, including fuels, oil, and other liquid substances, will not be stored in the construction area in a manner that would allow them to enter the watercourse as a result of spillage, natural runoff, or flooding.
3. If dredged or excavated material is placed on an upland disposal site (above the ordinary high-water mark), the site must be securely diked or contained by some other acceptable method that prevents the return of potentially polluting materials to the watercourse by surface runoff or by leaching. The containment area, whether bulkhead or upland disposal site, must be fully completed prior to the placement of any dredged material.
4. Upon completion of earthwork operations, all exposed slopes, fills, and disturbed areas must be given sufficient protection by appropriate means such as landscaping, or planting and maintaining vegetative cover, to prevent subsequent erosion.
5. All fill (including riprap), if authorized under this permit, must consist of suitable material free from toxic pollutants in other than trace quantities. In addition, rock or fill material used for activities dependent upon this permit and obtained by excavation must either be obtained from existing quarries or, if a new borrow site is opened up to obtain fill material, the State Historic Preservation Officer (SHPO) must be notified prior to the use of the new site. Evidence of this consultation with the SHPO will be forwarded to the St. Paul District Office.
6. If cultural, archaeological, or historical resources are unearthed during activities authorized by this permit, work must be stopped immediately and the State Historic Preservation Officer must be contacted for further instruction.
7. An investigation must be made to identify water intakes or other activities that may be affected by suspended solids and turbidity increases caused by work in the watercourse. Sufficient notice must be given to the owners of property where the activities would take place to allow them to prepare for any changes in water quality.
8. A contingency plan must be formulated that would be effective in the event of a spill. This requirement is particularly applicable in operations involving the handling of petroleum products. If a spill of any potential pollutant should occur, it is the responsibility of the permittee to remove such material, to minimize any contamination resulting from this spill, and to immediately notify the State Department of Natural Resources and the U.S. Coast Guard at telephone number (800) 424-8802.

Basin ID	Updated NWI <sup>1</sup>	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. <sup>2</sup>	Total Basin Size (ac)	Corps Likely Juris. Waters and Streams	Fill impact (ac)	Cut impact (ac)	Temp. Impact (ac)	Total Impact (ac)	Total Corps Mitig. Impacts (ac)	Mitigation Ratio	Corps Mitigation (ac)	Municip. (WCA LGU)
W28	PABGx/PEM1C	Yes	PFO1A	Floodplain forest	Type 1	2.57	Yes	0.3111	0.1407	0.103	0.5548	0.4518	2 to 1	0.9036	Brooklyn Park (Shingle Creek WMC)
W32	PFO1A	No	PFO1A/ PEMC/ PSS1C	Floodplain forest/ Shallow Marsh/ Shrub Carr	Type 1/ Type 3/ Type 6	7.71	yes	0.6553	0.1128	0.0912	0.8593	0.7681	2 to 1	1.5362	Robbinsdale (Bassett Creek WMC)
W33	PABG	No	PUBGx	Open Water	Type 5	7.41	yes	0.022	0.1807	1.5947	1.7974	0.2027	2 to 1	0.4054	Robbinsdale (Bassett Creek WMC)
W34	PEM1F/ PABG	Yes	PEM1F	Deep Marsh	Type 4	17.01	yes	0	0	0.007	0.007	0	2 to 1	0	Golden Valley (Golden Valley) and Robbinsdale (Bassett Creek WMC)
W35	PEM1F	No	PFO1A	Floodplain forest	Type 1	0.85	yes	0.3427	0	0.1878	0.5305	0.3427	2 to 1	0.6854	Robbinsdale (Bassett Creek WMC)
W36	PSS1A	No	PSS1A	Shrub Carr	Type 6	1.39	yes	0.2809	0.0706	0.0144	0.3659	0.3515	2 to 1	0.703	Robbinsdale (Bassett Creek WMC)
W38	PFO1A/ PABG	No	PUBGx/ PEMA	Open Water/ wet (fresh) meadow	Type 5/ Type 2	3.08	yes	0.0062	0	0.0189	0.0251	0.0062	2 to 1	0.0124	Golden Valley (Golden Valley)
W39	PFO1A	No	PUBGx	Open Water	Type 5	2	yes	0.0359	0.0044	1.0106	1.0509	0.0403	2 to 1	0.0806	Golden Valley (Golden Valley)

Basin ID	Updated NWI <sup>1</sup>	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. <sup>2</sup>	Total Basin Size (ac)	Corps Likely Juris. Waters and Streams	Fill impact (ac)	Cut impact (ac)	Temp. Impact (ac)	Total Impact (ac)	Total Corps Mitig. Impacts (ac)	Mitigation Ratio	Corps Mitigation (ac)	Municip. (WCA LGU)
W40	PFO1A	No	PEM1A	Seas. flooded basin	Type 1	0.31	yes	0.2901	0.0225	0	0.3126	0.3126	2 to 1	0.6252	Golden Valley (Golden Valley)
W44	PABG	No	PUBGx	Open Water	Type 5	0.87	yes	0.8722	0	0	0.8722	0.8722	2 to 1	1.7444	Robbinsdale (Bassett Creek WMC)
W45	Not mapped	No	PFO1A	Floodplain forest	Type 1	2.05	yes	0.9292	0.1184	0.3758	1.4234	1.0476	2 to 1	2.0952	Robbinsdale (Bassett Creek WMC)
W46	riverine	Yes	riverine	riverine	riverine	0	yes	0	0	0	0	0	2 to 1	0	Robbinsdale (Bassett Creek WMC)
W46	PFO1A	No	PFO1A	Floodplain forest	Type 1	11.14	yes	0.8452	0.3444	0.417	1.6066	1.1896	2 to 1	2.3792	Golden Valley (Golden Valley)
W48	R2UBG	No	R2UBGx	Riverine	Type 4	0.5	yes	0.0121	0.0098	0.0792	0.1011	0.0219	2 to 1	0.0438	Minneapolis (Minneapolis)
W50	PFO1A	No	PEM1A	Seas. flooded basin	Type 1	0.12	yes	0.1176	0	0	0.1176	0.1176	2 to 1	0.2352	Golden Valley (Golden Valley)
W51	PEMA	Yes	PEMA	Seas. flooded basin	Type 1	4.59	yes	0.1832	0	0	0.1832	0.1832	2 to 1	0.3664	Brooklyn Park (Shingle Creek WMC)
W53	PEM1A	No	PEMA	wet (fresh) meadow	Type 2	undet.	yes	0	0.0573	0	0.0573	0.0573	2 to 1	0.1146	Golden Valley (Golden Valley)
<b>Total</b>								<b>4.9037</b>	<b>1.0616</b>	<b>3.8996</b>	<b>8.2583</b>	<b>5.9653</b>		<b>11.9306</b>	



Projection: Hennepin County NAD83  
 Source: Hennepin County, Metro Transit,  
 MnDOT, MnDNR, HDR Engineering Inc.,  
 SEH Inc., and USDA.

**Figure 1 - Project Location**

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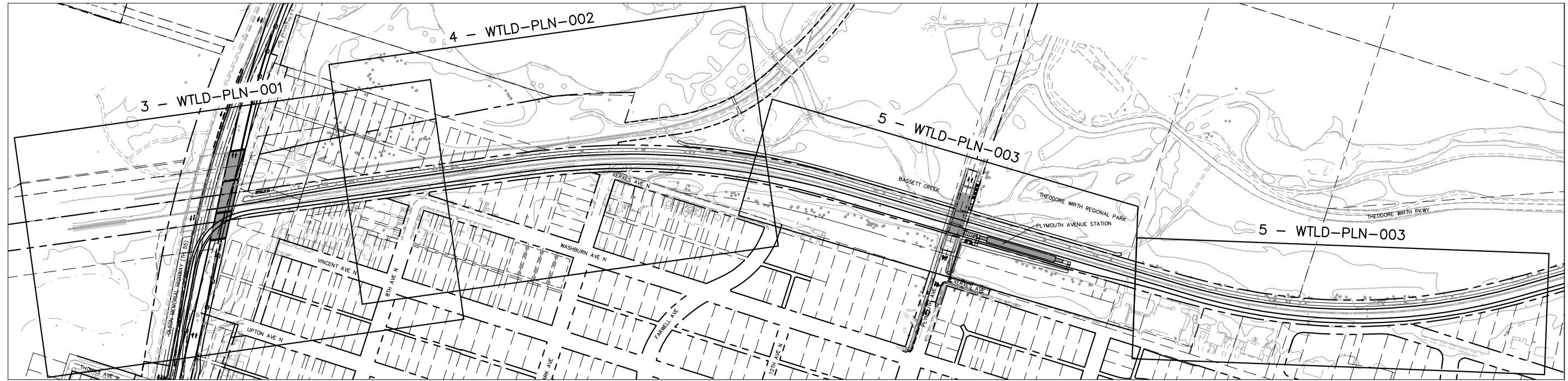


METRO Blue Line Extension

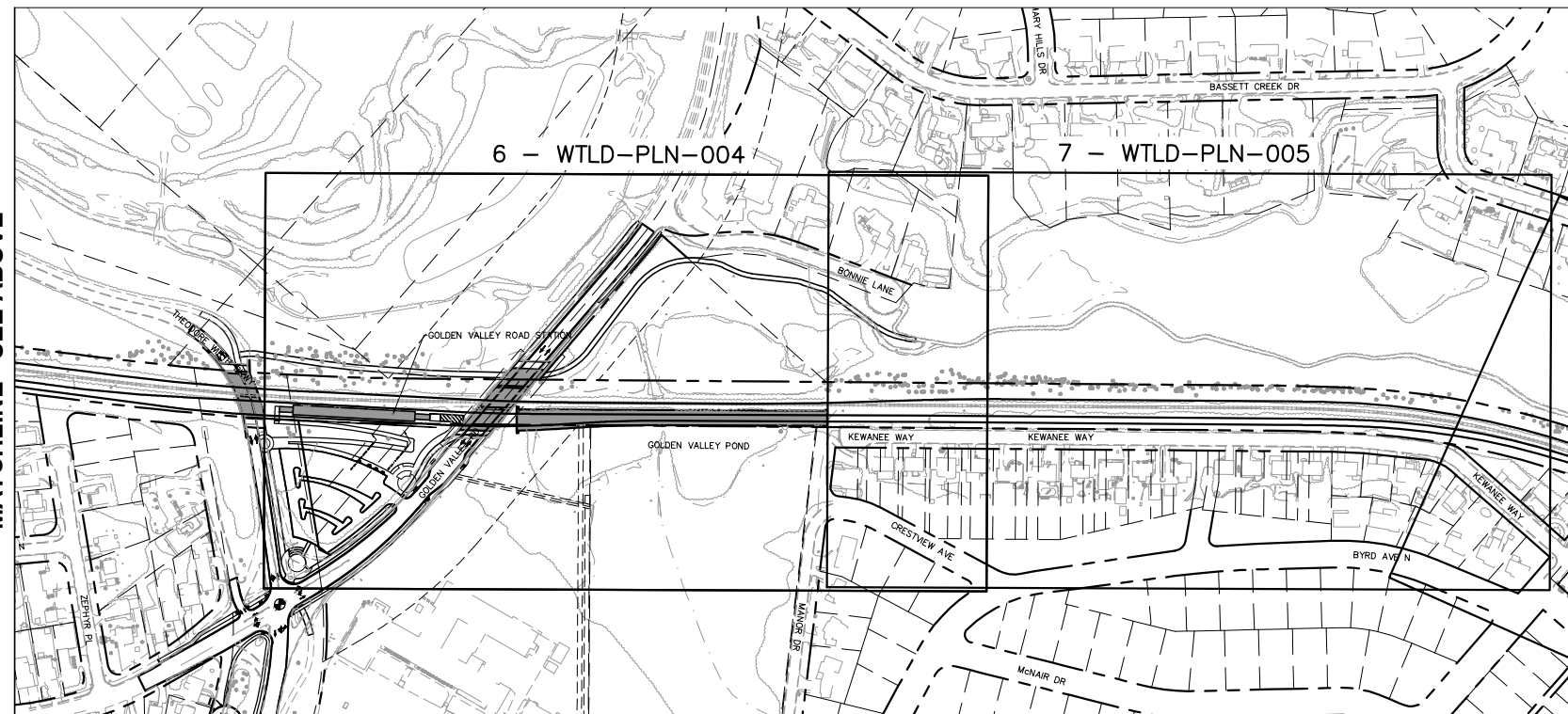
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# BLUE LINE LRT EXTENSION

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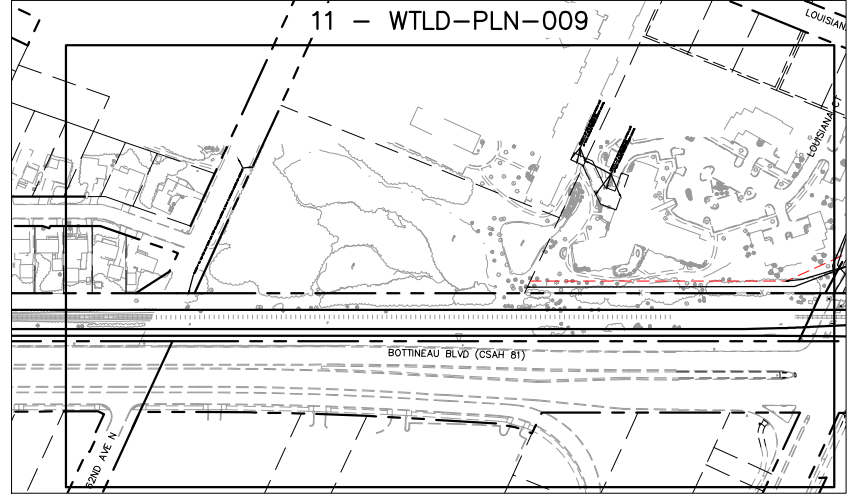


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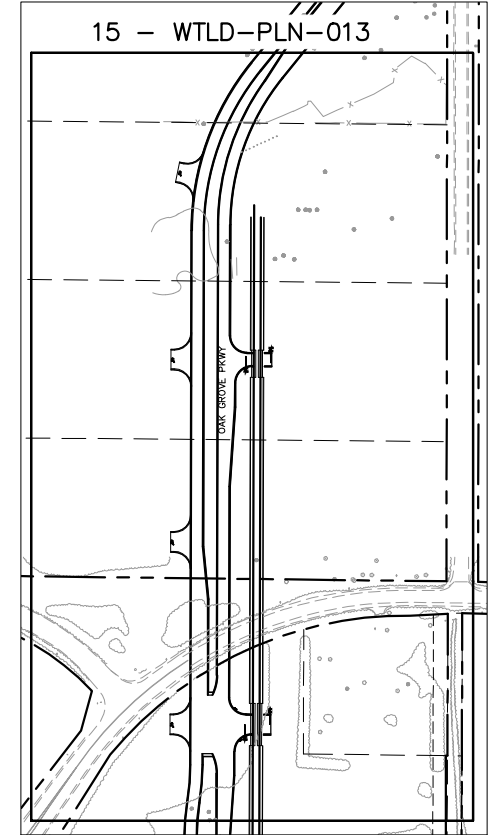
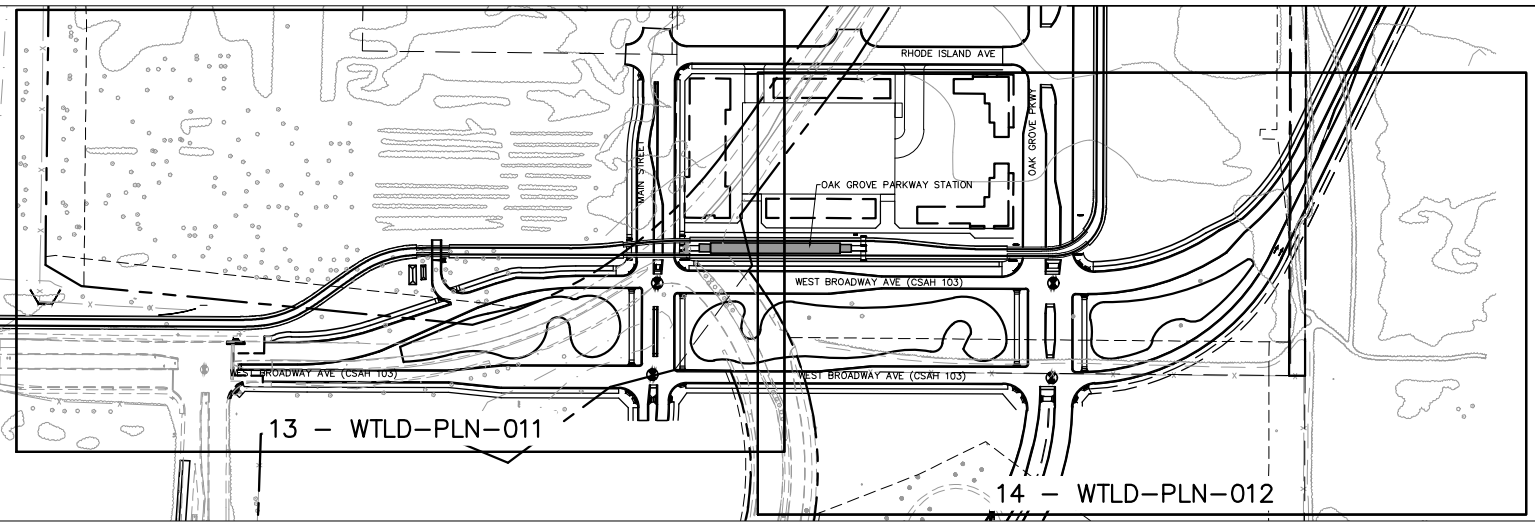
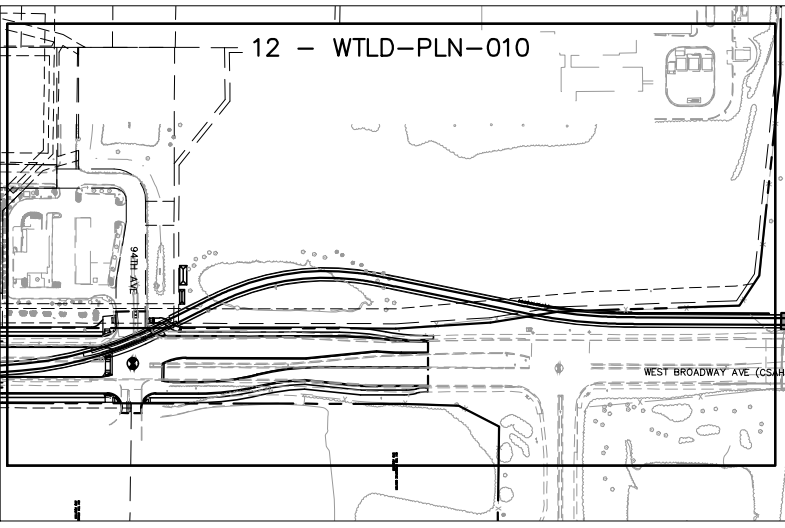


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# BLUE LINE LRT EXTENSION

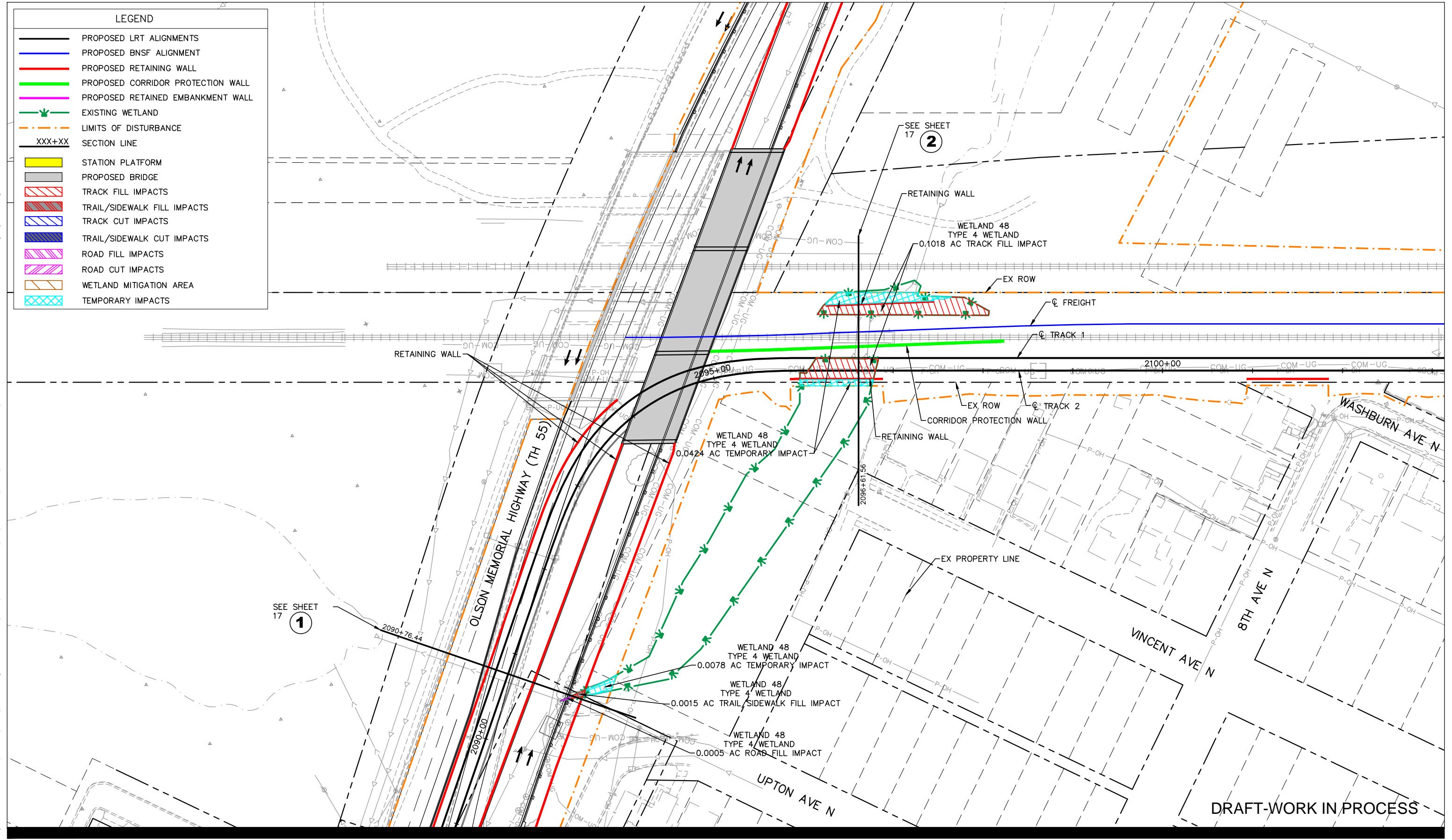
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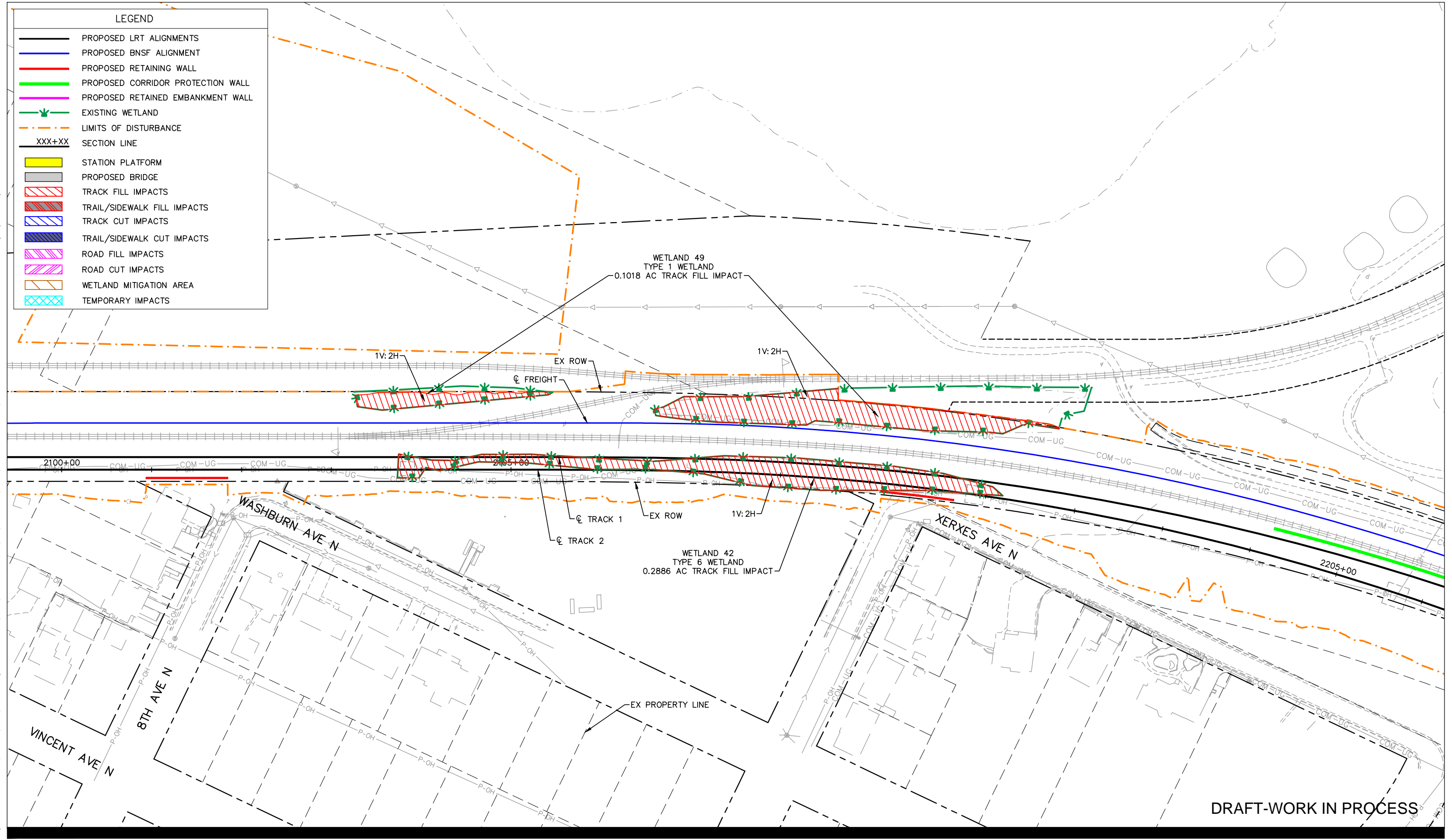
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WETLAND IMPACTS - PLAN VIEW



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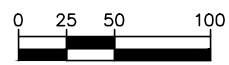
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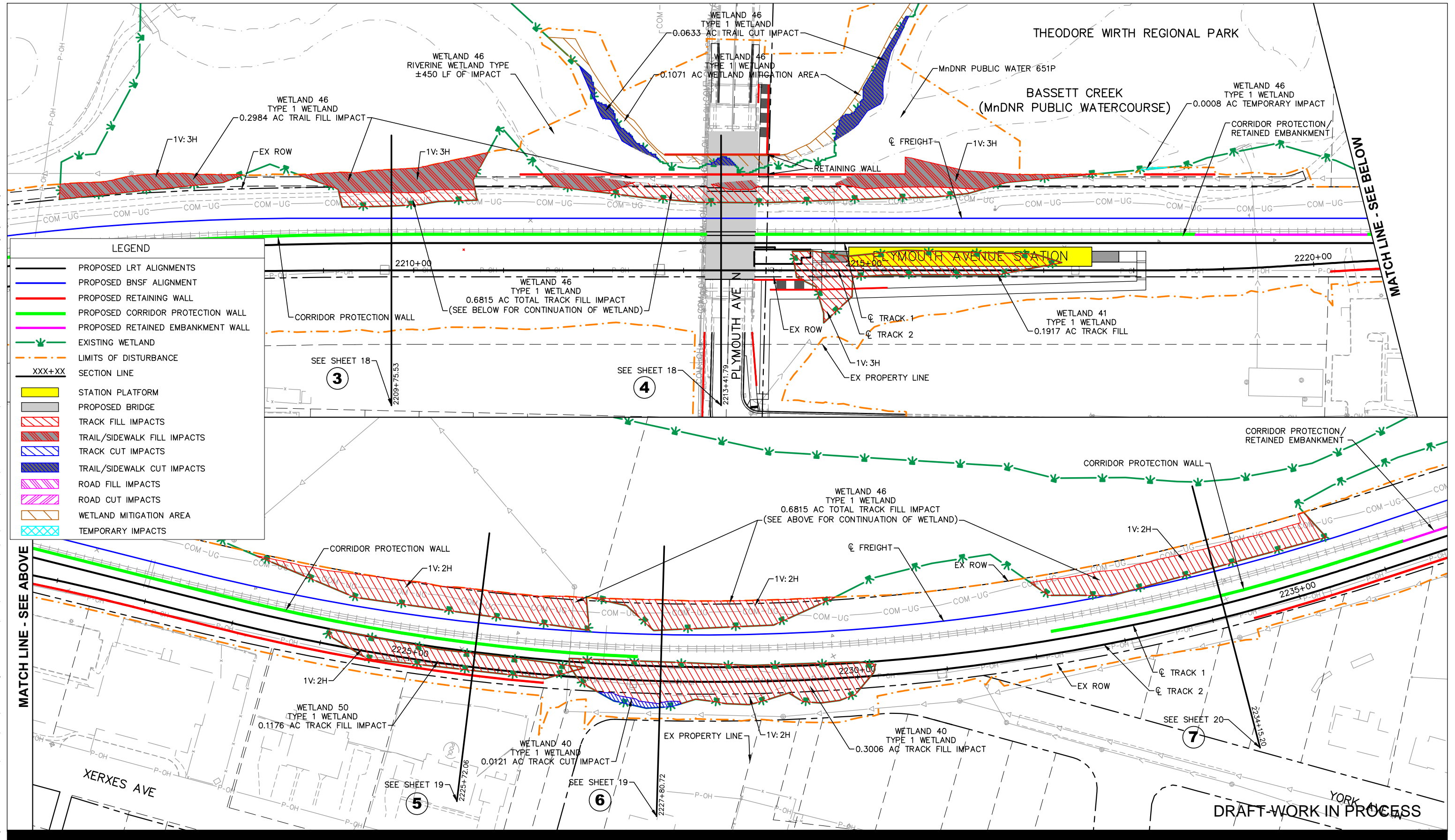
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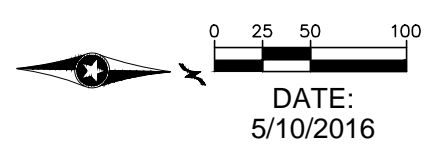
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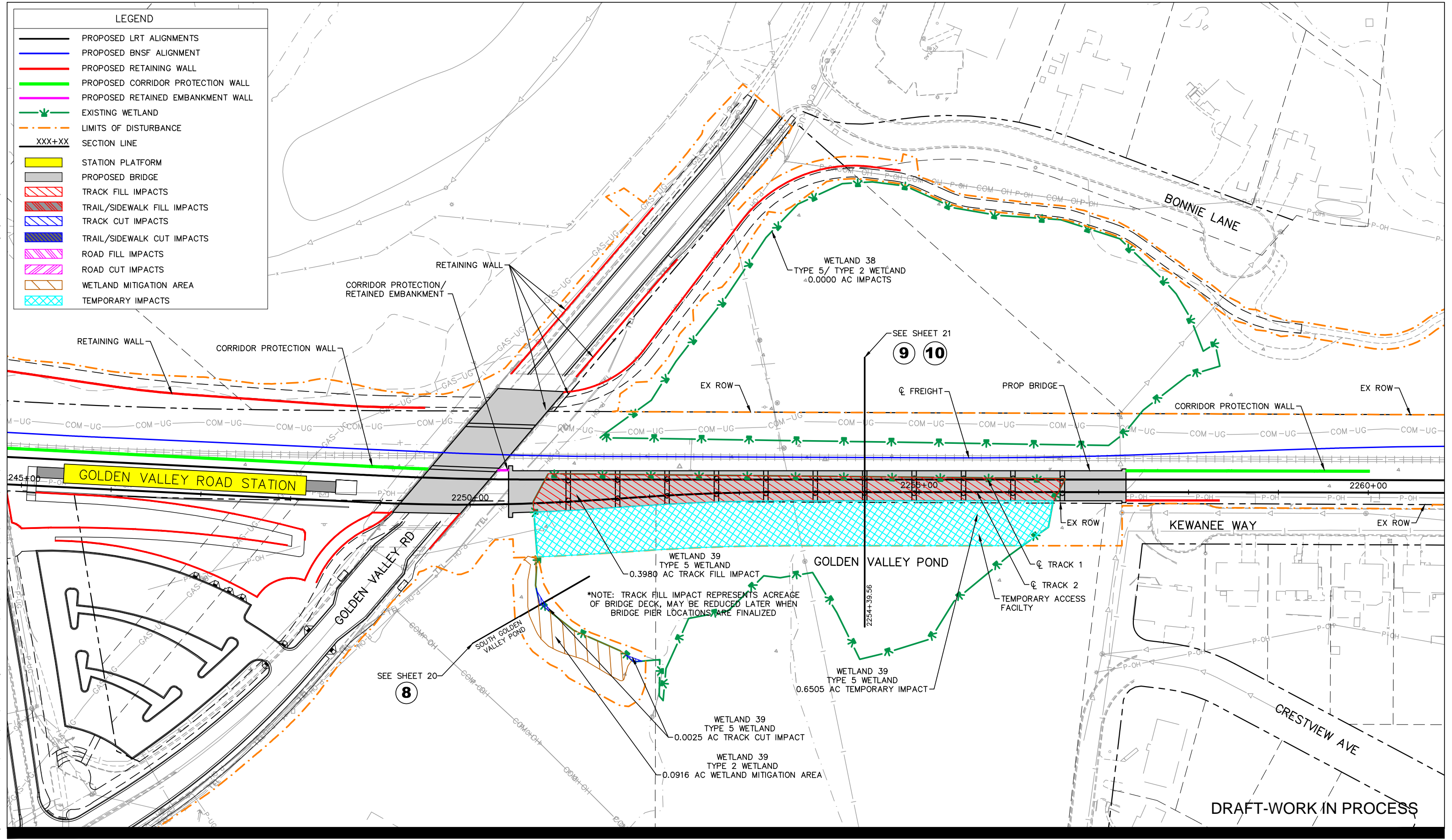
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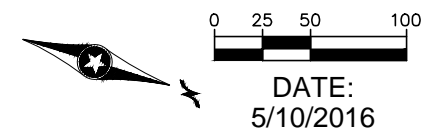


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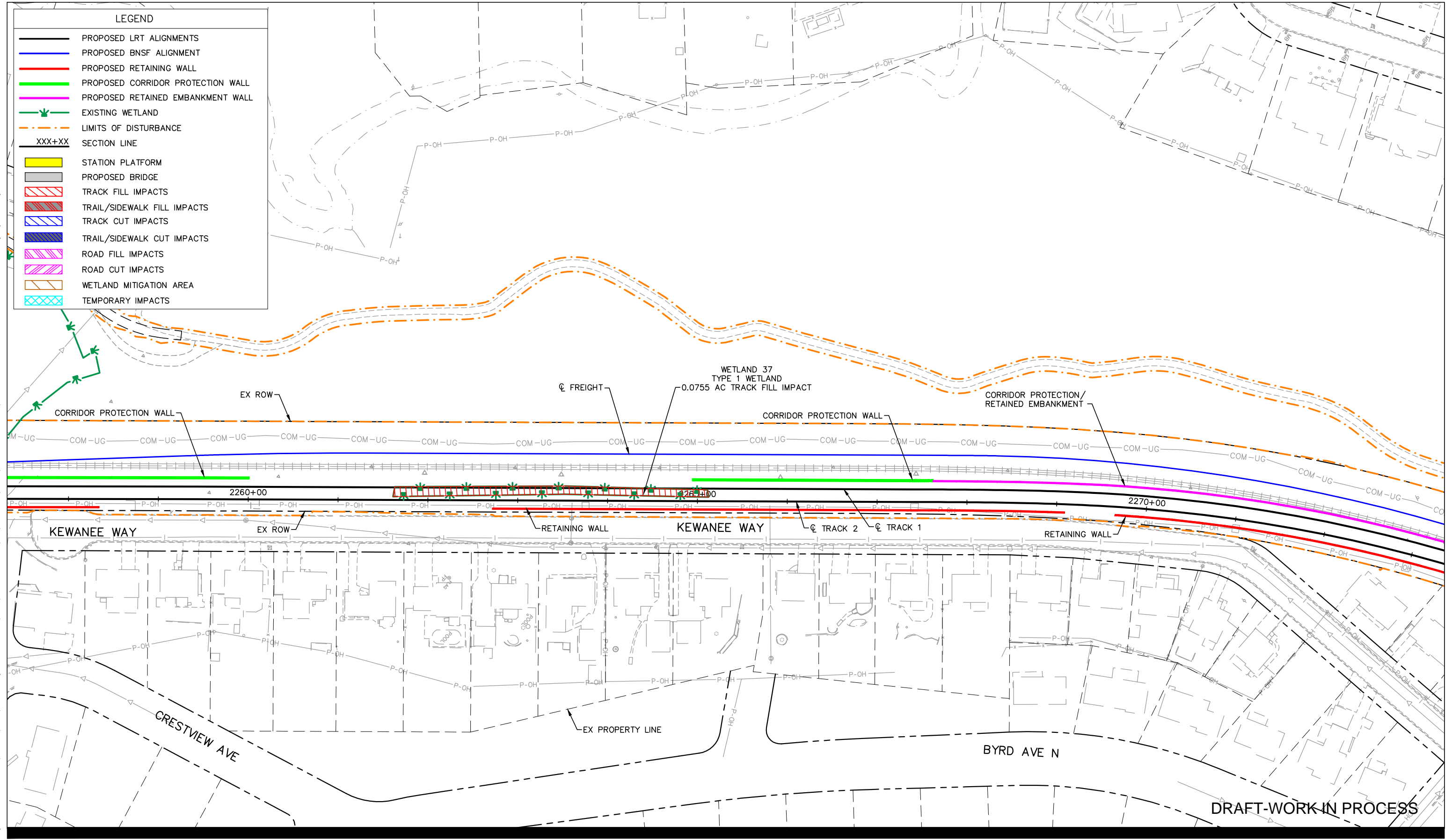
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WETLAND IMPACTS - PLAN VIEW





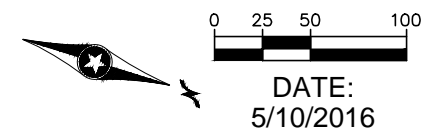
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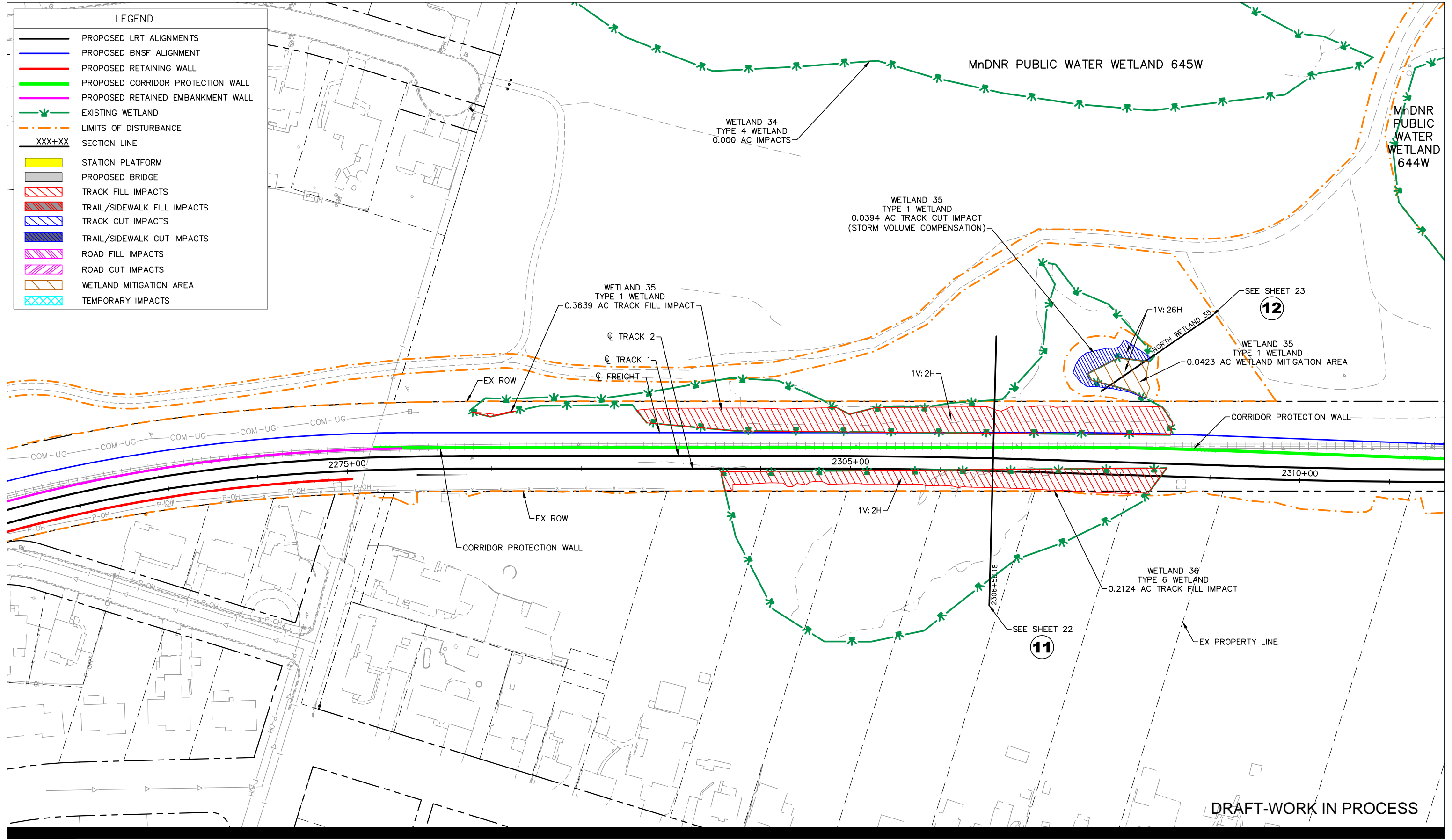
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# BLUE LINE LRT EXTENSION

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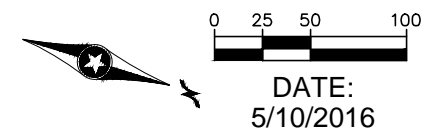
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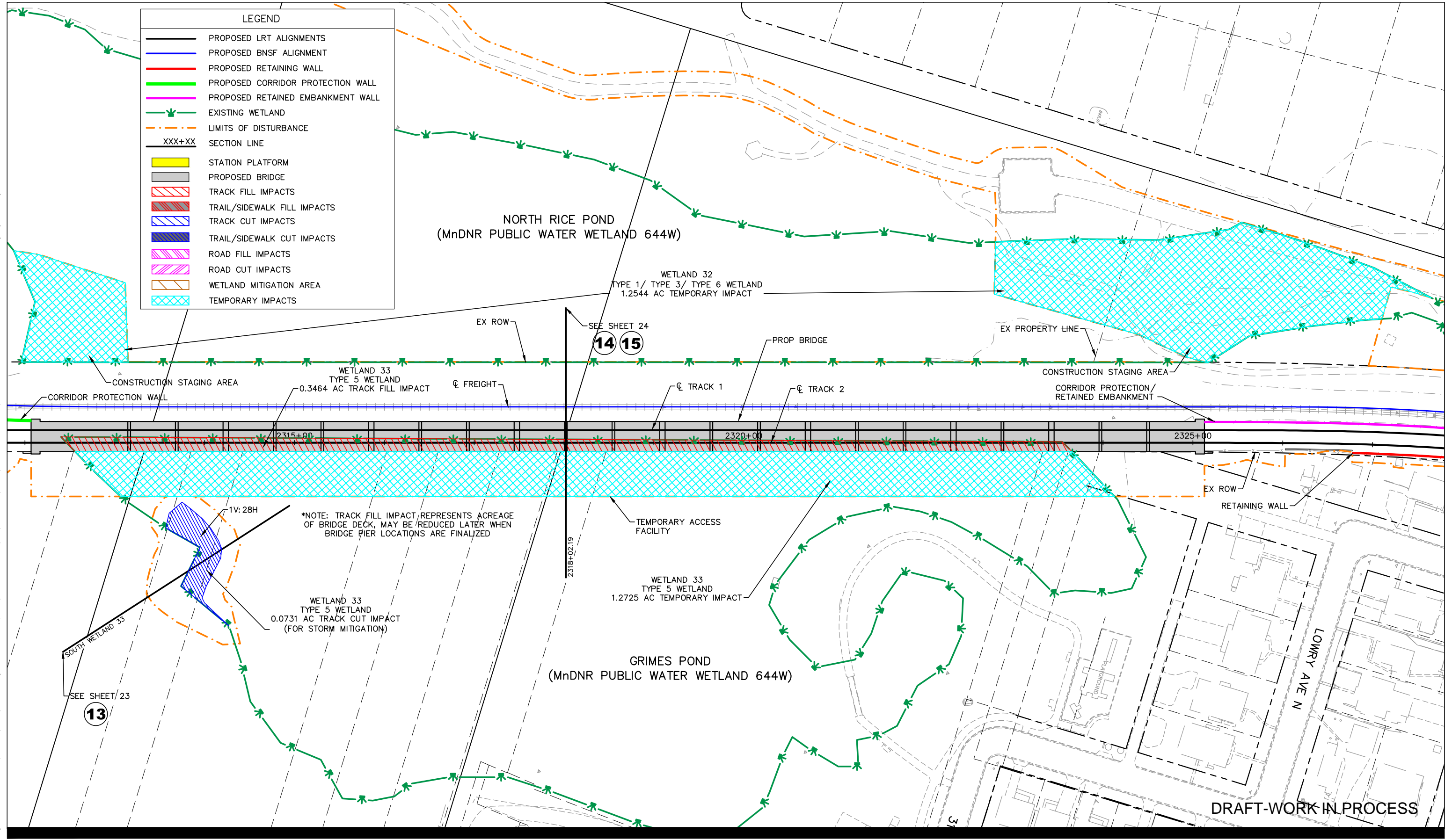
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# BLUE LINE LRT EXTENSION

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WETLAND IMPACTS - PLAN VIEW



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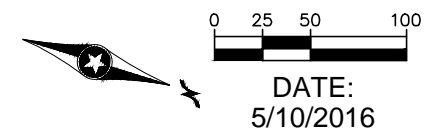


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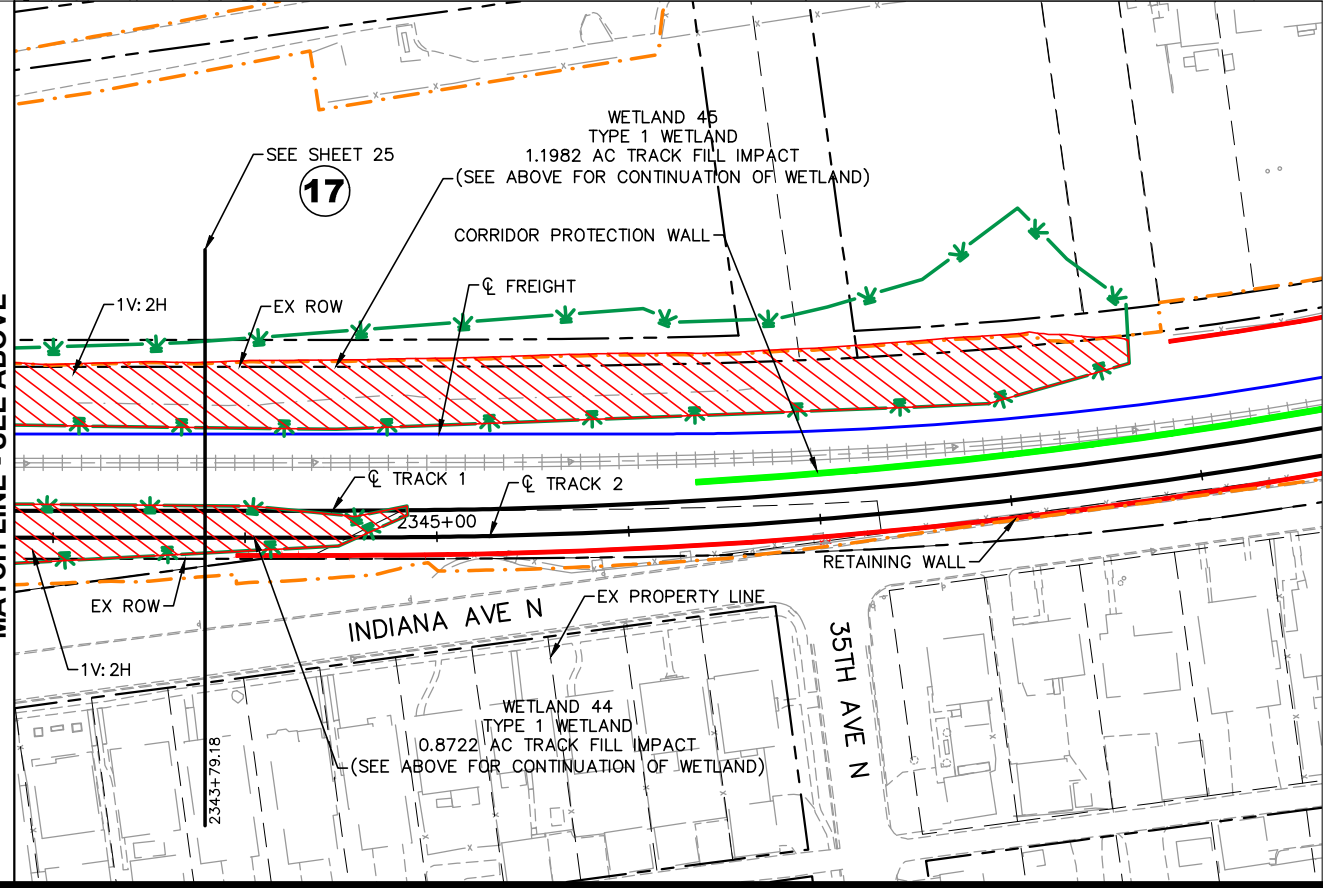
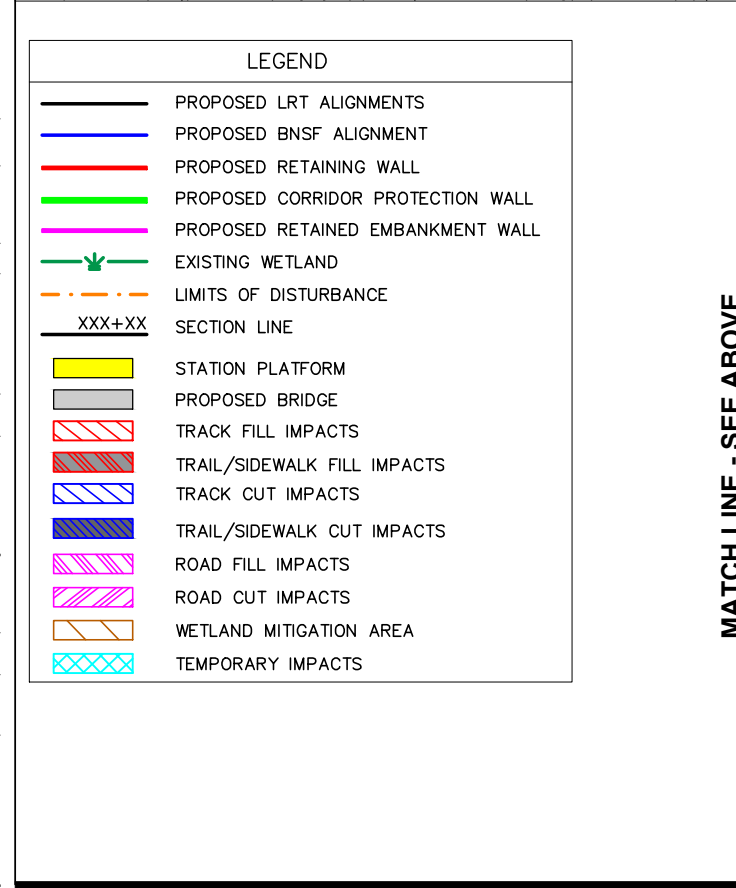
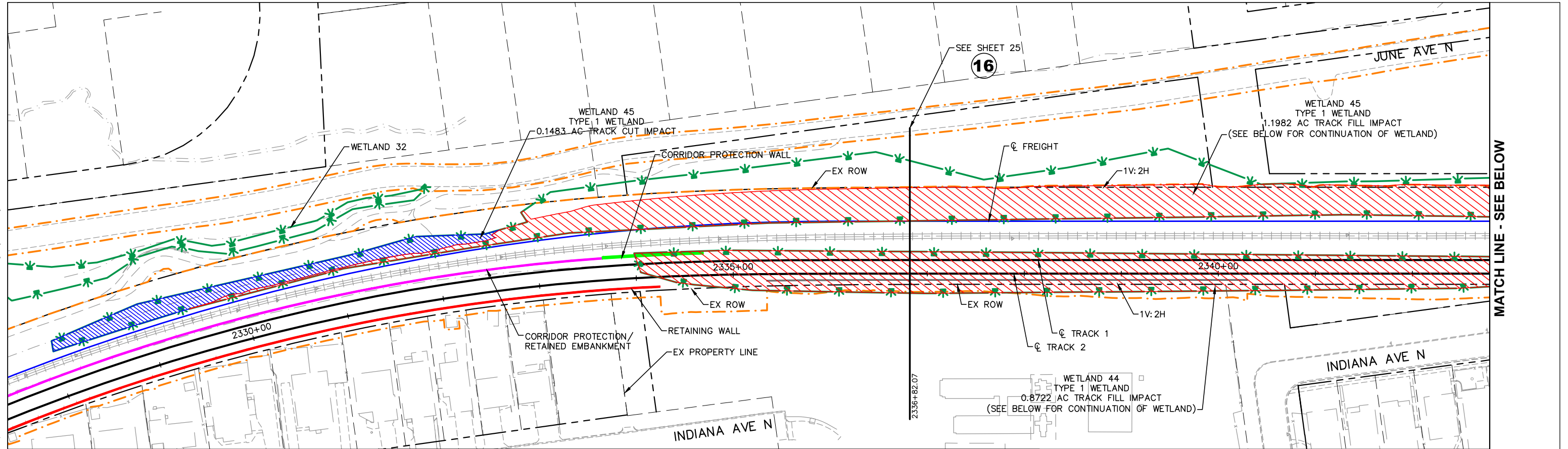
# BLUE LINE LRT EXTENSION

SECTION 404  
WETLAND IMPACTS - PLAN VIEW





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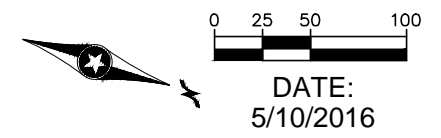


DRAFT-WORK IN PROCESS



# BLUE LINE LRT EXTENSION

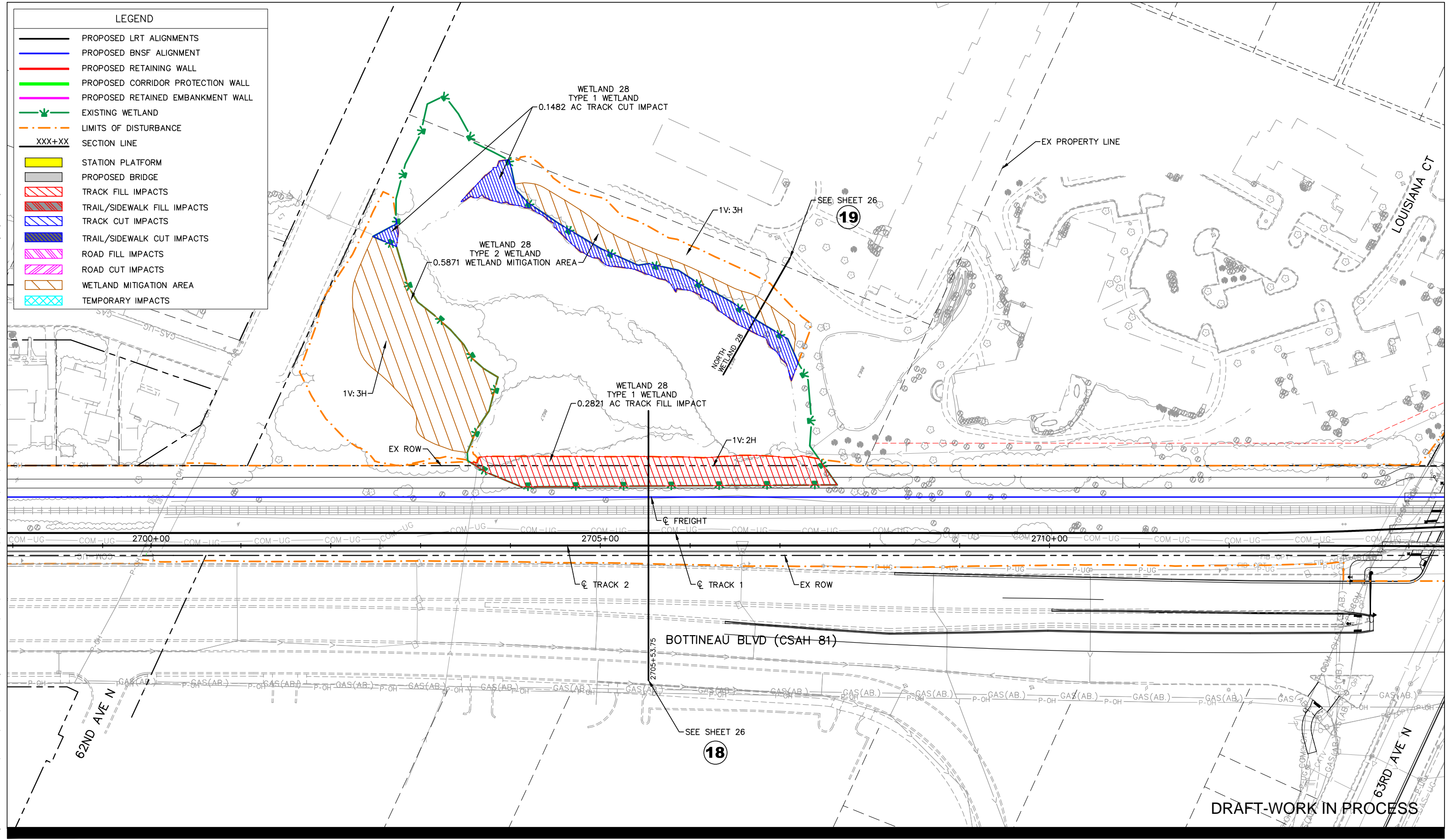
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WETLAND IMPACTS - PLAN VIEW



DATE:  
5/10/2016



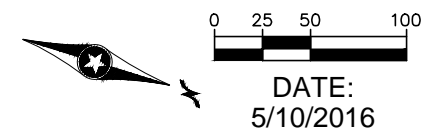
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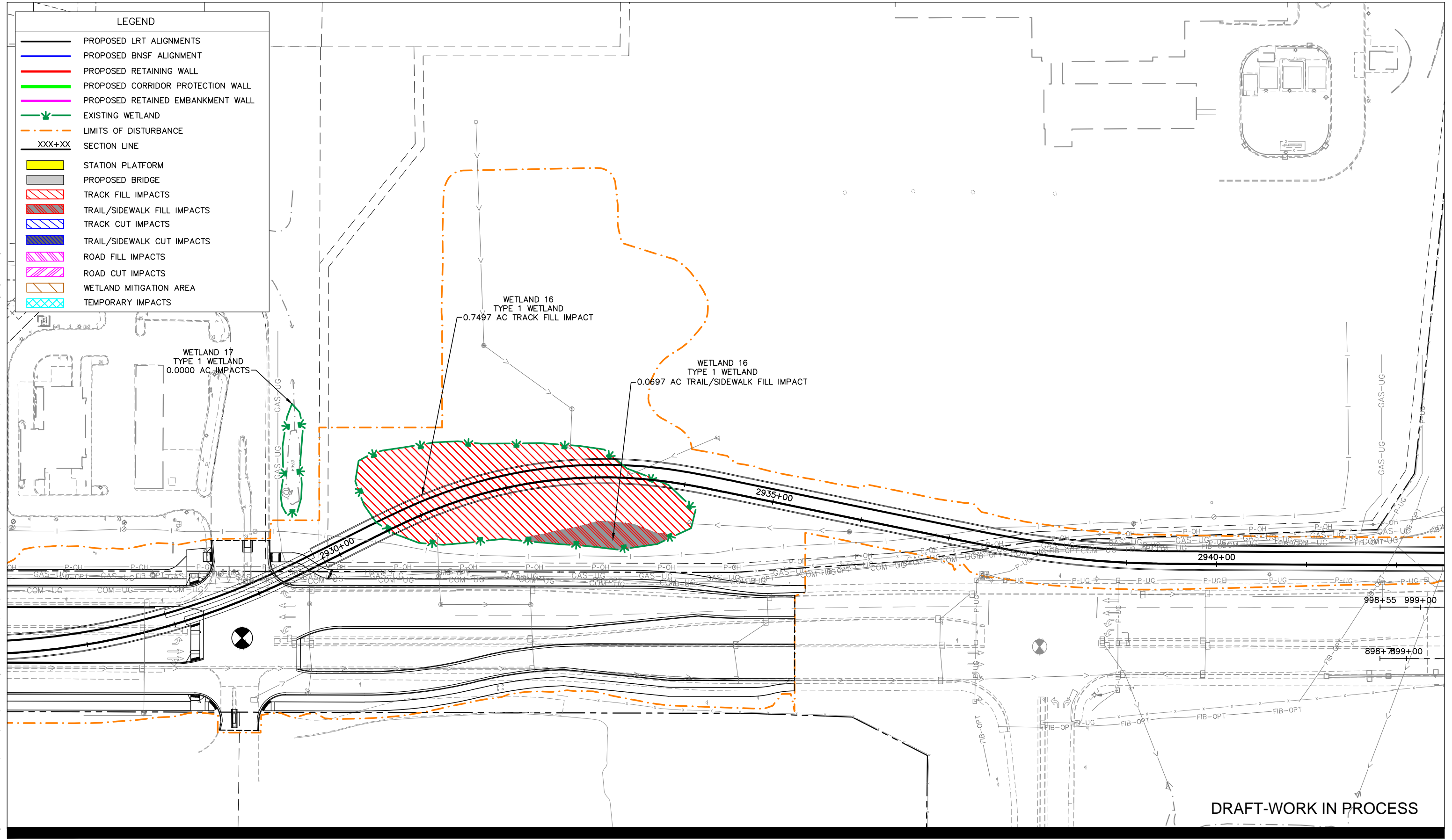
**Kimley»Horn**

# BLUE LINE LRT EXTENSION

SECTION 404  
WETLAND IMPACTS - PLAN VIEW



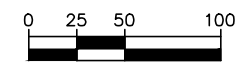
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Kimley»Horn

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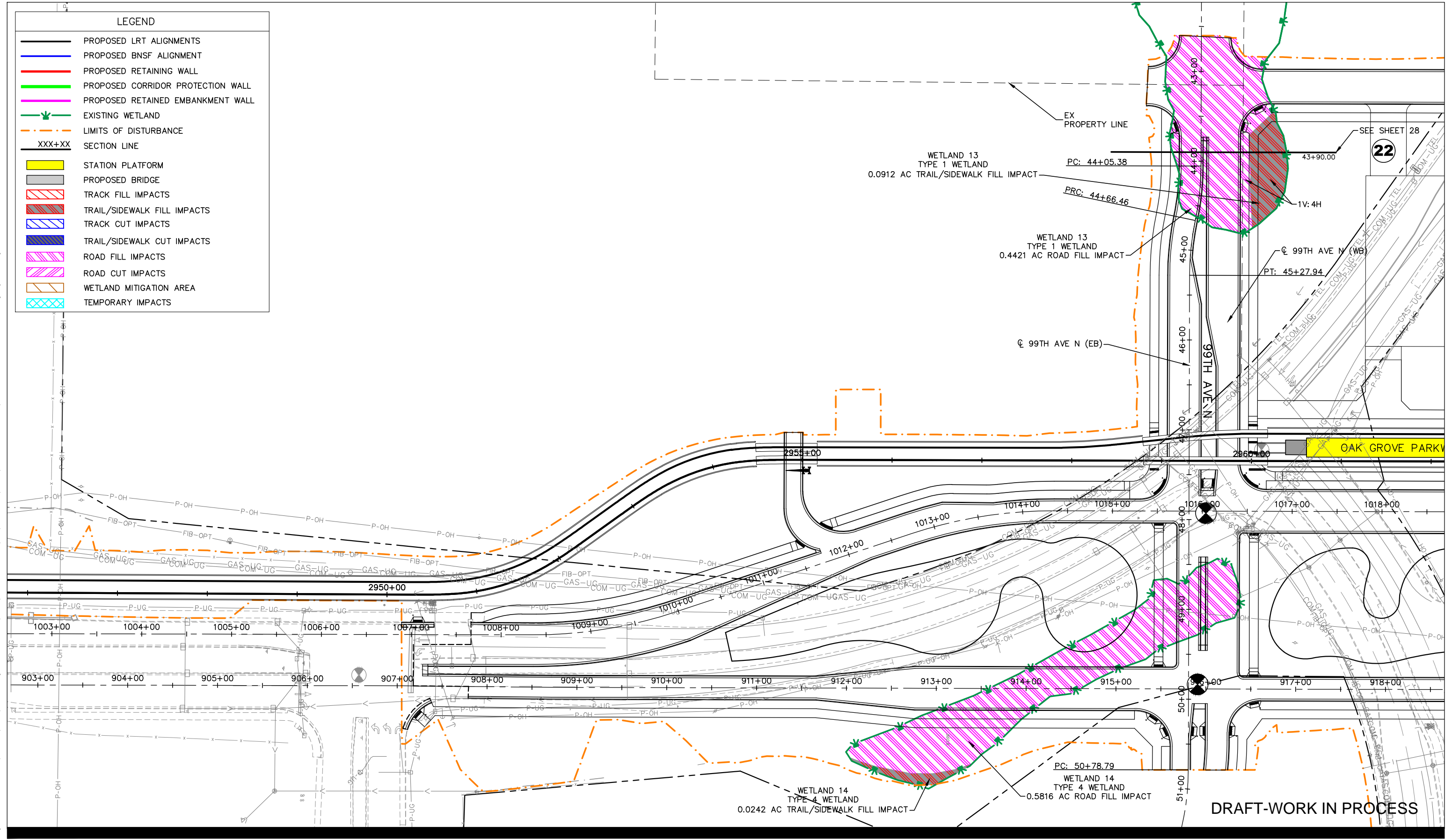
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**Kimley»Horn**

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WETLAND IMPACTS - PLAN VIEW

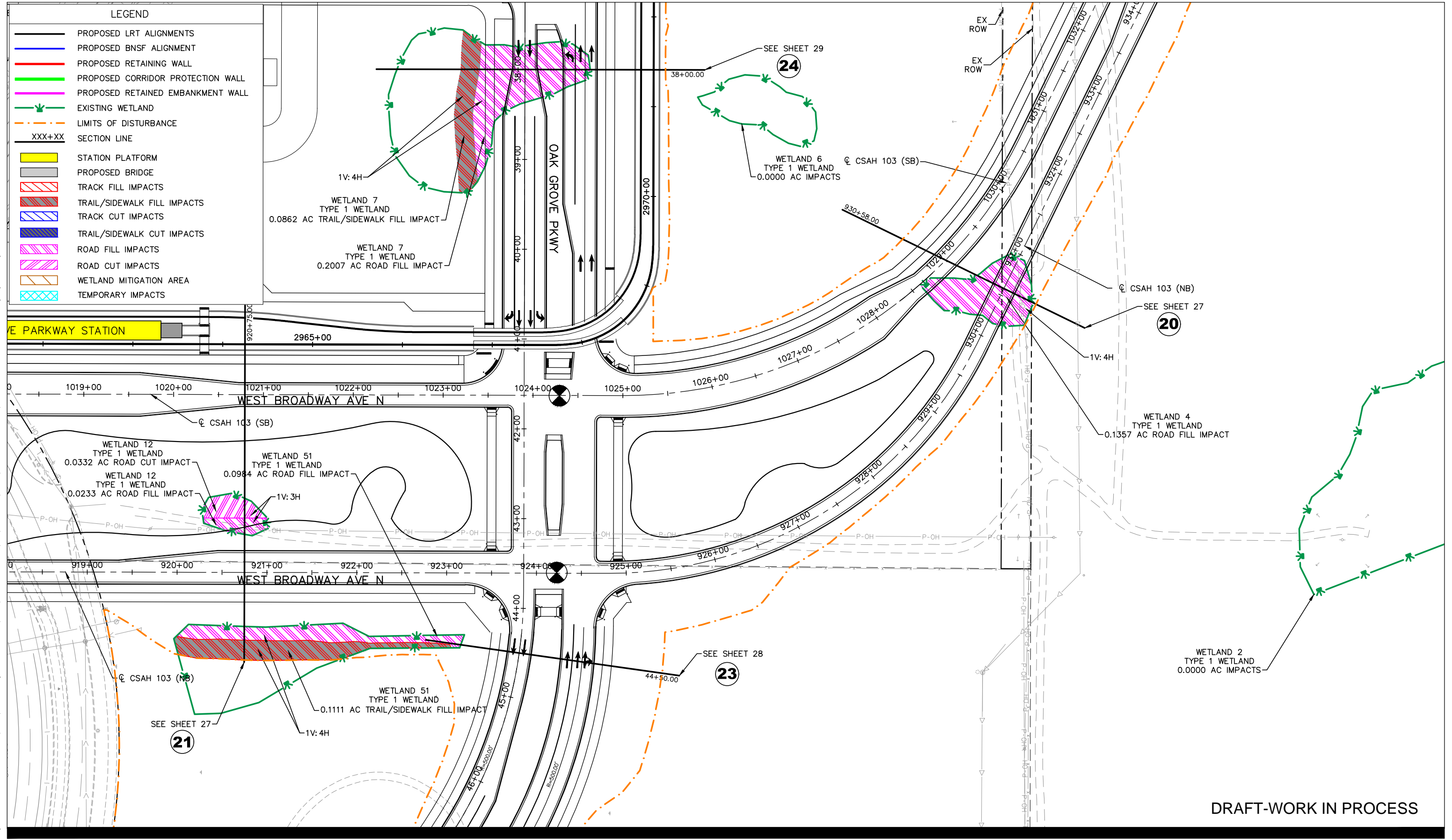
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DATE: 5/10/2016

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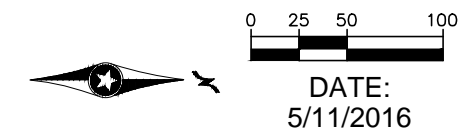
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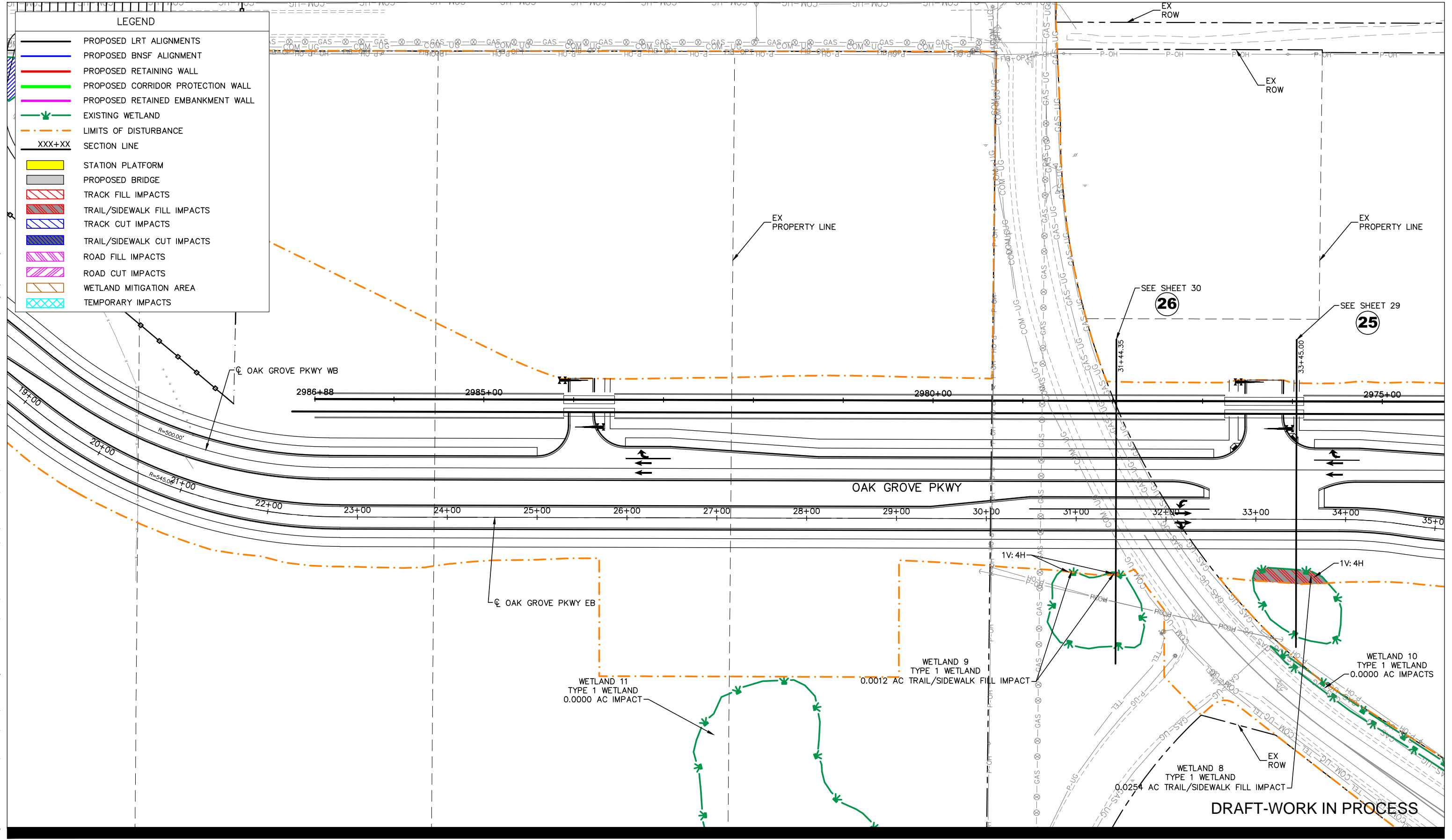
Kimley Horn

# BLUE LINE LRT EXTENSION

SECTION 404  
WETLAND IMPACTS - PLAN VIEW



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Kimley»Horn

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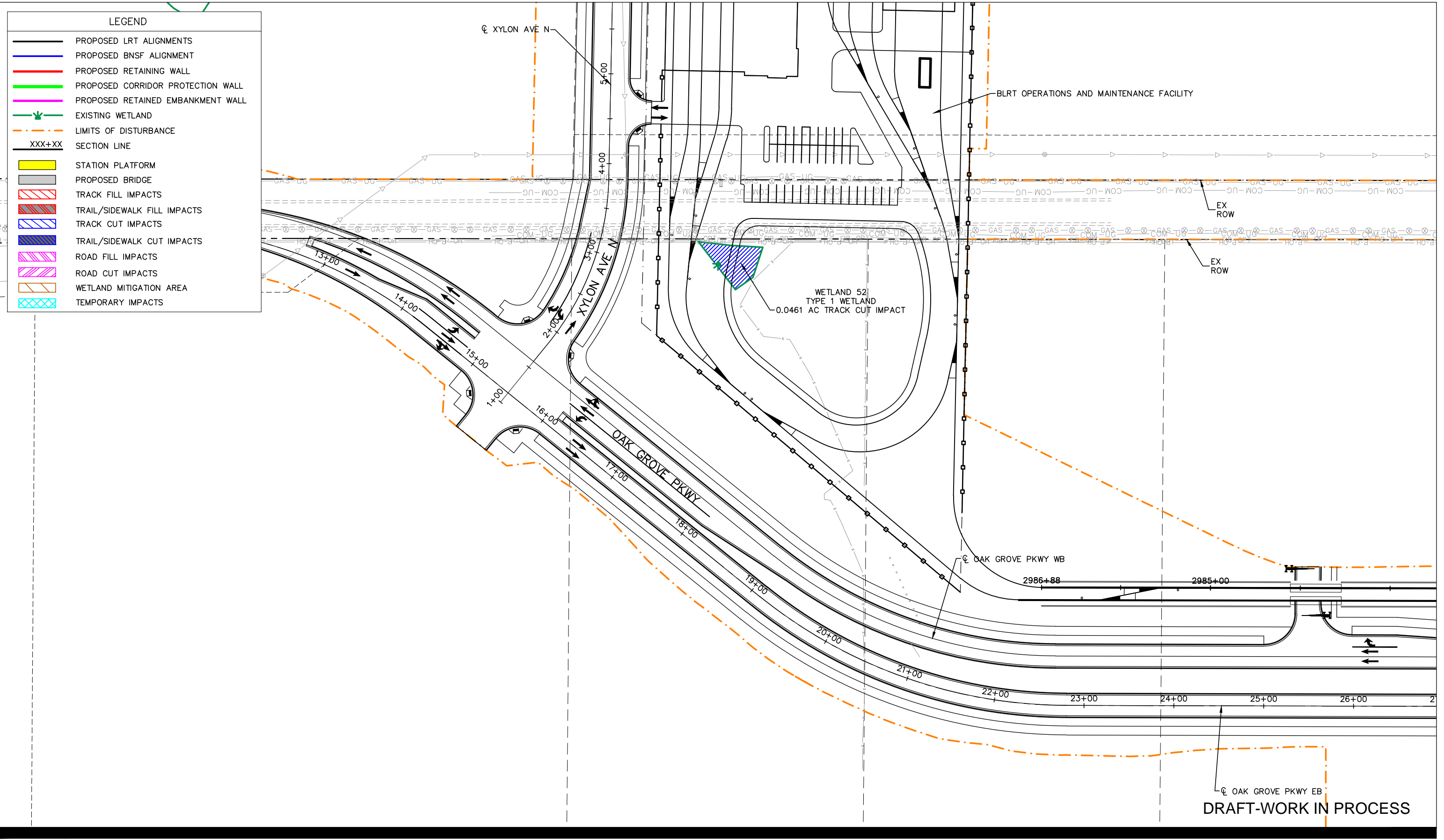
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WETLAND IMPACTS - PLAN VIEW



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**LEGEND**

- PROPOSED LRT ALIGNMENTS
- PROPOSED BNSF ALIGNMENT
- PROPOSED RETAINING WALL
- PROPOSED CORRIDOR PROTECTION WALL
- PROPOSED RETAINED EMBANKMENT WALL
- EXISTING WETLAND
- - - LIMITS OF DISTURBANCE
- XXX+XX SECTION LINE
- STATION PLATFORM
- PROPOSED BRIDGE
- ▨ TRACK FILL IMPACTS
- ▨ TRAIL/SIDEWALK FILL IMPACTS
- ▨ TRACK CUT IMPACTS
- ▨ TRAIL/SIDEWALK CUT IMPACTS
- ▨ ROAD FILL IMPACTS
- ▨ ROAD CUT IMPACTS
- ▨ WETLAND MITIGATION AREA
- ▨ TEMPORARY IMPACTS



**Kimley»Horn**

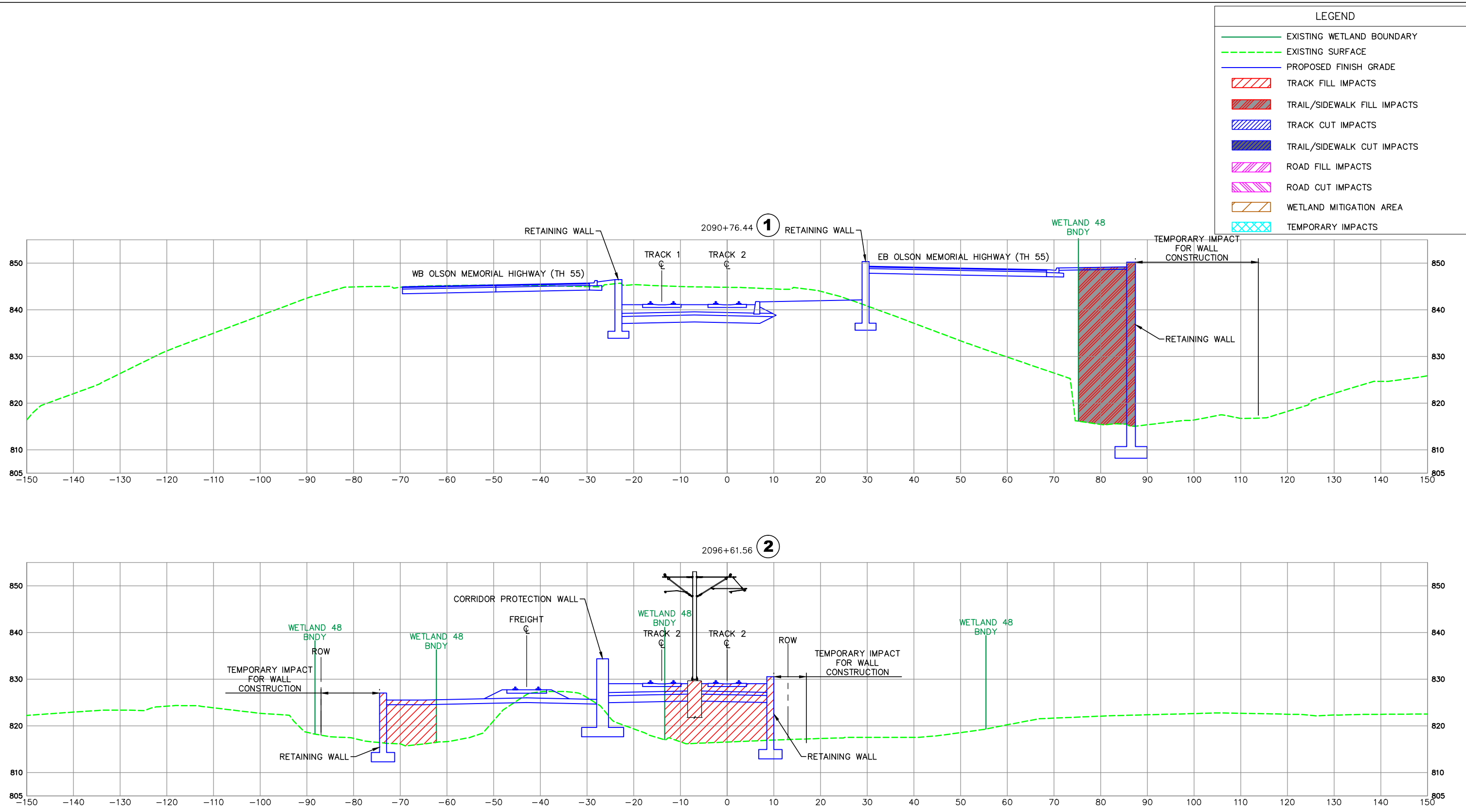
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SECTION 404  
WETLAND IMPACTS - PLAN VIEW



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5/10/2016

May, 10 2016 05:51 pm H:\BPO\550\_Design\_Consultant\CAD\000-OVERALL\PE\EXHIBITS\CIVIL\404WetlandPlans\O-WetlandPlansheets\Sections-RailSouth.dwg By: V-HuynhMC



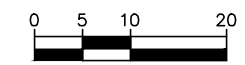
LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
	PROPOSED FINISH GRADE
	TRACK FILL IMPACTS
	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

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# BLUE LINE LRT EXTENSION

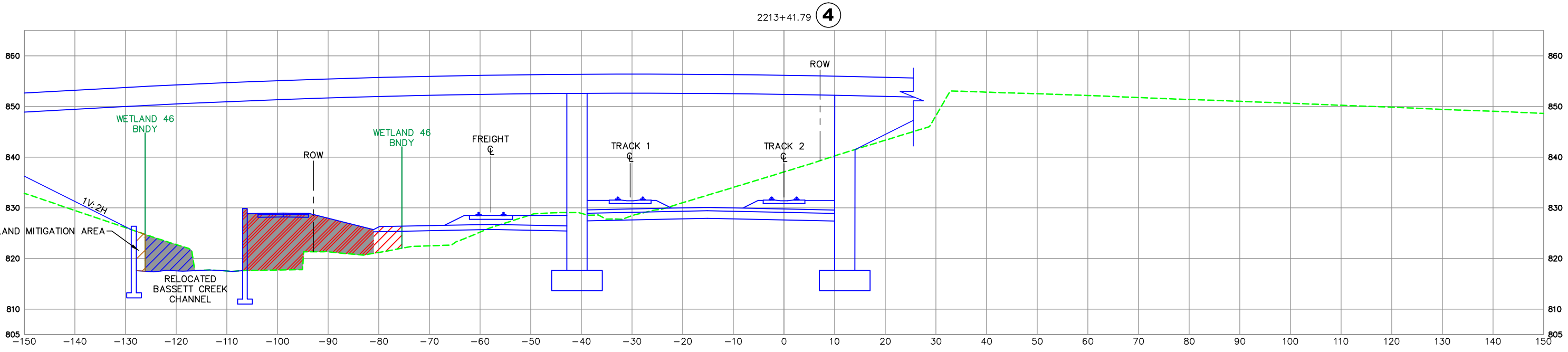
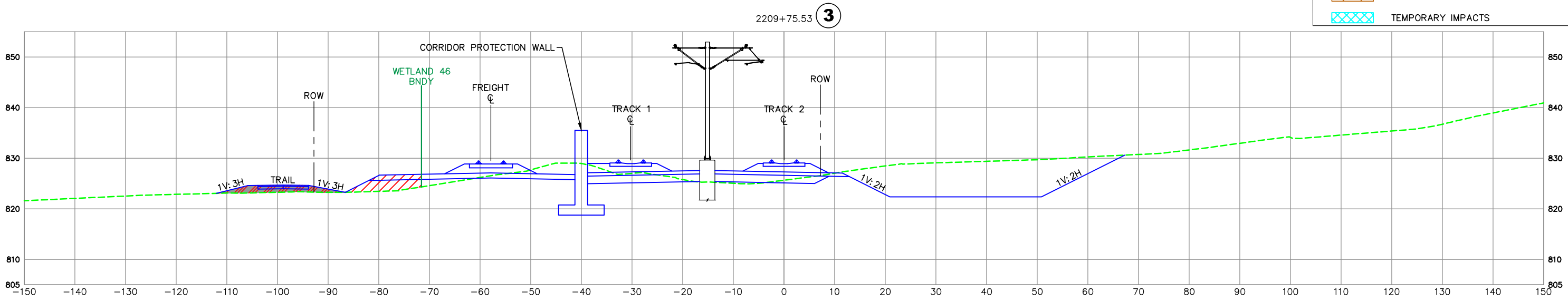
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WETLAND IMPACTS - CROSS SECTIONS



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LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
	PROPOSED FINISH GRADE
	TRACK FILL IMPACTS
	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
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	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

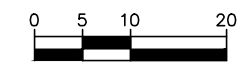


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# BLUE LINE LRT EXTENSION

## SECTION 404 WETLAND IMPACTS - CROSS SECTIONS

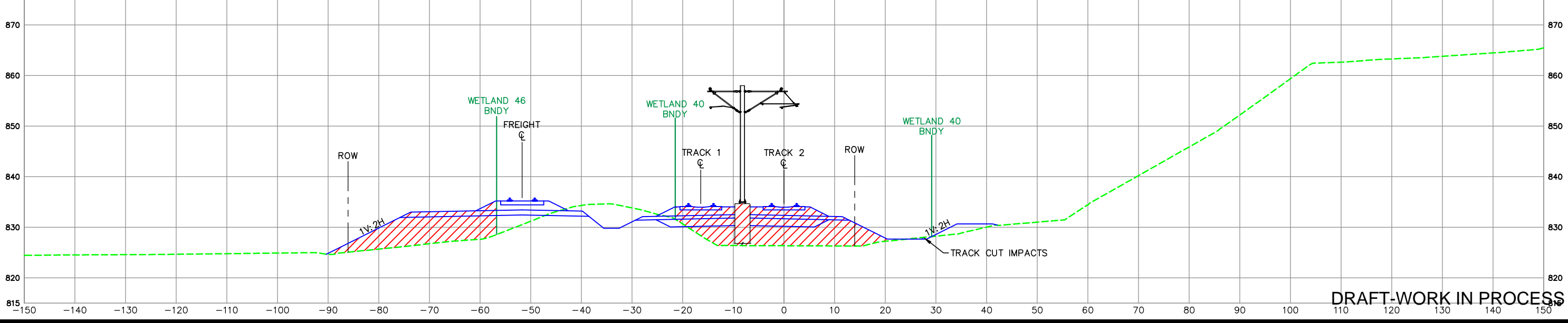
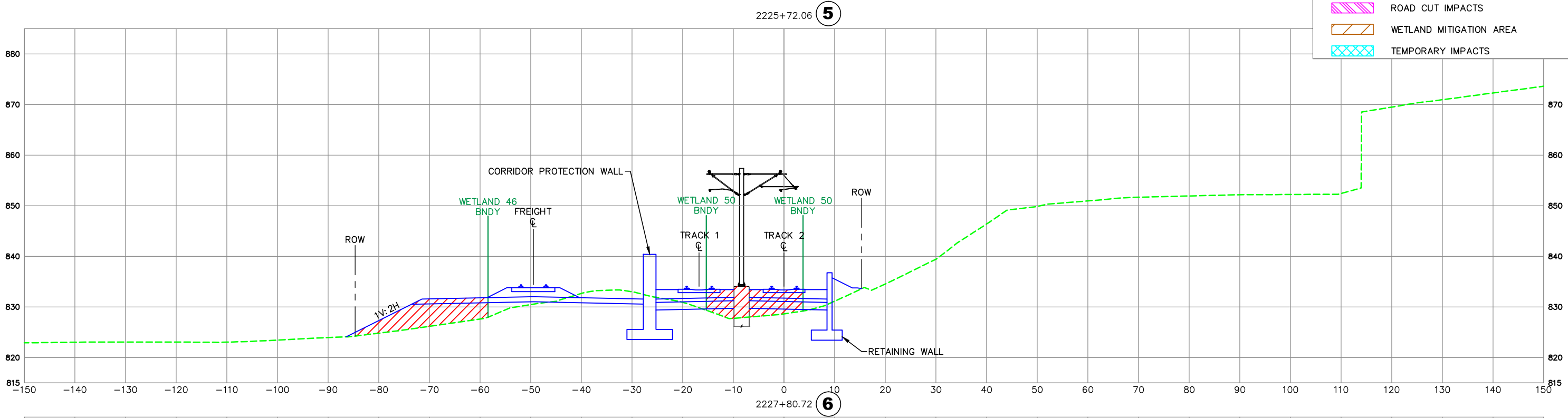


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LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
	PROPOSED FINISH GRADE
	TRACK FILL IMPACTS
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	TRACK CUT IMPACTS
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	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



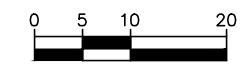
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# BLUE LINE LRT EXTENSION

## SECTION 404

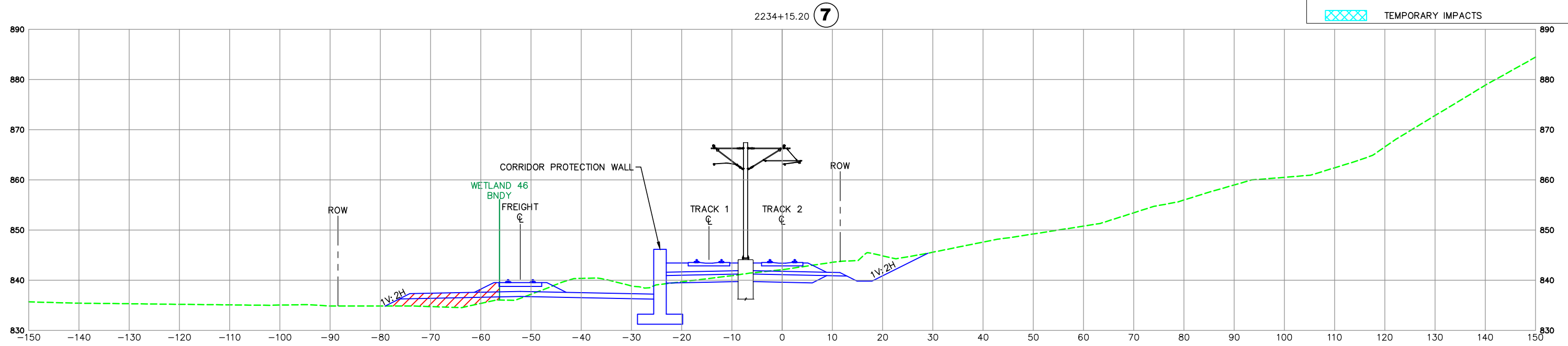
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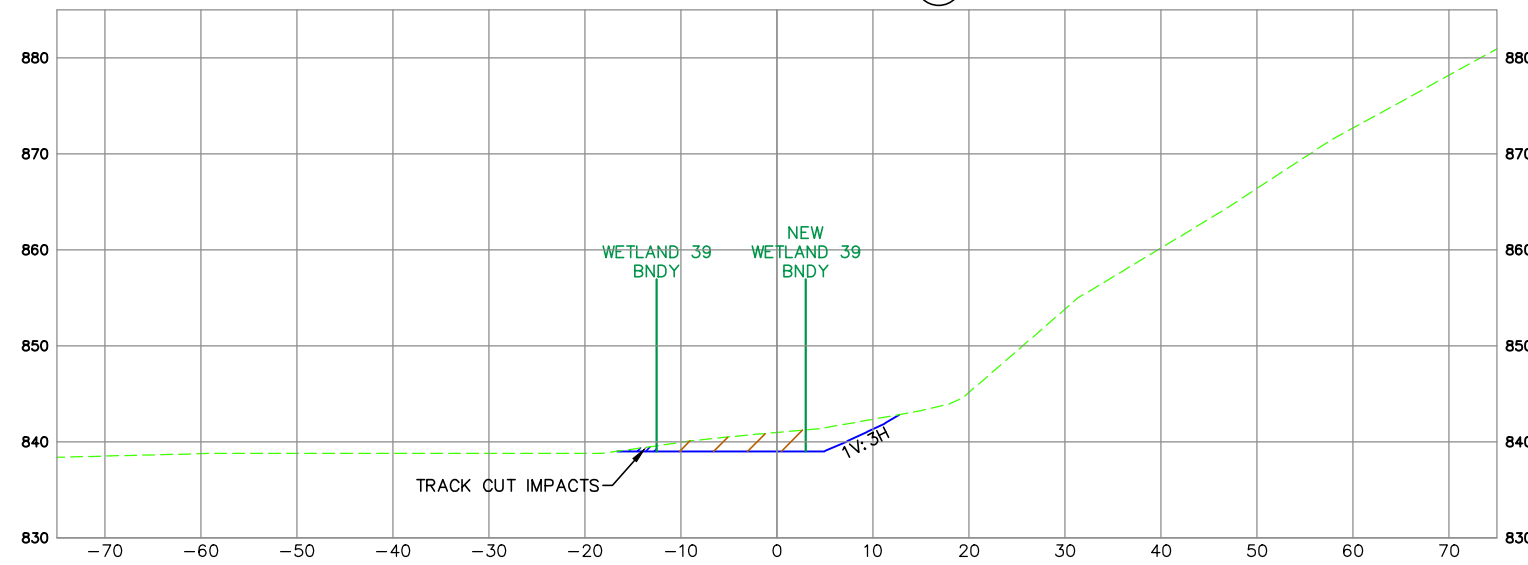
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LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
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	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



SOUTH GOLDEN VALLEY POND 8



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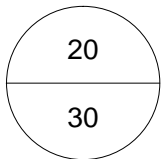


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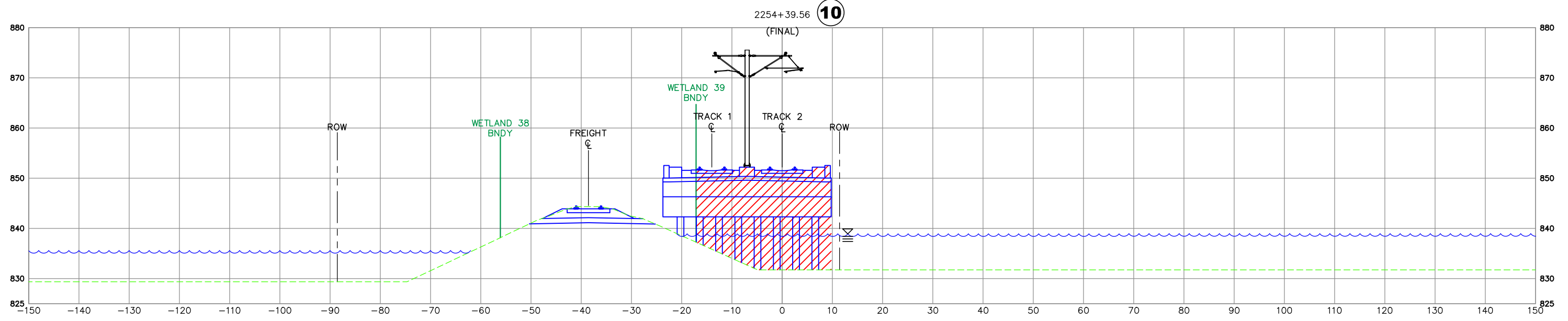
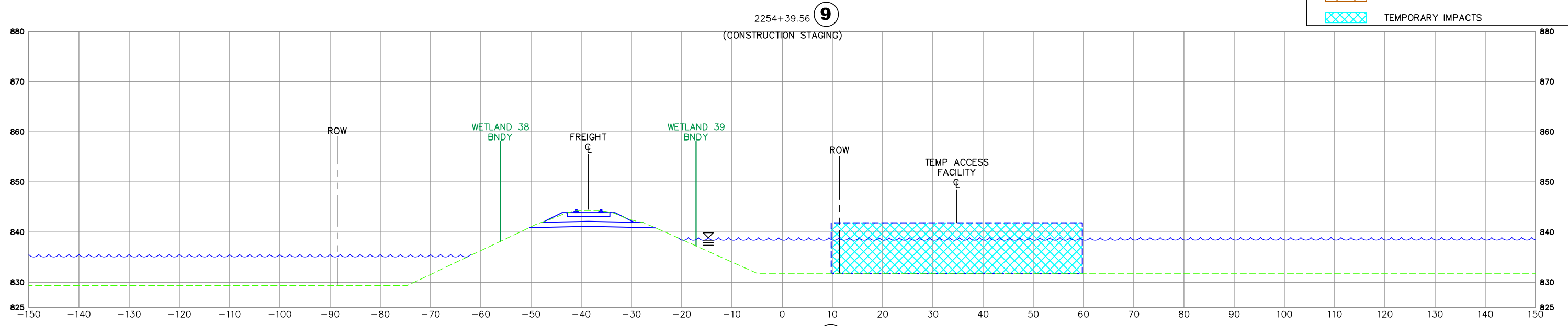


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LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
	PROPOSED FINISH GRADE
	TRACK FILL IMPACTS
	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



\*NOTE: TRACK FILL IMPACT REPRESENTS ACREAGE OF BRIDGE DECK, MAY BE REDUCED LATER WHEN BRIDGE PIER LOCATIONS ARE FINALIZED

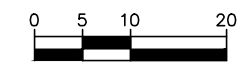
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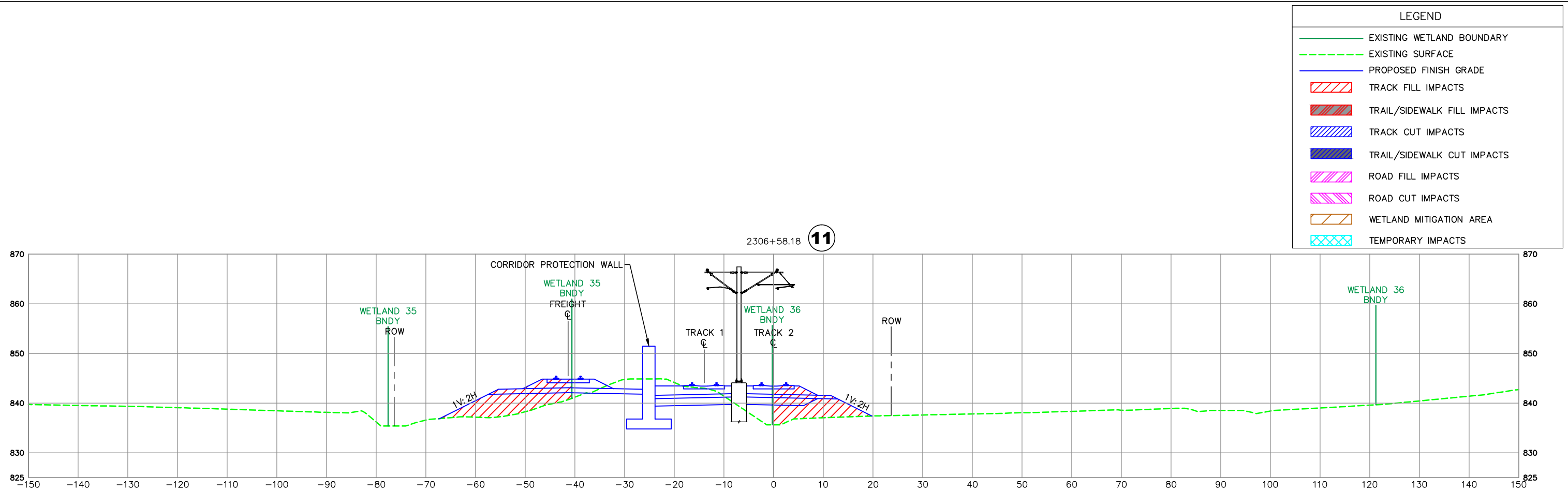
## SECTION 404

### WETLAND IMPACTS - CROSS SECTIONS



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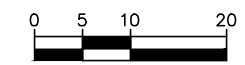


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**Kimley»Horn**

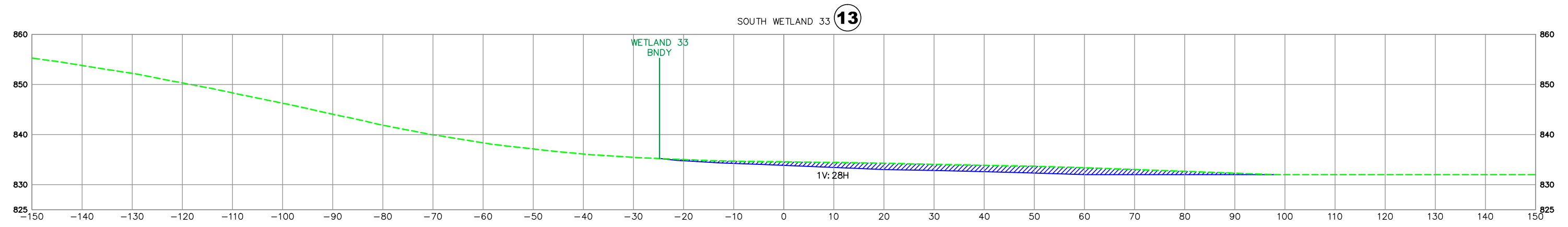
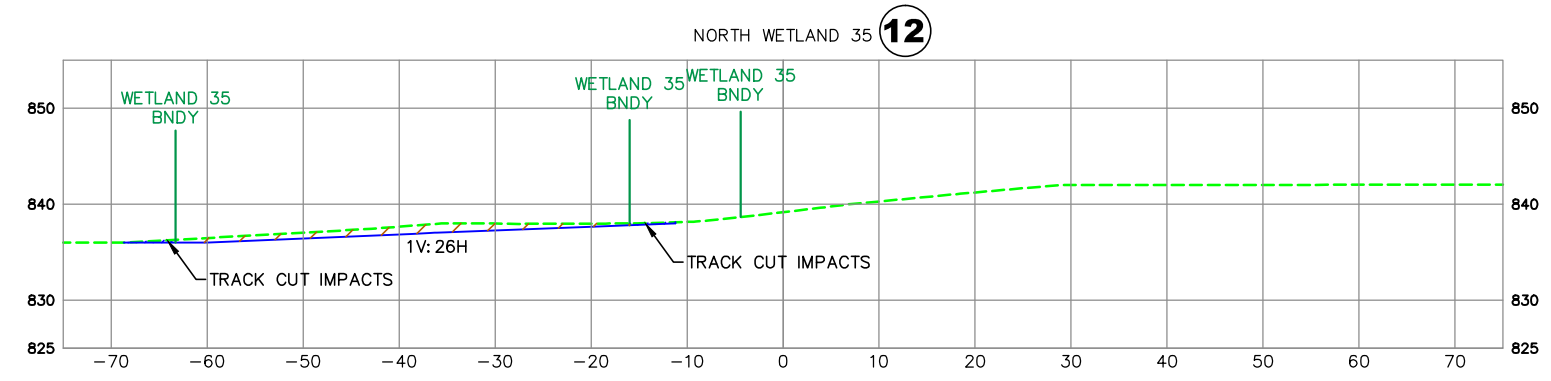
**BLUE LINE LRT EXTENSION**  
SECTION 404  
WETLAND IMPACTS - CROSS SECTIONS



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LEGEND	
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

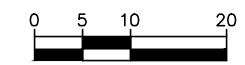


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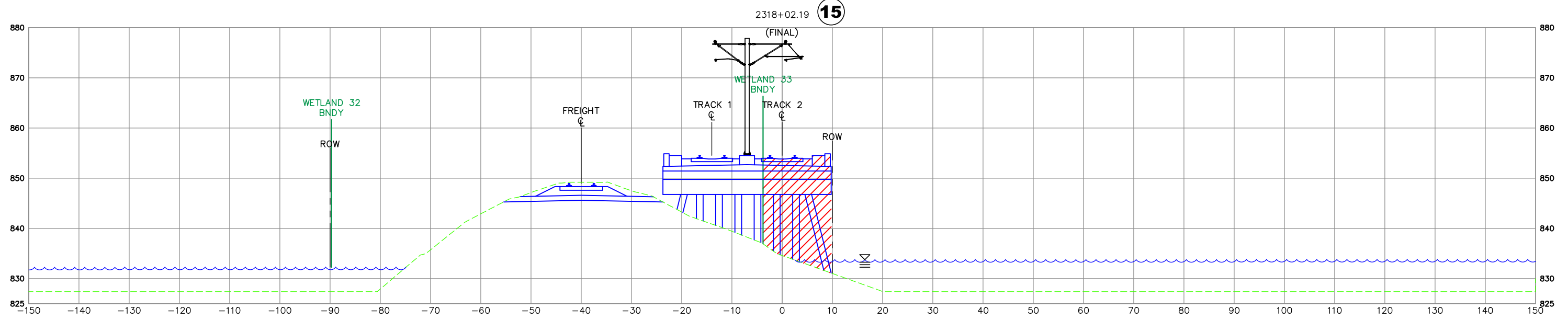
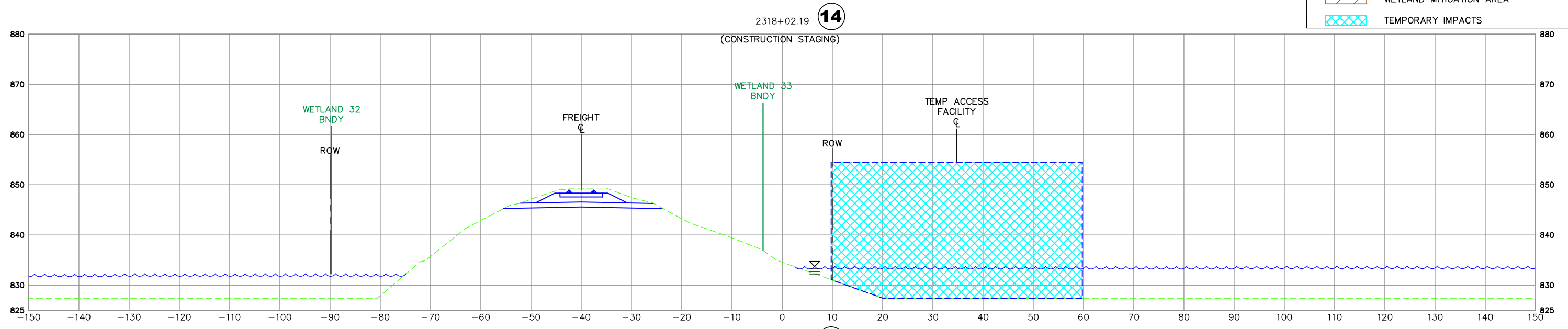
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WETLAND IMPACTS - CROSS SECTIONS



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LEGEND	
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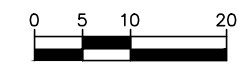
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# BLUE LINE LRT EXTENSION

## SECTION 404

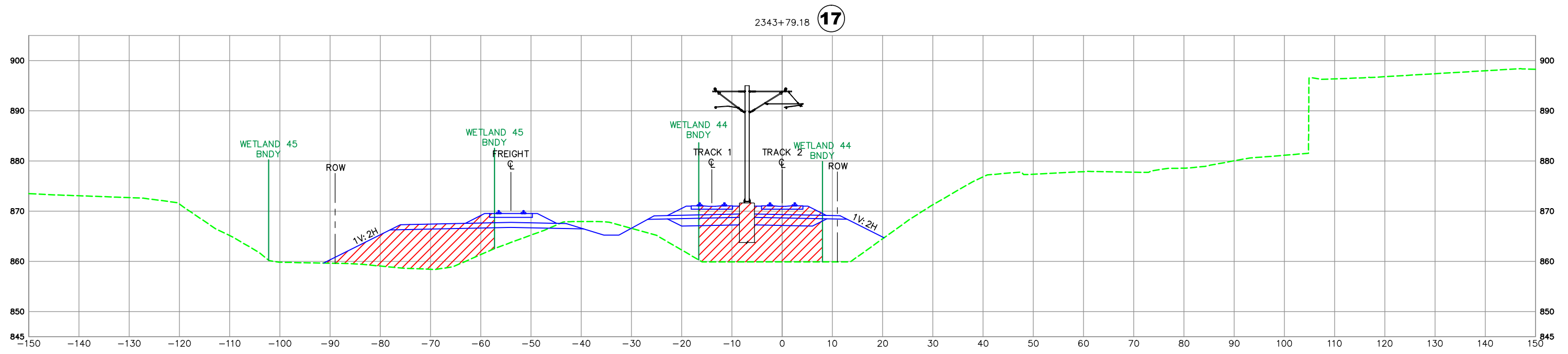
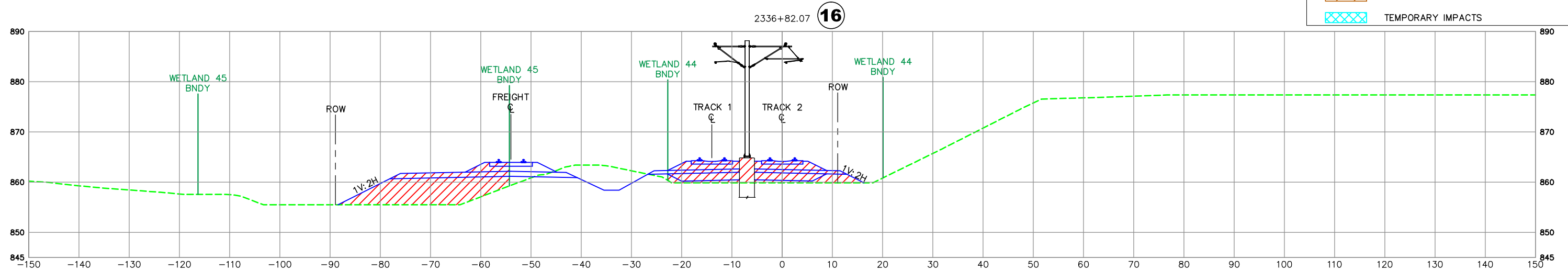
### WETLAND IMPACTS - CROSS SECTIONS



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LEGEND	
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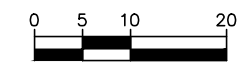


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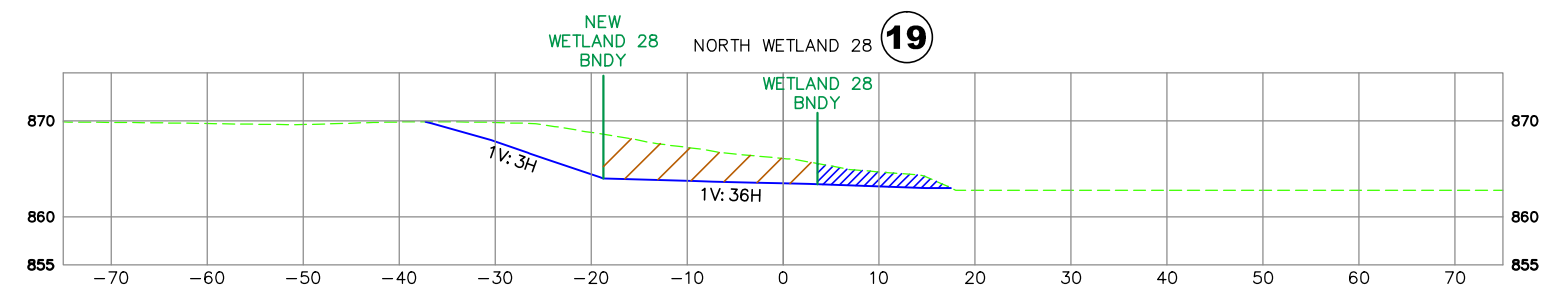
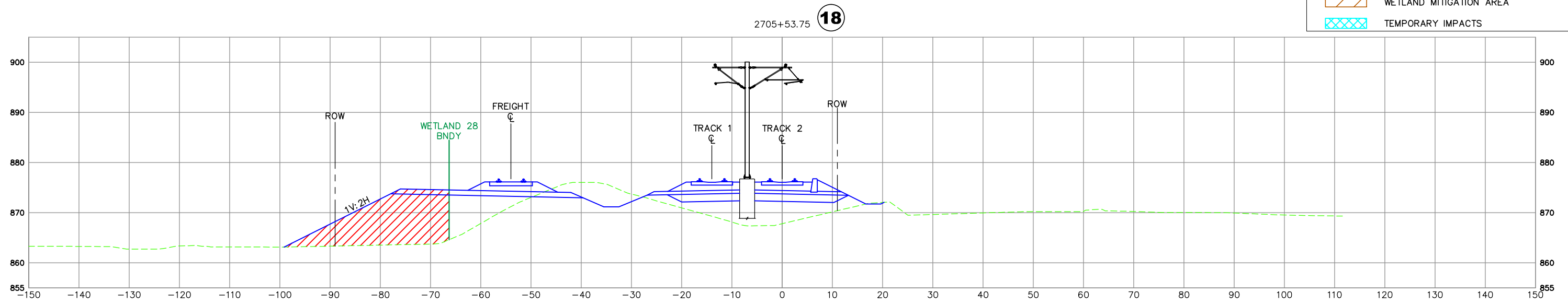
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WETLAND IMPACTS - CROSS SECTIONS



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LEGEND	
	EXISTING WETLAND BOUNDARY
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

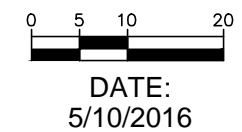


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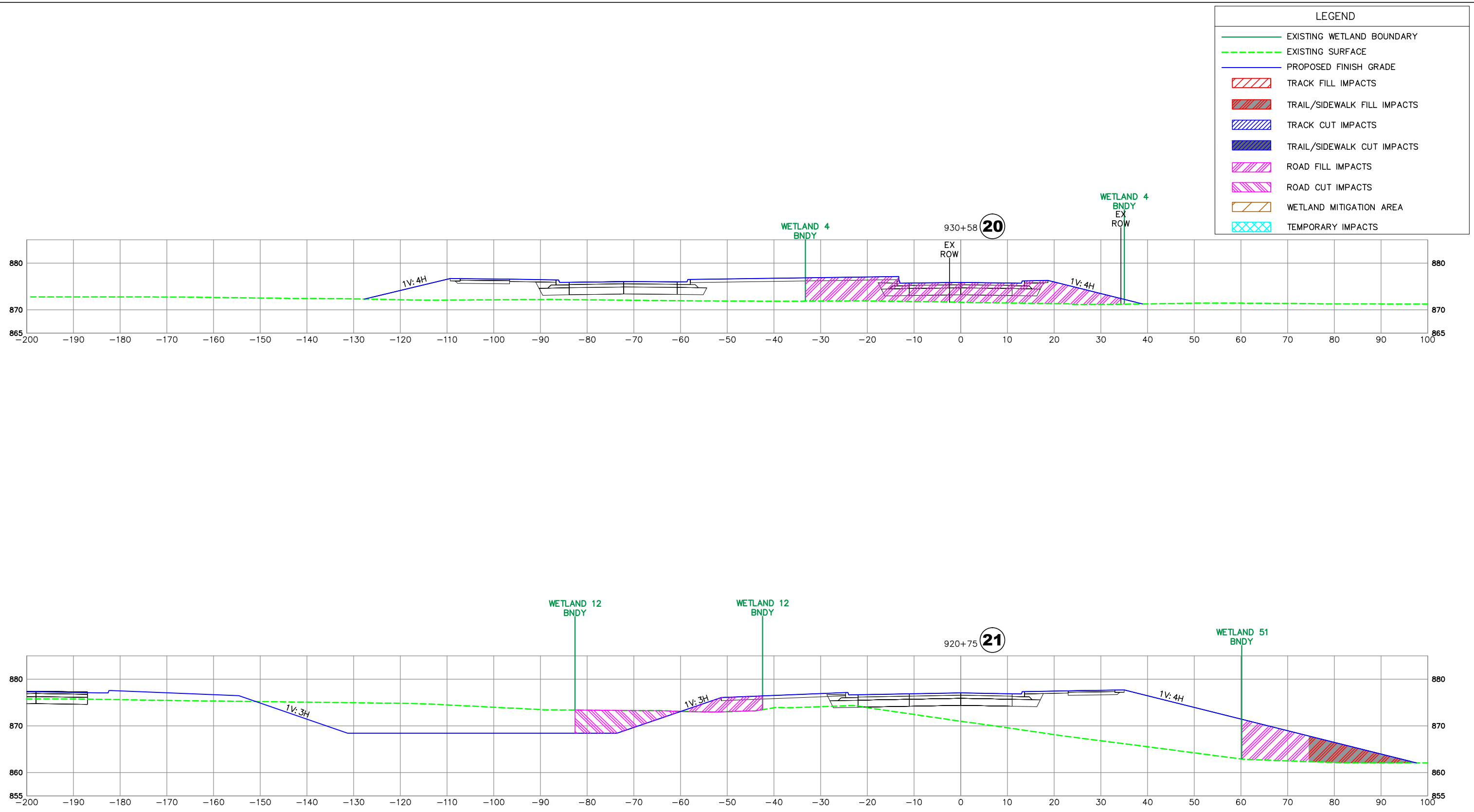
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SECTION 404  
WETLAND IMPACTS - CROSS SECTIONS





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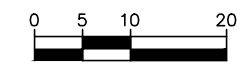
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	EXISTING SURFACE
	PROPOSED FINISH GRADE
	TRACK FILL IMPACTS
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	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

DRAFT-WORK IN PROCESS



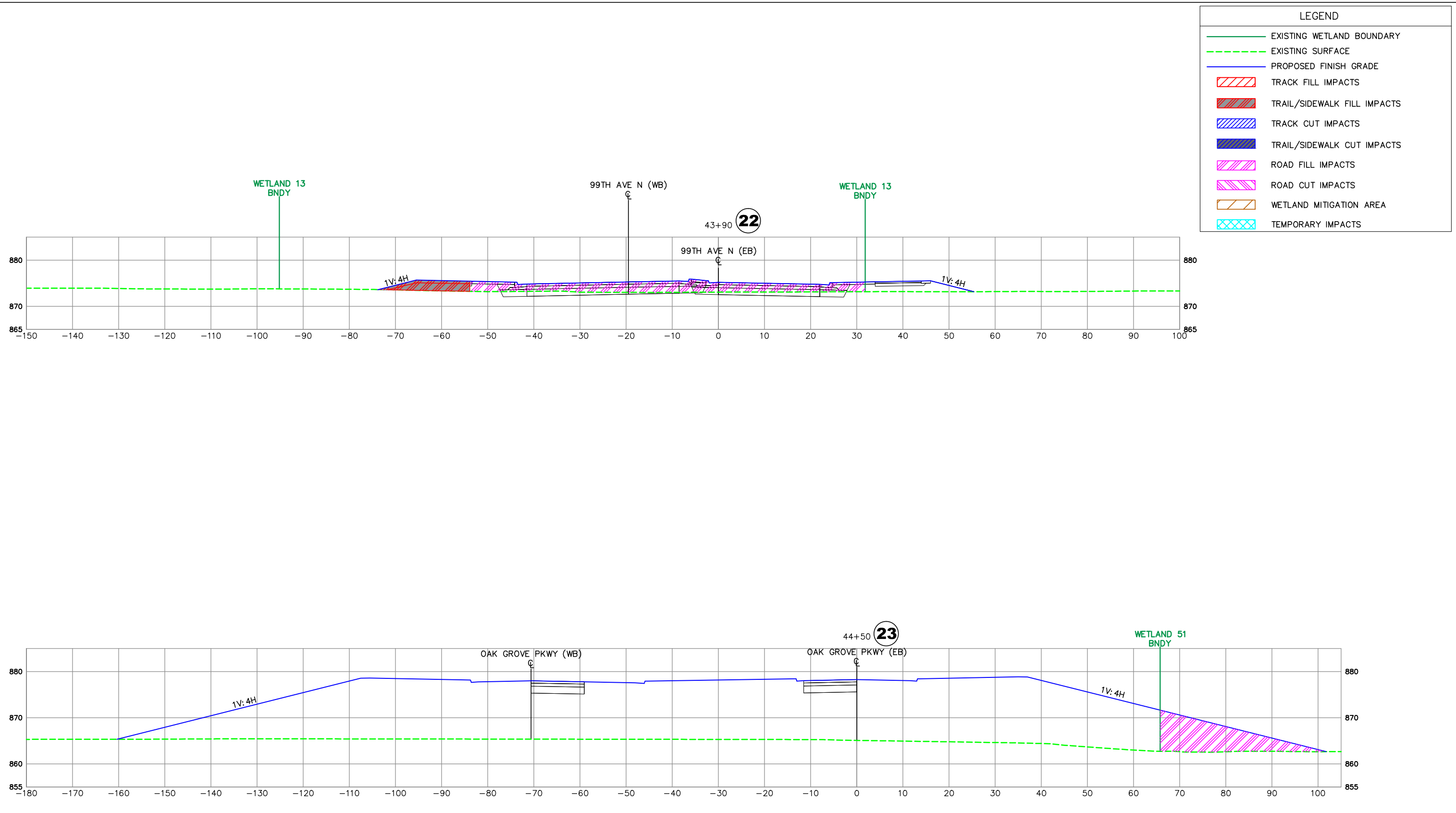
# BLUE LINE LRT EXTENSION

## SECTION 404 WETLAND IMPACTS - CROSS SECTIONS



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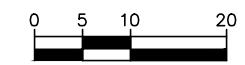


LEGEND	
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	PROPOSED FINISH GRADE
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	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

DRAFT-WORK IN PROCESS

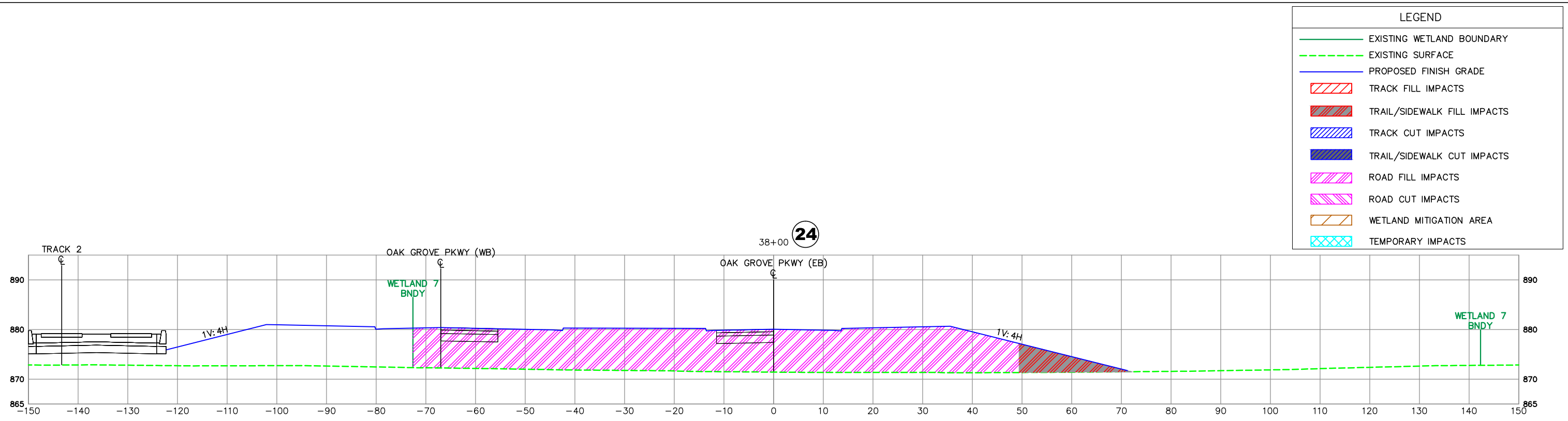


**BLUE LINE LRT EXTENSION**  
SECTION 404  
WETLAND IMPACTS - CROSS SECTIONS

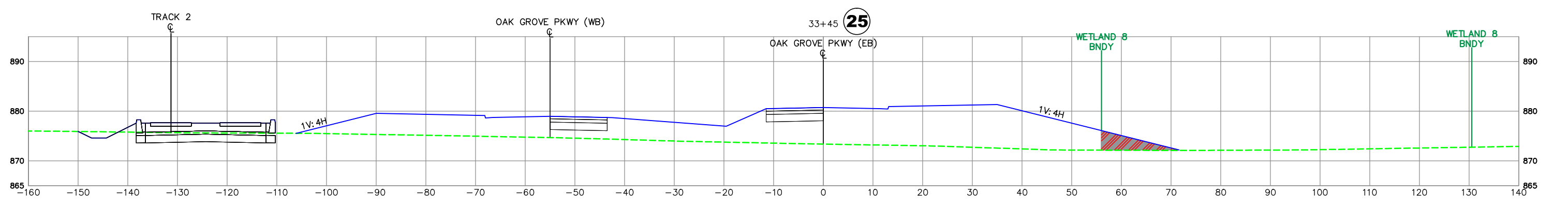


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LEGEND	
	EXISTING WETLAND BOUNDARY
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	TRACK FILL IMPACTS
	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

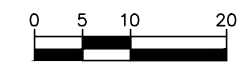


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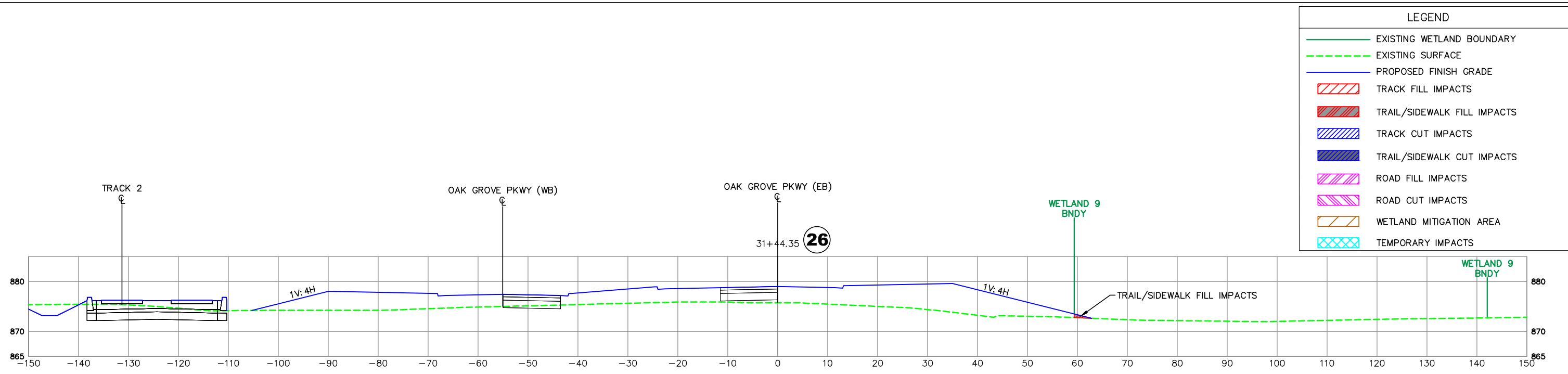
# BLUE LINE LRT EXTENSION

SECTION 404  
WETLAND IMPACTS - CROSS SECTIONS



DATE:  
5/10/2016

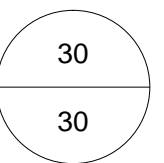
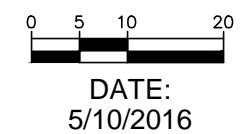
May, 10 2016 04:55 pm H:\BPO\550\_Design\_Consultant\CAD\000-OVERALL\PE\EXHIBITS\CIVIL\404WetlandPlans\0-Wetland\section-BP.dwg By: V-HuynhMC



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**BLUE LINE LRT EXTENSION**  
SECTION 404  
WETLAND IMPACTS - CROSS SECTIONS



# METRO Blue Line LRT Community Engagement Phase 1

## October 2020 – February 2021

*“Often, when people think about planning, they focus on the things: buildings, streets, green space, roads, and transit. But planning is really about people, about the communities we call home. It is about where we work, where our families will grow, ... where they’ll prosper, and where we’ll connect with one another.”* Metropolitan Council Public Engagement Plan

### Overview

Beginning in 2020, Metro Transit and Hennepin County began exploring opportunities to advance the METRO Blue Line Extension (BLRT) Project without the use of the freight rail corridor. To set the table for productive community conversations regarding future route selection, Phase 1 of community engagement was conducted October 2020 through February 2021.

The purpose of Phase 1 community engagement was to re-activate community relationships, educate community on the new direction of the BLRT Project, understand community priorities, and collect recommendations for community engagement to inform future processes for route selection. In addition, it was important to acknowledge and build from the countless hours of previous engagement in the BLRT corridor.

### BLRT Engagement Principles

Engagement Principles were adopted by the BLRT Corridor Management Committee in December 2020 to provide a foundation for engagement moving forward:

#### *Meaningfully engage stakeholders*

- *Honor and build on previous robust community engagement*
- *Tailor engagement practices to meet the needs of the individual communities in the corridor*

#### *Engage, inform, and consult diverse communities to co-create project solutions that reduce disparities*

- *Ensure corridor communities of all races, ethnicities, incomes, and abilities are engaged so all communities and corridor cities share in growth opportunities, with an emphasis on low-income and cultural communities*
- *Use community goals, priorities, and criteria for growth to inform decision-making*
- *Adjust strategies and approach as needed to ensure corridor communities are fully represented in engagement efforts*

### Phase 1 Community Consultants

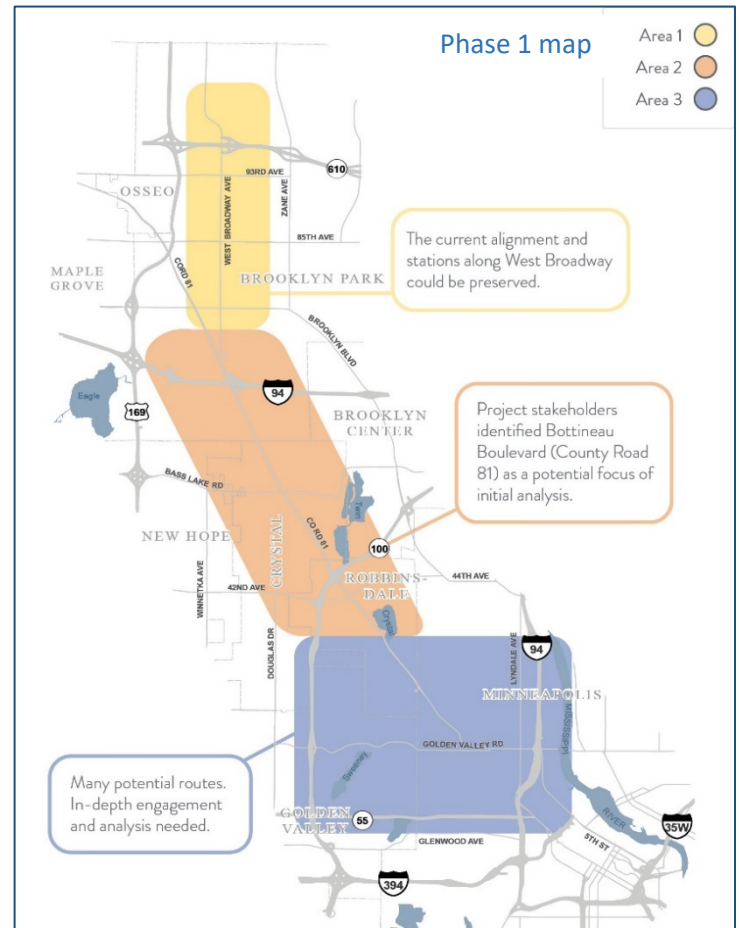
- [Juxtaposition Arts](#): a teen-staffed art and design center that serves North Minneapolis and beyond.
- [The Alliance](#): provides staff support for the [Blue Line Coalition](#), a coalition of 10 community and cultural organizations representing marginalized communities; communities of color; immigrants and refugees; people living with disabilities; low-income residents; displaced workers; and aging and transit-dependent populations in the BLRT corridor.
- [Harrison Neighborhood Association](#): neighborhood organization that has historically facilitated engagement activities for the BLRT project in North Minneapolis.





## Phase 1 Community Engagement Activities

- Community consultants met weekly with BLRT Project Communication and Engagement staff for mutual information sharing related to project changes.
- Community consultants revised and refreshed the BLRT stakeholder contact list.
- Community consultants met with five BLRT corridor cities (Brooklyn Park, Crystal, Robbinsdale, Golden Valley, Minneapolis) to discuss recommended approaches to future community engagement.
- Community consultants conducted 13 stakeholder interviews with community and culturally based non-profit leaders whose organizations represent low-income communities and communities of color within the BLRT corridor.
- Community consultants hosted 5 community listening sessions with a total of 100 people in attendance. Participation was focused on low-income communities and communities of color.
- BLRT Project Team hosted 2 corridor-wide listening sessions with a total of 60 people in attendance.
- Community consultants amplified the BLRT Project messaging and promoted the survey through their social media networks.
- A community survey was conducted receiving 1900 responses.



## Phase 1 community input collection methodologies

Phase 1 collected community input through stakeholder interviews, listening sessions, and a Blue Line LRT community survey. Input collected was summarized by Areas 1, 2, and 3 along with the categories of key destinations, opportunities, issues/challenges, and community engagement preferences. Stakeholder interviews and listening sessions focused on participation representing low-income communities and communities of color. Surveys were distributed corridor wide. Of the survey participants who reported their race, 80% reported white.

## Phase 1 community engagement recommendations:

1. Coordinate and collaborate across project partners
  - Ensure the BLRT Project Management Team of Hennepin County and Metro Transit are coordinated and collaborative in their approach to community engagement that includes Business Advisory Committee, Community Advisory Committee, and future community consultants.
  - Continue to consult and inform Corridor on community engagement strategies, tactics, and activities.
2. Partner with community consultants to improve and expand community engagement efforts
  - Implement an open RFP Process soliciting proposals from the refreshed BLRT stakeholder list focusing on community and cultural non-profits that serve residents and small businesses in the BLRT corridor.
  - Ensure the Evaluation Panel for the proposals has representatives from communities of color.
  - Select consultants to work together as a cohort coordinating their communications and outreach across their focused communities, complimentary services, and Areas served.

- Apply a tiered funding approach to contracts, evaluating and awarding contracts according to level of services provided and Area(s) served.
- Contract with community and cultural organizations who have trusted relationships with their residents and small businesses bringing with them creative ways to engage.

### 3. Focus on Environmental Justice Communities

- Emphasis on low-income communities and communities of color by developing culturally specific approaches to engagement.
- Recognize cultural diversity as a strength and an asset to future corridor development.
  - There are over 50% of people of color in this corridor, including concentrated populations of African American, African Immigrant – primarily Liberian, Latino/Latinx, and Asian Communities – primarily Lao, Hmong, Vietnamese.
  - Historically, these communities have not always been included in planning processes in their areas.
- Prioritize translations since multiple populations speak English as their second language.
- Incorporate a communications plan that uses culturally based media for BLRT communications. EJ communities are less likely to receive BLRT information shared through standard communications channels and outlets.

### 4. Incorporate comprehensive engagement approaches

- Understand community has frustrations with the new direction but are ready to discuss solutions for new routes.
- Address preventing displacement, recognizing this is a community priority:
  - There is a need for developing strategies, policies, and investments for building wealth in place.
  - Approach displacement prevention across agencies and key stakeholders.
  - Focus on community benefits such as connecting to jobs and services, climate action and disparity reduction.
  - Address gentrification impacts of previous alignment in North Minneapolis
  - Include communities in the design of anti-displacement strategies from the beginning.
- Move at the speed of trust:
  - Recognize low-income communities and communities of color have had stressful impacts from COVID-19 and the George Floyd Uprising.
  - Refresh and build sustainable, responsive relationships
  - Utilize community trusted communication systems.
- Use plain language in communicating Project status clearly stating what we are asking community to respond to along with how community input will influence the outcome.
- Utilize more graphics and visualizations to present route concepts.
- Engage communities on tangible elements with clear timelines on decision points.
- Translate BLRT Project materials in Spanish, Lao, Hmong, Vietnamese, and Somali.
- Acknowledge online surveys can be a useful tool but they don't reach low-income communities and communities of color as well as other approaches.
- Tie in community input from the beginning of the BLRT process in 2014, recognizing this is a continuation of the ongoing BLRT community engagement.

### 5. Address previous BLRT route plans' impacts and opportunities

- Acknowledge how the modified route will impact those communities who are adjacent to the previously planned BLRT route.
- Engage communities along previous route to ensure that positive benefits from BLRT are still pursued, including establishing work group to address abandoned route.
- Recognize communities were impacted by the release of the abandoned route, such as an increase in property values and the consequent displacement of community members.

- Address previous plans for infrastructure improvements along Olson Memorial Highway along with previous station area plans for reinvestment opportunities identified at Van White and Penn stations.

## Phase 1 BLRT Community Input Summaries

### Common themes across all methods on engagement preferences:

- Leverage partnerships with organizations and places in each area along the corridor, especially with those who already focus on organizing and engagement.
- Use a variety of approaches to reach every geographic and cultural community within the corridor, including trusted community leaders, in-person events, virtual meetings, visual activities, and materials, etc.
- Attend events where people are already gathered, such as city or local community events.
- Create easily understandable project materials to share with community—with translations, visuals, and plain language.
- Ensure there is a robust and coordinated communications effort to share consistent project updates with community throughout the project.
- Share materials and updates through culturally specific media channels.
- Provide interpretation at meetings.
- Engage community in more than just route alignment, including engagement regarding BLRT impacts on housing, businesses, transportation, etc.

### Stakeholder interviews/listening sessions summary

Categories	Area 1	Area 2	Area 3
<b>Key destinations</b>	<ul style="list-style-type: none"> <li>• North Hennepin Community College</li> <li>• Brooklyn Park Library</li> <li>• Small businesses along County Road 81/West Broadway</li> </ul>	<ul style="list-style-type: none"> <li>• Small businesses along County Road 81</li> <li>• Crystal Shopping Center</li> <li>• Downtown Robbinsdale</li> </ul>	<ul style="list-style-type: none"> <li>• North Memorial Health Hospital</li> <li>• West Broadway business corridor</li> <li>• Job centers, including Brooklyn Park, Minneapolis, and Bloomington</li> <li>• Van White Blvd stop that includes Summit OIC, Sumner Library and Heritage Park</li> <li>• Penn Avenue route</li> <li>• Upper Harbor Terminal/Riverfront at N Dowling Ave and 2<sup>nd</sup> St</li> <li>• Businesses and residential areas along Lowry Ave</li> <li>• Hawthorne neighborhood</li> </ul>
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>• Connect with local efforts to address gentrification and displacement</li> <li>• Invest and partner in community planning efforts (Opportunity zones, immigrant-focused shopping center)</li> <li>• Understand transit development impacts on communities, e.g., renters</li> </ul>	<ul style="list-style-type: none"> <li>• Connect with small businesses, cultural organizations, and churches in the area to build partnerships across groups</li> </ul>	<ul style="list-style-type: none"> <li>• Make North Minneapolis a destination rather than a thoroughfare</li> <li>• Connect to transit dependent areas</li> <li>• Prioritize environmental justice</li> <li>• Focus on community and economic development, including housing and businesses</li> <li>• Build on community-led work and vision through partnerships</li> </ul>
<b>Issues/challenges</b>	<ul style="list-style-type: none"> <li>• Effectively including those who are most impacted but have less influence on project</li> <li>• Impacts of gentrification and displacement</li> </ul>	<ul style="list-style-type: none"> <li>• Connect with low-income residents</li> <li>• Lack of information about project parameters leading to community</li> </ul>	<ul style="list-style-type: none"> <li>• Unfulfilled promises to community regarding the previous alignment</li> <li>• Impacts on businesses and residents, e.g., outside investments displacing current/future residents and business owners</li> </ul>

		confusion and disappointment	<ul style="list-style-type: none"> <li>Lack of transparency around project updates and timeline</li> <li>Impact on traffic</li> <li>History of harming these communities during these types of projects</li> </ul>
<b>Community engagement recommendations</b>	<ul style="list-style-type: none"> <li>Target outreach both geographically and culturally</li> <li>Leverage partnerships with community places</li> <li>Attend local city events and activities</li> <li>Create materials for all people to understand (e.g., plain language, culturally specific translations,</li> <li>Share materials through culturally responsive media channels</li> <li>Need robust information sharing and consistent messages across County and City channels</li> </ul>	<ul style="list-style-type: none"> <li>Present details of project and possibilities (e.g., routes) moving forward to help folks visualize it</li> <li>Connect with organizations, business owners or staff who focus on outreach</li> <li>Engage residents in design-related aspects of the project</li> <li>Leverage partnerships to translate materials</li> <li>Provide clear messages about project and purpose</li> <li>Use a variety of approaches to reach different folks and groups in community</li> </ul>	<ul style="list-style-type: none"> <li>Shift engagement strategies to include a focus on anti-displacement policies</li> <li>Ensure materials are translated, and interpretation is provided at meetings in the top five most prevalent languages after English</li> <li>Provide compensation to community members who dedicate their time to stakeholder interviews, community work groups, and project meetings</li> <li>Establish work group to address abandoned route</li> <li>Incorporate hands-on, visual engagement tools for community</li> <li>Create spaces for community to meet and share insight</li> <li>Capture feedback at community events</li> <li>Engage community in idea generation and solution-creation in addition to route selection</li> <li>Leverage partnerships with those who are already doing engagement work</li> </ul>

BLRT community survey summary

See Appendix A for data on respondents.

Categories	Area 1	Area 2	Area 3
<b>Key destinations</b>	<ul style="list-style-type: none"> <li>West Broadway</li> <li>North Hennepin Community College</li> <li>Target Campus</li> <li>Grocery Stores/Shopping Centers                             <ul style="list-style-type: none"> <li>Cub</li> <li>Target</li> <li>HyVee</li> </ul> </li> <li>Brooklyn Park Library</li> </ul>	<ul style="list-style-type: none"> <li>North Memorial Health Hospital</li> <li>County Road 81/Bottineau Boulevard</li> <li>HyVee</li> <li>Crystal Shopping Center</li> </ul>	<ul style="list-style-type: none"> <li>West Broadway Business District</li> <li>Theodore Wirth Park</li> <li>North Memorial Hospital</li> <li>Shopping areas</li> <li>North Minneapolis neighborhoods</li> </ul>
<b>Corridor-wide Opportunities</b>	<ul style="list-style-type: none"> <li>Benefit communities by first connecting to jobs and then connecting to transit</li> <li>Potential transit connections with transit hubs, bus service, and bus rapid transit</li> </ul>		
<b>Corridor-wide Issues/challenges</b>	<ul style="list-style-type: none"> <li>Community Concerns: impacts of gentrification and displacement, followed by housing affordability and small business leasing affordability, respectively</li> </ul>		

	<ul style="list-style-type: none"><li>• Constructions Concerns: business operations during construction, property acquisitions and construction disruption</li><li>• Operational Concerns: security and safety at station areas, pedestrian, bicycle and automobile safety, and transit connections, respectively</li></ul>
<b>Community engagement recommendation</b>	<ul style="list-style-type: none"><li>• Most preferred engagement tool was virtual community meetings, followed by pop-up events and in-person COVID-safe community meetings</li></ul>

Hennepin County Communications and Engagement Services

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# Appendix A: Summary of METRO Blue Line Extension Preliminary Engagement

**Date:** October 2020 to February 2021

Metro Transit and Hennepin County (Project partners) are exploring opportunities to advance the METRO Blue Line Extension light rail (BLRT) project without the use of the BNSF corridor. The next step for the BLRT project is to identify a community supported alternative route for environmental review and approval.

To do this, the project needs to inform and involve stakeholders throughout the phases of the route identification process. To begin the process, phase 1 sought to gain feedback on the alignment principles and develop a community-led engagement plan for 2021. Project partners focused on the following:

- Informing and involving stakeholders around the new project direction
- Contracting with organizations to support engagement
- Working with stakeholders to co-create a community-informed project engagement framework for 2021

A variety of engagement methods were utilized to achieve phase 1 goals, including an online survey and community conversations (listening sessions, one-on-one meetings and corridor city meetings). The following section summarizes the feedback we heard during each engagement method. This information will be used to determine the community-led engagement plan for BLRT Phase 2 engagement.

## Online Survey

The online survey started to explore community perspectives regarding the project. The survey asked 21 questions total, focusing on key destinations, opportunities, issues/concerns and engagement preferences. It opened on December 15, 2020 and closed on February 8, 2021. There was a total of 1,909 responses.

### Key Destinations

A total of 1,377 respondents provided information about key destinations in the project study areas. Several key destinations were noted for each project study area. While most destinations were unique



to each study area, some destinations overlapped across study areas. Below are some highlights of the most frequent key destinations noted in the survey.

### **Area 1 Destinations**

There was a total of 326 responses for key destinations in area 1. The following were the most frequently mentioned destinations:

- West Broadway
- North Hennepin Community College
- Target Campus
- Grocery Stores/Shopping Centers
  - Cub
  - Target
  - HyVee
- Brooklyn Park Library

### **Area 2 Destinations**

There was a total of 526 responses for key destinations in area 2. The following were the most frequently mentioned destinations:

- North Memorial Health Hospital
- County Road 81/Bottineau Boulevard
- HyVee
- Crystal Shopping Center

### **Area 3 Destinations**

There was a total of 525 responses for key destinations in area 3. The following were the most frequently mentioned destinations:

- West Broadway Business District
- Theodore Wirth Park
- North Memorial Hospital
- Shopping areas
- North Minneapolis – i.e., North Minneapolis neighborhoods instead of outskirts

### **Corridor-wide Destinations**

The following priorities were frequently mentioned across the study areas:

- Connecting to transit dependent communities to serve those who need it most
- Serving North Minneapolis residents
- Connecting to high-density housing and residential areas, such as apartment complexes
- Connecting to employers and business districts to serve workers and customers

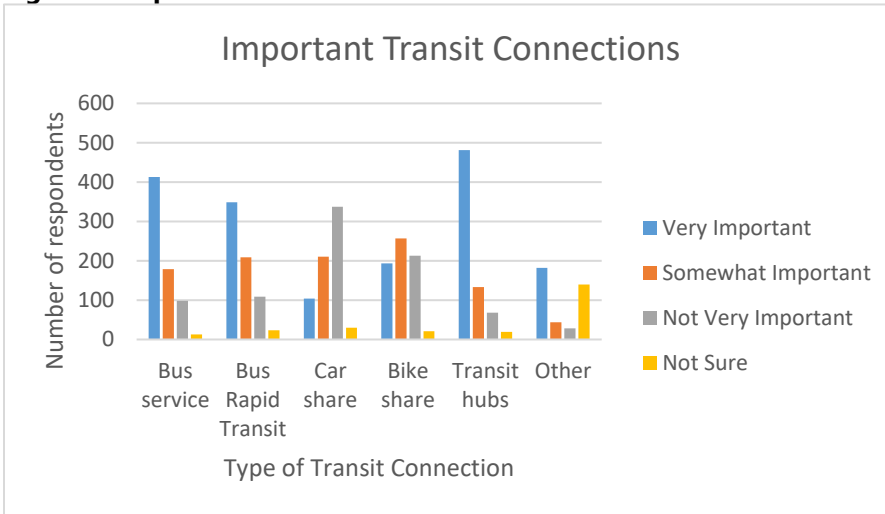
## **Opportunities**

Respondents also provided information about the opportunities and benefits they find most important for this project.

### **Transit Connections**

First, respondents shared which transit connections are most important for the BLRT. Figure 4 shows that respondents believe transit hubs, bus service, and bus rapid transit are the most important transit connections, respectively, for the BLRT.

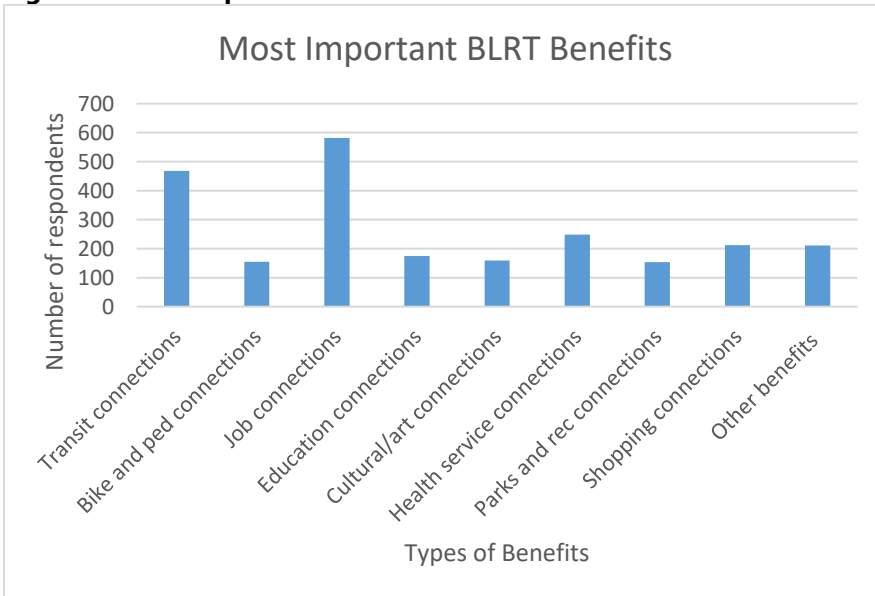
**Figure 4. Important Transit Connections**



**BLRT Benefits**

Respondents also shared which BLRT benefits they think are most important for them and their community. Figure 5 shows respondents believe connecting to jobs and connecting to transit are the two most important benefits for themselves and their communities.

**Figure 5. Most Important BLRT Benefits**



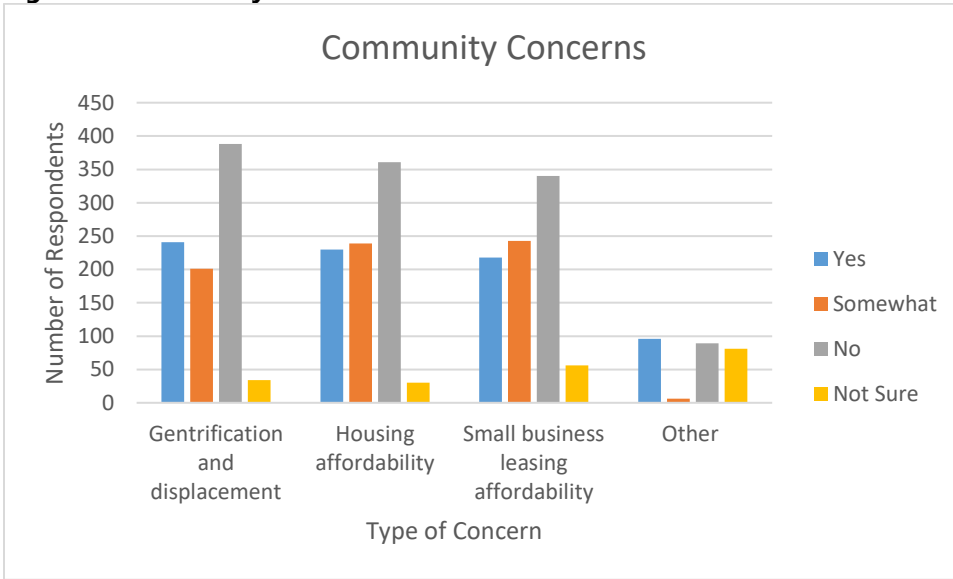
**Issues/Concerns**

Respondents also shared their community, construction, and operational concerns about the BLRT project.

**Community Concerns**

When it comes to community concerns, respondents are most concerned about gentrification and displacement, followed by housing affordability and small business leasing affordability, respectively. Many are also somewhat concerned about these issues. Still, there are several who aren't concerned about any of these issues (see Figure 6).

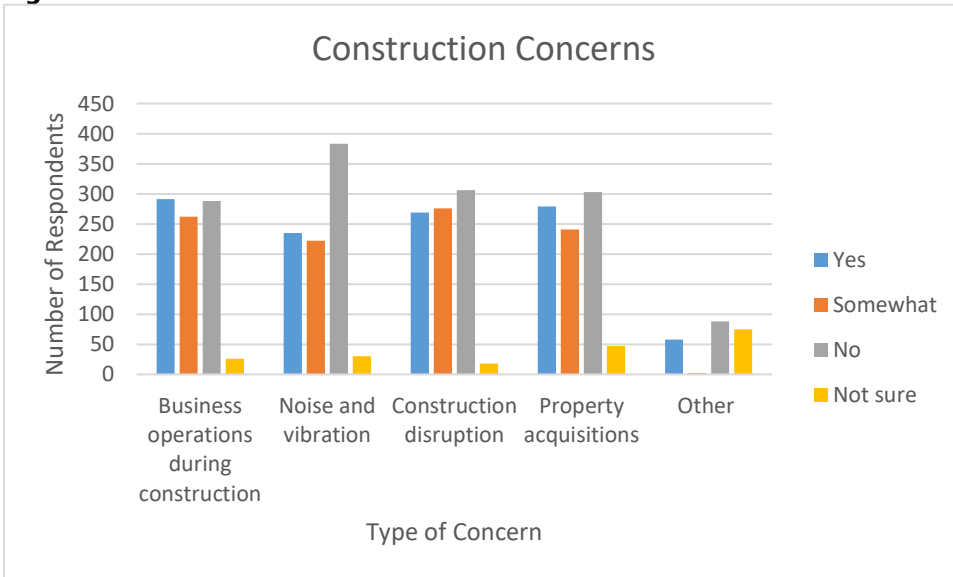
**Figure 6. Community Concerns**



**Construction Concerns**

When it comes to construction concerns, respondents are most concerned about business operations during construction, property acquisitions and construction disruption (see Figure 7 below).

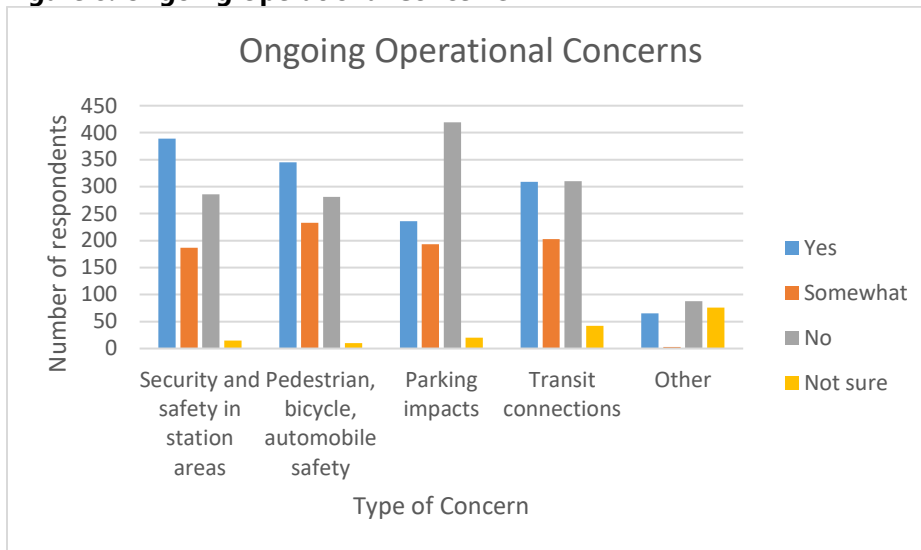
**Figure 7. Construction Concerns**



### Ongoing Operational Concerns

When it comes to ongoing operational concerns, respondents are most concerned about security and safety at station areas, pedestrian, bicycle and automobile safety, and transit connections, respectively (see Figure 8).

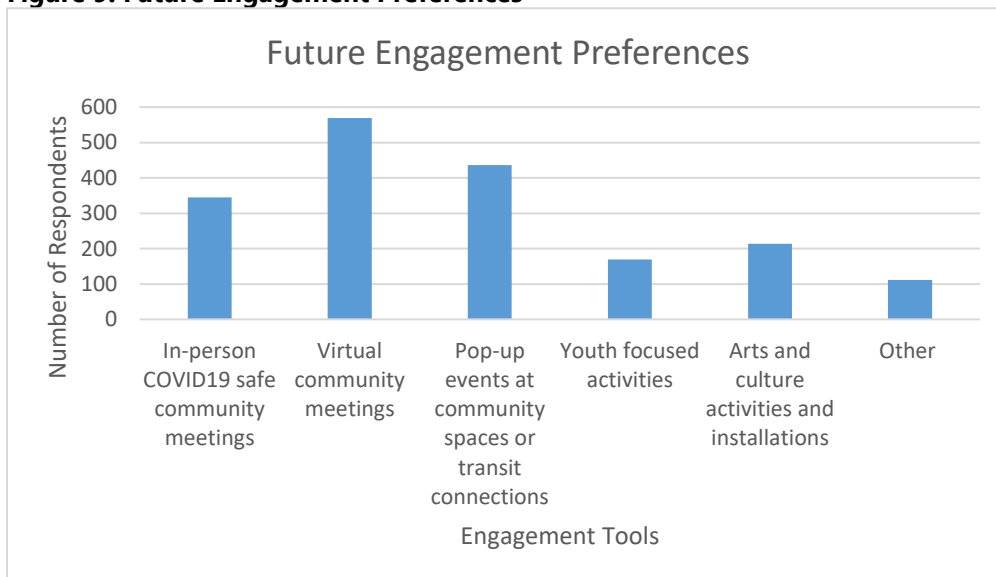
**Figure 8. Ongoing Operational Concerns**



### Engagement Preferences

Lastly, respondents shared information about their engagement preferences moving forward. The most preferred engagement tool was virtual community meetings, followed by pop-up events and in-person COVID-safe community meetings (see Figure 9).

**Figure 9. Future Engagement Preferences**



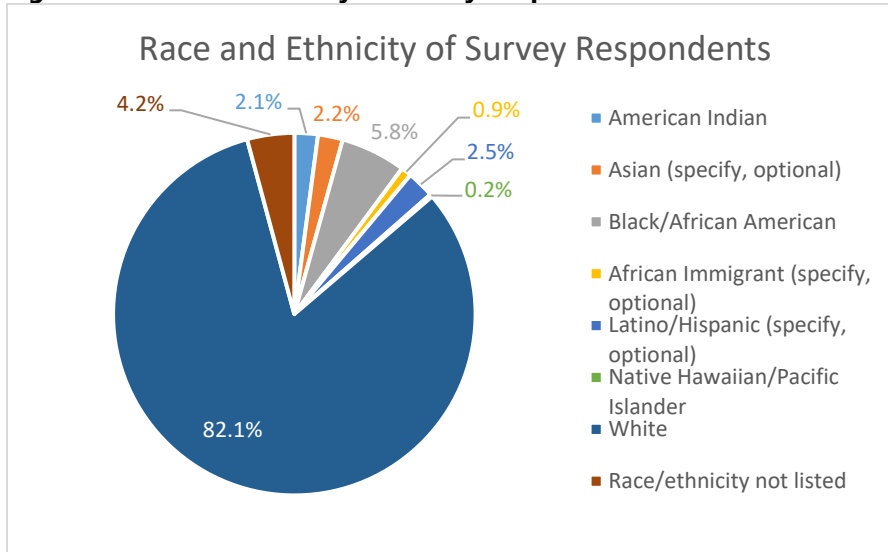


## Demographics

### Race and Ethnicity

Out of the 1,909 responses, 858 respondents provided information about their race or ethnicity. Figure 1 breaks down the self-identified race and ethnicity of the 858 respondents.

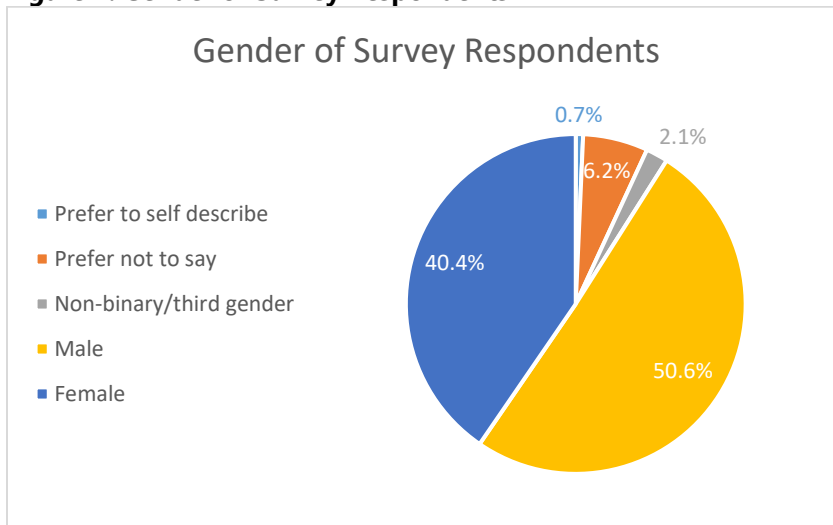
**Figure 1. Race and Ethnicity of Survey Respondents**



### Gender

There was a total of 856 respondents who provided information about their gender. Figure 2 breaks down the self-identified genders of the 856 respondents.

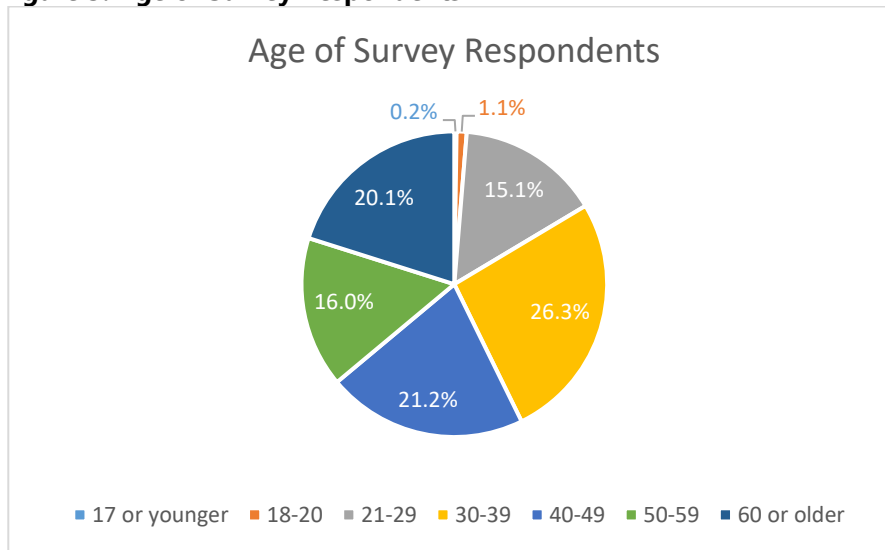
**Figure 2. Gender of Survey Respondents**



### Age

There was a total of 840 respondents who provided information about their age. Figure 3 breaks down the self-identified ages of the 840 respondents.

**Figure 3. Age of Survey Respondents**



## Community Conversations

### Listening Sessions

A total of seven listening sessions were conducted during phase one. Five listening sessions were organized and facilitated by community contractors while the remaining two sessions were organized and facilitated by project staff. The total number of people engaged across all listening sessions was 98.

#### *Juxtaposition Listening Sessions*

- Juxtaposition's Enviro Design Lab Listening Session on November 18, 2020
- Juxtaposition Community Design Studio on December 16, 2020
- Community Design Studio at JXTA hosted a virtual listening session/focus group on January 28, 2021

#### *Harrison Neighborhood Association (HNA) Listening Sessions*

- HNA & Northside Neighborhoods Council Listening Session on January 21, 2021

#### *The Alliance Listening Sessions*

- Blue Line Coalition Listening session on January 13, 2021

#### *BLRT Project Staff*

- Metro Blue Line Extension Listening session: Project Transition on February 4, 2021
- Metro Blue Line Extension Listening session: Project Transition February 5, 2021

### Stakeholder Interviews

A total of thirteen stakeholder interviews with community leaders were organized and facilitated by community contractors. At least one Project partner attended every stakeholder interview to provide project information and to listen to stakeholders.

### *Juxtaposition*

- Felicia Perry, WBC, November 20, 2020
- Dr. Brittany Lewis, CURA, January 5, 2021
- C Terrence Anderson, CURA, January 7, 2021
- Jamil Ford, Previous member of the BLRT CAC, January 12, 2021
- Roxanne O'Brien, Northside Reinvestment Coalition and Northside Green Zone, January 12, 2021

### *Harrison Neighborhood Association*

- Sunny Chanthanouvang, Executive Director for the Lao Assistance Center of Minnesota
- Candy Bakion, Board Member for Heritage Park Neighborhood Association

### *The Alliance*

- Latino Economic Development Center, December 9, 2020
- Larry Hiscock, Community Partnerships Manager, December 15, 2020
- Finn McGarrity, Community Organizer, Move MN, January 4, 2021
- Jackson George, Liberan Business Association, January 20, 2021
- Kristina Doan, CAPI, January 26, 2021
- Karla Payan, Pueblos de Lucha y Esperanza, January 26, 2021

## **Corridor City Meetings**

A total of seven corridor city meetings were held throughout phase one. These meetings included Project partners, community contractors and city staff.

- City of Minneapolis, December 4, 2020
- City of Crystal, December 11, 2020
- City of Robbinsdale, December 18, 2020
- City of Brooklyn Park, January 8, 2021
- City of Golden Valley, January 15, 2021
- City of Brooklyn Park – focused conversation about engagement preferences, January 21, 2021
- City of Minneapolis - BLRT Communications Meeting, January 28, 2021

## **Study Area Feedback**

The following section details area-specific feedback gathered across the community conversations. The input from cities, stakeholders and listening sessions is organized by areas of 1, 2 and 3.

### **Area 1**

#### **Destinations**

- North Hennepin Community College
- Brooklyn Park Library
- Small businesses along County Road 81/West Broadway

#### **Opportunities**

- Connect with Hennepin County Bottineau Community Works team to address gentrification and displacement
- Connect with Opportunity Zone designated sites

- Understand transit development impacts on housing costs for renters
- Develop a culturally focused shopping center to address the needs of the large immigrant community

#### **Issues/Concerns**

- Effectively including those who are most impacted but have less influence on project
- Gentrification and displacement

#### **Engagement Preferences/Recommendations**

- Target outreach not only by geography, but also by broader cultural groups residing in Brooklyn Park
- Leverage partnerships with community places like NHCC, BP library, businesses along the route, Zanewood Recreation Center, churches, schools, apartment complexes, community-based nonprofits, Three Rivers Parks
- Attend local city events and activities (e.g., farmers market, Tater daze, HOTG events)
- Share information in plain language
- Create culturally specific and responsive translated materials tailored to communities in Brooklyn Park, which includes the following primary languages:
  - Spanish
  - Hmong
  - Lao
  - Vietnamese
- Use culturally responsive media channels to share information about project, which may include:
  - Whatsapp
  - Social Media
  - Videos
- Need robust information sharing and consistent messages across County and City channels

#### **Area 2**

##### **Destinations**

- Small business along County Road 81
- Crystal Shopping Center
- Downtown Robbinsdale

##### **Opportunities**

- Connect with small businesses, culturally specific organizations and churches in the area to build relationships across groups

##### **Issues/Concerns**

- Cities are challenged when trying to connect with low-income residents and residents of color who are most impacted by BLRT project, e.g., affordable housing complexes
- BLRT project presenting community with too broad of information will not elevate community desires
- Confusing residents about parameters of project, if the route can only really go along County Road 81 then why create options when that is what they thought it was going to be all along

##### **Engagement Preferences/Recommendations**

- Present details of project and possibilities (e.g., routes) moving forward to help folks visualize it
- Connect with organizations, business owners or staff who focus on outreach
- Engage residents in next phase, when it comes to design-related aspects of the project, e.g., elevated guideways, pedestrian bridges/walkways, acquisition of property, traffic lines
- Leverage partnerships to make sure translation is happening, and it is not just left up to cultural liaisons to share out project-related information
- Inform community with clear messages about project and purpose
- Use a variety of approaches to reach different folks and groups in community

### Area 3

#### **Destinations**

- North Memorial Health Hospital
- West Broadway business corridor
- Job centers, including Brooklyn Park, Minneapolis, and Bloomington
- Van White Blvd stop that includes Summit OIC, Sumner Library and Heritage Park
- Penn Avenue route
- Upper Harbor Terminal/Riverfront at N Dowling Ave and 2<sup>nd</sup> St - activate/convert the industrial area into retail and residential
- Businesses and residential areas along Lowry Ave
- Hawthorne neighborhood

#### **Opportunities**

- Make North Minneapolis a destination rather than a thoroughfare
- Connect to job centers for transit-dependent residents
- Make environmental justice front and center through adoption of green zone principles, etc.
- Create more market-rate and affordable housing units along the main corridors and in the half-mile walk area
- Prioritize economic development and increase the types of businesses located in the community to keep the money in the community
- Expand retail and restaurants in North Minneapolis
- Increase ridership for the entire BLRT project by focusing on more density and smart location of transit stops
- Build on community-led work and vision

#### **Issues/concerns**

- Not fulfilling promises made to communities where the previous alignment will no longer go
- Residents disappointed at the idea that the route will potentially no longer go down Olson Highway
- Community members expect the reinvestment opportunities outlined in the Penn Avenue & Van White Station Area plans
- Outside investments displacing current/future residents and business owners
- Community members have seen long-time neighbors forced to move due to rising property values and rents
- Displacement and gentrification aren't priorities in these projects, they need strong organizing and direction around them
- No matter where the route is located, all areas of the Northside will be impacted by this project



- Traffic concerns about co-locating the LRT at grade
- Lack of transparency with citizens about what is happening and when
- History of harm—potentially another extractive project and process for North Minneapolis

### **Engagement Preferences/Recommendations**

- Shift engagement strategies to include a focus on anti-displacement policies. The following are suggestions from community:
- Adopt tenant opportunity to purchase, residential and commercial rent control, just cause eviction, and pay or quit ordinances, and cancel rent and mortgage debt accrued during the pandemic
- An Intergovernmental & Community Anti-Displacement work group to work together on the implementation of much needed anti-displacement policies
- Ensure materials are translated, and interpretation is provided at meetings in the following languages: Lao, Oromo, Spanish, Hmong, and Somali languages
- Provide compensation to community members who dedicate their time to stakeholder interviews, community work groups, and project meetings
- Create a space where everyone can share their insight during phase 2 engagement along the corridor, so people don't feel like they are working in silos
- Establish work group to address abandoned route—Olson Memorial Highway and the infrastructure improvements outlined in the Van White Blvd & Penn Avenue Station Area plans
- Incorporate hands-on engagement tools for community to really engage with project, including visualizations, 3D visioning, slow rolls
- Focus on capturing people's thoughts at community events (virtual or in-person, as public health protocols allow), including:
  - FLOW Northside Arts Crawl
  - Open Streets
- Do not focus only on route alignment—actively engage the community in idea generation and solution-creation to benefit current Northsiders, avoid displacement, and repair past harms
- Leverage partnerships with those who are already doing engagement work in the community (e.g., City of Minneapolis cultural liaisons, Juxtaposition, WBC, etc.)

# Appendix B: BLRT BIPOC Media Recommendation

## Strategic approach:

This document outlines recommended strategies and tactics to engage Black, Indigenous and People of Color (BIPOC) communities who may be less likely to receive Blue Line Extension (BLRT) information shared through standard communications channels and outlets. Building strong connections to BIPOC media channels better positions Hennepin County and Metro Transit to be responsive to communities who experience disparities in the BLRT Corridor.

- Identify key cultural media sources that serves the BLRT Corridor.
- Allocate budget amount for ad buys with cultural media sources.
- Integrate community and cultural communication resources into BLRT general communication plans.
- Include BIPOC communities in communications focused on BLRT project decision points, milestones, and engagement activities according to the BLRT Project Management Team's 2021 schedule.

## Goals:

Educate, inform, and invite BIPOC community to participate in the engagement activities BLRT Corridor as directed by the BLRT Project Management Team. Build trust and long-term relationships through trusted community communication systems.

## Communication and Engagement Tools/Methods:

1. Media outlets: broadcast and ad buys for BLRT project updates in BIPOC newspaper, radio, local and culturally produced radio such as:
  - a. Newspapers:
    - i. For example: Spokesman Recorder, North News, Asian American Press, El Minnesota De Hoy, MShale
  - b. Radio scheduled PSAs and interviews:
    - i. For example: WIXK AM1590 - Hmong Radio 1590, Radio Rey, KMOJ, LaRaza, Lao Assistance Center online streaming broadcast
  - c. Locally produce television appearances/interviews:

- i. For example: CCX Media, Hmong Broadcasting Company - 3 Hmong TV News (Facebook, live stream, and YouTube), Telemundo Minneapolis
2. **Community partnerships: connect with BIPOC community organizations, faith leaders and influencers to inform and engage community around the BLRT project through their communication channels such as organizational newsletters, Facebook pages, twitter, and other social media channels to amplify scheduled communications. Please refer to attached BLRT community stakeholder list for possible community partnerships.**
3. **In-person information sharing on BLRT project updates at community locations such as:**
  - a. Culturally specific grocery stores (Dragonstar)
  - b. Food shelves and food pick-up locations
  - c. Public transit-Transit Centers
  - d. Libraries
  - e. Community centers
  - f. Community organizations
  - g. Hennepin County Service Centers
  - h. Shelters
  - i. Senior housing/Public Housing
  - j. Adult Education/ESL locations

#### Recommended Actions:

**The following will build trust in the community, strengthen relationships, and create channels of communication between cultural communities and the Project Partners:**

- Create processes to translate and interpret materials in a timely manner.
- Share translated materials in community settings and with partners.
- Create channels to share resources on Project Partners platforms.
- Create videos in different languages to educate the community on the project, e.g., Upper Harbor Terminal project introduction videos.
- Establish long-term partnerships and communication systems with community organizations and influencers to share project information/updates/opportunities.
- Create communication channels for partners to share information and feedback, such as Basecamp or interactive website.
- Create and distribute a social media toolkit to amplify project messages.

# BLRT Community Stakeholder List

Organization	Contracted*	Website	City	Mission	Communities Service	Area of Expertise
Adult Academic Program		<a href="https://www.facebook.com/RdaleAAP/">https://www.facebook.com/RdaleAAP/</a>	Crystal	We help adult learners achieve their goals for success on the job, in college, and in the community.	Robbinsdale School District Area	Adult Education; Community Education; Academics; Lifeskills
African American Leadership Forum Policy (AALF)	SAP Phase 2 (2015-16)	<a href="http://aalfc.org/">http://aalfc.org/</a>	Minneapolis	Above all else, our universal goal is to build a just and healthy society that works equally well for everyone.	A movement of more than 1,200 African American leaders in the Twin Cities	Leadership development; convening community members; collaborating for social change; addressing economic inequality through public policy
African Career & Education Resources (ACER)	Corridors of Opportunity 2011-13, SAP Phase 2 (2015-16), BCW Advanced Planning (2016-18)	<a href="http://acerinc.org/">http://acerinc.org/</a>	Brooklyn Park	To close the resource, health, information and civic engagement disparities within Minnesota's communities of African descent, and help those communities achieve societal and economic independence.	Northern and northwest suburbs of Minneapolis	Connecting community to resources, building healthy communities; working on community-based solutions; learning and sharing; engaging our community on issues that impact them
African Immigrant Services	Corridors of Opportunity 2013	<a href="https://www.facebook.com/aisusa/">https://www.facebook.com/aisusa/</a>	Brooklyn Park	AIS inspires civic engagement and works to address racial disparities and systemic barriers affecting immigrant communities and communities of color	Northwest suburbs	Immigrant communities and communities of color
Appetite for Change		<a href="https://appetiteforchange.mn.org/">https://appetiteforchange.mn.org/</a>	Minneapolis	Enact positive change for everyone in the North Minneapolis community and beyond.	North Minneapolis Residents	Food; Community Building & Organizing; Community Development: Public Health
Asamblea de Derechos Civiles	Corridors of Opportunity 2012-13, SAP Phase 2 (2015-16), BCW Advanced Planning (2016-18)	<a href="https://asamblea-mn.org/">https://asamblea-mn.org/</a>	Minneapolis	La Asamblea de Derechos Civiles is a statewide, faith-based non-profit organization which organizes immigrants from predominantly Latino congregations to build power for changes in the immigration system and the underlying political and economic structures behind it.	Primarily Latino immigrant communities in the Twin Cities and state-wide	Voter engagement; Immigration reform; Housing and transit

Asian Economic Development Association (AEDA)	Corridors of Opportunity 2011-13, SAP Phase 2 (2015-16), BCW Advanced Planning (2016-18)	<a href="http://aedamn.org/">http://aedamn.org/</a>	Saint Paul	Respond to the changing needs of our community, developing and offering programs to further advance our mission while sustaining direct engagement of the lower income constituencies we represent	Lower-income and immigrant communities primarily in St. Paul	Business development, placemaking, financial education, advocacy and policy
Asian Media Access	Corridors of Opportunity 2011-13	<a href="https://ww3.amamedia.org/">https://ww3.amamedia.org/</a>	Minneapolis	The mission of Asian Media Access is to connect the disconnected, and is dedicated to using multimedia arts, technology and community organizing as tools for social betterment.	Immigrant and refugee communities, youth	Health Living; Bridging Cultures
Bethel Robbinsdale		<a href="https://www.bethelmnchurch.org/">https://www.bethelmnchurch.org/</a>	Robbinsdale	Believing that all human beings matter to God, The Mission of Bethel Robbinsdale is to make disciples of Jesus Christ who will be responsible members of the Body of Christ.	Robbinsdale area	African immigrant/African American Faith-based community
Black Women's Wealth Alliance		<a href="https://www.bwwa-us.com/">https://www.bwwa-us.com/</a>	Minneapolis	Cultivating strategies, creating wealth and changing lives	Black women in Minneapolis area and beyond	Wealth building; Economic and Community Development; Black women studies
Blue Cross Blue Shield/Center for Prevention	SAP Phase 1, 2, BCW Advanced Planning	<a href="https://www.centerforpreventionmn.com/">https://www.centerforpreventionmn.com/</a>	Minneapolis	Improve the health of all Minnesotans by tackling the leading causes of preventable disease—commercial tobacco use, physical inactivity and unhealthy eating—to increase health equity, transform communities and create a healthier state.	Those who experience health inequities as a result of PSE	Funder for active living, commercial tobacco control, healthy eating & food systems, community engagement & leadership
Blue Line Coalition		<a href="https://blcoalition.wordpress.com/">https://blcoalition.wordpress.com/</a>	Blue Line Corridor	The Blue Line Coalition's mission is to build community-based power to advance local and regional equity and community health by securing community benefits, changing policies and systems to support the creation of wealth and well-being of historic communities of color, immigrant/refugees, migrants, people living with disabilities and low-income communities along the Blue Line Extension Corridor.	Populations along the Blue Line Extension Corridor: marginalized communities; communities of color; immigrants and refugees; people living with disabilities; low-income	Equitable outcomes

					residents; displaced workers; and aging and transit-dependent populations.	
Brooklyn Bridge Alliance for Youth		<a href="https://www.brooklynsallianceforyouth.org/">https://www.brooklynsallianceforyouth.org/</a>	Brooklyn Park	The Alliance strives to increase high school graduation rates, create pathways to college and career, and ensure the safety and well-being for youth in the Brooklyns by strategic initiatives	Brooklyn Center and Brooklyn Park youth and families	Youth and community development
Brooklyn Park Hennepin County Library		<a href="https://www.hclib.org/about/locations/brooklyn-park">https://www.hclib.org/about/locations/brooklyn-park</a>	Brooklyn Park	Providing access to community resources and library programs	Brooklyn-area residents	Arts; Literature; Community Resources, Teen Tech Squad
CAPI USA	Corridors of Opportunity 2012-13, SAP Phase 1 (2014-15), SAP Phase 2 (2015-16), BCW Advanced Planning (2016-18)	<a href="https://www.capiusa.org/">https://www.capiusa.org/</a>	Minneapolis	Our mission is to guide refugees and immigrants in the journey toward self-determination and social equality.	Over 4,000 low-income immigrants, refugees and people of color living primarily in Hennepin County.	Food and nutrition; Health and human services; Workforce development; Civic & Community Engagement
Capri Theater		<a href="https://thecapritheater.org/">https://thecapritheater.org/</a>	Minneapolis	To enrich the skills, prospects and spirit of North Minneapolis area youth and adults, in partnership with families and communities.	North Minneapolis Residents	Art; Film; Community Development
Christ Saving Grace Church of God In Christ		<a href="https://christsavinggrace.com/">https://christsavinggrace.com/</a>	Minneapolis	The primary reason the church exists is to bring glory and honor to God	Christ Saving Grace Church of God In Christ	Christ Saving Grace Church of God In Christ
City of Lakes Community Land Trust		<a href="https://www.clclt.org/">https://www.clclt.org/</a>	Minneapolis	Creating community ownership that preserves affordability and inclusivity	Low-income residents	Housing, Affordable Housing, Wealth building



Cleveland Neighborhood Organization	Corridors of Opportunity 2012	<a href="https://www.clevelandneighborhood.org/">https://www.clevelandneighborhood.org/</a>	Minneapolis	The Cleveland Neighborhood is a community that values diversity and inclusion. Each of its residents has a unique perspective, yet all share common goals in their vision of a safe place to live. The neighborhood's success rests upon its ability to provide a safe, nurturing environment for its families and its children to grow.	Cleveland neighborhood in North Minneapolis	Neighborhood residents
CLUES - Comunidades Latinas Unidas en Servicio	SAP Phase 1 (2014-15)	<a href="http://www.clues.org/">http://www.clues.org/</a>	Minneapolis	To advance the capacity of Latino families to be healthy, prosperous and engaged in their communities	Latino families along with individuals and families from all walks of life	Health and family wellbeing; Economic self-sufficiency; educational success; cultural and civic engagement
Community Solutions		<a href="https://communitysolutionsmn.wordpress.com/">https://communitysolutionsmn.wordpress.com/</a>	N/A	Put people back in control of local government, not special interests.	NW suburbs and MN	Leadership development, Training, Activism, Mentorship
Cornerstone Church		<a href="https://cornerstonecrystal.org/">https://cornerstonecrystal.org/</a>	Crystal	The mission of Cornerstone Church Crystal is the same mission Jesus gave his followers: love God, love people, make disciples and witness to Jesus's work in the world	Crystal area residents	Faith-based org
Crystal Business Association		<a href="https://www.facebook.com/CrystalBusinessAssociation/">https://www.facebook.com/CrystalBusinessAssociation/</a>	Crystal	The Crystal Business Association exists to provide a structured forum to allow Crystal, MN businesses the opportunity to connect with the community.	Crystal area businesses	Crystal area businesses
Crystal Fund for Community Progress		<a href="https://www.cfcpsc.com/">https://www.cfcpsc.com/</a>	Crystal	Provide support for improving Crystal's parks and open spaces and for strengthening Crystal's neighborhoods	City of Crystal	Crystal Fund for Community Progress
Crystal Lions		<a href="http://crystallions.org/">http://crystallions.org/</a>	Crystal	The Lions motto is "We Serve."	Crystal business leaders	Sight for Kids, hearing and speech conservation, diabetes awareness, youth outreach, international relations, Habitat for Humanity, environmental issues, Crystal Frolics

Crystal Rotary		<a href="https://cnhr-rotary.org/">https://cnhr-rotary.org/</a>	New Hope	Service above self. Provide service to others, promote integrity, and advance world understanding, goodwill, and peace through fellowship of business, professional, and community leaders.	New Hope, Crystal, Robbinsdale and beyond	Public Service, Community Leadership, Volunteerism
CURA		<a href="https://www.cura.umn.edu/programs/community/research-organizing-and-technical-assistance">https://www.cura.umn.edu/programs/community/research-organizing-and-technical-assistance</a>	Minneapolis	Aligning University of Minnesota resources to accelerate community-	Regional	University of MN based community research and community capacity building
Ebenezer church		<a href="http://www.ebenezercommunitychurch.com/">http://www.ebenezercommunitychurch.com/</a>	Brooklyn Park	The purpose of Ebenezer is to love God, care for each other and do missions at home and abroad!	Northwest suburbs	African immigrant and other communities
Emerge		<a href="https://emerge-mn.org/">https://emerge-mn.org/</a>	Minneapolis	Our mission is to reveal the potential in people and communities through skill building, employment, and economic opportunity.	North Minneapolis	Primarily African American, serves all people seeking employment
Folwell Neighborhood Association		<a href="https://folwell.org/">https://folwell.org/</a>	Minneapolis	The FNA's mission is to connect, build, and organize the power of all Folwell residents to produce intentional equity throughout the neighborhood. You can support the work for the FNA with a financial contribution.	Serves the geographical Fowell neighborhood in North Minneapolis	Neighborhood residents
Friends of Minneapolis Parks/MPLS Parks Foundation		<a href="https://mplsparksfoundation.org/">https://mplsparksfoundation.org/</a>	Minneapolis	Minneapolis Parks Foundation is about fulfilling the almost limitless potential that great parks and inspiring public spaces have in building stronger connections between neighbors, fostering better outcomes for kids, driving economic opportunity for all, and even helping cities find new solutions to our most challenging problems, from inequality to climate change.	Minneapolis park users and supporters	Funding for park programs and services

Harrison Neighborhood Association	SAP Phase 1 (2014-15) , BCW Advance Planning (2016-18)	<a href="http://www.hnampls.org/">http://www.hnampls.org/</a>	Minneapolis	We are creating a prosperous and peaceful community that equitably benefits all of Harrison Neighborhood's diverse racial, cultural and economic groups.	Serves the geographical Harrison neighborhood in North Minneapolis	Neighborhood development of small business, mixed income housing, bike & ped trails, community gardens and environmental stewardship; transit development leading to job creation, energy efficiency, affordable housing and economic growth
Hawthorne Neighborhood Council		<a href="https://hawthorneneighborhoodcouncil.org/">https://hawthorneneighborhoodcouncil.org/</a>	Minneapolis	The Hawthorne Neighborhood Council's mission is 'To improve the quality of life in the Hawthorne neighborhood through empowering the residents in order that they can address the physical, cultural, social, and economic needs of the community'.	Serves the geographical Hawthorne neighborhood in North Minneapolis	Hawthorne residents
Heritage Park Neighborhood Association (HPNA)	SAP Phase 1 (2014-15)	<a href="http://www.heritageparkneighborhood.org/">http://www.heritageparkneighborhood.org/</a>	Minneapolis	HPNA's mission is centered on "working to together educate and empower the residents of Sumner-Glenwood and the Heritage Park community by creating a welcoming, self-sustaining unified community environment that values and embraces diversity."	Serves the geographical area also known as Sumner-Glenwood Neighborhood	Heritage Park redevelopment: rental and single family homes, senior services & housing, International Market Square, and reviewing commercial and residential development projects.
Jordan Area Community Council		<a href="http://www.jordanmpls.org/">http://www.jordanmpls.org/</a>	Minneapolis	Mission is to "organize people, knowledge and capital for the collective empowerment of Jordan residents."	Serves the geographical area also known as the Jordan neighborhood in North MPLS	Neighborhood residents
Juxtaposition Arts	BCW Advanced Planning 2017	<a href="https://juxtapositionarts.org/">https://juxtapositionarts.org/</a>	Minneapolis	Juxtaposition Arts develops community by engaging and employing young urban artists in hands-on education initiatives that create pathways to self-sufficiency while actualizing creative power.	Serves youth primarily in North Minneapolis and beyond	Juxtaposition Arts is a teen-staffed art and design center, gallery, retail shop, and artists' studio space in North Minneapolis.

Lao Assistance Center of Minnesota	SAP Phase 1 (2014-15), SAP Phase 2 (2015-16), BCW Advanced Planning (2016-18)	<a href="http://laocenter.org/default.aspx">http://laocenter.org/default.aspx</a>	Minneapolis	To enhance the quality of life of Minnesota Lao families	Lao families in the Twin Cities area and in greater Minnesota	Civic engagement; Walk-in services: housing counseling, employment counseling; Health Education and Prevention; Leadership development
Lee Square		<a href="https://leesquare55.com/">https://leesquare55.com/</a>	Robbinsdale	Residents have more than just a voice in how Lee Square is run; be a part of the actual decision-making process.	Lee Square cooperative members	55+ housing cooperative
Liberian Business Association		<a href="https://www.libausa.org/">https://www.libausa.org/</a>	Brooklyn Park	LIBA-Diaspora was founded to aid, counsel, assist and protect the interests of Liberian-owned and minority businesses in the diaspora while working to preserve free competitive enterprise.	Liberian-owned and minority businesses in Brooklyn Park and the Northwest suburbs	Small business technical assistance
Light of Crystal		<a href="http://www.thelightofcrystal.com/">http://www.thelightofcrystal.com/</a>	Crystal	Bring residents together to engage and promote pride in our city.	Crystal Residents	Community building
MAD DADS		<a href="http://minneapolismaddads.org/">http://minneapolismaddads.org/</a>	Minneapolis	Defending Against Drugs and Social Disorder (MAD DADS) seeks to bring about positive change, and encourages, motivates and guides committed men and women in the struggle to save children, communities and themselves from the social ills that presently plague neighborhoods.	Primarily African American led volunteers	Crime prevention
Masjid An-Nur (MAN)	SAP Phase 1 (2014-15), SAP Phase 2 (2015-16), BCW Advanced Planning (2016-18)	<a href="http://masjidannur.org/">http://masjidannur.org/</a>	Minneapolis	Masjid An-Nur, a multi-ethnic Islamic community in the Twin Cities area, devoted to the Worship of One G'd, providing Islamic education, developing future leaders, expanding our interfaith and multicultural relationships, and transcending misinformation and stereotypes.	Located in North Minneapolis, Muslims who attend Masjid An-Nur are of many racial and ethnic groups.	Providing Islamic education, developing future leaders, expanding our interfaith and multicultural relationships, transcending misinformation and stereotypes, and community engagement in transitway development
McKinley Community		<a href="https://www.mckinleycommunity.org/about">https://www.mckinleycommunity.org/about</a>	Minneapolis	The McKinley Community is committed to improving the quality of life in our neighborhood.	Serves the geographic McKinley neighborhood in	Neighborhood residents

					North Minneapolis	
McKnight Foundation		<a href="https://www.mcknight.org/programs/vibrant-and-equitable-communities/">https://www.mcknight.org/programs/vibrant-and-equitable-communities/</a>	Minneapolis	Advance a more just, creative, and abundant future where people and planet thrive	Minnesota and Midwest	Philanthropy, arts & culture, science/ climate change, public participation
Metropolitan Interfaith Council on Affordable Housing (MICAHA)	Corridors of Opportunity 2012	<a href="https://www.micah.org/">https://www.micah.org/</a>	Saint Paul	MICAHA envisions a metropolitan area where everyone without exception has a safe, decent, accessible and affordable home.	The Twin Cities Metro Area	Affordable Housing, Advocacy and Policy, Community Organizing
Urban League Twin CitiesTwin citie		<a href="https://ultcmn.org/">https://ultcmn.org/</a>	Minneapolis	We are unapologetic and relentless advocates for equity, justice and power for African descendants	Twin cities metro area African Americans	Wealth development, workforce solutions, education, community & civic engagement
Minnesota African Women's Association (MAWA) - organization closed 2017	SAP Phase 2 (2015-16)	<a href="http://mawanet.org/">http://mawanet.org/</a>	Brooklyn Center	To promote the health and well-being of African refugee and immigrant women and their families in the Twin City area through research, education, advocacy and programming.	African refugee and immigrant women and their families in the Twin Cities of Minneapolis and St. Paul	Leadership development; CNA training; Educational workshops and seminars: education, transit, recycling, voting, accessing resources and cultural awareness; direct services to West African refugees & asylees;
Neighborhood Leadership and Organizing, Center for Urban and Regional Affairs	SAP Phase 1 (2014-15), SAP Phase 2 (2015-16)	<a href="http://www.cura.umn.edu/NLO">http://www.cura.umn.edu/NLO</a>	Minneapolis	The mission of NLO is to support place-based organizations to successfully take on local issues by developing the skills of community organizers and leaders.	Program of CURA/UofMN, NLO serves 60% Minneapolis; 20% St. Paul; 10% seven county metropolitan area; 10% greater Minnesota	Community organizing training and support. Organizational mentoring, coaching, and consulting. Strategic partnerships connecting community organizations across geographies connected to CURA programs.
NEON		<a href="https://www.neon-mn.org/">https://www.neon-mn.org/</a>	Minneapolis	NEON's mission is to build wealth for low-to-moderate income entrepreneurs in North Minneapolis and surrounding communities.	Small businesses in North Minneapolis and surrounding area	Small business technical assistance

Nexus Community Partners	SAP Phase 1 (2014-15), SAP Phase 2 (2015-16), BCW Advanced Planning (2016-18)	<a href="http://nexuscp.org">http://nexuscp.org</a>	St. Paul	To build more engaged and powerful communities of color by supporting community-building initiatives that expand community wealth and foster social and human capital.	Twin Cities metro area low-income and communities of color	Community based funder providing capacity building Community Engagement Institute; Community Wealth Building, Boards and Commissions Leadership Institute; North Star Black Cooperative Fellowship,
North Hennepin Community College		<a href="https://www.nhcc.edu/">https://www.nhcc.edu/</a>	Brooklyn Park	North Hennepin Community College creates opportunities for students to reach their academic goals, succeed in their chosen professions, and make a difference in the world.	Northwest suburbs and beyond	Offers 60 post secondary degree programs
North Hennepin Community College Student Senate		<a href="https://www.nhcc.edu/student-life/student-senate">https://www.nhcc.edu/student-life/student-senate</a>	Brooklyn Park	The Student Senate is the official voice of the NHCC students.	NHCC students	Student affairs
North Loop Neighborhood Association		<a href="https://northloop.org/north-loop-neighborhood-association/">https://northloop.org/north-loop-neighborhood-association/</a>	Minneapolis	The purpose of the organization is to foster a strong community rich in diversity of ideas, talents, people and property.	Serves the geographic neighborhood of North Loop	North Loop residents and businesses
North Memorial Hospital		<a href="https://northmemorial.com/location/north-memorial-health-hospital/">https://northmemorial.com/location/north-memorial-health-hospital/</a>	Robbinsdale	Empowering our customers to achieve their best health	Serves North Minneapolis and beyond	Health care provider
North Regional Hennepin County Library		<a href="https://www.hclib.org/about/locations/north-regional">https://www.hclib.org/about/locations/north-regional</a>	Minneapolis	Providing access to community resources and library programs	North Minneapolis residents	Arts; Literature; Community Resources, Teen Tech Squad
NorthPoint Health and Wellness		<a href="https://www.northpointhealth.org/">https://www.northpointhealth.org/</a>	Minneapolis	Partnering to Create a Healthier Community	Primarily North Minneapolis residents, serves all of Hennepin County	Health and human services
Northside Achievement Zone		<a href="https://northsideachievement.org/">https://northsideachievement.org/</a>	Minneapolis	Our mission is to end generational poverty and build a culture of achievement in North Minneapolis where all low-income children of color graduate from high school college- and career-ready	North Minneapolis families	family support for school success



Northside Funders Collaborative		<a href="http://northsidefunders.org/">http://northsidefunders.org/</a>	Minneapolis	Mission is to ensure that we achieve the vision of North Minneapolis as a thriving, vibrant community.	North Minneapolis	Philanthropy association coordinating funding priorities
Northside Neighborhood Council		<a href="http://nrcc.org/">http://nrcc.org/</a>	Minneapolis	NRRC informs, engages and facilitates the residents of the Near North and Willard Hay neighborhoods in Minneapolis to be primary agents for improving the social, economic, environmental and livability conditions in their community.	Association of 15 North side neighborhood groups	Central point for North Minneapolis organizations to hear and share information
Northside Residents Redevelopment Council (NRRC)	SAP Phase 1, BCW Advance Planning	<a href="http://nrcc.org/">http://nrcc.org/</a>	Minneapolis	NRRC's mission is to inform, engage and facilitate the residents of the Near North and Willard Hay neighborhoods in Minneapolis to be primary agents for improving the social, economic and livability conditions in their community.	Serves the geographical area known as Near North and Willard Hay neighborhoods in Minneapolis	First time home buyer and rehab loans for residents; mini-grant program for neighborhood improvement; recommendations on commercial and residential development projects
Northwest Community Building		<a href="https://www.facebook.com/Northwest-Community-Building-767798013330270/">https://www.facebook.com/Northwest-Community-Building-767798013330270/</a>	Brooklyn Park	The mission of the Northwest Community Building is to empower the underrepresented and underserved populations of northwest suburban Hennepin County	Underrepresented and underserved population in northwest suburban Hennepin County	Community engagement in transitway planning
Northwest Hennepin Human Service Council (NWHHSC) - organization closed 2017	SAP Phase 2 (2015-16)	<a href="http://www.nwhhsc.org/">http://www.nwhhsc.org/</a>	Brooklyn Center	The Northwest Hennepin Human Services Council was established in 1972 as a Joint Powers Agreement among cities in Northwest Hennepin County to do regional research, planning and coordination of human services that make a difference in the lives of area residents.	Brooklyn Center, Brooklyn Park, Hanover, New Hope and Osseo	Research, planning, and coordination of human services for the Northwest Hennepin area; Cross-sector and cross-cultural networks focused on community health, early childhood, and senior leadership
Navigate MN		<a href="https://www.navigatemn.org/">https://www.navigatemn.org/</a>	Minneapolis	Navigate MN is an immigrant-led, multigenerational, Latinx based community non-profit organization 501 C(3) that builds power for gender, racial and economic justice.	Latinx community in Minneapolis and surrounding areas	community organizing and community cultural work for systems change

Penn Plymouth Partners		<a href="https://www.pennpartners.org/plymouth">https://www.pennpartners.org/plymouth</a>	Minneapolis	Partnering to Realize Life's Potential		
Pillsbury United Neighborhood Services		<a href="https://pillsburyunited.org/#">https://pillsburyunited.org/#</a>	Minneapolis	We are community builders co-creating enduring change toward a just society.		
Project Sweetie Pie		<a href="http://projectsweetiepie.org/">http://projectsweetiepie.org/</a>	Minneapolis	Revitalize North Minneapolis using scattered gardens to seed community agricultural businesses and ultimately a Food Corridor with 500+ liveable wage jobs within walking distance from home	North Minneapolis, youth	Urban farming, community development, youth development
Redeemer Center For Life (RCFL)	SAP Phase 1 (2014-15) , BCW Advance Planning (2016-18)	<a href="http://www.redeemercen.org/">http://www.redeemercen.org/</a>	Minneapolis	Our mission is to act as an agent of hope and transformation to preserve a vibrant community in the Harrison neighborhood of North Minneapolis.	Located in the Harrison Neighborhood, Redeemer serves North Minneapolis.	Programming to develop the future potential of our youth; Transitional housing and programs; Venture North Bike shop; Urban Farm; The Living Room; Community outreach and advocacy: mobility & transportation, environment, and housing.
Robbinsdale Chamber of Commerce		<a href="http://robbinsdalechamber.com/">http://robbinsdalechamber.com/</a>	Robbinsdale	It is the mission of the Robbinsdale Chamber of Commerce to provide opportunities to improve the Robbinsdale business climate through networking, community involvement, business promotion, business education, improved communications and as a partner with the city in community revitalization efforts.	Businesses in Robbinsdale	Monthly business luncheon, and annual events coordination
Serenity Village Community Church		<a href="https://serenityvillagecc.org/">https://serenityvillagecc.org/</a>	Crystal	Love God, love His people just as they are, and teach others to do the same.	Crystal residents and beyond	Faith based organization
Shingle Creek Neighborhood Association		<a href="https://www.shinglecreekmpls.org/">https://www.shinglecreekmpls.org/</a>	Minneapolis	To help Shingle Creek neighborhood residents and to promote the community.	Serves the geographic neighborhood of Shingle Creek in North Minneapolis	Neighborhood residents

Springboard for the Arts	BCW Advanced Planning 2017	<a href="https://springboardforthearts.org/">https://springboardforthearts.org/</a>	St. Paul	Springboard for the Arts is an economic and community development organization for artists and by artists. From our offices in Fergus Falls and Saint Paul, MN, Springboard provides programs that help artists make a living and a life, and programs that help communities connect to the creative power of artists. Springboard for the Arts' mission is to cultivate vibrant communities by connecting artists with the skills, information, and services they need to make a living and a life.	Statewide artists. Cultivate Bottineau	Artist resources and technical support
St. Alphonsus Catholic Church		<a href="https://www.stalsmn.org/">https://www.stalsmn.org/</a>	Brooklyn Center	St. Alphonsus is a Roman Catholic Parish in the Redemptorist tradition that fosters spiritual life through sacrament, word and deed and ministers with a diverse community. As the Body of Christ, we educate, we form, we evangelize.	Northwest suburban residents, serves a large Latino congregation	Faith based organization
St. James Lutheran Church		<a href="https://www.stjamesincrystal.org/">https://www.stjamesincrystal.org/</a>	Crystal	The mission statement of St. James Lutheran Church is "Reflecting the Light of Christ in Crystal." We take this to heart in everything we do.	Crystal residents and beyond	Faith based organization
St. Raphael's		<a href="https://straphaelcrystal.org/">https://straphaelcrystal.org/</a>	New Hope	St. Raphael Parish promotes the Universal Call to Holiness for all the People of God	Crystal and New Hope parishioners	Faith, Community
Sumner Olson Hennepin County Library		<a href="https://www.hclib.org/su mner">https://www.hclib.org/su mner</a>	Minneapolis	Providing access to community resources and library programs	North Minneapolis and Hennepin County residents	Teen Tech Squad, Sudduth African American History and Culture Collection
The Alliance	SAP Phase 1 (2014-15), SAP Phase 2 (2015-16)	<a href="http://thealliancetc.org/">http://thealliancetc.org/</a>	Minneapolis	Our mission is to advance justice and equity in economic growth and land development in the Twin Cities region	Twin Cities region	Coalition Organizing, Community Engagement, Strategic Systems Navigation, Field Building

Think Again Brooklyns		<a href="https://thinkagainmn.org/think-again-brooklyns-blog.html">https://thinkagainmn.org/think-again-brooklyns-blog.html</a>	Brooklyn Park	Addressing Sources of Greenhouses Gases, Water Pollution, and Harm to Health	Northwestern suburbs	Monthly community forums previously held in Brooklyn Park city hall, now virtual
Urban Homeworks		<a href="https://urbanhomeworks.org/">https://urbanhomeworks.org/</a>	Minneapolis	The mission of Urban Homeworks is to perpetuate the hope of Jesus Christ through innovative community development.	North Minneapolis	transform vacant, condemned, or underutilized properties and vacant lots into quality, attainable places to live for low to moderate income households
Urban Research & Outreach-Engagement Center, U of MN		<a href="https://uroc.umn.edu/">https://uroc.umn.edu/</a>	Minneapolis	To link the University of Minnesota in vital public partnership with urban communities to advance learning, improve quality of life, and discover breakthrough solutions to critical issues	North Minneapolis	Community Affairs, research, job creation, youth, Northside Asset project
VFW		<a href="https://www.crystalvfw.com/">https://www.crystalvfw.com/</a>	Crystal	Serving veterans and supporting other local community organizations.	Crystal veterans and other community orgs	Entertainment, Community Building
Victory Neighborhood Association		<a href="https://victoryneighborhood.org/">https://victoryneighborhood.org/</a>	Minneapolis	We aim to promote, facilitate and foster meaningful opportunities for residents and businesses of the neighborhood.	Serves the geographic neighborhood of Victory in North Minneapolis	Neighborhood residents
West Broadway Coalition	Corridors of Opportunity 2013	<a href="https://westbroadway.org/">https://westbroadway.org/</a>	Minneapolis	The West Broadway Business and Area Coalition's mission is to create an inviting and vital West Broadway Corridor and to transform the Northside into a thriving economic community.	Serves businesses and community along West Broadway in North Minneapolis	Monthly business forums, annual events, business promotion
Destination Northside			Minneapolis	Newly formed North Minneapolis coalition focused on economic revitalization of West Broadway Avenue	West Broadway businesses and community	

Contract\*: SAP - station area planning, BCW - Bottineau Community Works



## Engagement Strategies and Approach

The METRO Blue Line Project is looking for a route that does not use eight miles of freight railroad right of way as previously planned. Because of the shift away from freight railroad property, some of the project can remain the same, while other areas need to change. In the first round of public engagement on the revised route options, the Metropolitan Council and Hennepin County asked the public and stakeholders for feedback on the new options and station locations for the planned METRO Blue Line Extension, which will connect communities from Downtown Minneapolis northwest to Brooklyn Park.

This document summarizes the feedback received during the first round of engagement from March to June 2021, including a summary of responses and questions received from public meetings, advisory committee meetings, online form comments, phone and email comments, the online survey, and the interactive feedback map.

To-date, project staff have engaged with the public about the project through the following:

- 12 Advisory Committee meetings
- 14 Community Engagement Cohort contracts
- 80 community meeting including three public townhall meetings: ~ 2,000 participants
- Interactive map: ~500 comments
- Survey: 2,020 responses
- General comments via online form/email: 20+ comments
- Many more questions and phone calls

## Common Themes

Below are the common themes that emerged from feedback received during this round of engagement:

- Avoid negative impacts/disruptions to existing communities and the environment (e.g., construction, pollution, traffic operations, safety, business/resident displacement, gentrification)



- Improve access to/serve communities of color, lower-income communities, and those with limited mobility or limited access to a vehicle/other transportation options
- Support local business and economic development in communities along the line
- Improve transit experience
  - Ensure safety on transit and in communities served, faster travel times, increased ridership, serve local destinations/connect well to local transit routes, consider elevated and below-ground routing
- Ensure stations are easy to access (e.g., in walkable, visible, high-density areas)
- Concerns about the cost-effectiveness of the project
  - Shift to working from home, no longer need to go to/from downtown
  - Consider bus rapid transit (BRT) instead of light rail

## Community Cohort (March – June 2021)

Project staff are working with fourteen community and cultural organizations to support a robust engagement process (see the list of cohort organizations and areas of focus in the table below). These organizations are seeking feedback and hosting events targeted at specific community groups and areas of the corridor. All efforts are collaborative and coordinated across the corridor areas.

Organization	Areas
Asian Media Access Inc	Area 1, 2, 3
CAPI USA	Area 1, 3
Encouraging Leaders	Area 3





Organization	Areas
Harrison Neighborhood Association	Area 3
Juxtaposition Arts	Area 3
Lao Assistance Center of MN	Area 1, 3
Liberian Business Association	Area 1, 2
Northside Economic Opportunity Network	Area 2, 3
Northside Residents Redevelopment Council	Area 3
West Broadway Business Coalition	Area 3
Jordan Area Community Council	Area 3
Cleveland Neighborhood Association	Area 3
Hawthorne Neighborhood Council	Area 3
McKinley Community Neighborhood Association	Area 1

Common issues and feedback received through cohort community events are summarized below.



- Preventing displacement and gentrification is a priority:
  - Concerns about development impacts
  - Rising property values
  - Need to develop neighborhood-based housing policies to counter displacement
  - Impacts on previous alignment to Harrison neighborhood need to be addressed
  - Previous promises for improvements to Harrison neighborhood need to be addressed
  - Concerns about negative impacts to businesses and losing businesses on West Broadway
  - Need for data about black owned businesses on the Green Line
  - Need for national data documenting anti-displacement trends in Twin Cities and nationally.
  - How does the community inform the anti-displacement work?
- Documenting community assets:
  - Specific data re: businesses on Lowry and West Broadway
  - Mapping corridor-wide community businesses and cultural assets
  - Documenting development opportunities in the corridor
- Current affairs impacting community engagement:
  - COVID-19 Pandemic
  - Recovery from 2020 George Floyd protests
  - Derek Chauvin trial for the murder of George Floyd - April
  - Killing of Daunte Wright in Brooklyn Center - April
  - Rising violence in North Minneapolis



- Communications:
  - Don't refer to North Minneapolis as a pass through
  - Miscommunications, confusion, and tensions in the community regarding the project
  - Need to include historical community engagement input into the current work
  - Disconnect between decision-making bodies and the community
  - What is the role of Bottineau Community Works?
  - Community is uncertain about the benefits
  - What are the criteria for a community-supported route?
- Translations:
  - Need translated materials in the following languages: Spanish, Hmong, Somali, Lao, Oromo, Vietnamese
  - Need timely translated materials
  - Families are asking for translated surveys
- Funding community organizations to support community engagement is essential:
  - Contracting with government is complicated and difficult for small groups to navigate
  - Need for hands-on technical assistance with submitting proposals and contracting
  - Funding amounts need to adequately address the activities
- Concerns about impacts:
  - Parking
  - Businesses
  - New development

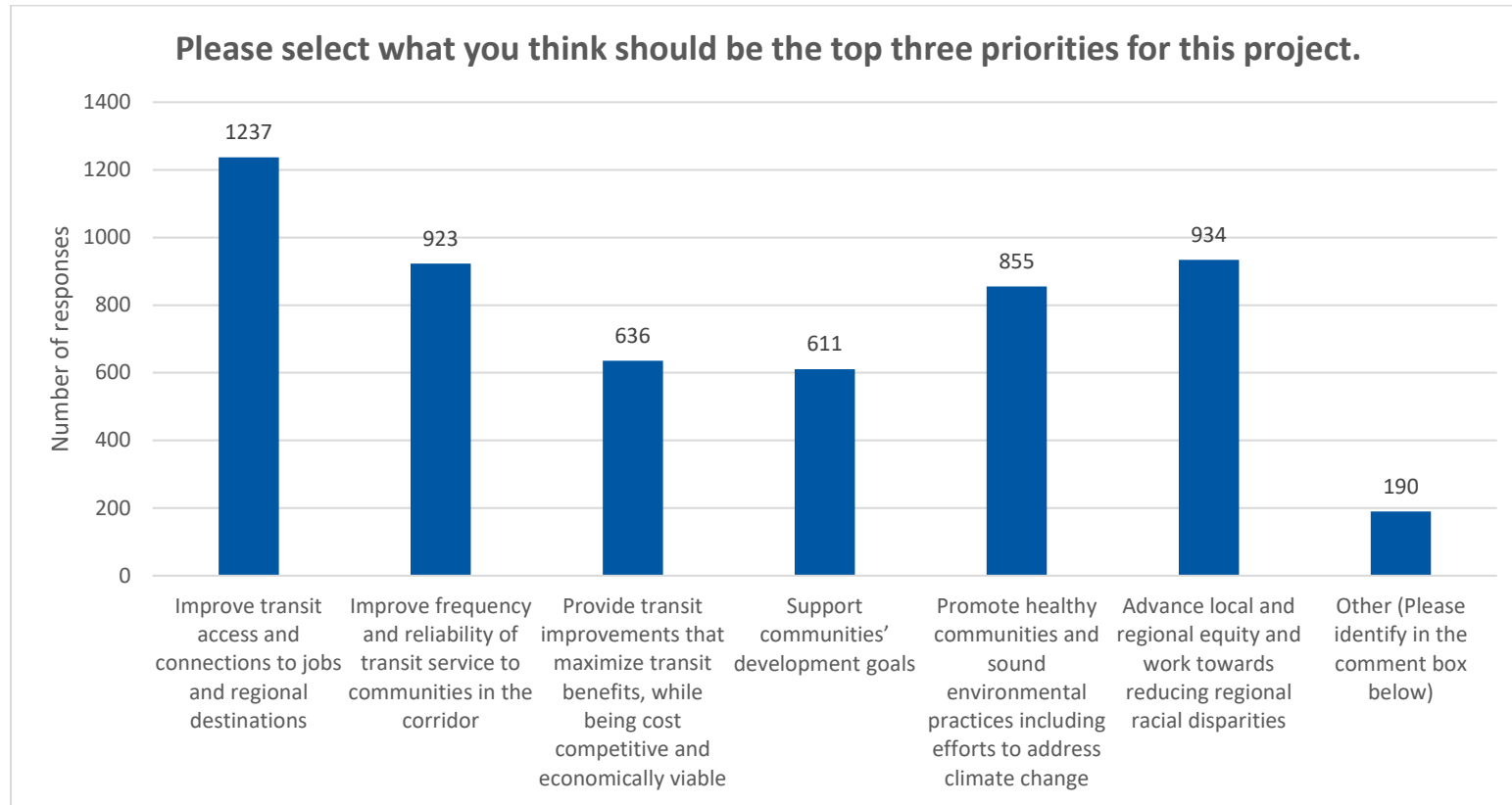


○ How will impacts be mitigated?

- Process for selecting route is too short
- More youth involvement

## Survey (March – June 2021)

As of June 22, 2021, **2,020** people responded to our survey. Results of the survey are displayed below. A list of common themes and responses received were summarized for open ended questions.





### Other (Please identify in the comment box below)

- Avoid negative effects on the existing communities and the environment (e.g., construction, pollution, safety, business/resident displacement, gentrification)
- Minimize disruption and maintain viability of businesses; improve access to businesses
- Concerns that this project is not/won't be cost-effective
- Improve access to/serve Black, Indigenous, and people of color (BIPOC) communities, lower-income communities, and those with limited mobility or limited access to a vehicle/other transportation options
- Focus on bus rapid transit instead of light rail
- Minimize disruptions to existing traffic operations
- Ensure safety on transit and in communities served – transit brings crime, need increased enforcement of crime on transit
- Connect communities to employment centers
- Maintain/increase existing business/resident property values adjacent to the line
- Improve transit experience – faster travel times, realistic alternative to driving
- Serve North Minneapolis
- Don't want this project to happen; waste of money
- Project is not needed with shift to work from home and businesses moving out of Minneapolis
- Find an alternative to routing on Co. Rd. 81

### Any other comments or suggestions about the project goals?

- Take an equitable approach
  - These communities have seen a severe lack of investment; this should be a restorative project
  - Listen to/center local communities and voices
  - Focus on anti-displacement early and avoid negative impacts to existing residents/businesses; invest in affordable housing
  - Serve neighborhoods that rely on transit and create wealth/opportunities for people in existing communities
- Route through high-density, walkable, accessible, and highly visible areas where people will see and use transit
- Focus on improving existing transit experience before expanding transit
  - Need increased safety and cleanliness on transit; concerns that transit will bring crime
- Focus on BRT instead of light rail – buses are more flexible, less costly
- Route along W Broadway
- Go back to BNSF right-of-way

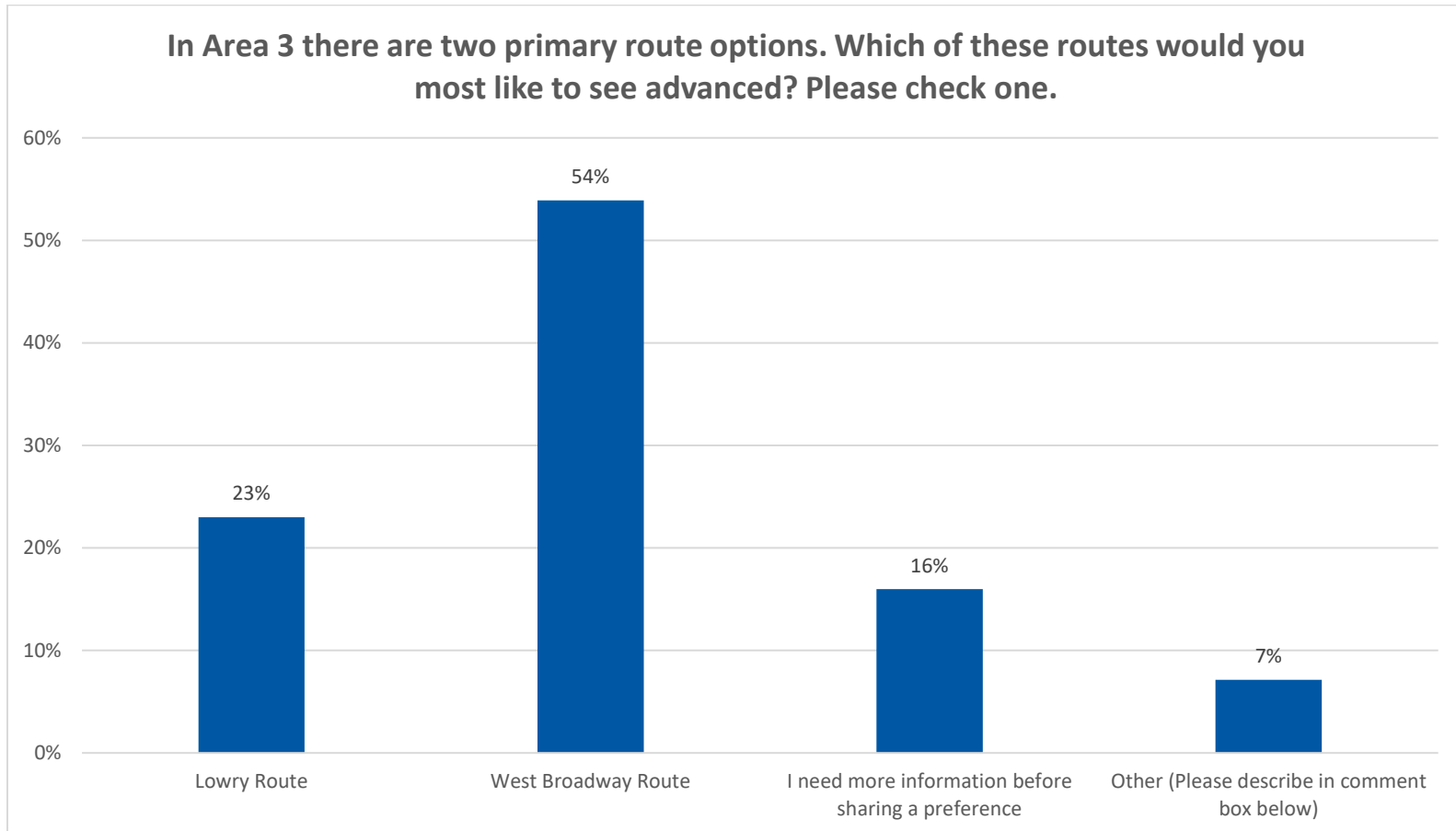


# Public Engagement Report

## METRO Blue Line LRT Extension (BLRT) 2021 Update

- Excited for/supportive of this project
- Minimize disruption existing traffic operations and neighboring communities
- Reduce traffic congestion/car commuters
- Not everyone needs to go downtown, should serve local destinations and connect well to local transit routes too
- Incorporate green spaces, avoid disruption to local ecology
- Support local business and economic development in communities along the line (e.g., Broadway Ave)
- Elevate this route or use cut and cover tunnel
- Don't route on County Road 81
  - Co. Rd. 81 was recently reconstructed, routing here would negate these improvements
  - Co. Rd. 81 is unsafe for pedestrians, cars run red lights
- Would like this to be done quickly/stop the delays and build it
- Mixed feedback about routing through Robbinsdale
- Don't want this project – waste of taxpayer money, not needed with many people working from home now
- Connect people to jobs and grocery stores
- Frustration that the line is no longer routing near Theodore Wirth area



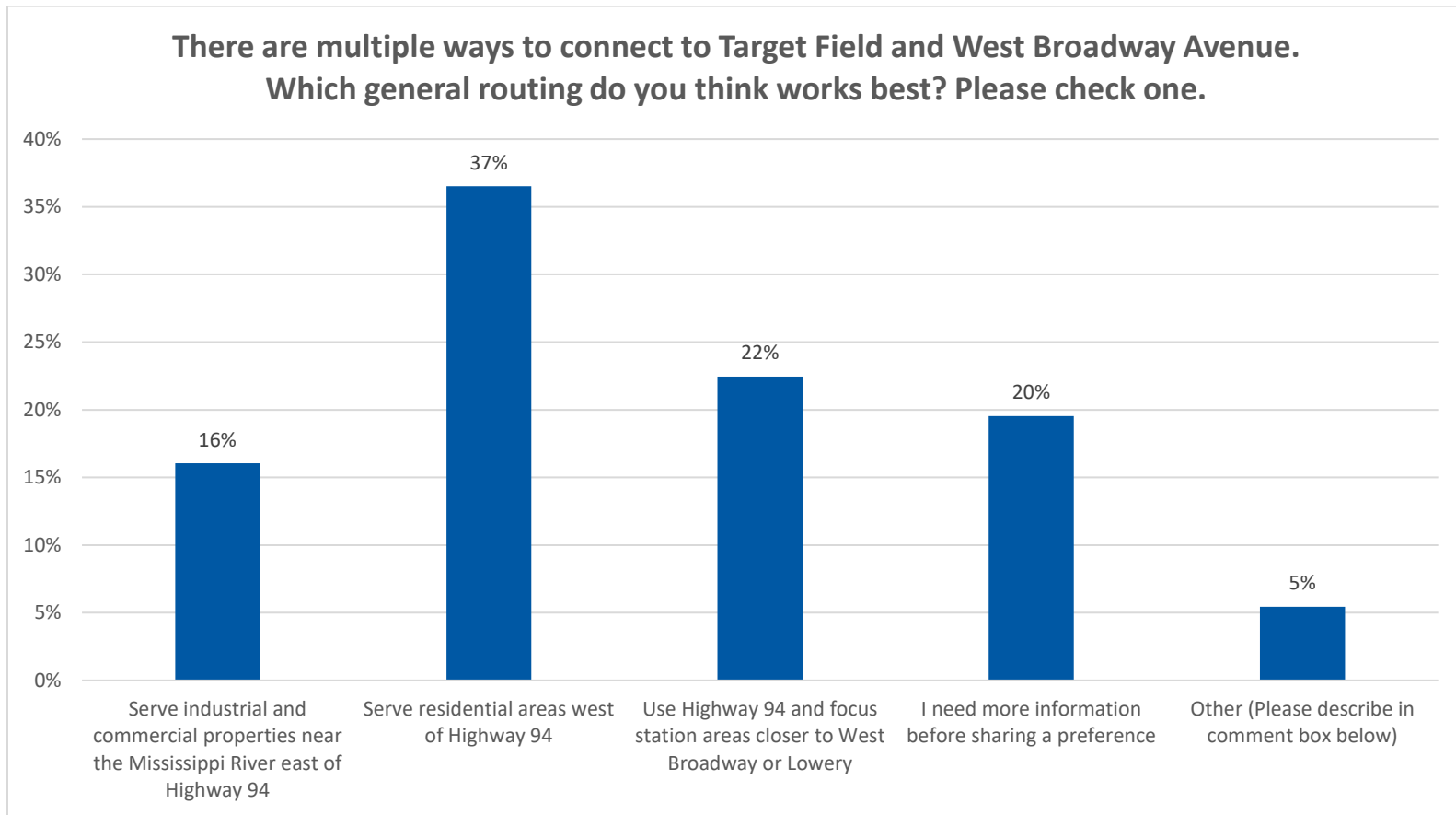


*Other (Please describe in the comment box below)*

- Both areas are too high crime/dangerous
- Use buses instead of light rail
- Go back to the BNSF route
- Prefer W Broadway route
- Elevate or move the route underground
- Consider Penn Ave



- Prefer Lowry Ave route
- North Minneapolis residents should decide
- Prefer the Red Link
- If tunneling is an option, it should route on W Broadway; if at-grade is the only option, then it should route on Lowry
- Would like it to go further west to Golden Valley
- Whichever route has the least crime/ensures rider safety
- None of the routes; project is not needed





### Other (Please describe in the comment box below)

- None of the above, no need for this project
- Prefer to drive to Target Field
- Concerns about noise impacts
- Use buses
- Consider how project interacts/connects with existing transit routes
- Need to address crime/safety concerns
- Follow the I-94 corridor north out of Target field

### Why did you pick your top preferences?

- Best serves residents and businesses that would benefit from reliable transit every day, not just for one-time events
- Provides opportunity for development/redevelopment
- Prefer the W. Broadway route
  - Alleviates congestion
  - It's more equitable – historically underserved communities, will serve more existing riders and communities that would benefit the most from transit access
  - Will spur development/economic benefits west of I-94 and support the business community on W. Broadway
- W. Broadway is too narrow, would not be able to develop without displacing businesses
- Prioritize transit access for North Minneapolis residents and businesses
- Convenience/access
  - Is where I live/goes to the places I need to go
  - Located on main thoroughfares
- Prefer the Lowry route
  - Wider road, less impact on transportation infrastructure/buildings and would be faster/more efficient
  - East of I-94 has more potential for jobs and development
  - Traffic congestion on W. Broadway is bad
  - Better serves northside neighborhoods
  - Connects to Upper Harbor Terminal
  - Less crime in this area
- Concerns about safety/crime in North Minneapolis
- Concerns that the routing will hurt small businesses
- Minimizes disruption – to residents, current traffic operations, etc.



- Would help with traffic congestion overall
- Maximizes ridership/serves more people, minimizes travel time
- Connects people to jobs; more practical route for workers
- Consider grade-separated routing (e.g., tunnel, elevated track)
- Need more information/data about projected ridership, jobs along each route, impacts, etc.

### **Bottineau Boulevard (County Road 81) is the proposed route for Area 2. What would you like us to consider as we develop designs?**

- Ensure safe and easy access to/from stations for pedestrians, bicyclists, and those with disabilities
- Mixed feedback about amount of stations
- Consider impacts/minimize disruption to nearby communities (e.g., access, noise, pollution, gentrification, crime, etc.)
- Improve safety and cleanliness on trains/platforms
- Minimize disruption to the environment, incorporate greenspace and trees into design
- Include stations near:
  - North Memorial Hospital
  - Hyvee
  - Downtown Robbinsdale
- Have fewer traffic signals
- Consider traffic signal timing
  - For fast LRT travel times
  - For vehicle traffic crossing east-west
- Ensure stations are inviting/safe; include amenities such as heating, lighting, protection from weather
- Concerns about routing through Robbinsdale
  - Maintain small-town feel of Robbinsdale
  - Impacts to traffic, pedestrian safety, and businesses in Robbinsdale
- Consider efficiency and connections to local transit routes and multimodal systems
- Mixed feedback about traffic capacity on Co. Rd. 81
  - Dedicate less space to cars on Co. Rd. 81; allocated to pedestrians and bicyclists
  - Minimize impacts to existing traffic operations (e.g., don't reduce Co. Rd. 81 from three lanes to two lanes)
- Co. Rd. 81 needs improved pedestrian and bicycle crossing (e.g., elevated walkways, pedestrian bridges)
- Serve the most people



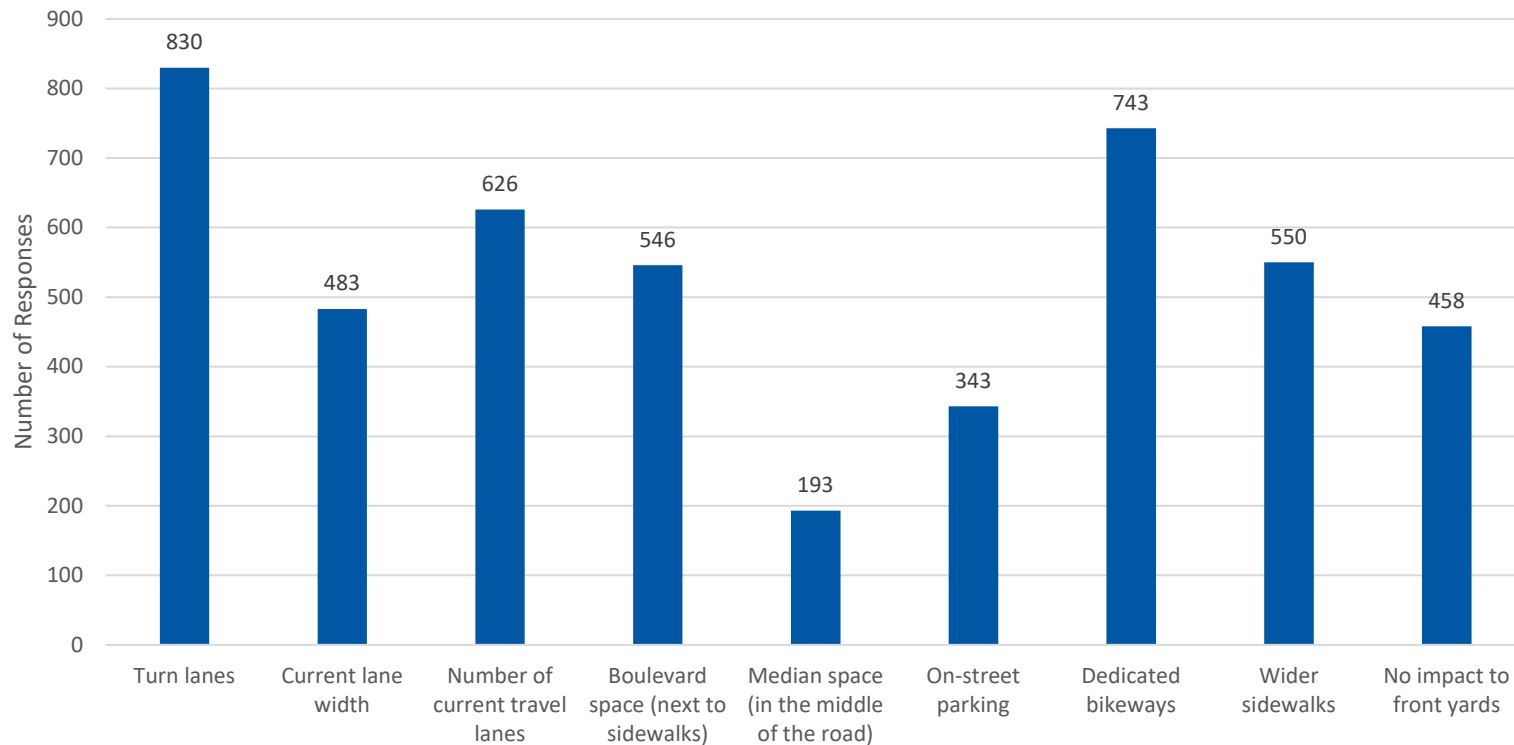
# Public Engagement Report

## METRO Blue Line LRT Extension (BLRT) 2021 Update

- Fast LRT travel times
- Increase frequency of trains
- Ensure preservation of/access to local businesses
- Minimize construction time
- Make it a BRT route instead
- Include parking at stations
- Not sure/don't want this project



One of the Project Principles is to avoid impacts to residential and commercial property. However, in order to make space for the tracks, current road design could be impacted. Please identify up to three elements of the road you most want to keep:



*Anything else you would like us to know? (open text box)*

- Provide the community with more information; better access to plans and progress
- Prioritize accessibility for those with limited mobility
- Minimize disruption to residents and local businesses
- Ensure stations are easy and safe for people to access



# Public Engagement Report

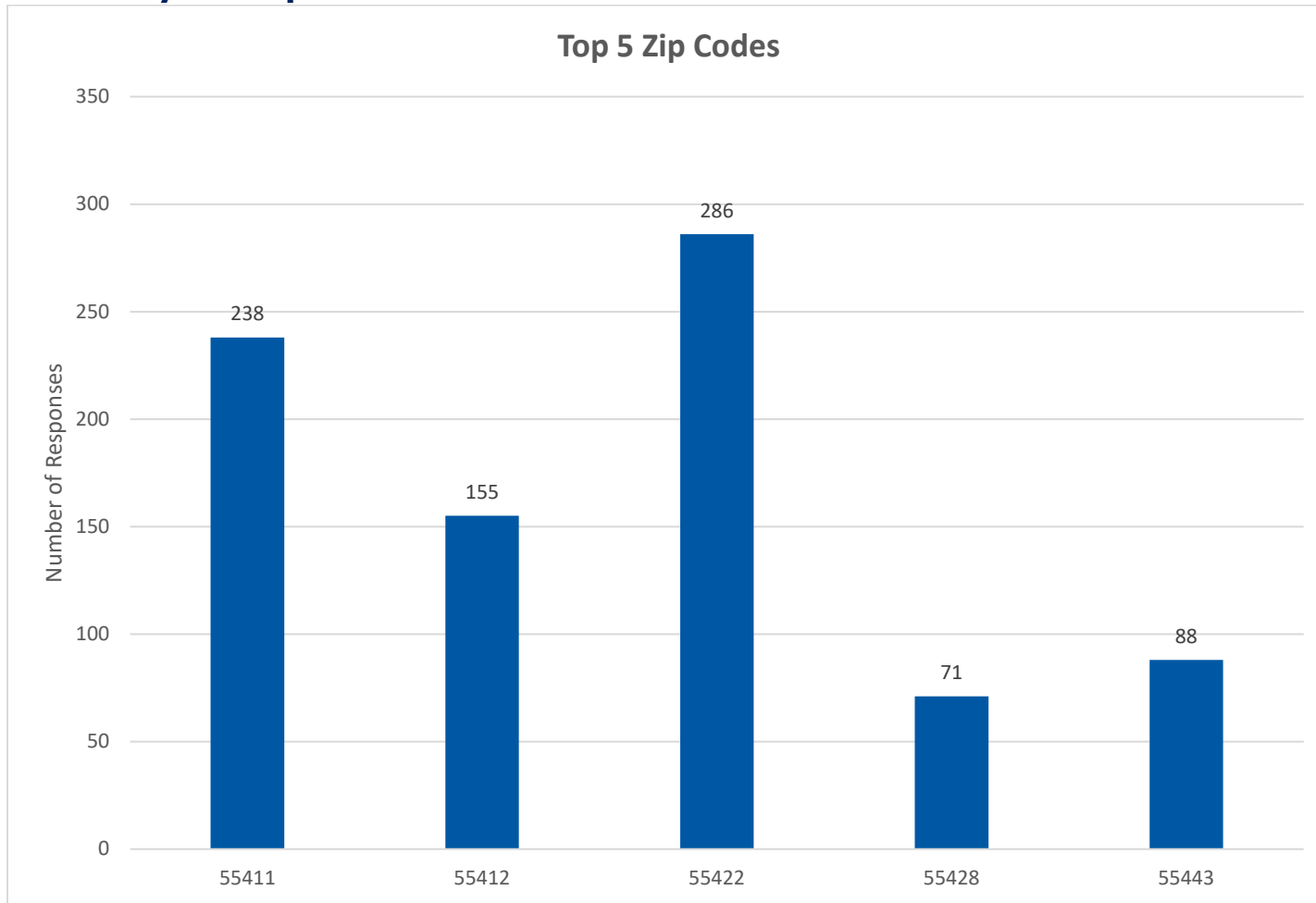
## METRO Blue Line LRT Extension (BLRT) 2021 Update

- Grade-separation (e.g., cut and cover tunnel, elevate the line)
- Calm traffic/reduce travel lanes on Bottineau Blvd; take space away from cars before pedestrians and bicyclists
- Make it safer for pedestrians and bicyclists
- Deprioritize/take space away from cars (e.g., parking, travel lanes); wide sidewalks and robust bike networks enable more people to take transit, park-and-rides and extra travel lanes aren't sustainable
- Prioritize fast travel times
- Provide places for resting (e.g., benches)
- Maintain/include greenspace; beautify/ensure spaces are welcoming
- Don't see a need for this project; not worth the money
- Concerns the project will lower property values and increase crime
- Don't want route on Co. Rd. 81; concerns about losing traffic lanes/impacts to traffic flow; will make the city less enjoyable; was recently reconstructed





## What is your zip code?



### Top 5 Zip Codes

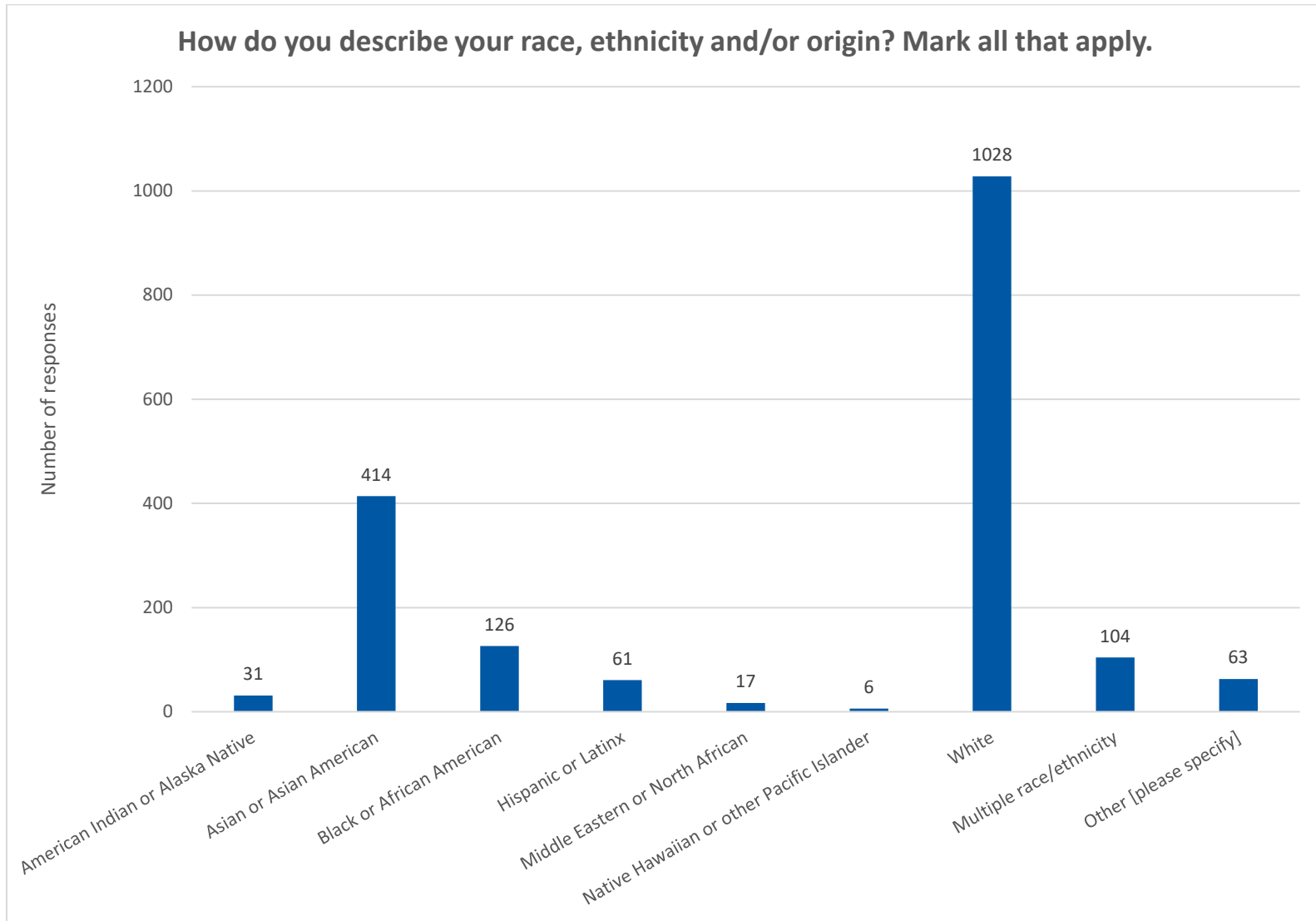
**55422** – Robbinsdale, Golden Valley, Crystal

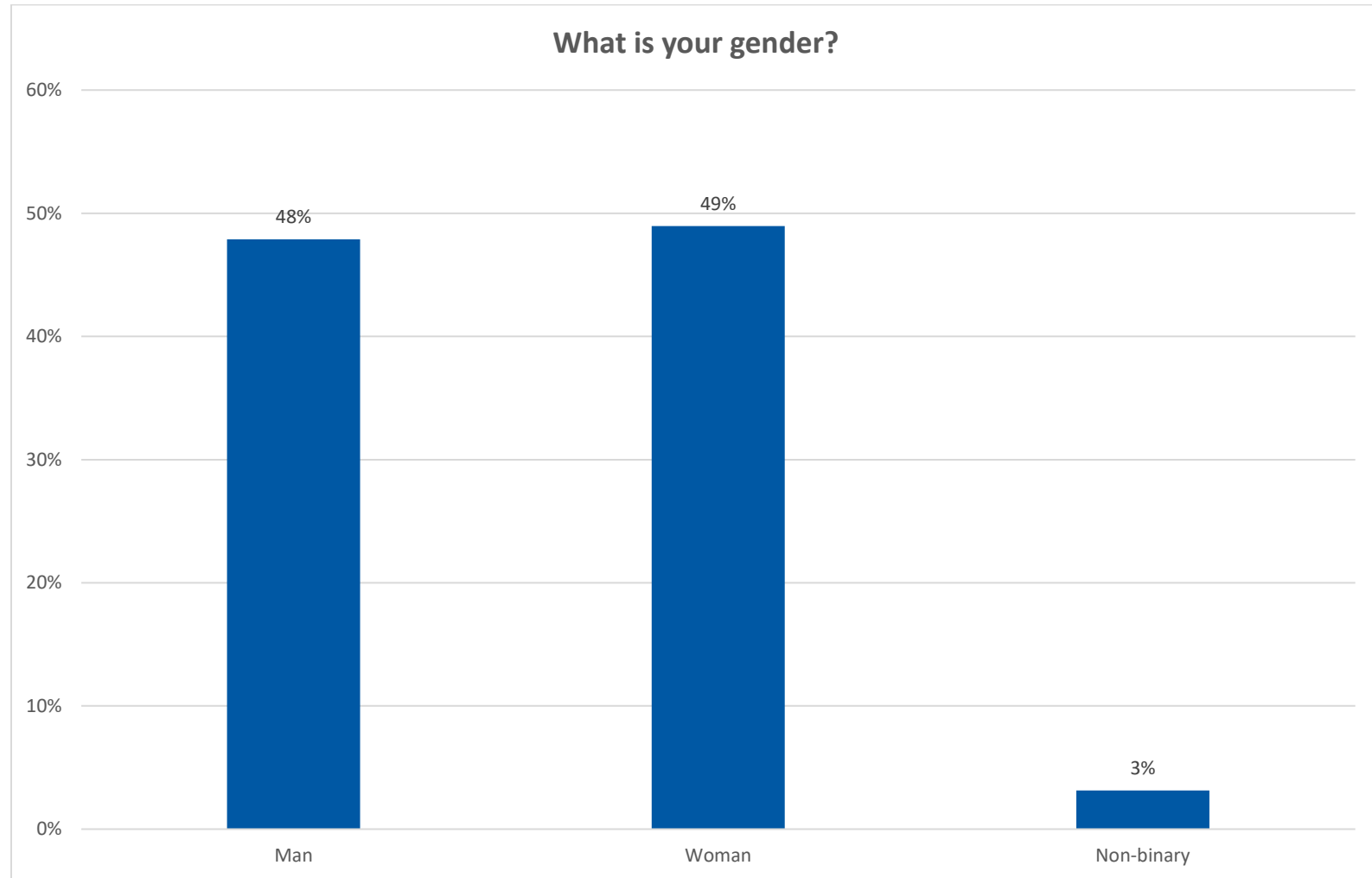
**55411** – Minneapolis, Golden Valley

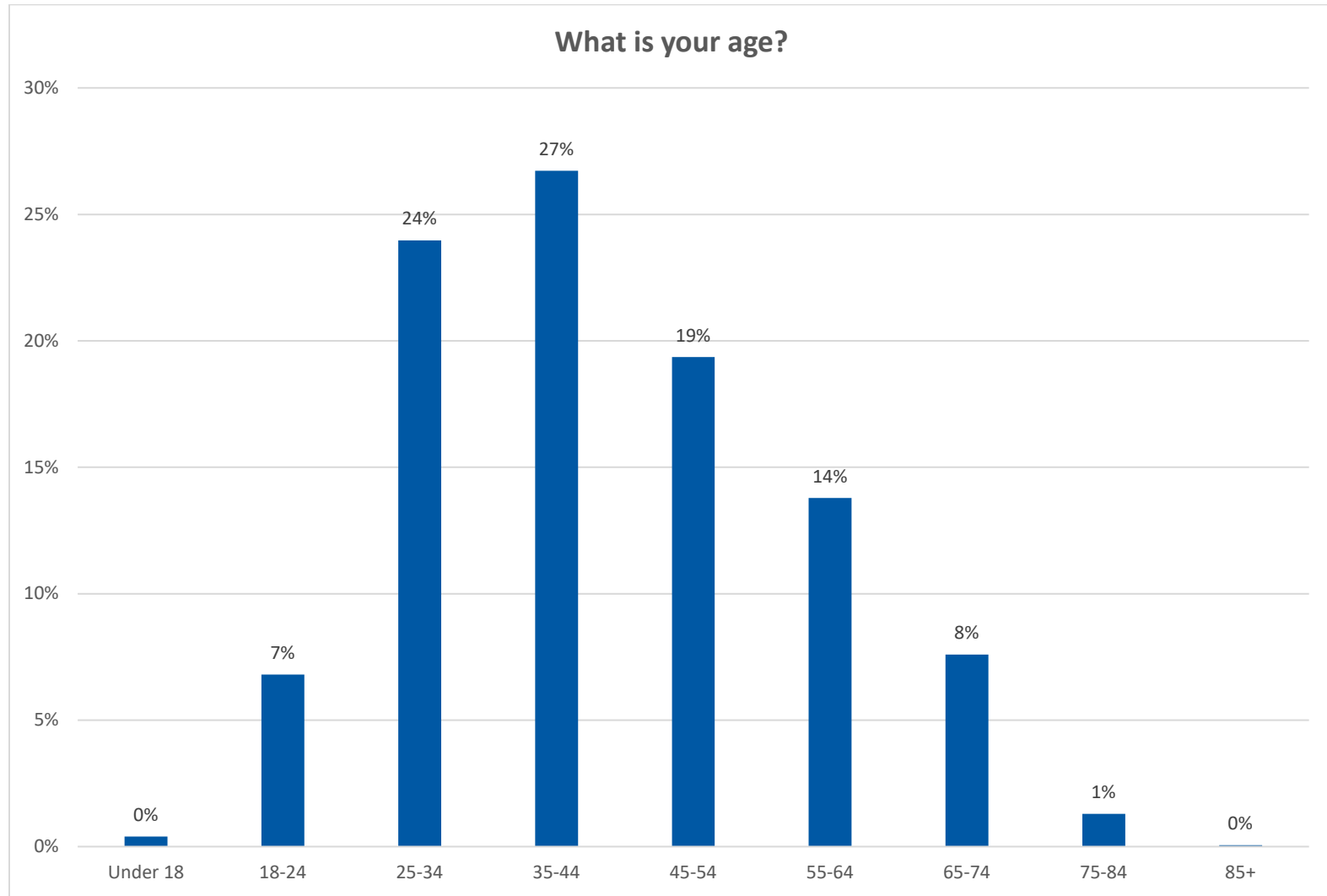
**55412** – Minneapolis, Robbinsdale

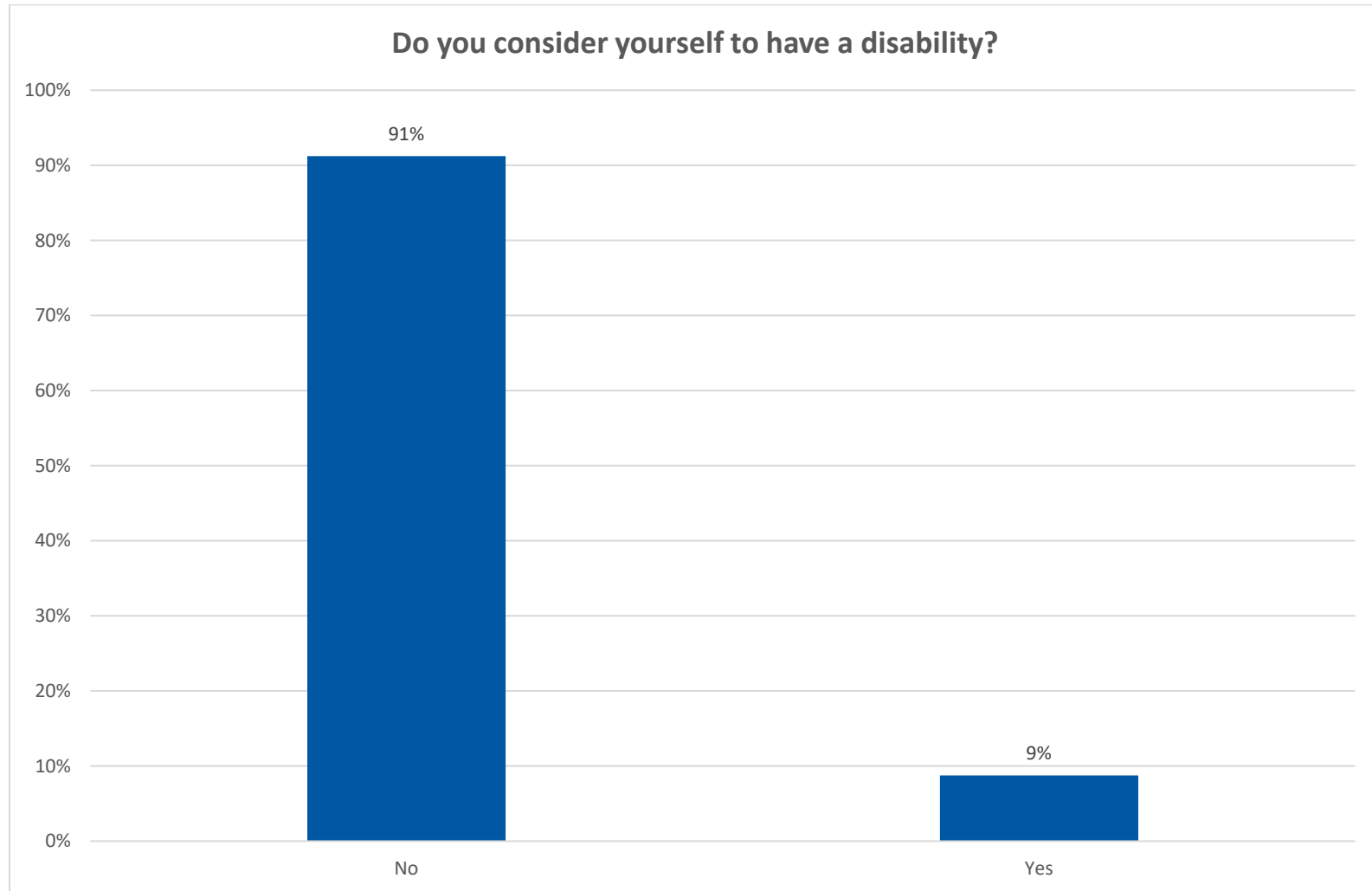
**55428** – Brooklyn Park, New Hope, Crystal

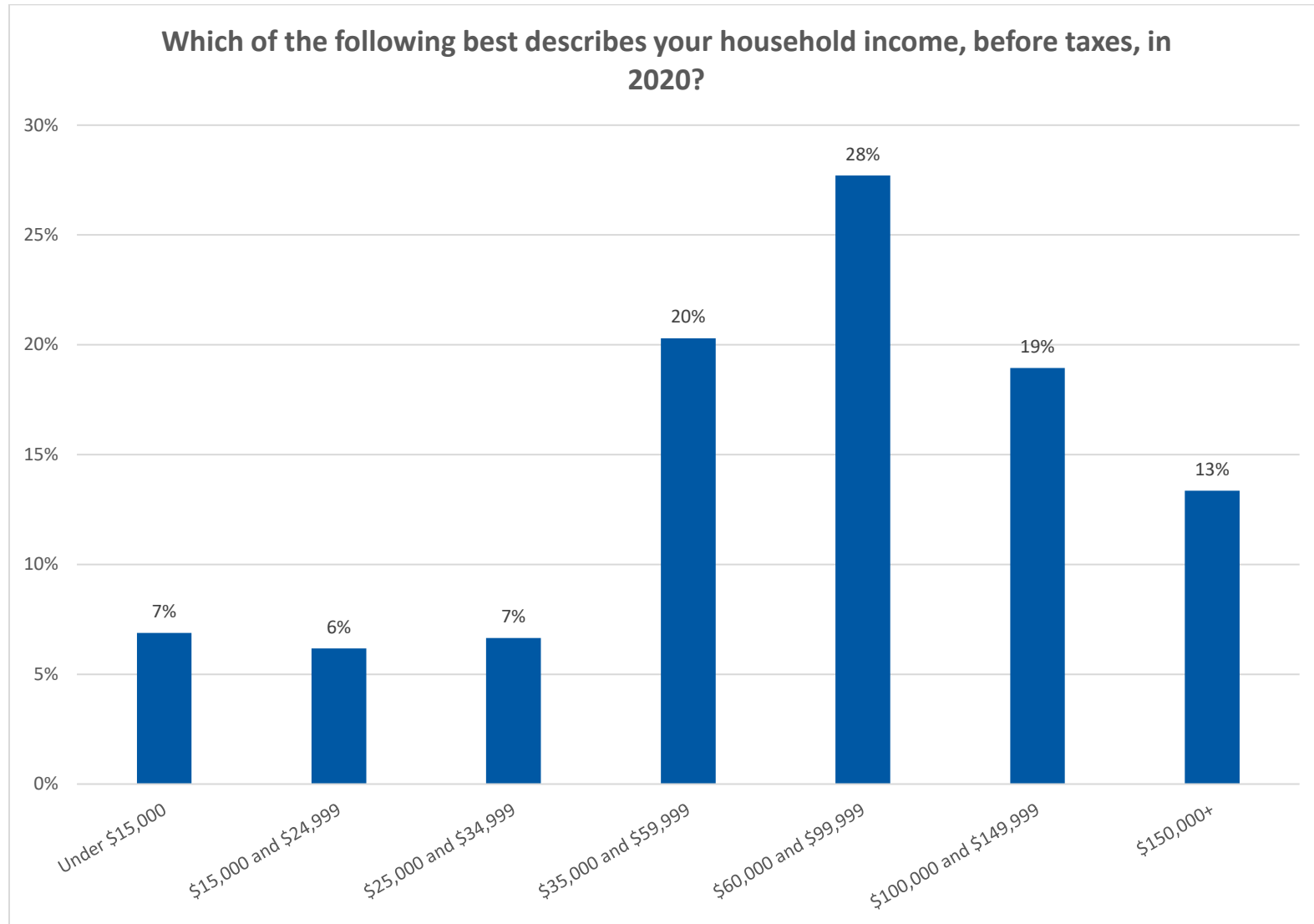
**55443** – Brooklyn Park, Coon Rapids





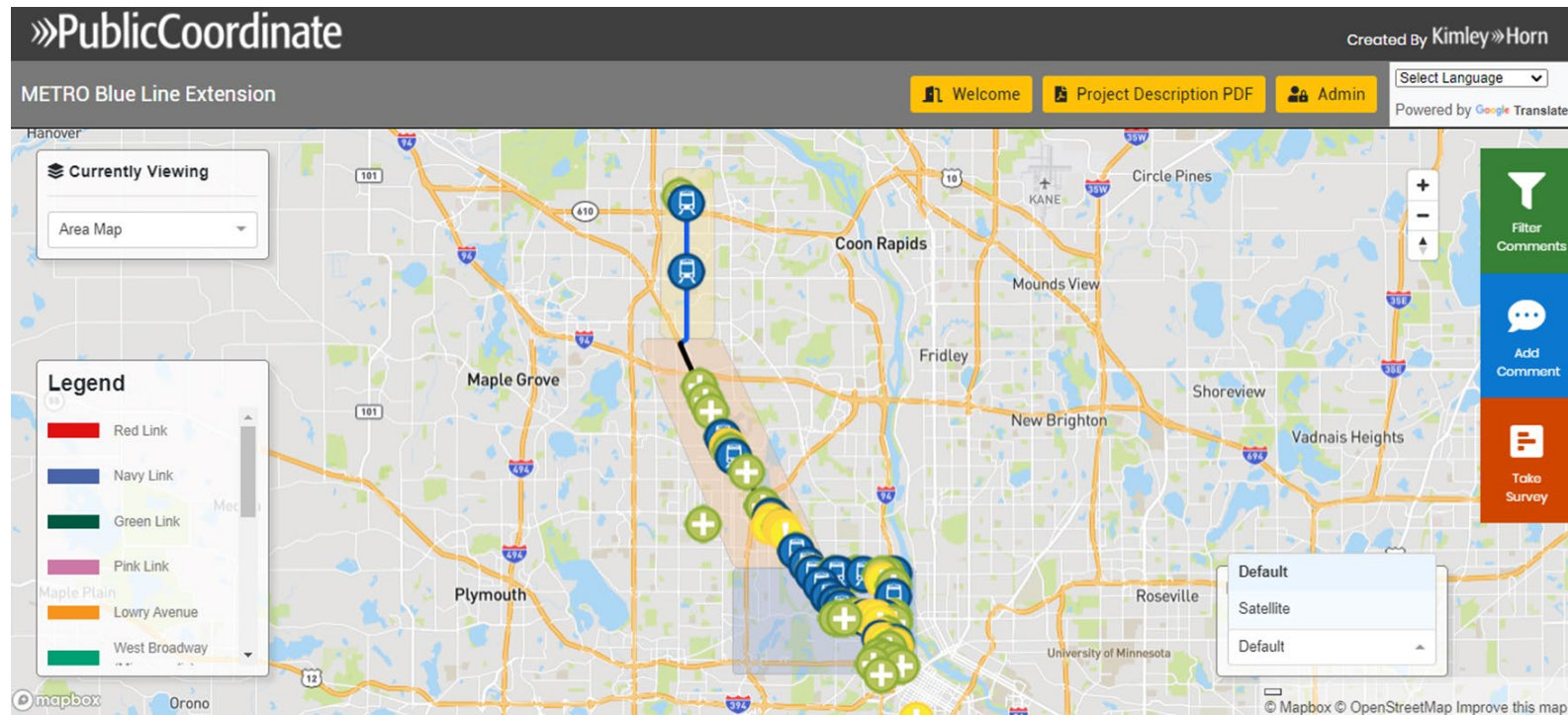








### Interactive Map Comments (March – June 2021)



The interactive map asked for feedback on potential station locations and opportunities and challenges of the route options in the three project areas. As of June 1, 2021, the interactive feedback map had 482 comments. The map featured five map layers, which include:

- Area Map - All Potential Routes
- Area 1 - West Broadway in Brooklyn Park
- Area 2 - Bottineau Blvd/County Road 81
- Area 3 - Lowry Avenue & West Broadway Route Options
- Former Blue Line Extension Route





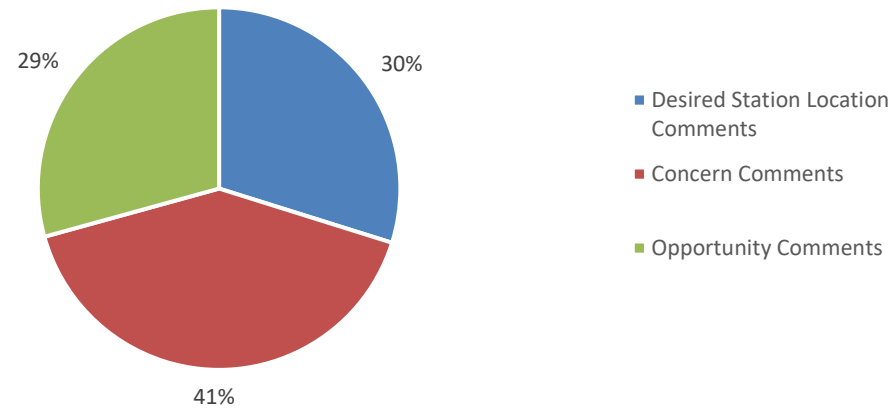
Users could select a pin and drop it on any of the five map layers in locations where they wanted to provide feedback. Pin categories included: *concern*, *opportunity*, and *desired station location*. Users could also reply to *project info* pins that featured information posted by the project team. The most commonly received feedback are summarized by map layer and pin category.

### Comments by Map Layer and Pin Category

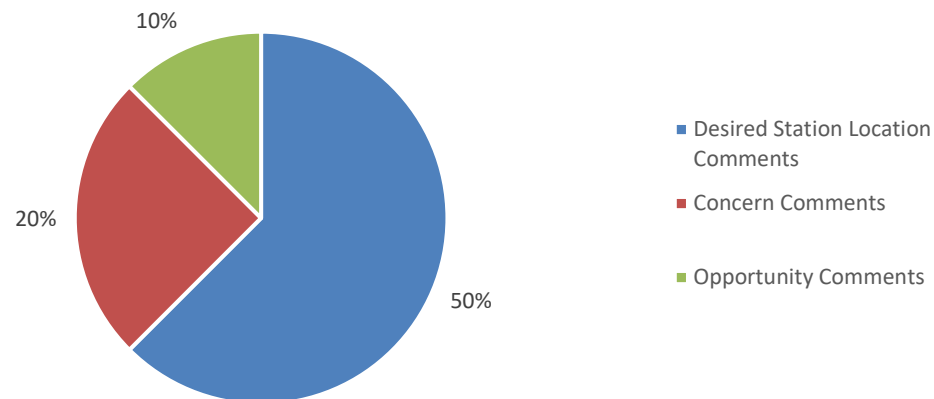
Map Layer	Total Number of Comments	Desired Station Location Comments	Concern Comments	Opportunity Comments	Responses to Project Info
Area Map	181	54	74	53	-
Area 1	10	5	2	1	2
Area 2	62	19	20	21	2
Area 3	228	57	71	100	-
Former Blue Line Extension Route	1	-	1	-	-

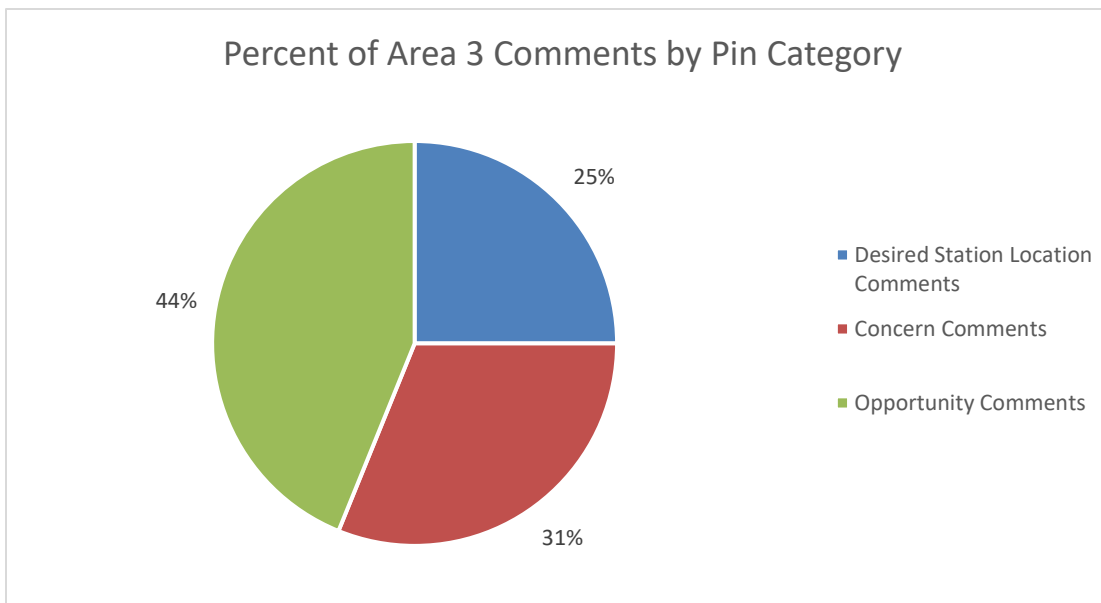
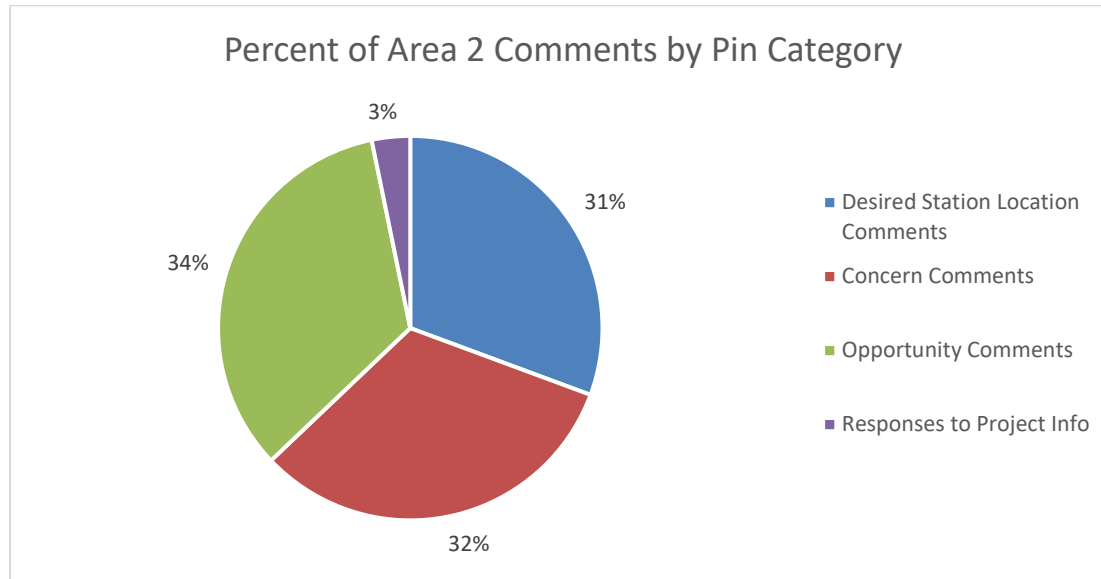


### Percent of Area Map Comments by Pin Category



### Percent of Area 1 Comments by Pin Category







### Area Map

Comment Pin Type	Feedback
<p><b>Concern</b></p>	<ul style="list-style-type: none"> <li>■ Mixed feedback about losing two traffic lanes on Co. Rd. 81 between Hwy 100 and Bass Lake Rd.               <ul style="list-style-type: none"> <li>○ Concern that reducing lanes will cause more dangerous back ups; road was recently reconstructed/expanded to 3 lanes in each direction; would be a waste of resources</li> <li>○ Increasing lanes, increases demand and congestion; need to allocate space to other transportation modes besides cars</li> </ul> </li> <li>■ Need for pedestrian bridges at Bass Lake Rd. and 40<sup>th</sup> Ave N</li> <li>■ Concerns about traffic back ups on Co. Rd. 81 and Lake Dr, already a very busy intersection</li> <li>■ Concerns that routing on Lyndale Ave would be disruptive to residents, bringing noise, loitering, crime, etc.</li> <li>■ Community-supported development on W. Broadway Ave at Aldrich, Dupont, Fremont, and Girard; ensure these developments are protected</li> <li>■ Businesses on W. Broadway rely on foot traffic; ensure business access is maintained</li> <li>■ W Broadway and N Logan Ave is very narrow – create transportation access without displacing businesses that are there</li> </ul>
<p><b>Desired Station Location</b></p>	<ul style="list-style-type: none"> <li>■ On Co. Rd. 81 at Bass Lake Rd – close to a major shopping area and Becker Park</li> <li>■ On Co. Rd. 81 at Wilshire Blvd – if bypassing Crystal, locate station here due to limited cross traffic</li> <li>■ On Co. Rd. 81 at 41<sup>st</sup> Ave N – offers access to city services, downtown Robbinsdale, lessens traffic impacts on Lake Dr.</li> <li>■ On Co. Rd. 81 at 36<sup>th</sup> Ave N – would serve HyVee, Lake View Terrace Park, and new apartments</li> <li>■ On Co. Rd. 81 at Abbott Ave N – would serve North Memorial and HyVee Pharmacy, consider pedestrian/bike bridge over Co. Rd. 81 to connect to Crystal Lake Regional Trail</li> <li>■ On Co. Rd. 81 at Oakdale Ave N – offers access to North Memorial and easy connection to the bike trail system</li> <li>■ At N Penn Ave and Lowry Ave; C Line transfer opportunities, proximity to shopping, connects to Brooklyn Center</li> </ul>



# Public Engagement Report

## METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> <li>■ On Lowry Ave at Fremont; would serve North Regional Library, Fredrika Bremer School, So Low Grocery Outlet</li> <li>■ On Lowry Ave at Washington Ave – closest proximity to Upper Harbor Terminal project</li> <li>■ On Washington Ave at 26<sup>th</sup> Ave – would serve Hawthorne neighborhood, businesses east of 2<sup>nd</sup> St, connects to the 26<sup>th</sup> St bike lane</li> <li>■ On Washington near N 12<sup>th</sup> Ave – provides access to the north end of existing North Loop businesses</li> <li>■ On W Broadway between Emerson and Fremont - connections with the D Line, support for Breaking Bread, Sammy’s, Cookie Cart, School Admin Building</li> <li>■ On W Broadway Ave at Logan Ave - serves the nearby apartment buildings, Capri Theater, high school, health/wellness businesses, and other businesses</li> <li>■ On W Broadway at Penn - connects with C Line</li> <li>■ On W Broadway at 26<sup>th</sup> Ave N – access from the Great Northern Greenway, serves nearby clinics</li> <li>■ On W Broadway at 29<sup>th</sup> Ave N - access from homes in the "pocket" east of Sochacki Park and west of Broadway</li> </ul>
<p><b>Opportunity</b></p>	<ul style="list-style-type: none"> <li>■ Have a station at the 63<sup>rd</sup> Ave Park-and-ride</li> <li>■ Have a station on Co. Rd. 81 and 62<sup>nd</sup> Ave – near three parks</li> <li>■ Locate near existing 63rd Ave Park and Ride; Connection of North Loop to downtown Robbinsdale</li> <li>■ Have a station on Co. Rd. 81 and Crystal Airport Rd to serve Crystal Medical Center/Urgent Care and the Crystal Airport</li> <li>■ Consider a pedestrian/bike overpass at Co. Rd. 81</li> <li>■ Like the routing that goes through the North Loop because it goes through densely populated area currently underserved by transit, would spur development</li> <li>■ Like the Navy Link because this section of the city is currently underutilized and could spur development</li> </ul>



### Area 1

Comment Pin Type	Feedback
<b>Concern</b>	<ul style="list-style-type: none"> <li>■ Area 1 is located near residences, businesses, schools, etc. Minimize noise and vibration impacts along this stretch.</li> </ul>
<b>Desired Station Location</b>	<ul style="list-style-type: none"> <li>■ (near Dragon Star Supermarket Grocery Store) Need a stop here to serve the Asian community</li> <li>■ Ensure the Asian community and students attending Hennepin County Community College are involved in the engagement process; many would utilize this line</li> <li>■ Other desired station locations: on W Broadway between Brooklyn Blvd and 76<sup>th</sup> Ave N, near Hennepin County Community College, on West Broadway at 93<sup>rd</sup> Ave N</li> </ul>
<b>Opportunity</b>	<ul style="list-style-type: none"> <li>■ (near Minnetonka Ave N and Rush Creek Regional Trail) Consider safe bicycle connections and amenities</li> </ul>
<b>Project Info</b>	<ul style="list-style-type: none"> <li>■ Poll Target North Campus employees on where they live and how many would use the Blue Line Extension to get to work</li> <li>■ If Target's North Campus is considered a key destination, the platform should be a walkable distance to the campus</li> </ul>

### Area 2

Comment Pin Type	Feedback
<b>Concern</b>	<ul style="list-style-type: none"> <li>■ Need for ADA-compliant pedestrian bridge at Co. Rd. 81 and Bass Lake Rd.</li> <li>■ Concerns about the amount of noise the light rail will produce for those living in neighborhoods around Co. Rd. 81</li> <li>■ Consider routing on W Broadway               <ul style="list-style-type: none"> <li>○ Routing on Co. Rd. 81 misses much of the business district in Crystal; should continue on W Broadway after downtown Robbinsdale.</li> <li>○ Co. Rd. 81 is designed for high-speed auto travel, causing concerns for access, user experience, and transit oriented development</li> </ul> </li> <li>■ Need for parking near rail stations</li> </ul>
<b>Desired Station Location</b>	<ul style="list-style-type: none"> <li>■ Maintain a station at 63<sup>rd</sup> Ave Park-and-ride</li> <li>■ Consider a station at 51<sup>st</sup> Ave to allow access to those living between the freight rail to the north and the highway to the south</li> </ul>



# Public Engagement Report

## METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
<b>Opportunity</b>	<ul style="list-style-type: none"> <li>■ Should locate station of the west side of Co. Rd. 81 to be located as close to central downtown Robbinsdale as possible (near Lake Dr and Co. Rd. 81)</li> <li>■ Need a station at North Memorial Hospital</li> <li>■ Should provide access to the Crystal business district by routing on W Broadway after downtown Robbinsdale</li> <li>■ Add a stop at the Crystal minor district (at 42<sup>nd</sup> and Douglas) features services like a library, city hall, grocery store, and local businesses</li> <li>■ (near Ace Hardware on W Broadway) Create a pedestrian alley/welcome walkway to "Main St" Robbinsdale a.k.a W. Broadway Ave from Co. Rd. 81</li> <li>■ 36<sup>th</sup> Ave and Co. Rd. 81 is a good location for a station with the access to everyday places people need to go such as the grocery store, North Memorial offices, and new residential units</li> </ul>
<b>Project Info</b>	<ul style="list-style-type: none"> <li>■ Access to Crystal Business district</li> </ul>

### Area 3

Comment Pin Type	Feedback
<b>Concern</b>	<ul style="list-style-type: none"> <li>■ Mixed feedback about routing on N Washington Ave               <ul style="list-style-type: none"> <li>○ Don't like routing on Washington Ave because it's mostly industrial and highway, wouldn't serve lower income and BIPOC communities on west side of the freeway, freeway adjacent routing is bad for ridership and lengthens the route/travel time</li> <li>○ Like routing on Washington Ave because it's less intrusive to residential neighborhoods, improves access to existing/upcoming businesses, connects those on the east to the rest of North Minneapolis</li> </ul> </li> <li>■ Mixed feedback around Red Link               <ul style="list-style-type: none"> <li>○ Don't like the Red Link because this route benefits an already advantaged neighborhood at the expense of one with higher need/number of riders; North Loop residents can walk to Target Field Station; streets are wider on west side of I-94 (less disruption)</li> <li>○ Like the Red Link because the North Loop is densely populated/growing whereas area west of I-94 (before Broadway) is low density single family homes; residents along W Broadway and/or Lowry would benefit from transit to North Loop for leisure/employment</li> </ul> </li> </ul>





# Public Engagement Report

## METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> <li>○ Other Red Link considerations: 10<sup>th</sup> St is narrow and primary fire truck route</li> <li>■ Ensure community assets are maintained (e.g., Cub Food and Walgreens on Lyndale/Broadway)</li> <li>■ Mixed feedback about routes on Lyndale Ave               <ul style="list-style-type: none"> <li>○ Dislike these routes because it cuts through a residential neighborhood, would be disruptive to the people that live there</li> <li>○ Like these routes because it increases transit access for all, particularly low-income and BIPOC renters, and boosts property values for homeowners</li> </ul> </li> <li>■ Concerns about pedestrians having to cross the street in places with no crosswalk</li> <li>■ Mixed feedback about routing on W Broadway               <ul style="list-style-type: none"> <li>○ Property acquisition/widening is limited on Broadway, would likely need to eliminate parking and reconfigure the street</li> <li>○ Consider a tunnel under W Broadway</li> </ul> </li> <li>■ Mixed feedback about Navy Link:               <ul style="list-style-type: none"> <li>○ Concerns that the train will get held up at long traffic signals (e.g., at I-94); should be given signal priority</li> <li>○ The area is hostile to pedestrians (e.g., wide road and freeway access)</li> <li>○ This link would serve many transit users and lower-income folks that need access in Heritage Park and surrounding neighborhoods</li> </ul> </li> <li>■ Need to address the Olson Memorial Hwy and I-94 intersection; very dangerous</li> </ul>
<b>Desired Station Location</b>	<ul style="list-style-type: none"> <li>■ Near North Memorial Medical Center; need a station that is immediately accessible to the hospital</li> <li>■ Near the grocery store and apartments at 36<sup>th</sup> Ave N and Co. Rd. 81</li> <li>■ At N Penn Ave and Lowry Ave; C Line transfer opportunities connecting north through Camden to Brooklyn Center</li> <li>■ On Lowry Ave between Emerson and Fremont; would connect to D Line, local businesses, and the library</li> <li>■ On Washington Ave north of W Broadway</li> <li>■ On Washington Ave at N 15<sup>th</sup> Ave; station here would accelerate development</li> <li>■ On Washington Ave between 10<sup>th</sup> and Plymouth – generate high ridership/cost-effectiveness; allows for transfers from buses on Washington and Plymouth;</li> </ul>



# Public Engagement Report

## METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<p>connection to the Plymouth bikeway; good station spacing, serves offices, industrial jobs, and residences</p> <ul style="list-style-type: none"> <li>■ At N 7<sup>th</sup> St and Lyndale; provides transit access to lower-income and public housing residents of Heritage Park; would connect citywide magnet schools to public transit; would serve same area that the Van White station would've served</li> <li>■ At Plymouth and Lyndale; with route 7 running on Plymouth, a station here would serve the Minneapolis School Nutrition Center and would provide much needed connections</li> <li>■ Near Cub Foods on W Broadway</li> <li>■ On W Broadway between Emerson and Fremont to allow for connections with the D Line</li> <li>■ On W Broadway at Knox Ave to serve the park and water park</li> <li>■ On W Broadway Ave at Logan Ave to serve the nearby apartment buildings</li> <li>■ On W Broadway at Penn Ave to provide connection to the C Line</li> </ul>
<p><b>Opportunity</b></p>	<ul style="list-style-type: none"> <li>■ Tunnel under heart of W Broadway (Cub Foods to Humboldt, preferably Penn)               <ul style="list-style-type: none"> <li>○ Ensures the street remains walkable and businesses aren't negatively impacted</li> <li>○ Transit will be fast and reliable</li> <li>○ Consider using the parking lots near Broadway/Lyndale as an opportunity to drop the line underground with stations in an "open cut" tunnel</li> </ul> </li> <li>■ Consider routing up Lyndale to Lowry, resulting in all three major east-west corridors being served: Plymouth, Broadway, and Lowry.</li> <li>■ Consider closing N 26<sup>th</sup> Ave to private automobiles; a viable way to connect across the North Side. It would provide transit, bike, and pedestrian connection as the Great Northern Greenway and connections to the C and D Lines and transit on W. Broadway. It would be less redundant with the proposed West Broadway aBRT line and could compliment that route: allowing the aBRT to serve the businesses district with more frequent stop spacing than an LRT and less negative potential impact on the street design of W. Broadway.</li> <li>■ Potential to use the rail corridor near N 2<sup>nd</sup> St and 26<sup>th</sup> Ave</li> <li>■ The Lyndale Ave route has more value to the Northside than running along the highway or in the North Loop area</li> </ul>



# Public Engagement Report

## METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> <li>■ Consider routing on 7<sup>th</sup> or Plymouth over to Emerson and then going up to W Broadway; lots of people live on this route; would serve two citywide magnet schools and the high school; would help calm traffic</li> <li>■ Need for a pedestrian bridge over the freeway to/from Heritage Park (near N 8<sup>th</sup> Ave and Lyndale Ave)</li> <li>■ Consider a tunnel portal for W Broadway alignments (at W Broadway and I-94)</li> <li>■ Pink Link to Navy Link would result in the many lower income and BIPOC residents of North Minneapolis being denied LRT access</li> <li>■ Mixed feedback about the Red Link               <ul style="list-style-type: none"> <li>○ Like the Red Link because it would begin as an elevated track and would not be held at stop lights (as compared to the surface level route on 7<sup>th</sup>); connects to the North loop</li> <li>○ Dislike the Red Link because it doesn't serve the existing BIPOC and low-income residents west of the freeway; area east of the freeway will develop naturally; need equitable access to transit</li> </ul> </li> <li>■ Station (near Washington Ave and 10<sup>th</sup> Ave) gives south Minneapolis residents along Hiawatha a fast one-seat ride to the northern North Loop, and vice-versa, connects the northern North Loop and Plymouth corridor to south Minneapolis and the airport</li> <li>■ Opportunity to remove and/or repurpose the I-94 on/off ramp viaduct</li> </ul>

## Former LRT Route

Comment Pin Type	Feedback
<b>Concern</b>	<ul style="list-style-type: none"> <li>■ Location of this line should go back to the original rail right-of-way; concern that new routes will divide and destroy the streetscape</li> </ul>

## General Comments

As of May 10, 2021, we've received 22 general comments.



## Online Comment Form Comments

- Concerns about cost-effectiveness of LRT, consider cheaper alternatives like BRT instead
- Worried that routing down W. Broadway will hurt businesses that are already struggling due to COVID-19 pandemic, looting, etc.
- Concerns that LRT is unsafe – brings crime, has killed pedestrians
- Consider a tunnel between Target Field and W. Broadway
- Don't prioritize cars
- Build the route through North Minneapolis, improving transit access/transportation options for lower-income and marginalized groups
- Push for rent-control and other anti-displacement strategies
- Consider Washington/Lowry route over the Broadway route – may incentive the City to re-zone the riverfront to be commercial/residential rather than industrial
- Need more detail/information on the Area 3 options
- Return to the original route on BNSF right-of-way

## Email/Phone Comments

- Think the BNSF rail route is the best option
  - Midpoint (east/west) through Robbinsdale
  - Would have provided little disruption to Robbinsdale neighborhoods, cost efficient/timely transport, and improvements to downtown Robbinsdale businesses
  - If BNSF rail route isn't an option, the line needs to go underground in Robbinsdale
- Don't support routing on Co. Rd. 81
  - Feelings that the project team is rushing to find a new route without the same vetting as before and that the Co. Rd. 81 route would have a long-lasting negative impact on Robbinsdale
  - Co. Rd. 81 already divides Robbinsdale; adding LRT would make it even more divided/unsafe for pedestrians and vehicles to cross and would reduce number of travel lanes (undoing the recent work the County did to this road)
  - Would like to see cost analysis, ridership data, etc. justifying Co. Rd. 81 route
  - The pandemic has shifted travel patterns and lowered transit ridership, should explore BRT until travel patterns can be reliably evaluated
  - Instead consider alternative routing that would generate higher ridership (e.g., on Penn Ave and then to Osseo Rd/Brooklyn Blvd.; Hwy 55 to Hwy 100 to Shingle Creek.; Hwy 55 to Penn Ave to Lowry to Hwy 100 to Shingle Creek)
- Include stations by North Memorial Hospital and Robbinsdale



- Favor route on Washington to Lowery to Robbinsdale
  - Washington Ave is wide, less disruption to residents/businesses
  - Would increase ridership, connect people to jobs, spur development
  - Lowry is in the middle of Minneapolis, quicker access to downtown
  - Access to Upper Harbor Terminal
  - Concerns about safety on W. Broadway route
- Consider a park-and-ride that enables residents living north of Minneapolis (going north of I-94/Hwy 252) to park and connect to BLRT to go downtown
- Favor route on W. Broadway
  - Serves more transit-reliant communities
  - Consider stops at Plymouth and Lyndale
- Balance the need to provide LRT access to the northside and protect existing residents/businesses from disruption and gentrification
  - While Broadway would be great for access, concern that, with limited right-of-way, it would be horrible for disruption, displacement, and gentrification
  - Lowry has much more consistently wide right-of-way, but would not serve existing residents on west side of I-94 well
  - Consider routing orange link (Lowry Ave route) on the flat space on the east side of 3<sup>rd</sup> Street (along the west side of I-94)
    - Neighborhood disruption and environmental impacts would be minimal; would serve future redevelopment between I-94 and the river
    - A station at 26<sup>th</sup> Ave would offer great pedestrian/bike access to neighborhoods on the north side
- Favor the Navy Link – North Loop resident have a 10 minute walk to Target Field Station
- Consider tunnel through North Minneapolis
  - A tunnel is the most realistic/beneficial option; have built tunnels previously for Blue Line at the airport and now for SWLRT
  - Lowry and W. Broadway aren't very wide, sacrifices (e.g., reducing travel lanes, street parking, sidewalk widths) would need to occur to make at-grade alignment work
  - Reduces pedestrian and car conflict
  - Increases speed and reliability of transit
- Favor combination of Navy and Green Links
  - Builds ridership through visibility (not enough visibility through area east of Washington Ave or along 3<sup>rd</sup> and 4<sup>th</sup> St ramps)
  - Not many boardings, would increase travel time
  - Transit investment has favored other parts of the city, put it on “our main street”
  - Use existing wide streets like 7th St and Lyndale, avoiding the need for expensive new bridges and elevated tracks



- Consider a “Sumner-Lyndale” link that routes from Target Field Station on Olson Memorial Hwy to I-94 and up Lyndale Ave then continues onto W. Broadway route
  - Include pedestrian bridge over I-94 between 7<sup>th</sup> St and Olson Memorial Hwy; existing bridges are dangerous for pedestrians
- Consider making the transitway environmentally conscious (e.g., adding vegetation, bushes, natural barriers around the track instead of concrete)

## Public Meeting Questions and Comments

### Common Questions/Responses

- How will homes be impacted? Will eminent domain be used?
  - Green Link along Lyndale – access would be maintained
  - W. Broadway in Brooklyn Park – plan is to reconstruct all of W. Broadway. Plans for that area are complete and right-of-way acquisition has already occurred
  - Co. Rd. 81 – the design is still in progress, eminent domain may be used as a tool to support transit development
- How do you choose/narrow down the choices of routes/where structures go?
  - There are many considerations for access including transit plans on 94 and other parts of the corridor. There are a lot of people who will need to provide input, including other government agencies and the community.
- Considering elevated track or tunnels on West Broadway?
  - At-grade routing is the first design that has been reviewed. If one of these routes rises to the top, then some of these other questions about elevation and tunneling would be examined further.
- How does funding work? What is the project cost/how do we keep project costs low?
  - The previous project was a 1.53-billion-dollar project. It was funded over 50% by local sources. If the project had moved forward, it would have had a federal match for the rest. The project costs will need to be recalculated. Those sources will need to be replenished. The local funding comes first, then the federal funding. The federal dollars come sometimes, after construction starts, like with Southwest. The local funding sources include sales and use tax dollars. There are only a few projects that can be used for that. The federal new starts are the program that has funded past projects. We have had success in that program in the past. This project meets the criteria from the new administration. It is not all secured but on its way.
  - We'll work in the current best practices and laws in the U.S. will allow us to pick a delivery method and construction methodology. That'll allow us to keep costs as low as possible.
- What are the logistics of BLRT operations? And how will BLRT connect with existing service?
  - As project develops, connections from BLRT to local bus routes will be reviewed
  - The route would operate much like Blue Line does today. Will be able to provide more specifics closer to opening day.
- Who will benefit from this light rail project? Is there data to show the benefits of light rail?
  - This route is not a commuter line, but is also about serving local and regional connections



- University of Minnesota has data/research around light rail increasing property values.
- Are you considering BRT instead?
  - The reason we previously chose LRT for the Blue Line Extension and did not consider BRT – 1 the ridership levels were high enough to justify the additional cost of building a LRT system because Blue and Green Lines were in place. 2 – because of the headways associated with LRT (how often it would run), the number of buses to run into downtown would be high and would mess up other bus operations in downtown. It is what the community has wanted.

## Advisory Committee Meeting Comments

The BLRT advisory committees, the Business Advisory Committee (BAC), Community Advisor Committee (CAC), Corridor Management Committee (CMC), and Technical Project Advisory Committee (TPAC) have provided key input throughout the new route selection process. In monthly meetings since the route release, the committees have weighed in with technical questions regarding light rail design and development, process considerations for how routes will be evaluated, and broader community concerns regarding positive and negative impacts.

### Key questions and takeaways:

#### *Design and Development*

- The design team should consider all viable options for light rail development including exploring options for elevated and below-ground rail, exploring a variety of platform styles and placement options (side-running versus center-running rail).
- The public as a whole needs more information on how design decisions are made for example, how do you determine a bridge or other structure is needed? Is cost the primary factor?

#### *Process Considerations*

- The committees shared a commitment with the project team to gain as much public input as possible. They shared important community groups and key stakeholders that need to be approached for input. They helped host community meetings to help amplify community voices and share information. They engaged with the public in social media to gather more questions and share information about the process.
- The committees helped revise the project evaluation framework, sharing input on the goals and priorities of the project.
- They shared important questions around process including the need for clarity around how the routes will be evaluated and what considerations make the project a successful candidate for federal funding.



### *Community Benefits and Impacts*

- The committees shared a clear commitment to Anti-Displacement efforts as part of the project. They elevated concerns from community about light rail causing development pressures that could increase a lack of affordability for existing residents and businesses. They shared concerns for direct impacts in terms of businesses and homes being taken for light rail development and construction impacts that may create difficult conditions for corridor businesses.
- As a result of input, the project developed a plan for an Anti-Displacement working group, and the advisory committees shared essential information about who should lead that effort, the timing of that process and outcomes desired.
- The committees asked for more information about the benefits of light rail for community including economic benefits, station area improvements and placemaking opportunities.
- They shared a need for more information about past light rail development and positive and negative impacts for those corridor residents and businesses.





## Engagement Strategies and Approach

### *July - August 2021*

The METRO Blue Line Extension is looking for a route that does not use eight miles of railroad right of way as previously planned. Because of the shift away from railroad property, some of the project can remain the same, while other areas need to change.

The first round of public engagement sought feedback from the public and stakeholders on the new route options released in March 2021 as part of the Route Modification Report. The key questions of this phase were to ask the community if anything had been missed and if these options seemed right. We also asked about major destinations, issues or opportunities, and potential design options to help inform the next phase.

The second round of public engagement was focused on the connections that light rail would make within communities. Station study areas were identified, and staff asked the community about where they would like stations within those areas, if the right number of station study areas had been identified and if they were overall in the correct location. Visualizations also began the conversation about how light rail might fit into the community.

This document summarizes the feedback received during the third round of engagement from July through August 2021, including a summary of responses and questions received from public meetings, driveway chats, advisory committee meetings, community cohort engagement, and the interactive feedback map.

From July to August 2021, project staff have engaged with the public about the project through the following:

- 9 public open houses
  - In-person meetings (170 attendees total):
    - Robbinsdale: Mon, July 19, 2021 from 8:30 – 10 a.m.



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Robbinsdale: Mon, July 19, 2021 from 4:30 – 7 p.m.
- Minneapolis: Tue, July 20, 2021 from 5 – 7:30 p.m.
- Brooklyn Park: Wed, July 21 from 5 – 7:30 p.m.
- Crystal: Mon, July 26, 2021 from 6 – 8 p.m.
- Virtual meetings (53 attendees total):
  - Brooklyn Park: Thu, July 22, 2021 from noon to 1 p.m.
  - Corridor-wide: Fri, July 23, 2021 from noon to 1 p.m.
  - Minneapolis: Wed, July 28, 2021 from 6 – 7 p.m.
  - Co. Rd. 81: Thu, July 29, 2021 from 6 – 7 p.m.
- 50+ driveway talks, community cohort meetings, pop-up events
- 6 Advisory Committee meetings
- Interactive map: 260 comments
- Many more questions and phone calls

## Common Themes

Below are the common themes that emerged from feedback received during this round of engagement:

- Mixed feedback on West Broadway vs. Lowry routes:



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Prefer the Lowry Ave route – provides opportunity to develop vacant lots along Lowry Ave, West Broadway is very narrow/would require parking removal to fit light rail, feel that it's safer.
- Prefer the West Broadway route – serves more transit dependent populations and Northside residents and businesses, better meets project goals, causes less disruption to homes.
- Avoid negative impacts/disruptions to existing communities and the environment (e.g., construction, pollution, traffic operations, safety, business/resident displacement, gentrification).
- Concern about how light rail will impact adjacent property values.
- Improve access to/serve communities of color, lower-income communities, and those with limited mobility or limited access to a vehicle/other transportation options.
- Support local business and economic development in communities along the line.
- Improve transit experience:
  - Ensure safety on transit and in communities served, faster travel times, increased ridership, serve local destinations/connect well to local transit routes, consider elevated and below-ground routing.
- Ensure transit is accessible (e.g., stations are in walkable, visible, high-density areas; transit information is translated; ADA-accessible).
- Concerns about the cost-effectiveness of the project
  - Shift to working from home, no longer need to go to/from downtown.



## Feedback from Open Houses

### Robbinsdale

- Concern about impacts of light rail, including noise, wildlife, air quality, vibration, traffic, parking, property value, lighting, and businesses:
  - How will this project affect traffic on other roads? How will additional traffic be managed?
  - Minimize construction noise
  - Maintain small-town character of Robbinsdale
  - Maintain access to Crystal Lake in all options
- Need for more parking (e.g., parking ramp):
  - Concern that people will park on York and cut through yards to access LIGHT RAIL
- Need to co-determine station spacing/location with access to parking and bus connections
- Factor in snow removal
- Station recommendations:
  - Prefer having station right at North Memorial Hospital
  - Prefer having a station at 41st (Robbinsdale Center); provides better access to businesses, people, food; already has a parking lot
  - Prefer having station near Hy-Vee; would serve apartment building on 36<sup>th</sup> and West Broadway and serve North Memorial Hospital
- Need to ensure safety getting to/from stations and while using transit:
  - Make crossings for pedestrians/cyclists across Co. Rd. 81 safer, more comfortable



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Provide pedestrian connectivity between 36<sup>th</sup> and 40<sup>th</sup>, to Hy-Vee, to Crystal Lake
- Include turnstiles at stations
- Prefer the Lowry Ave route through North Minneapolis:
  - For safety reasons
  - With connection to Washington Ave
- Are there plans to connect the Hubbard bus station with the light rail?
- Mixed feedback about noise walls
- Concern about right-of-way for Crystal Lake residents
- Concern that if access to Lakeland frontage road is removed, residents' ability to move is severely impacted (already a dangerous area)
- Supportive of the Blue Line Extension:
  - Like these design concepts, consider going farther north
  - Will increase transit accessibility for young, old, disabled, etc.
  - Fight fears with facts about light rail and benefits it will bring to the community
  - Will alleviate traffic congestion
- Opposed to the Blue Line Extension:
  - If it runs down Bottineau Blvd/Co. Rd. 81
  - Prefer BRT
- Prefer street-level stations vs elevated stations
- Incorporate more “green landscaping” to help with urban forest, environment, beautification
- Redevelop US Bank lot (e.g., for multi-family housing, public parking)
- For future visualizations, recommend:



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Labeling landmarks (e.g., McDonalds, Town Center, U.S. Bank)
- Showing full extend of vegetation so people understand impacts
- Feel that having left turn from Co. Rd. 81 to Twin Oak Dr is critical
- Split stations seem less efficient
- Replace any impacted trees down the center of Co. Rd. 81
- Need transparency in how future land use will be leveraged when giving feedback about station locations and routes

## Minneapolis

- Prefer the West Broadway option
  - Lowry Ave option doesn't serve northside residents; while West Broadway is more congested, light rail should go here because that where the people are
  - West Broadway better meets project goals, serves businesses, and causes less disruption to homes
- Prefer the West Broadway to Lyndale options
  - Provides better access to Cub Foods
  - Like that this route provides access/potential for a station at Hall Park
- Feel that number and location of stations shown is correct
- Consider an alignment along 21<sup>st</sup> Ave to maintain West Broadway's character
- Need for 3 -4 stations between Lyndale Avenue and North Memorial along West Broadway
- Like the stops near housing and in places that people can easily walk to
- Like stations at:
  - West Broadway and Lyndale (in front of Y3 center)
  - West Broadway and Fremont/Emerson



- Lyndale and Plymouth
- Need for parking; consider intermittent parking
- Prefer center-running light rail
- How long would the elevated platform be?
- Is it possible to have an elevated structure on both sides of the street versus just the center to preserve some parking?
- Ensure emergency services aren't impacted
- Minimize sound impacts

## Brooklyn Park

- Need for a dedicated right turn lane going northbound on West Broadway
- Feel that crosswalks should be raised/tailed for pedestrian safety
- Like the design concepts and am supportive of the project
- Will the designs include bike lanes?
- Are there future plans to extend light rail north towards Maple Grove?
- Feel that light rail is not worth it if it means removal of parking on West Broadway
  - Would be too much of a hardship for businesses
  - Prefer transit without tracks (e.g., bus and BRT)
  - West Broadway will be served well by C and D BRT lines
- How will Metro Transit and the destination cities curtail crime and provide safety to riders and the various communities?
- In Crystal and Robbinsdale, how will Metro Transit control traffic so that ambulances are not waiting to cross the tracks to get to North Memorial Hospital? Will the line be elevated at that point?
- Will Crystal have a park-and-ride?



- Will West Broadway be widened so that center running light rail will fit?
- How will impacts affect homes/homeowners along West Broadway?
- What impact will light rail have on existing park-and-rides (e.g., Noble & 610)?
- Will prevalence of violence/crime be factored into whether light rail will run on West Broadway vs. Lowry? When will the routing decision be made?

## Crystal

- Feel that one access to the Crystal station should not intersect with vehicle traffic
- Recommend creating a video simulation of pedestrian crossings
- Feel that project team needs to communicate project updates more effectively and broadly
- For route through North Minneapolis, consider taking Bottineau Blvd to Queen Ave; create a one-way going south on Queen Ave and a one-way going north on Oliver Ave
- Consider locating station north of North Memorial Hospital

## Feedback from Driveway Chats

### Robbinsdale

- Prefer that the track be at-grade and center-running:
  - Concern about elevation of the line around North Memorial, keep at-grade around North Memorial and past Terrace Park to the next stop
- Concern about noise and vibration mitigation, especially in front of Lakeland Ave.





# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Would like bike paths
- Concern about cleanliness on light rail
- Suggest running regular buses on the route in 2022 while planning on the project is on-going; need transit now
- Prefer station closer to 41<sup>st</sup> (as close to business district as possible) rather than 42<sup>nd</sup>
- Ensure a large amount of affordable housing is available around the light rail corridor
- Increase accessibility to the train, particularly access for pedestrians and disabled
  - Address public concern about pedestrian crossings on Co. Rd. 81
  - Consider pedestrian bridges (e.g., at 42<sup>nd</sup> Avenue)
- Concern about the impacts of closing sidewalks during construction
- Need for enclosed shelters (not 3-sided) so riders don't have to be exposed to inclement weather
- Prefer stations are located in the same place (just opposite sides) instead of split stations
- Would like visualizations of:
  - How the light rail line and stations will be integrated into Robbinsdale; don't want it to disrupt city
  - How the route would connect both sides of Co. Rd. 81
  - How the light rail would improve walkability on Co. Rd. 81
  - What a sound barrier would look like between Co. Rd. 81 and residents' homes
- Is it possible to have park-and-ride in Robbinsdale?
- Would like traffic study to be conducted
  - Concerns about traffic congestion with removal of turn lanes on Co. Rd. 81
  - Study how travel patterns have changed with shift to work-from-home
- Supportive of light rail, but not the proposed routing
- Why isn't BRT an option?



- Request that northbound Bottineau Blvd. to Hwy 100 South be more accessible for vehicles. Will we still be able to make a U-turn to get onto the highway as is the regular route now? Or, can that access be improved by not requiring a U-turn across railroad tracks?
- Suggest money be allocated to beautifying Bottineau Blvd to offset the train
- Why isn't Hwy 100 a route option?
- Concerns about how light rail will impact home values
  - Will home value increase even if its very close (less than 1/4 mile) from LRT?
- Connect with major employers along the route (e.g., North Memorial, Target) and ask them how they'll get their employees to frequent businesses in downtown Robbinsdale (e.g., incentives)
- Mixed feedback about West Broadway vs Lowry routes

## Community Engagement Cohort Activities

Beginning in March 2021, Project staff contracted directly with 12 community and cultural organizations to support a robust engagement process during the route selection and station study area process. This relationship is a continuation of an approach that began in 2014 with the Health Impact Assessment, health equity engagement during station area planning and in 2020 when the Project pivoted to explore the new direction for route options and station study areas.

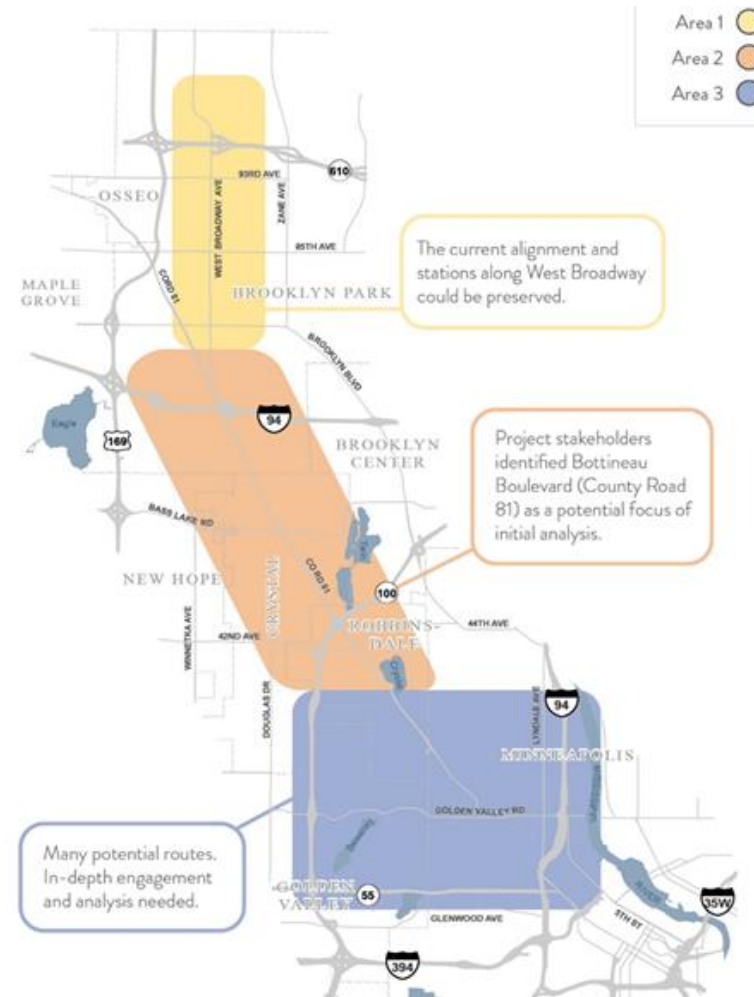
The current community consultant organizations were selected to reflect constituencies identified in project stakeholder analysis along with their geographic focus within designated project areas. Selected consultants work as a team with complimentary services and Areas served. The Cohort meets as a team with Communications and Engagement Project staff to coordinate their efforts with the direction of the BLRT Project Management Team.



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

Community Engagement Cohort	Areas Served
Asian Media Access Inc	Area 1, 2, 3
CAPI USA	Area 1, 3
Encouraging Leaders	Area 3
Harrison Neighborhood Association	Area 3
Juxtaposition Arts	Area 3
Lao Assistance Center of MN	Area 1, 3
Liberian Business Association	Area 1, 2
Northside Economic Opportunity Network	Area 2, 3
Northside Residents Redevelopment Council	Area 3
West Broadway Business Coalition	Area 3
Jordan Area Community Council	Area 3
Hawthorne Neighborhood Council	Area 3





# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

Over 1800 community members were engaged by the Cohort between June and August 2021. During this time, the Cohort hosted over 25 engagement activities.

Activities included door knocking, in-person and virtual focus group meetings, listening sessions and Facebook live events along with pop-up information tables at community events. The Cohort amplified project messaging to their networks and collected community feedback from all activities. Often the cohort collaborated on events such as the October 9<sup>th</sup> Bike, Walk, Bus Tour hosted by JXTA, Jordan Area Community Council, Hawthorne Neighborhood Council, and West Broadway Area & Business Coalition.

## Community Engagement Cohort Community Feedback Summary:

### *Displacement and gentrification:*

- Displacement and gentrification occurring along the alignment is the highest concern; need up front commitment from the project team on these issues before selecting a route
- What policy action is occurring at the state and local level to address displacement and gentrification?
- Many of the people that live in the light rail corridor are immigrants and refugees who are low- to middle-income; they can't afford to be displaced
- Need to support young people on the Northside by generating jobs and apprenticeship opportunities
- Need for resources on displacement and relocation options
- How are we incorporating lessons-learned from past transportation projects that negatively impacted BIPOC communities to inform our approach – such as Green Line and Blue Line?
- Previous promises for improvements to Harrison neighborhood need to be addressed such as safety improvements on Olson Memorial Highway: pedestrian crossings, sidewalks, bus stops.
- Need for affordable housing
  - Concern about not being able to afford increased property taxes but also not qualifying for affordable housing
  - Is Metro Transit investing in affordable housing along the corridor?



October 9<sup>th</sup> Bike, Walk, Bus tour of Minneapolis route options and station study areas.



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

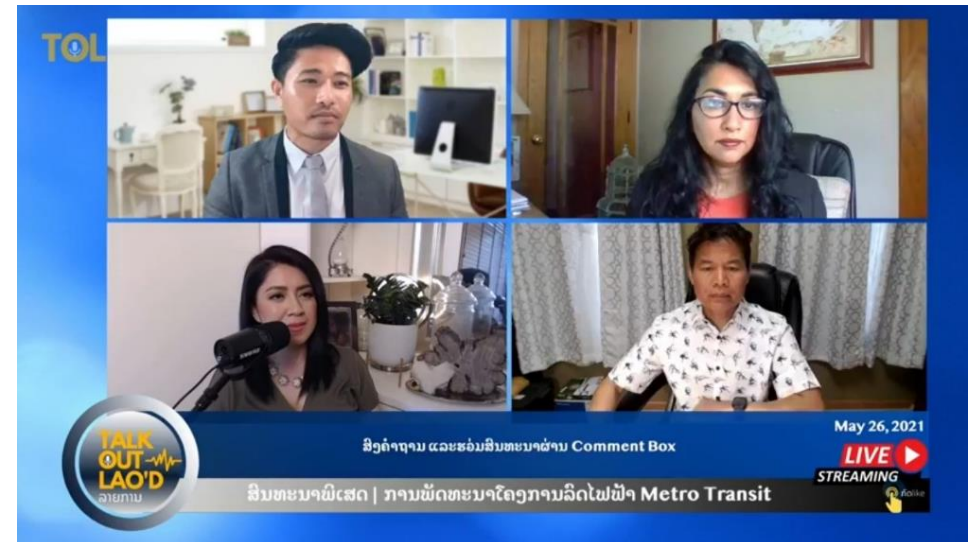
- Need for mixed-use, multi-unit housing with variety of unit sizes
- Need to address the Harrison neighborhood history of displacement and rising cost of housing
- Need to preserve affordable commercial space for small businesses
- Lao communities have lived near Van White Blvd and Olson Memorial Highway for many years
  - Suggest having a stop near Asian businesses/services (e.g., Asian grocery stores) to build wealth and keep people in the area

## Route options:

- Experiencing tension amongst community about routing on West Broadway vs. Lowry; need the light rail to benefit all areas of North Minneapolis
  - Preference for routing on Lowry due to its proximity to residential areas and the limited space on West Broadway; Lowry already has parking restrictions
  - Preference for routing on West Broadway due to density of businesses, housing, schools, libraries, etc. but concerned about how tight the right-of-way is
- When and who ultimately makes the decision/votes on the final alignment?
- How will light rail fit on the narrow streets in Minneapolis without impacting homes and businesses?
- Concern about at-grade design
  - Need for better traffic enforcement such as people running traffic lights and causing collisions with the trains.
  - Feel that light rail should be built above/below ground like in other major cities
- Many transit-dependent people live along Zane Ave in Brooklyn Park and need reliable bus connections to light rail
- Concern that Washington Avenue/Lowry route development would not provide many jobs to community members

## Riding transit:

- Need to educate the community on how to ride transit/train
- Will cost of riding transit increase? Will funding be provided to residents/businesses for bus rides and parking costs?



Talk Out Lao'd Facebook live event hosted by Lao Assistance Center on May 26, 2021





# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

## Construction:

- Concern with noise and environmental impacts with construction
- Concern about small business impacts during construction
- What will the employment opportunities look like for BIPOC communities? Will they have jobs within the project such as construction jobs and contracts for construction.

## Adjacent properties:

- Need for resources and data on how light rail affects property values
- Lowry Ave has a lot of vacant land that could be developed
- Opportunity to eliminate parking minimums and parking lots

## Small businesses:

- Concern about reduction of on-street parking, particularly for West Broadway businesses
- Suggest a parking ramp like at transit hubs or other creative parking solutions
- What resources/funding will be available for businesses impacted by construction? How can they continue to have strong business during construction? How can we make existing businesses stronger post-construction/increase desirability?
- Many small businesses rent rather than own their space. Concern that landlords are holding onto their buildings without making improvements, waiting for an increase in property values to modernize them and increase the rents. Concern that landlords would kick out existing tenants and rent to outside businesses that can afford the higher rents.
- Interest in starting small businesses in the corridor
- Do you plan to track impacts to businesses (e.g., how many close due to construction or by choice, whether light rail helps/hurts business)? What were the impacts on businesses when the Green Line in St. Paul was built?
- Need for a job/workforce center near 85<sup>th</sup> Ave N in Brooklyn Park
- Are there plans for business incubation centers elsewhere (other than Brooklyn Park)?

## Station location and design:

- Stations should be well lit and heated
- Stations should reflect local communities, culture, history; should enhance neighborhood aesthetically not just for their function



BLRT Presentation to Liberian Business Association on May 27, 2021



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Easy/safe pedestrian access to stations is key; improve sidewalk connections
- Concern that lack of parking at stations will cause riders to park in neighborhoods
- Locate stations at major intersections
- Include wayfinding to local businesses, places to get food, etc.
- Incorporate street beautification and public art
- Asian community wants to ensure there are community gathering/entertainment spaces next to the light rail; preserve the cohesion of Asian communities along the corridor

## *Accessibility:*

- Language/cultural barriers, preventing elders in Lao and Hmong community from riding light rail
  - Elders rely on younger generations to drive them places. Without transportation options, elders are stuck at home. Important they have access to light rail.
- Need for better translations of project materials
- Suggest having multi-lingual transit staff at stations to help with translation/accessibility
- Ensure equal accessibility for disabled in station design and transit operation

## *Safety:*

- Concerned about safety on/at transit (e.g., sexual harassment, anti-Asian hate crime); how will Metro Transit ensure safety and prevent crime/violence, especially during evening hours?
- Ensure pedestrian and bicyclist safety when crossing streets and traveling to/from high activity areas such as parks and schools
  - Crossing 42nd/Lake Drive and Bottineau/81 is dangerous
- Need for security measures (e.g., cameras) at transit stations and on vehicles

## *Engagement process/Communication:*

- Homeless populations feel excluded from the engagement on this project
- Communities appreciate engagement early on in the process and ask that outreach is conducted where people naturally gather
- Ensure open lines of communication to avoid misinformation
- Concern about COVID's impact on people's ability to participate and focus on the project. Keep this in mind when making deadlines for submitting feedback.
- Suggest mapping level of car ownership of households along light rail alignment and using this data to strategically place stations in areas with low car ownership



# Public Engagement Report (July – August 2021)

## METRO Blue Line Extension

- Use marketing to change mindsets about transit – humanize North Minneapolis riders, showcasing diverse riders to break stereotypes
- Promote community assets (e.g., Theodore Wirth Park; cultural destinations to enjoy food, dance performances, celebrations; Farmers Market)

## Interactive Map Comments

The screenshot displays the PublicCoordinate web application interface for the METRO Blue Line Extension project. The top navigation bar includes the project name, a user profile, and a language selection dropdown. The main map area shows the proposed transit route through North Minneapolis, with various colored markers (blue, green, yellow) indicating comment locations. A legend on the left identifies different transit links: Red Link, Navy Link, Green Link, Pink Link, Maple Plain, Lowry Avenue, and West Broadway. The right sidebar contains interactive tools: 'Filter Comments', 'Add Comment', and 'Take Survey'. The map is powered by Mapbox and OpenStreetMap.





# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

The interactive map featured and sought feedback on potential station locations and visualizations of how light rail could fit at locations along the considered routes. As of August 31, 2021, the interactive feedback map had 260 comments. The map featured two map layers:

- Stations and visualizations
- Former light rail route

Users could select a pin and drop it on either of the map layers in locations where they wanted to provide feedback. Pin categories included: *concern*, *opportunity*, and *desired station location*. Users could also reply to images posted by the project team that showed visualization concepts of how light rail could fit in locations along the routes. The most commonly received feedback are summarized by pin category. No comments were posted on the Former Light Rail Route map layer.

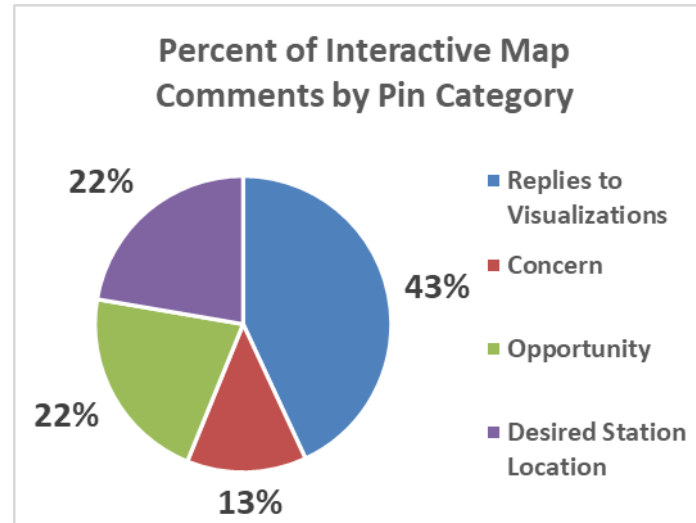
## Interactive Map Comments by Pin Category

May Layer	Total Number of Comments	Desired Station Location Comments	Concern Comments	Opportunity Comments	Responses to Visualizations
<b>Stations and Visualizations</b>	260	58	34	56	112



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension



## Stations and Visualizations Comments

Comment Pin Type	Feedback
Replies to Visualizations	<ul style="list-style-type: none"> <li>• Oak Grove Pkwy           <ul style="list-style-type: none"> <li>▪ Mixed support for the Blue Line Extension project               <ul style="list-style-type: none"> <li>○ Support because it will reduce traffic/pollution, reduces long-term transportation costs for taxpayers</li> <li>○ Concerned about the project due to unsustainable financial perspective and safety of riders</li> </ul> </li> </ul> </li> <li>• 93rd Avenue           <ul style="list-style-type: none"> <li>▪ Like the station design</li> </ul> </li> </ul>



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- 85<sup>th</sup> Avenue
  - Need for pedestrian and bicycle improvements/amenities (e.g., Nice Ride station, painted crossings for pedestrians/bicyclists, concern about crossing Broadway)
- Brooklyn Boulevard
  - Great spot for a station – connections to shopping, dense housing, and jobs; many bus riders already in the area
- Bottineau Blvd near the Crystal Airport
  - Maintain all three lanes in each direction
  - Feel that having BLRT over 3 lanes of traffic is better in the long run, not everyone has access to a car, potentially moves more people through the area
- Bottineau Blvd South of Bass Lake Road and at 48<sup>th</sup> Ave
  - Mixed feedback about having 3 lanes in each direction
    - Prefer mass transit over car lanes – benefits of light rail outweigh cars, light rail will reduce traffic (higher throughput) and vehicle miles traveled, creates safer environment for pedestrians and bicyclists
    - Keep the 3 lanes – they were recently added to relieve congestion
- Bottineau Blvd at 40<sup>th</sup> Avenue
  - Prefer at-grade rail (e.g., it's less expensive/more likely to be built, easier for disabled and ambulatory riders, feel there's not enough space for elevated track)



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Mixed feedback about routing on Bottineau Blvd
- Bottineau Blvd near North Memorial
  - Supportive of routing light rail here and having a stop close to North Memorial Hospital
- West Broadway at Queen
  - Mixed feedback about reducing vehicle lanes here
- West Broadway at Newton Ave
  - Mixed feedback about whether there's enough room to run light rail down West Broadway
- West Broadway at Emerson Ave
  - Mixed feedback about elevated option
    - Support elevated option because its faster, allows for on-street parking, fewer collisions
    - Unsupportive of the elevated option because it makes stations less accessible/noticeable, is more expensive, creates unsafe spaces
    - Consider tunnel option
- West Broadway at Lyndale Ave
  - Concerns that light rail takes up too much of the roadway here; consider elevation here
- Lowry Ave at Newton Ave
  - Mixed feedback about this option
  - Concerns that it's too narrow and dangerous for pedestrians and bicyclists



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

	<ul style="list-style-type: none"> <li>• Lowry Ave at Lyndale Ave           <ul style="list-style-type: none"> <li>▪ Support for this concept               <ul style="list-style-type: none"> <li>▪ Feel that there is more space than West Broadway</li> <li>▪ Opportunities for development</li> </ul> </li> </ul> </li> <li>• Washington Ave at 29th Ave           <ul style="list-style-type: none"> <li>▪ Support for this route/location – near the River, connects residents in Northeast to transit</li> </ul> </li> <li>• Washington Ave at 18th Ave           <ul style="list-style-type: none"> <li>▪ Support for side-running light rail by I-94</li> </ul> </li> <li>• Washington Ave at 14th Ave           <ul style="list-style-type: none"> <li>▪ Like the street design</li> </ul> </li> </ul>
<p><b>Concern</b></p>	<ul style="list-style-type: none"> <li>• Why is there such a long stretch without a station (between Brooklyn Blvd and 63<sup>rd</sup> Ave on Co. Rd. 81)?</li> <li>• Lowry Ave is narrow           <ul style="list-style-type: none"> <li>▪ Consider impacts on bike access when staging construction/operational configurations</li> <li>▪ Concern that there isn't enough room for a dedicated bike lane and light rail</li> </ul> </li> <li>• Mixed feedback about routing on Lowry           <ul style="list-style-type: none"> <li>▪ This route seems to serve the nearby industrial zone and prospective developers rather than north side communities; lack of pedestrian bridges/high traffic volumes for communities west of 94</li> </ul> </li> </ul>



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

	<ul style="list-style-type: none"> <li>▪ This route would provide access to jobs</li> <li>• Lyndale Ave N isn't used much, would be a good place for light rail</li> <li>• Do not prefer the Navy Link             <ul style="list-style-type: none"> <li>▪ Long delays at stop lights</li> <li>▪ Intersection of 7th St and 6th Ave N is dangerous for pedestrians and bikes</li> </ul> </li> <li>• Mixed feedback on routes that center on Downtown/North Loop             <ul style="list-style-type: none"> <li>▪ These routes further exclude BIPOC and low income communities</li> <li>▪ Feel that station locations/routing should be driven by which stations/routes will drive the highest ridership; a station could serve both the edge of North Loop and heart of north Minneapolis</li> </ul> </li> </ul>
<p><b>Desired Station Location</b></p>	<ul style="list-style-type: none"> <li>• On Oak Grove Pkwy directly in front of Target North Campus – put station directly in front of Target's campus or consider ending the line at 85<sup>th</sup> Ave and tabling northerly extension for the future</li> <li>• On Co. Rd. 81 at 63<sup>rd</sup> – has park-and-ride facility located nearby; need to increase park-and-ride facility capacity as it's already used by commuters using Bottineau Blvd.</li> <li>• On Co. Rd. 81 at Bass Lake Rd – close to a major shopping area and Becker Park</li> <li>• On Co. Rd. 81 at Wilshire Blvd – if bypassing Crystal, locate station here due to limited cross traffic</li> <li>• On Co. Rd. 81 at 36<sup>th</sup> Ave N – would serve HyVee and short walk to North Memorial</li> <li>• On Co. Rd. 81 north of 29<sup>th</sup> Ave – serves residents and access to Theodore Wirth Park</li> <li>• On W Broadway at Penn - connects with C Line and businesses, consider subway station</li> <li>• Prefer the W Broadway route – equitable access to transit, would help alleviate and calm traffic</li> </ul>



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

	<ul style="list-style-type: none"> <li>• On W Broadway between Emerson and Fremont (or between Emerson and Lyndale) - connections with the D Line (and buses on Lyndale), needs to be a subway station</li> <li>• 21<sup>st</sup> Ave/Broadway – consider having split one-way pairs; car free transit mall on 21<sup>st</sup> Ave; station on W Broadway that serves as a keystone for Black Cultural and Business District</li> <li>• On W Broadway at Lyndale Ave – station needed here to serve mini mall, Cub, transit connections</li> <li>• On Lyndale at Plymouth Ave</li> <li>• On Lyndale between Plymouth Ave and W 7<sup>th</sup> St – station would increase equity and mobility for BIPOC; Route 3 and H Line should connect</li> <li>• At N Penn Ave and Lowry Ave – C Line transfer opportunities</li> <li>• On Lowry Ave at Emerson/Fremont</li> <li>• On Washington at Plymouth Ave – locate station here to serve connections to Routes 3, 7, and 14</li> <li>• On Washington Ave at 10<sup>th</sup> Ave – station here due to high concentration of residents and businesses</li> </ul>
<p><b>Opportunity</b></p>	<ul style="list-style-type: none"> <li>• In downtown Robbinsdale station area, suggest moving track (elevated or at-grade) to south side to maintain small-town feel of Robbinsdale</li> <li>• Feel that West Broadway currently is more centric/accessible to residents than Lowry and Penn, which already have decent bus service; adding LRT here would calm traffic</li> <li>• Would like visualization of 26<sup>th</sup> Ave N as a bike/ped/transit mall</li> <li>• Consider split one-way operations on 21<sup>st</sup> Ave and Broadway or a transit mall on 21<sup>st</sup> Ave; would lessen impact to Broadway</li> <li>• Consider turning Bryant/12th/Aldrich into a pedestrian zone similar to Nicollet Mall</li> <li>• Feel that running LRT near Lyndale Ave N and 7<sup>th</sup> St would be encourage development that would make the area more pedestrian friendly, currently this area is dangerous for pedestrians</li> </ul>



# Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- Feel that alignments/stations in vicinity of Plymouth Ave provide good connections to regional trail infrastructure and Northeast Minneapolis
- Feel that West Broadway serves most transit dependent riders compared to North Loop
- Mixed feedback about routing through North Loop vs north side

## Advisory Committee Meeting Comments

The BLRT advisory committees, the Business Advisory Committee (BAC), Community Advisor Committee (CAC), Corridor Management Committee (CMC), and Technical Project Advisory Committee (TPAC) have provided key input throughout the new route selection process. In monthly meetings since the route release, the committees have weighed in with technical questions regarding light rail design and development, process considerations for how routes will be evaluated, and broader community concerns regarding positive and negative impacts.

### Key questions and takeaways:

- Anti-displacement is a priority and should be addressed immediately:
  - the project should find policy solutions for every stage of the light rail development, including planning, construction and after operations begin
  - the project should hire local experts to develop recommendations regarding preventing displacement
  - this group should incorporate feedback from people who may be impacted by displacement in the corridor as well as community and business groups and advisory committee members





## Public Engagement Report (July – August 2021)

METRO Blue Line Extension

- the group should be selected by a committee that involves advisory committee members and should continue to have contact with the advisory committees throughout the process
  - they should use relevant case studies, preferably local examples
  - this work should include all cities of the corridor, although there is an understanding it will affect the Minneapolis area (Area 3) of the corridor most
- What are the costs and benefits for each route in the route selection process?
  - What are the impacts for both options? How will it affect traffic, parking, business access, and properties in the area?
  - How will a light rail benefit the neighborhoods it connects? What does an investment of this scale look like in terms of new infrastructure?
  - How will bicyclist and pedestrians be connected to the stations? How are modes of transportation prioritized in this process?
  - How will the community benefit from the economic investment? For example, will the jobs be filled locally? Will there be trainings for workers who are at a disadvantage?
  - How will the “community-selected route” be determined by the community and evaluated by the project?



## Engagement Strategies and Approach

### *September – December 2021*

The METRO Blue Line Extension is looking for a route that does not use eight miles of railroad right of way as previously planned. Because of the shift away from railroad property, some of the project can remain the same, while other areas need to change.

Since August 2020, the project along with the community engagement cohort have engaged with communities through a variety of activities, including in-person and virtual community meetings, door knocking, attending community events, online and paper surveys, and interactive maps. See below for the timing and project updates shared during each round of engagement.

- **Round 1** (August 2020 through January 2021): Input on project goals, concerns, opportunities, and thoughts on potential new routes
- **Round 2** (March to June 2021): Input on new route options released as part of the Initial Route Modification Report
- **Round 3** (July to August 2021): Input on the connections that light rail would make within communities and station locations within those areas
- **Round 4** (September to December 2021): Input on updated design concepts and potential opportunities and impacts of light rail options

This document summarizes the feedback received during the fourth round of public engagement from September to December 2021, including a summary of responses and questions received from public meetings, advisory committee meetings, community cohort engagement, the online comment form, and the interactive feedback map.

From September through December 2021, project staff have engaged with the public about the project through the following:

- 7 public open houses
  - In-person meetings (156 attendees total):
    - Crystal: Wed, September 29, 2021 from 5 – 7 p.m.
    - Robbinsdale: Wed, October 27, 2021 from 5 – 7 p.m.
    - Minneapolis:
      - Tues, November 9, 2021 from 11:30 a.m. – 1:30 p.m.
      - Tues, November 16, 2021 from 5 – 7 p.m.
      - Sat, December 4, 2021 from 1:30 – 4:30 p.m.



# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

- Brooklyn Park: Mon, December 6, 2021 from 5 – 7 p.m.
- Virtual meeting:
  - Minneapolis: Mon, November 15, 2021 from 5 – 7 p.m.
- 90+ community cohort meetings, pop-up events, driveway chats
- 14 Advisory Committee meetings
- Interactive map: 148 comments
- Online comment form: 12 responses
- Many more questions and phone calls

## Common Themes

Below are the common themes that emerged from feedback received during this round of engagement:

- Mixed feedback on West Broadway vs. Lowry routes:
  - Prefer the Lowry Ave route – provides opportunity to develop vacant lots along Lowry Ave; feel that it's safer; West Broadway is very narrow and would result in impacts to businesses, residents, parking, etc. to fit light rail.
  - Prefer the West Broadway route – serves transit dependent populations and Northside residents and businesses; better meets project goals; West Broadway is denser (has more community destinations and services) than Lowry.
  - Prefer neither route – both routes have too many negative impacts to Northside residents and businesses; prefer the old alignment; need more information before making a decision.
- Avoid negative impacts/disruptions to existing communities and the environment (e.g., construction, noise, pollution, traffic operations, safety, business/resident displacement, gentrification)
- Displacement and gentrification occurring along the alignment is the highest concern; need up front commitment from the project team on these issues before selecting a route
- Need to ensure personal safety getting to/from stations and while on transit
- Ensure transit is accessible (e.g., stations are in walkable, visible, high-density areas; transit information is translated; safe pedestrian and bicycle connections; ADA-accessible)
- Prefer above/below grade route to minimize impacts to existing residents/businesses, improve transit experience
- Incorporate street beautification, public art, greening/landscaping along the route and at stations
- Concerns about the cost-effectiveness of the project; shift to working from home, no longer need to go to/from downtown



## Feedback from Open Houses

### Station recommendations

- Feel that station at 40<sup>th</sup> Ave is not near businesses and is too close to residential homes on both sides
- Support having a stop near North Memorial
- Recommend station at southwest Lowry/Victory – North Memorial Hospital; important to have direct access to ground level Oakdale/East entrance
- Concerned about cost/upkeep with more people using the parking ramp at North Memorial station
- Need two more stops on West Broadway
- Have covered stations, heat, light, emergency call options
- Feel that there should be parking, both short and long-term, available around stations
- Prefer a stop directly serving Heritage Park neighborhood (e.g., Lyndale and N 7<sup>th</sup> St, west of I-94)
- Prefer Lyndale Station because it is accommodating to I-94 traffic and access to Upper Harbor Terminal

### Minneapolis Route Options

- Mixed feedback on preferred route option
  - Prefer Lowry because LRT fits better, feels that it's safer, and there's potential for development
  - Prefer West Broadway because it has potential to reduce racial disparities and bring economic benefits; routing through North Loop isn't worth the challenges
  - Prefer neither option because both bring negative impacts (e.g., displacement) to residents and small businesses, more information is needed on current/potential development projects along each route
  - Feel that Lowry should have LRT and West Broadway should have BRT
  - Connection to Northeast Minneapolis is important
- Preference for all eastbound traffic on West Broadway and all westbound on 21<sup>st</sup> Ave N
- Concerns about options 3A-a, 3b-a, and 3C-a which would make West Broadway a one-way street and causing more speeding/accidents

December 6<sup>th</sup> Brooklyn Park workshop at the Community Activity Center





# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

November 16<sup>th</sup> Minneapolis workshop at Capri Theater

- Supportive of using 21<sup>st</sup> St for safety reasons
- Supportive of elevated line
  - Not hearing any reasons as to why LRT can't be elevated
  - Think the elevated option along Bottineau makes more sense than Lowry
- Prefer LRT is at-grade at Abbott (by ramp)
- Add a crosswalk to station and sidewalk connections to residential side at North Memorial station
- Concern about loss of parking

## *Need to ensure safety getting to/from stations and while using transit*

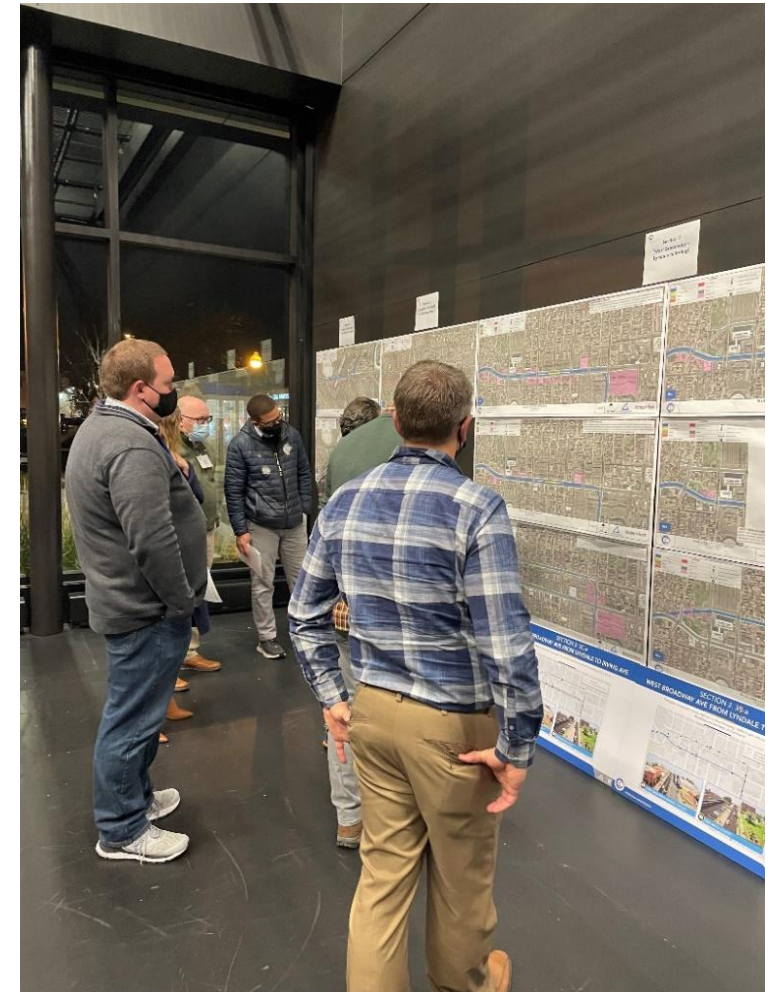
- Want to feel safe taking the train no matter what time of day it is
- Need for safe pedestrian/bike crossings
- At Emerson/Dupont split – need for pedestrian improvements along Emerson or alley of Dupont
- Traffic calming needed – ensure design makes drivers feel like they need to slow down and makes pedestrians and bicyclists feel like they are safer than they are currently
- Need more info about how accessible the route will be for bikers/how it will affect bikers

## *Visual appearance/landscaping*

- Incorporate greening to preserve small town feel and parkway appearance of Co. Rd. 81
- Need boulevard trees along Co. Rd. 81 from Abbott through downtown Robbinsdale

## *Concern about impacts due to construction*

- The LRT will go right through my backyard; concerned about the noise
- Will having an elevated train lessen the noise/dinging sound?
- Concerns about businesses being supported during construction





## *Public engagement*

- Appreciate the in-person meeting (vs virtual) – much easier to understand information presented
- Amount of information shown at meetings was overwhelming
- Disappointed at lack of information/answers to questions directly related to residents, displacement, and relocation

## *Anti-displacement*

- Minimize impacts, disruption, and displacement of Northside businesses (e.g., KMOJ, NAZ, Walgreens) and residents; they need to stay in the community
- Why was anti-displacement research not done first before bringing these routes to the public?
- Need more information on relocation process and policies to prevent indirect displacement

## *Other feedback*

- Need for more BIPOC representation at open houses and on the project team
- Supportive of this project because it will cut down on traffic congestion and greenhouse gas emission

## **Community Engagement Cohort Activities**

Since March 2021, project staff have contracted directly with 12 community and cultural organizations to support a robust engagement process. These organizations are seeking feedback on the project by hosting activities prioritizing low-income communities, communities of color, and specific areas of the corridor.

This relationship is a continuation of an approach that began in 2014 with the Health Impact Assessment, health equity engagement during station area planning and in 2020 when the project pivoted to explore the new direction for route options and station study areas.

The current community consultant organizations were selected to reflect constituencies identified in project stakeholder analysis along with their geographic focus within designated project areas. Selected consultants work as a team with complimentary services and Areas served. The Cohort meets as a team with Communications and Engagement Project staff to coordinate their efforts with the direction of the BLRT Project Management Team.

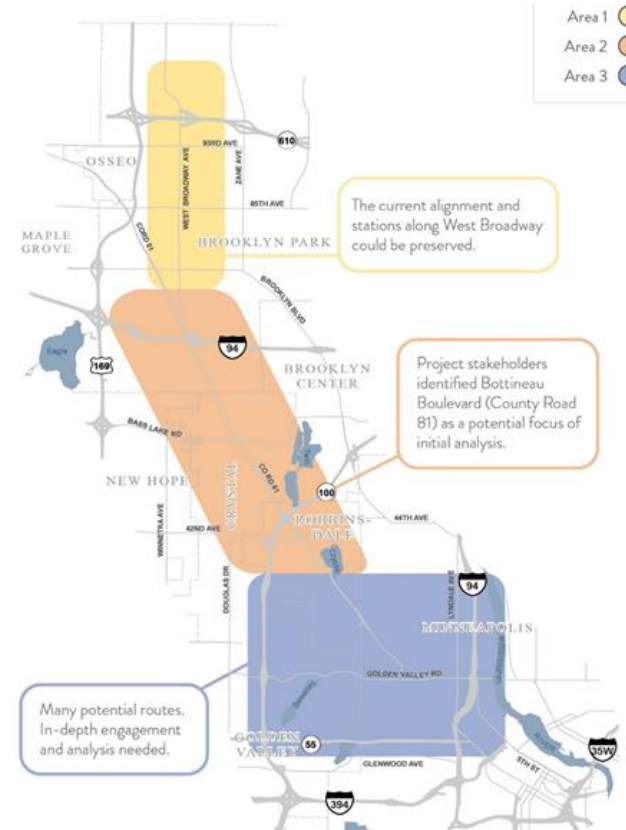




# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

Community Engagement Cohort	Areas Served
Asian Media Access Inc	Area 1, 2, 3
CAPI USA	Area 1, 3
Encouraging Leaders	Area 3
Harrison Neighborhood Association	Area 3
Juxtaposition Arts	Area 3
Lao Assistance Center of MN	Area 1, 3
Liberian Business Association	Area 1, 2
Northside Economic Opportunity Network	Area 2, 3
Northside Residents Redevelopment Council	Area 3
West Broadway Business Coalition	Area 3
Jordan Area Community Council	Area 3
Hawthorne Neighborhood Council	Area 3



Activities included door knocking, in-person and virtual focus group meetings, listening sessions and Facebook live events along with pop-up information tables at community events. The Cohort amplified project messaging to their networks and collected community feedback from all activities.



### Cohort Community Feedback Summary:

#### *Displacement and gentrification:*

- Displacement and gentrification occurring along the alignment is the highest concern; need up front (quantified) commitment from the project team on these issues before selecting a route
- Policy action is needed at the state and local level to address displacement and gentrification
- Many of the people that live in the light rail corridor are immigrants and refugees who are low- to middle-income; they can't afford to be displaced
- Need to support young people on the Northside by generating jobs, apprenticeship opportunities, career pathways
- Need for resources on displacement and relocation options
- Need to incorporate lessons-learned from past transportation projects that negatively impacted BIPOC communities to inform our approach – such as Green Line and Blue Line
- Fearful community will lose diversity of our corridor businesses and residents
- Previous promises for improvements to Harrison neighborhood need to be addressed such as safety improvements on Olson Memorial Highway: pedestrian crossings, sidewalks, bus stops.
- Need for rental assistance and affordable housing
  - Concern about not being able to afford increased property taxes but also not qualifying for affordable housing
  - Is Metro Transit investing in affordable housing along the corridor?
  - Need for mixed-use, multi-unit housing with variety of unit sizes
  - Need to address the Harrison neighborhood history of displacement and rising cost of housing
- Need to preserve affordable commercial space for small businesses
- Lao communities have lived near Van White Blvd and Olson Memorial Highway for many years

November 2021 Asian Media Access pop-up vaccination event







# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

Pop-up event by Lao Assistance Center in November 2021

- Suggest having a stop near Asian businesses/services (e.g., Asian grocery stores) to build wealth and keep people in the area
- Anti-displacement initiative:
  - Will the initiative address harm done from the previous alignment?
  - Will the CURA contract/scope be available to the public?
  - Initiative should address direct and indirect impacts to residents and businesses in North Minneapolis
  - Suburbs should be included in this work

## Route options:

- Experiencing tension amongst community about routing on West Broadway vs. Lowry; need the light rail to benefit all areas of North Minneapolis
  - Preference for routing on Lowry due to its proximity to residential areas and the limited space on West Broadway
  - Preference for routing on West Broadway due to density of businesses, housing, schools, libraries, etc. but concerned about how tight the right-of-way is; North Minneapolis has been left behind on development investments and needs light rail access/benefits more than North Loop; feel that the Lowry route would go through the community, not serve the community
- Not clear who ultimately makes the decision/votes on the final alignment
- Concerns about how light rail fit on the narrow streets in Minneapolis without impacting homes and businesses
- Need more information before making a decision on route
- Concern about at-grade design
  - Need for better traffic enforcement such as people running traffic lights and causing collisions with the trains.
  - Feel that light rail should be built above/below ground like in other major cities
  - Preference for elevated track on West Broadway
- Many transit-dependent people live along Zane Ave in Brooklyn Park and need reliable bus connections to light rail
- Concern that Washington Avenue/Lowry route development would not provide many jobs to community members





## *Riding transit:*

- Need to educate the community on how to ride transit/train
- Concerns about an increase of the cost of riding transit increase
- Will funding be provided to residents/businesses for bus rides and parking costs?
- When will the train operate?

## *Construction:*

- Concern with noise (e.g., during church and KMOJ radio hours) and environmental impacts with construction
- Concern about small business impacts during construction
- Need to understand the employment opportunities for BIPOC communities within the project such as construction jobs and contracts for construction

## *Adjacent properties:*

- Need for resources and data on how light rail affects property values
- Lowry Ave has a lot of vacant land that could be developed
- Opportunity to eliminate parking minimums and parking lots

## *Small businesses:*

- Concern about reduction of on-street parking, particularly for West Broadway businesses
- Suggest a parking ramp like at transit hubs or other creative parking solutions
- Need for resources/funding will be available for businesses impacted by construction and ways to make existing businesses stronger post-construction
- Many small businesses rent rather than own their space. Concern that landlords are holding onto their buildings without making improvements, waiting for an increase in property values to modernize them and increase the rents. Concern that landlords would kick out existing tenants and rent to outside businesses that can afford the higher rents.
- Interest in starting small businesses in the corridor
- Metro Transit should track impacts to businesses (e.g., how many close due to construction or by choice, whether light rail helps/hurts business). What were the impacts on businesses when the Green Line in St. Paul was built?
- Need for a job/workforce center near 85<sup>th</sup> Ave N in Brooklyn Park
- Are there plans for business incubation centers elsewhere (other than Brooklyn Park)?



# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

## *Station location and design:*

- Stations should be well lit and heated
- Stations should reflect local communities, culture, history; should enhance neighborhood aesthetically not just for their function
- Consider possibility of hosting pop-ups at stations around holidays/during certain times of year
- Easy/safe pedestrian and bike access to stations is key; improve sidewalk and bike lane connections
  - What will happen to the bike lanes, if LRT goes down Washington Ave?
- Concern that lack of parking at stations will cause riders to park in neighborhoods
- Locate stations at major intersections
- Include wayfinding to local businesses, places to get food, etc.
- Incorporate street beautification and public art
- Asian community wants to ensure there are community gathering/entertainment spaces next to the light rail; preserve the cohesion of Asian communities along the corridor
- See an opportunity for transit hubs at Emerson, Lyndale, and Washington

## *Accessibility:*

- Language/cultural barriers, preventing elders in Lao and Hmong community from riding light rail
  - Elders rely on younger generations to drive them places. Without transportation options, elders are stuck at home. Important they have access to light rail.
- Need for better translations of project materials
- Stations should have transit info available in multiple languages
- Suggest having multi-lingual transit staff at stations to help with translation/accessibility
- Ensure equal accessibility for disabled in station design and transit operation

## *Safety:*

- Concerned about safety on/at transit (e.g., sexual harassment, anti-Asian hate crime); especially during evening hours
- Concern that below grade stations will be hubs for crime/violence
- Ensure pedestrian and bicyclist safety when crossing streets and traveling to/from high activity areas such as parks and schools
  - Crossing 42nd/Lake Drive and Bottineau/81 is dangerous
- Need for security measures (e.g., cameras) at transit stations and on vehicles



## Public Engagement Report (September – December 2021)

METRO Blue Line Extension

### *Engagement process/communication:*

- Need more info on the project schedule
- Cohort members have noticed more awareness about the project from the larger community
- Homeless populations feel excluded from the engagement on this project
- Concern that renters' needs are not being prioritized
- Communities appreciate engagement early on in the process and ask that outreach is conducted where people naturally gather
- Ensure open lines of communication to avoid misinformation
- Concern about COVID's impact on people's ability to participate and focus on the project. Keep this in mind when making deadlines for submitting feedback.
- Door-knocking and social media engagement are strategies that have been working well
- Feel that small businesses need specific engagement
- Suggest mapping level of car ownership of households along light rail alignment and using this data to strategically place stations in areas with low car ownership
- Use marketing to change mindsets about transit – humanize North Minneapolis riders, showcasing diverse riders to break stereotypes
- Promote community assets (e.g., Theodore Wirth Park; cultural destinations to enjoy food, dance performances, celebrations; Farmers Market). The pink featured on project designs (indicating property impacts) overwhelmed communities engaged; need more sensitivity when presenting that info



*Cohort member, Asian Media Access, hosted a vaccination pop-up event in December 2021.*

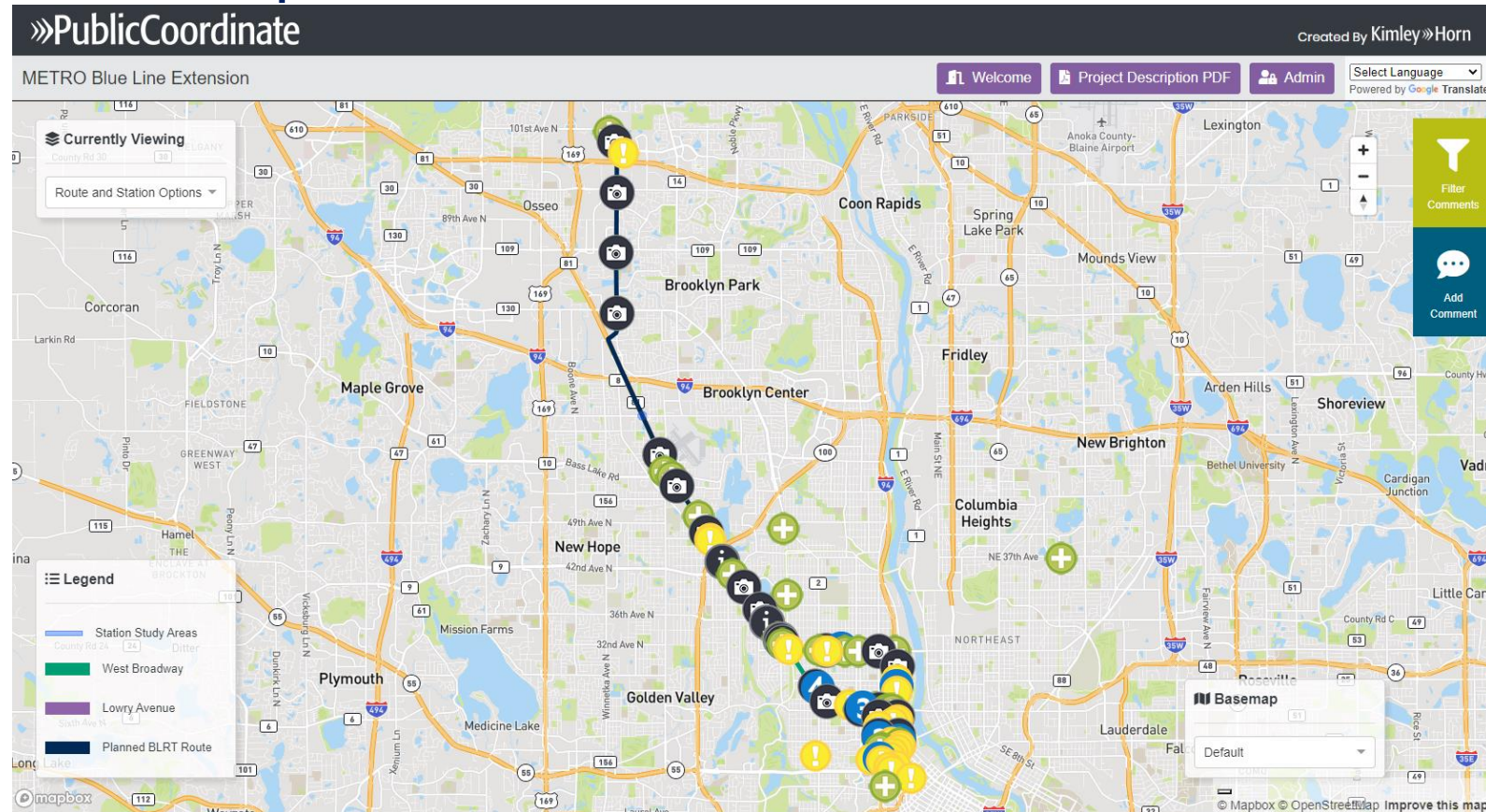




# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

## Interactive Map Comments



The interactive map featured and sought feedback on potential station locations and visualizations of how light rail could fit at locations along the considered routes. As of December 15, 2021, the interactive feedback map had 148 comments. The map featured two map layers:

- Stations and visualizations



# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

- Former light rail route

Users could select a pin and drop it on either of the map layers in locations where they wanted to provide feedback. Pin categories included: *concern* and *opportunity*. Users could also reply to images posted by the project team that showed engineering drawings and visualizations of what light rail could look like along the routes. The most commonly received feedback are summarized by pin category.

This round of engagement also focused on collecting community feedback on the refined the station study areas, route options, and connecting links to Target Field station in Minneapolis. The route options in Minneapolis were divided into seven sections to help the community give us feedback on potential design solutions in specific areas:

- Sections 1-4 cover the West Broadway Route
- Sections 5-7 cover the Lowry Route

The engineering drawings showed what light rail could look like on the Lowry and West Broadway Route options and potential building impacts of these options.

No comments were posted on the *Former light rail route* map layer.

## Interactive Map Comments by Pin Category

Map Layer	Total Number of Comments	Responses to Route Options in Minneapolis	Concern Comments	Opportunity Comments	Responses to Visualizations	Robbinsdale Engineering Drawings Comments
Route and Station Options	148	36	44	23	36	9

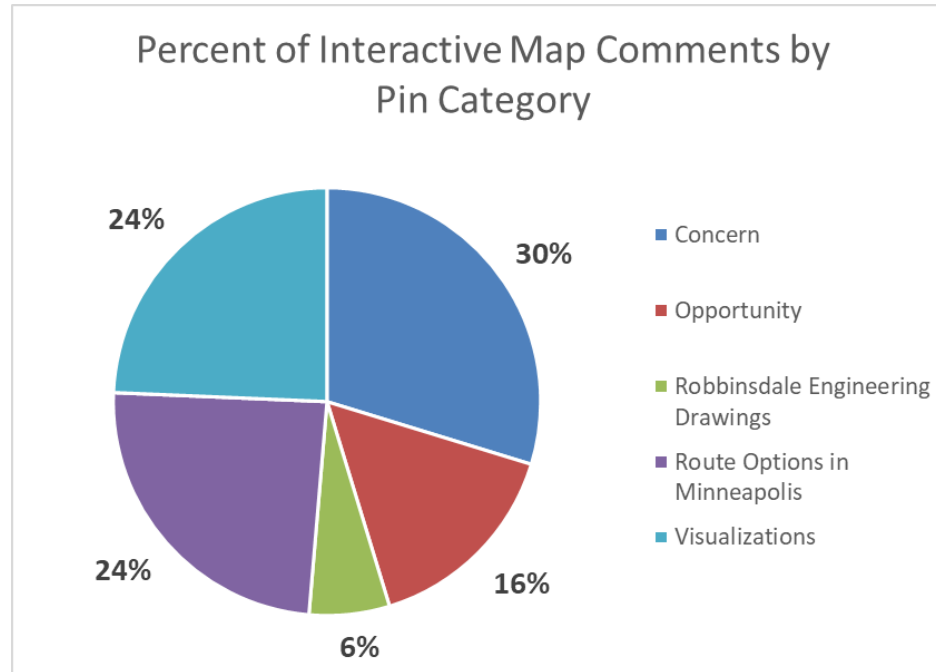


# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

Location of Minneapolis Route Options shown on the Interactive Map





## Stations and Visualizations Comments

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none"> <li>■ Mixed feedback about the Lowry Route                             <ul style="list-style-type: none"> <li>▪ The Lowry alignment won't serve many people. Missing the densest housing and mixed-use commercial area in North Minneapolis.</li> <li>▪ The freeway is a major barrier for pedestrians getting to a station.</li> <li>▪ There would be opportunity to develop the industrial section.</li> </ul> </li> </ul>





# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> <li>■ Mixed feedback about West Broadway route               <ul style="list-style-type: none"> <li>▪ Broadway is too narrow and there would be too many impacts to homeowners.</li> <li>▪ LRT infrastructure would help reduce automobile congestion along this corridor.</li> </ul> </li> <li>■ Along Lyndale Ave by Hall Park               <ul style="list-style-type: none"> <li>▪ Supportive of LRT running here because it would help traffic calming and improve safety for pedestrians.</li> </ul> </li> <li>■ A station location at Lyndale and 7<sup>th</sup> Street would serve Heritage Park and the surrounding neighborhood.</li> <li>■ Support for an elevated crossing at 7<sup>th</sup> Street and Olson Memorial Highway.</li> </ul>
<b>Opportunity</b>	<ul style="list-style-type: none"> <li>■ More easily access Elm Creek without a car.</li> <li>■ Consider moving the downtown Robbinsdale station north of 41<sup>st</sup> Ave as a center platform at grade.               <ul style="list-style-type: none"> <li>▪ Improved pedestrian and bike safety.</li> <li>▪ Better access to downtown businesses and services.</li> </ul> </li> <li>■ Supportive of the Lowry route               <ul style="list-style-type: none"> <li>▪ The road is wide and straight enough to make it less costly to construct.</li> <li>▪ Serves as a great location for walking distance for large number of residents.</li> <li>▪ Future D Line is a busy corridor and will be a great opportunity to Link BRT and LRT.</li> </ul> </li> <li>■ Overtime people will get used to the split directions at 21<sup>st</sup> Ave and West Broadway.</li> <li>■ A new bridge that enhances pedestrian and bicycle features at Lyndale Ave and 5<sup>th</sup> Street would provide a better environment to access the station.</li> </ul>
<b>Visualizations</b>	<ul style="list-style-type: none"> <li>■ Bottineau Blvd (County Road 81) at 40<sup>th</sup> Ave               <ul style="list-style-type: none"> <li>▪ Mixed feedback for the elevated option.                   <ul style="list-style-type: none"> <li>• Supportive because it will bring more accessibility and won't interfere with traffic.</li> <li>• Unsupportive because of cost and putting people out of business.</li> </ul> </li> </ul> </li> <li>■ Oak Grove Parkway               <ul style="list-style-type: none"> <li>▪ Supportive for the travel option and connection to current Green and Blue Lines for commuting and other actives.</li> </ul> </li> <li>■ 93<sup>rd</sup> Avenue</li> </ul>



# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

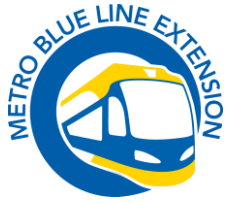
Comment Pin Type	Feedback
	<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>▪ Concern about bicycle access to this station.</li> <li>▪ Concern there won't be adequate amount of parking. Would like to see more park and ride sized lots along here.</li> </ul> </li> <li>■ 85<sup>th</sup> Avenue           <ul style="list-style-type: none"> <li>▪ Concern about pedestrian safety and this crossing. Would like to see a pedestrian bridge.</li> </ul> </li> <li>■ Brooklyn Boulevard           <ul style="list-style-type: none"> <li>▪ Concern about the modifications and the potential impacts to surrounding properties.</li> </ul> </li> <li>■ Bottineau Blvd (County Road 81) near the Crystal Airport           <ul style="list-style-type: none"> <li>▪ Not supportive of the proposed location of LRT.</li> </ul> </li> <li>■ Bottineau Blvd (County Road 81) South of Bass Lake Road           <ul style="list-style-type: none"> <li>▪ Supportive of this concept.</li> </ul> </li> <li>■ Bottineau Blvd at 48<sup>th</sup> Ave           <ul style="list-style-type: none"> <li>▪ Supportive of the location of LRT and the reduction of vehicle lanes.</li> </ul> </li> <li>■ Lowry Ave at Newton Ave           <ul style="list-style-type: none"> <li>▪ Supportive of Lowry as it doesn't impact the Broadway corridor.</li> <li>▪ Concern about the shared bike and road space, should have separate lanes.</li> </ul> </li> <li>■ Lowry Ave at Lyndale Ave           <ul style="list-style-type: none"> <li>▪ Concern about only having a single lane for vehicle traffic.</li> </ul> </li> <li>■ Washington Ave at 29<sup>th</sup> Ave           <ul style="list-style-type: none"> <li>▪ Supportive of this concept.</li> </ul> </li> <li>■ West Broadway at Queen           <ul style="list-style-type: none"> <li>▪ Concern about the amount of ambulance traffic on West Broadway.</li> </ul> </li> <li>■ West Broadway at Newton Ave           <ul style="list-style-type: none"> <li>▪ Consider tunnel option.</li> </ul> </li> <li>■ West Broadway at Emerson Ave           <ul style="list-style-type: none"> <li>▪ Concern about elevated LRT ruining the character of the area.</li> </ul> </li> </ul>



# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> <li>■ West Broadway at Lyndale Ave               <ul style="list-style-type: none"> <li>▪ Would like to see how the split option could preserve traffic flow.</li> </ul> </li> <li>■ Lyndale at 18<sup>th</sup> Ave               <ul style="list-style-type: none"> <li>▪ Concerned that this alignment doesn't reduce number of traffic lanes from what is planned (with sidewalk and bike lanes).</li> </ul> </li> <li>■ Washington Ave at 14<sup>th</sup> Ave               <ul style="list-style-type: none"> <li>▪ Supportive of LRT running down Washington Ave because it allows people to get to work easily.</li> </ul> </li> </ul>
<b>Route Options in Minneapolis</b>	<ul style="list-style-type: none"> <li>■ Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)               <ul style="list-style-type: none"> <li>▪ Support 1A-a because it looks like it'll be the fastest.</li> <li>▪ Support 1B because it continues to utilize Lyndale Avenue and will bring other road improvements.</li> </ul> </li> <li>■ Section 2 (Lyndale Avenue – Plymouth Avenue to West Broadway Avenue)               <ul style="list-style-type: none"> <li>▪ Support for 2A-a because of the station location.</li> <li>▪ Support 2A-b because it would offer more direct access.</li> </ul> </li> <li>■ Section 3 (West Broadway Avenue – Lyndale Avenue to Irving Avenue)               <ul style="list-style-type: none"> <li>▪ Mixed concerns about property impacts.</li> </ul> </li> <li>■ Section 4 (West Broadway Avenue – Lyndale Avenue to Irving Avenue)               <ul style="list-style-type: none"> <li>▪ Concerned about impact to the commercial fabric (4A-a)</li> <li>▪ Support for 4A-b because it has important transit connections that serve the community</li> </ul> </li> <li>■ Section 5 (10<sup>th</sup> Avenue/Washington Avenue – Target Field Station to Plymouth Avenue)               <ul style="list-style-type: none"> <li>▪ Concerned about too many curves in 5A.</li> <li>▪ Support for a North Loop station in 5B.</li> <li>▪ Concern about vehicle impact on 10<sup>th</sup> in 5B-b.</li> </ul> </li> <li>■ Section 6 (Washington Avenue to Lowry Avenue)               <ul style="list-style-type: none"> <li>▪ Concern that 6A-a does not have good character for a station location.</li> <li>▪ Feel that the station in 6A-b should be far north to reduce distance to the Upper Harbor Terminal.</li> </ul> </li> <li>■ Section 7 (Lowry Avenue – Washington Avenue to Bottineau Boulevard)               <ul style="list-style-type: none"> <li>▪ Support 7A-a and having a station at Freemont to transfer to D Line BRT.</li> </ul> </li> </ul>



Comment Pin Type	Feedback
	<ul style="list-style-type: none"> <li>▪ Consider a station on the I-94 overpass in 7A-b.</li> </ul>
<b>Robbinsdale Engineering Drawings</b>	<ul style="list-style-type: none"> <li>■ Robbinsdale (Area 2) 47<sup>th</sup> Avenue to 40<sup>th</sup> Avenue               <ul style="list-style-type: none"> <li>▪ Unsupportive of this station location. Place the station closer to downtown Robbinsdale.</li> </ul> </li> <li>■ North Memorial               <ul style="list-style-type: none"> <li>▪ Supportive of this option because it's more pedestrian focused.</li> <li>▪ Need to consider access from public streets and for bicyclists.</li> </ul> </li> </ul>

## Online Comment Form (November – December 2021)

We received 12 responses to the online comment form. Responses from the comment form are summarized below.

### Based on the new information presented in the interactive map, do you have a preferred route? Why?

- West Broadway
  - It's more accessible to people living south of N 26<sup>th</sup> Ave; having to use the freeway crossings at Plymouth or West Broadway are major barriers to access
  - Supportive of the light rail split with northbound on 21<sup>st</sup> and southbound on West Broadway
- Lowry
  - Provides access to more people than the West Broadway route
  - The C and D lines provide access to West Broadway and properties west of I-94; placing station east of I-94 would promote redevelopment of underutilized property
- Other
  - Prefer both routes; North Minneapolis as a whole deserves the economic benefits associated with light rail projects
  - Do not have a preferred route



- Prefer to take the bus
- There is less room on West Broadway than Bottineau

**There are multiple options for many of the sections shown in the image. What opportunities do you see with each option presented? What are your concerns with them?**

## Section 1

- Like the location
  - Makes sense to start here to transition further along the route
  - Overlap with D line BRT on 7<sup>th</sup> St
  - More transit running through this area would help connect North Minneapolis to downtown
- Concern about traffic impacts caused by routing on 7<sup>th</sup> St
  - Having LRT turn down 10<sup>th</sup> would bring less issues, smoother flow during peak traffic or large events
- Concern about impact to North Loop businesses
- There should be an elevated crossing on 7<sup>th</sup> St
- Money should not be invested in light rail

## Section 2

- Dislike this route – only one travel lane in each direction will be very frustrating to residents and community members
- Feel that this area would really benefit from access to transit; like that it includes the Harrison neighborhood
- Assume a bridge would be added, which increases cost

## Section 3

- Concerns:
  - About safety issues, feel that this is a dangerous area
  - About light rail causing congestion, this area experiences a lot of traffic
  - It will eliminate all parking on West Broadway



# Public Engagement Report (September – December 2021)

METRO Blue Line Extension

- This area needs careful design consideration and could benefit from thoughtful community-oriented design
- Station should be located between Emerson and Fremont
- Northbound trains should go on 21<sup>st</sup>; southbound trains should go on West Broadway

## Section 4

- Concerns
  - The route goes through a residential area with no stops
  - That it will eliminate all parking on West Broadway
  - That it'll make traffic flow hectic; many people commuting from the city to the suburbs in this area
  - That many key businesses for the Northside community are located here and would be impacted by construction
- Need for warm skyway access to the hospital

## Section 5

- Like this route option
  - Route is away from heavy traffic
  - Allows for a smooth transition into the city
- Feel that people along this route have a fair amount of transit access already
- Feel that this route would cause significant traffic issues
- Concern about impact to local businesses
- Don't like the location of the station; is a more direct alignment to the North Loop possible?

## Section 6

- This route has few people nearby; other areas would benefit more from public transit access; feel that this bypasses key areas of North Minneapolis
- Like this routing – Washington Ave has more space
- Build stations as far north on Washington as possible to give access to Upper Harbor Terminal
- Consider routing on:
  - N 2<sup>nd</sup> St – better access if future development happens here
  - The west side of I-94 to better serve North Minneapolis



## Section 7

- Concern about traffic impacts due to I-94 and Upper Harbor Terminal project
- Feel this route would be good for the Northside; will revitalize the community and allow for safe transit access to destinations like the Library, Fairview, and Upper Harbor Terminal

## Do you have any comments on designs for the route and/or information shown in Robbinsdale and Crystal?

- Need stations at:
  - North Memorial – hospital should have a say in the location of the station near their campus
  - Station north of 41<sup>st</sup> Ave, not south of 40<sup>th</sup> Ave
  - Near Hy-Vee
- Feel the station should be at-grade in Robbinsdale
- Need for parking at Robbinsdale station
- Why doesn't 63<sup>rd</sup> Ave station have express bus that goes directly downtown? People don't want continued construction on Co. Rd. 81
- Feel that no one will be going downtown anymore
- Corridor cities should join together to form a "minority-driven, economic and business based coalition corridor" and get funding to support and grow businesses while acquiring commercial real estate along the corridor

## What other feedback do you have for us?

- Invest in clear air buses
- Prefer route that doesn't require people from North Minneapolis to cross I-94 to access the light rail
- Feel that the light rail project should be delayed
  - Minnesotans love their cars and won't give them up
  - Pandemic has changed people's work/life/commute needs; people's need for transit has changed
- Against moving light rail off Co. Rd. 81 at West Broadway in Brooklyn Park; most people in this area do not want light rail here
- Need more info about:
  - Projected ridership





- How the different alignments affect travel time
- Show businesses/businesses owners along each route so community knows who will be impacted by this project, where help is needed, trouble areas

## Advisory Committee Meeting Comments

The BLRT advisory committees, the Business Advisory Committee (BAC), Community Advisor Committee (CAC), Corridor Management Committee (CMC), and Technical Project Advisory Committee (TPAC) have provided key input throughout the new route selection process which helped shaped the direction of public engagement and informational tools available to the public. . The BAC, CAC, and CMC all met monthly between September 2021 and December 2021 and the TPAC met bi-monthly, for a total of 14 meeting between all committees during this period. Additionally, advisory committee members attended and helped host other events and conversations in their communities. The themes for those meetings are summarized below.

### Key questions and takeaways:

- Anti-displacement continued to be a priority for the project and the following were expressed regarding this effort during this period:
  - Advisory committee members would like to be involved in the selection of working group members
  - The working group, CURA and related entities should seek immediate/interim actions to address displacement where possible
  - The members of the working group need to represent a wide diversity of communities and opinions
- Interest in making sure the information shared at committee meetings was broadly available to the public:
  - Open houses should be broadly advertised
  - All information needs be plain language, particularly for design details and the anti-displacement initiative
  - Concern that this is an important decision and not everyone is aware of the options
  - The public needs to see potential building and access impacts to understand to have an opinion on the routes
- Desire for the evaluation of the routes to be comprehensive, reflective of community input and considerate of many data inputs
- Concerns for building impacts and safety for all communities
- Support for thorough coordination with public entities like the City of Minneapolis in order to assure the route is in coordination with other public investments and plans



## Public Engagement Report (September – December 2021)

METRO Blue Line Extension

- Questions about design details regarding:
  - Safe connections and crossings for pedestrians and cyclists
  - Green infrastructure along the route
  - Opportunities to involve BIPOC businesses in design
  - Design needs to be creative and consider all options- nothing is off the table
  - Desire to keep pursuing elevated guideway and other options where applicable
  
- Questions about the construction phase including:
  - Can the project assure that there will be training opportunities and jobs for corridor residents and communities?
  - How can the project support businesses impacted by construction?



## Engagement Strategies and Approach

### *September – December 2022*

The METRO Blue Line Extension is continuing to refine route options, alignments, and station locations after selecting the West Broadway route modification recommendation.

Since August 2020, the project team, along with the community engagement cohort, has engaged with communities through a variety of activities, including in-person and virtual community meetings, door knocking, attending community events, online and paper surveys, and interactive maps. See below for the timing and project updates shared during each round of engagement.

- **Round 1** (August 2020 through January 2021): Input on project goals, concerns, opportunities, and thoughts on potential new routes
- **Round 2** (March to June 2021): Input on new route options released as part of the Initial Route Modification Report
- **Round 3** (July to August 2021): Input on the connections that light rail would make within communities and station locations within those areas
- **Round 4** (September to December 2021): Input on updated design concepts and potential opportunities and impacts of light rail options
- **Round 5** (April to May 2022): Input on the route recommendation as part of the Final Route Modification Report
- **Round 6** (September to December 2022):
  - **September** – Input on three route options between Target Field Station and West Broadway and four route options between Washington Avenue and Irving Avenue in Minneapolis.
  - **October – December** – Input on route options that will be studied in the environmental document, share updates on the anti-displacement working group’s work, and discuss next steps for the project.

This document summarizes the feedback received during the sixth round of public engagement from September to December 2022, including a summary of responses and questions received from public meetings, advisory committee meetings, community cohort engagement, the online comment form, and the interactive feedback map. Project staff have engaged with the public about the project through the following events:



## Public Engagement Report (September – December 2022)

METRO Blue Line Extension

- 13 public open houses (9 in-person, 4 virtual)
  - In-person meetings (147 attendees total)
    - Target Field Station to West Broadway route options
      - Wed, September 14 from 5 – 7 p.m. at V3 Sports Center (Lyn-Park Neighborhood Meeting)
      - Tue, September 20 from 5 – 7 p.m. at Encouraging Leaders
      - Wed, September 28 from 5 – 7 p.m. at Franklin Middle School
    - West Broadway/21st Avenue between Washington and Irving route options
      - Thu, September 29 from 5 – 7 p.m. at Sanctuary Covenant Church
    - Minneapolis
      - Tue, October 18 from 5 – 7 p.m. at Episcopal Church in Minnesota
    - Brooklyn Park
      - Wed, October 19 from 5 – 7 p.m. at Brooklyn Park Library
    - Robbinsdale
      - Tue, October 25 from 5 – 7 p.m. at Elim Lutheran Church
    - Crystal
      - Wed, October 26 from 5 – 7 p.m. at Crystal Community Center
  - Project Information Session (74 attendees total)
    - Sat, November 5 from 10 – 11:30 a.m. at Twin Cities International School
  - Virtual meetings (29 attendees total):
    - Overview of route options under consideration in Minneapolis
      - Thu, September 22 from 5 – 6:30 p.m.
      - Wed, September 28 from noon – 1:30 p.m.
    - Review of impacts to be studied in the environmental document
      - Thu, October 20 from 5 – 6 p.m.
      - Fri, October 21 from noon – 1 p.m.
- 40+ community cohort meetings, pop-up events, and driveway chats
- 9 door-knocking events with businesses on West Broadway in Minneapolis and Robbinsdale reaching over 45 business and/or property owners and community members
- Tabled over 15 community events corridor-wide reaching over 450 attendees
- 3 Advisory Committee meetings
- 2 Anti-displacement Work Group meetings



# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

- Interactive map: 144 comments
- Online comment form (September): 77 responses
- Online environmental survey: 64 responses
- Many more questions and phone calls

## Common Themes

Below are common themes that emerged from feedback received during this round of engagement.

### Minneapolis

- Mixed feedback on the Target Field Station to West Broadway route options (see Figure 1)
  - **Prefer the Lyndale Avenue option:** Lyndale provides the most direct link between Target Field Station and West Broadway. It is accessible to the residential communities surrounding Lyndale and connects directly to several bus lines and the V3 sports complex. This option provides better wealth building opportunities for Northside residents.
  - **Do not prefer the Lyndale Avenue option:** The Lyndale option disrupts residential communities, especially the LynPark community made up of primarily Black and Brown homeowners. Residents are concerned about property being taken and value decreasing, noise and pollution, as well as the aesthetics and feel of their suburban style subdevelopment being changed by the alignment. Increased traffic is also a concern regarding safety for school children and elderly.
  - **Prefer the east of I-94 option:** In contrast to Lyndale, the east of I-94 option is perceived to have very little residential impacts and has potential to spur new development in the North Loop and along the river.
  - **Do not prefer the east of I-94 option:** A much longer and thus slower route to get from Target Field Station to West Broadway. Businesses with deliveries made by large trucks could be

Figure 1. Target Field Station to West Broadway route options





## Public Engagement Report (September – December 2022)

METRO Blue Line Extension

disrupted by light rail. Twin Cities International School students and staff will be impacted by noise, construction and safety concerns.

- **Prefer the west of I-94 option:** (*No longer in consideration*): Faster route from Target Field Station to West Broadway than Lyndale or East of I-94 options with less sharp turns and less impacts to traffic and property.
  - **Do not prefer the west of I-94 option** (*No longer in consideration*): Reduced access for residents of neighborhoods west of alignment.
- West Broadway/21st Avenue between Washington and Irving route options, described below:
    - **Option A:** Center running light rail and two lanes of traffic along West Broadway
    - **Option B:** Side-running light rail on West Broadway. Traffic is split with one lane on West Broadway and two lanes on 21st Ave N
    - **Option C:** Side-running light rail and traffic is split between West Broadway and 21st Ave N
    - **Option D:** Light rail only on 21st Ave N and four lanes of traffic on West Broadway (as it exists today)
      - **Prefer West Broadway (Option A):** The West Broadway option would bring people to commercial areas that they frequent. Brings an opportunity to revitalize the commercial corridor.
      - **Do not prefer West Broadway:** Construction will disrupt businesses who have already been through a lot. Removal of on street parking is concerning.
      - **Prefer 21st Avenue (Option D):** Less disruption to West Broadway business while giving transit riders access to these businesses.
      - **Do not prefer 21st Avenue:** Strange to get off light rail at rear of businesses. Impacts more residential homes.
      - **Prefer Split Option B or C** (*No longer in consideration*): Brings residents to West Broadway destination and reduces traffic on West Broadway while maintaining traffic in east and west directions.
      - **Do not prefer Split Option B or C** (*No longer in consideration*): Impacts business properties on West Broadway and residential on 21st Avenue. Could be confusing for riders to know which station goes in which direction and to make transfers.

### Robbinsdale

- Station locations
  - Stations at 40<sup>th</sup>, 41<sup>st</sup>, and 42<sup>nd</sup> Avenues received some comments of support and concern from residents.
  - 42<sup>nd</sup> Avenue was preferred by one to lessen impact on downtown.
  - One commenter said a light rail station would only make sense at 41<sup>st</sup> Avenue if the entire station and track were elevated.
  - A station at 40<sup>th</sup> Avenue would need special attention to bicycle and pedestrian safety.



# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

- Park-and-ride

- One commenter preferred a park-and-ride on the west side of Bottineau Boulevard to encourage support of retail on that side.
- North Memorial Station was also said to need its own parking space, so commuters do not park in the surrounding neighborhoods.

## *Crystal*

- No comments regarding presented design alternatives

## *Brooklyn Park*

- No comments regarding presented design alternatives



### Feedback from September Open Houses

Open houses featured informational boards displaying the route options and background information on the project as well as large map layouts with a more detailed view of route options. Staff were present to answer questions and take notes from community members as they explored the information.

#### Target Field Station to West Broadway route options

- Concerns about impact to residential neighborhood
  - The congestion and pollution produced by light rail impacts community members
  - Property impacts to LynPark homeowner properties
  - Disruption to flavor and aesthetics of LynPark (“suburb in the city”)
  - Property impacts to a majority Black neighborhood
  - Safety concerns for seniors in wheelchairs crossing the street
  - Noise concerns
  - Concern about additional traffic, trouble for school buses
  - Concern about loss of greening/greening is important
  
- Opportunity for development east of I-94
  - Good opportunity for transit-oriented development on Washington Avenue around station areas.
  - Far less perceived residential property impacts east of I-94.

#### Route preference:

When asked, over half (55%) of respondents said they prefer to see the East of I-94 route option advance.

#### Which route option do you want to see advance from Target Field Station to West Broadway in Minneapolis? (66 responses)

- Lyndale Avenue: 38%
- East-I-94: 55%
- West I-94: 7%

#### Why?

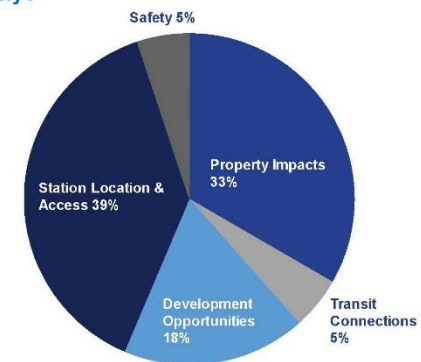


Figure 2. Target Field Station to West Broadway route option preferences and reasons for preferences

Source: In-person and virtual meetings, survey responses





# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

## West Broadway/21st Avenue between Washington and Irving route options

- Property impact concerns for all options
  - West Broadway option would impact less residential homes.
  - Splitting train creates the most impact to properties.
  - Impacts to on-street parking, parking solutions needed.
  
- Consider communities' specific safety needs
  - All stops need to be safe and secure.
  - West Broadway has more eyes on the street.
  - Getting off train on 21st Avenue facing rear of businesses does not feel as safe.
  - Construction impacts are concerning.
  - Some businesses prefer 21st Avenue, concerned about construction impacts after having been through pandemic.
  
- Prioritize accessibility of transit lines
  - More stations are desired. Appears to be a long walk to station for some on West Broadway.
  - Local bus service needs to be maintained.



Figure 3. West of I-94 Open House at Encouraging Leaders, September 20th

### Route preference:

When asked, over half (58%) of respondents said they prefer to see Option A advance (light rail and two lanes of traffic along West Broadway).

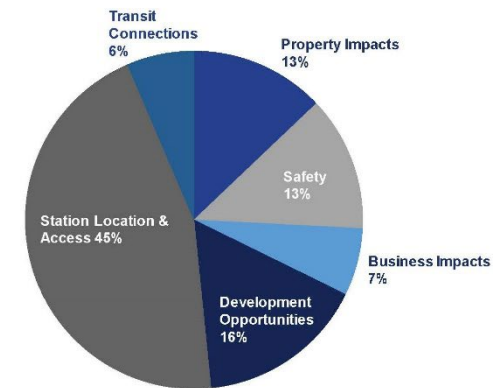
### Which route option do you want to see advance between Washington and Irving Avenue in Minneapolis? (33 responses)

- Option A: 58%
- Option B: 9%
- Option C: 15%
- Option D: 18%

Figure 4. West Broadway between Washington and Irving route option preferences and reasons for preference

Source: In-person and virtual meetings, survey responses

### Why?





## Online Comment Form (September 2022)

### *Target Field Station to West Broadway route options*

- Lyndale
  - Lyndale Avenue is the most direct route to residential and commercial areas.
  - This option would serve the most people.
  - Straight forward design with fewer curves would allow for greater speeds and service times.
  - Some don't see the benefits of this routing outside of being a straight/direct line and no station is planned there.
  - Lyndale and Plymouth station area would offer good bus connections and access to new V3 sports community center; Lyndale and West Broadway is a challenging intersection.
  - Easier to access for residential areas without having to cross freeway.
- East of I-94
  - Focus on growing North Loop with newer businesses and apartments, less disruptive of tight Lyndale corridor.
  - Better for redevelopment opportunities along riverfront and in North Loop.
  - Better access for Northeast residents who have poor transit connectivity.
  - The several sharp turns required to include an additional North Loop station slows the route.
- West of I-94
  - Could be constructed to give greater speeds to train without being slowed by additional North Loop station.
  - Route should prioritize providing fast and reliable service with stations in walking distance of destinations. West of I-94 does this better than east of I-94 option.
  - Alignment provides quicker service without sacrificing connectivity.
- Other
  - Would like to see noise study to compare light rail to standard traffic noise.
  - Important to bring comprehensive information to meetings to mitigate misinformation and irrational fears.
  - Use community-specific design considerations for furniture, lighting fixtures, service poles, etc. to promote the diversity of each neighborhood and give communities buy-in.
  - Service times and service to areas with the greatest number of residents and businesses should be the priority.



# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

## West Broadway/21<sup>st</sup> Avenue between Washington and Irving route options

- West Broadway
  - Reducing West Broadway to two lanes will improve bike/pedestrian access and safety and bring a neighborhood feel to the corridor.
  - People are accustomed to center-running light rail due to Green Line.
  - Important to maintain two-way traffic.
  - Route goes to commercial corridor where people want to go.
  - Consider grade separation/elevated route over West Broadway to relieve traffic conflicts, travel faster, and reduce pedestrian/train interactions.
  
- 21st Avenue
  - 21st Avenue option diverts foot traffic away from businesses, defeating the revitalization purpose of the project.
  
- Split options
  - Good in-between, bringing travelers to businesses without making it too challenging to drive.
  - Doesn't disrupt businesses on West Broadway, while bringing much-needed reliable transit to the area.



Figure 5. West Broadway Open House at Episcopal Church in Minnesota, October 18



## Feedback from October – November Open Houses

### ■ Minneapolis

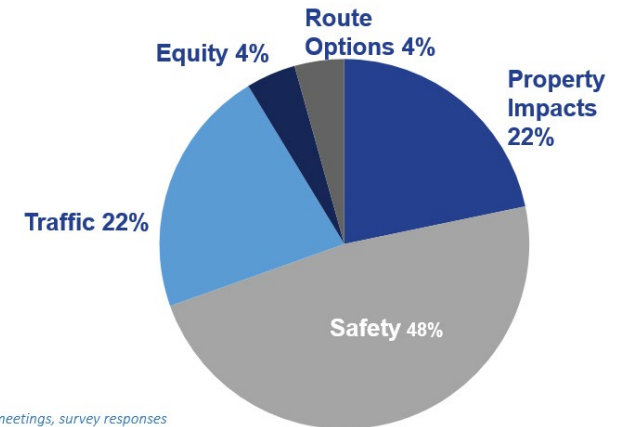
- Lyndale Avenue is the best option.
- Will increase property values.
- Remove bike lane on Lyndale so less property needs to be taken on Lyndale.
- Lyndale option will help people in Fremont area.
- Concerned for safety of students at Twin Cities International School (TCIS).
- Air quality concerns.
- Concern about worsening traffic congestion on Lyndale.
- Concern about increasing crime near Lyndale homes and TCIS.

### ■ Brooklyn Park

- Study bus rapid transit alternative to light rail.
- Provide route tour for elderly to help them understand safety and access.

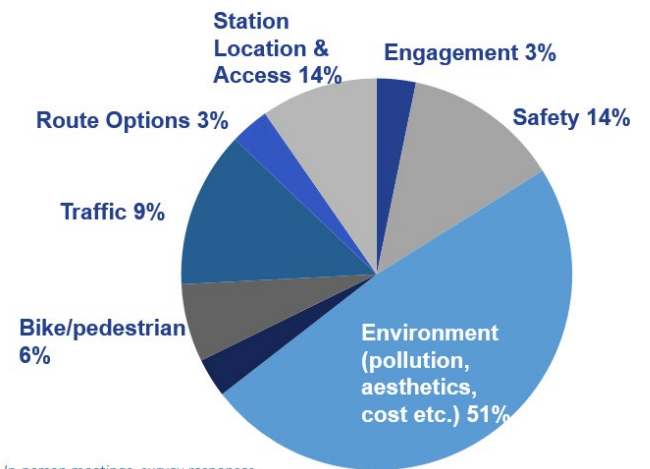
### ■ Robbinsdale

- Like the ability to get from north suburbs to the airport.
- Dangerous intersections at 42nd Avenue and at Lakeland, concerns about adding train to traffic.
- Commenter preferred station north of 40th Avenue.
- Would prefer to build a park-and-ride on west side of County Road 81 so riders are more likely to support retail district.
- Concerns about impact on lake water quality.
- Like idea of park-and-ride matching the feel of the historic downtown.
- Accommodate mixed use traffic including bus routes.
- Park-and-ride locations should consider traffic in and out during rush hour.
- Questions about whether a park-and-ride in Robbinsdale is really needed. Stations like Bass Lake Road Station are a better fit for park-and-ride.



Source: In-person meetings, survey responses

Figure 6. Minneapolis comments summarized by topic



Source: In-person meetings, survey responses

Figure 7. Robbinsdale comments summarized by topic.



## Public Engagement Report (September – December 2022)

METRO Blue Line Extension

- Question about how emergency services will have access during construction.
- Some offered support for light rail while wanting to maintain feel of a quaint downtown, community, and lake town.
- Crystal
  - Feel that light rail is a bad idea because, by the time it's built, a new technology will be better and cheaper.
  - Lighting should be pointed downward and should be orange tinted for the benefit of wildlife.
  - If the environmental review finds that some natural place will have to be destroyed in the construction process, local municipalities should be offered compensation for improvements for their natural places.
  - Ensure electric vehicle charging availability at the park-and-rides.
  - Provide trash, recycling, and organics recycling at park-and-rides.
  - Add solar panels along the route.

### Comments from Online Environmental Survey

- Minneapolis
  - Concerned for safety of students and teachers at Twin Cities International School as well as noise and pollution from construction.
  - Stations at Plymouth and Lyndale provide future connections to the new aquatic center and surrounding neighborhoods.
  - Concern about disruption to Cord-Sets business that receives deliveries on N 10th Avenue.
  - Concern for neighborhood security with increased foot traffic.
  - Residents along West Broadway will not use the light rail if it does not feel safe.
  - Property impacts to backyards could affect leisure activities.
  - Fears about impacts to West Broadway businesses based on experience with Green Line in St. Paul.
  - Businesses on West Broadway are concerned about the loss of parking.
  - There are only two access streets into the LynPark neighborhoods from Lyndale Avenue on 14th and 18th.
- Robbinsdale
  - Concerns that Blue Line will divide Robbinsdale by going down middle of Bottineau.
  - Have park-and-ride and station design match feel of historic downtown.
  - Preferred the Bottineau/railroad track route.
  - Concerned about noise and air pollution.



- Plans should incorporate sound and visual barriers for safety and comfortability of neighborhood.
  - Light rail will impact small town atmosphere of Robbinsdale by disrupting green space, preservation of downtown, and add to congestion on Highway 81.
  - Many commenters claim light rail is not safe and concern has risen with increasing crime rate
  - Residents will be afraid to ride through North Minneapolis.
  - Concern about construction impacts to businesses and traffic flow.
  - Concern that project will be expensive, over time and over budget based on Green Line Extension progress.
- Non-location specific
- Concerns about lack of ridership post-pandemic.
  - Safety concerns with security on light rail.
  - Concerns about project cost compared to its benefits.

## Community Cohort Feedback

Many different organizations have been and will be a part of the community engagement cohort depending on their interest and current project needs. Phase 2 of the community engagement cohort began in September 2022. At this time a new cohort was formed to address the environmental phase of the project. Organizations participating in the current community engagement cohort include:

- A Mother's Love
- Asian Media Access Inc.
- Encouraging Leaders
- Juxtaposition Arts
- Lao Assistance Center of MN
- Liberian Business Association
- Pueblos de Lucha y Esperanza
- Northside Economic Opportunity Network
- West Broadway Coalition

During the cohort's first meeting, participants introduced themselves and gave an overview of the communities they would be reaching and the tactics they would be using. Cohort members planned to reach the community via social media, in-person engagement, door knocking at homes and businesses, events, and relationships with other community institutions like churches and schools.

During the cohort's second meeting in October, participants shared feedback they had received in their initial engagement efforts. Themes included:

- Small business and job creation





# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

- People expressed interest in opportunities for job creation within communities.
- Desire to support existing small businesses and concern about displacement impacts.
- Concern about parking impacts for small businesses.
- Safety
  - Concerns about crime while riding transit.
  - Fear of existing and increasing crime around station areas.
- Transit access
  - Some populations have difficulty boarding the bus and fear of riding transit in general.
- Access to information
  - Some groups reached by cohort engagement cannot easily access information online.

## Interactive Map Comments (September 2022)

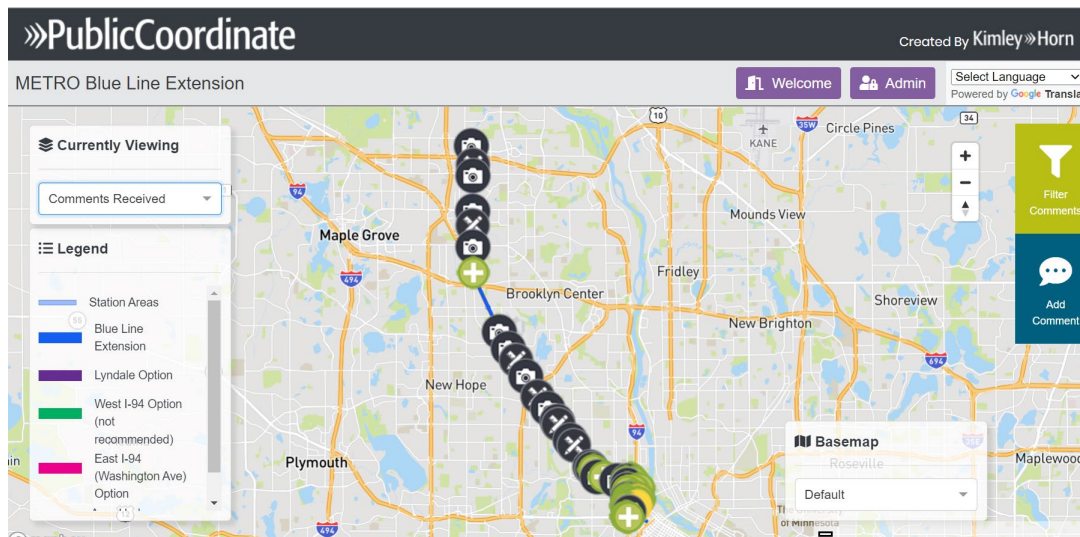


Figure 8. Comment pins on interactive map

The interactive map featured and sought feedback on potential station locations and visualizations of how light rail could fit at locations along the Blue Line Extension corridor. 144 comments were received.



# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

May Layer	Total Number of Comments	Concern Comments	Opportunity Comments	Responses to Visualizations	Engineering Drawings Comments
Comments Received	144	19	70	31	24

## Concerns

- Lyndale option is best way to secure wealth building opportunities for BIPOC residents.
- Slow turns to and from a new North Loop station would be detrimental to the whole route, better to spend money improving pedestrian experience between North Loop and Target Field Station.
- Lyndale route is too close to residential homes and will be dangerous for the park.
- Station near Plymouth & 3<sup>rd</sup> Avenue (West of I-94 option) is a bad location facing parking ramps and business backs.
- 10<sup>th</sup> Avenue (West of I-94 option) is crowded, and route could block access to fire station and school buses.
- Light rail on Lyndale is slower and safer than current vehicle traffic.

## Opportunities

- Station between Emerson and Fremont would make connection to D Line as easy as possible.
- Station at Broadway and Lyndale needs to be considered to reduce walking distance from Fremont.
- A light rail exclusive bridge over I-94 is better for a more direct and faster route.
- Is it possible to locate station at surface parking lot on West Broadway and Dupont Avenue?
- Add stop to serve Heritage Park neighborhood.
- Consider elevated sections of line to preserve pedestrian environment.

## Visualizations

- Mixed ideas about safety concerns near Hall Park, some think light rail will make cars drive slower and reduced traffic will make it quieter.
- Separation of traffic from pedestrians and bikers on Lyndale is good.
- Side running light rail is superior to current Lyndale speedway.
- Consider elevating section at West Broadway and Emerson, would speed up travel time and increase reliability.





## *Engineering Drawings*

- Too many lanes of traffic on Bottineau and 40<sup>th</sup> Avenue, makes it difficult to cross.
- Split route with one way traffic on West Broadway and 21<sup>st</sup> Avenue would have larger property impacts and make transit less effective.
- A station closer to homes is better than closer to the freeway (Lyndale).
- Less sharp turns and a more direct route is preferred for Lyndale option coming from Target Field Station.
- West Broadway Option A is the best because that is where the destinations are.

## **Cultivate Arts**

The Cultivate Arts program worked with local artists to conduct culturally relevant engagement in the form of dance, murals, and other arts during 31 events along the Blue Line corridor from July through November. In total, over 5,000 residents of a wide range of ages and cultures were engaged, many of which would not have attended a typical engagement event.



# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

Events held from September to November included:

Date	Location	Event	Artist
3-Sep	Lakeview Terrace Park, Robbinsdale	Project 281	Malik De Universo
6-Sep	Farmer's Market-Becker Park, 5530 Douglas Dr N, Crystal	Afrodance for All	Afrocontigbo
8-Sep	Capri Theater, 2027 W Broadway Ave, Minneapolis	Dis Place Ment Home	Bayou Bay
10-Sep	Open Streets West Broadway, Minneapolis	At the Front of the Line	Geno Okok
10-Sep	Open Streets West Broadway, Minneapolis	Robot Mobile Disco	Nick Knutson
10-Sep	Open Streets West Broadway, Minneapolis	AMA Project Resonance	Asian Media Access
11-Sep	Becker Park, 5530 Douglas Dr N, Crystal	Afrodance for All	Afrocontigbo
11-Sep	Valley Community Church, 3100 Lilac Drive N, Golden Valley	HeART Connection Project	Daren and Laura Hill
13-Sep	Farmer's Market-Becker Park, 5530 Douglas Dr N, Crystal	Afrodance for All	Afrocontigbo
13-Sep	Becker Park, 5530 Douglas Dr N, Crystal	On the Ground Up	Harper Steinbach
17-Sep	Lakeview Terrace Park, Robbinsdale	On the Ground Up	Harper Steinbach
20-Sep	Becker Park, 5530 Douglas Dr N, Crystal	On the Ground Up	Harper Steinbach
24-Sep	Northrup King Building, 3rd Floor Gallery, Studio 332, Minneapolis	Dis Place Ment Home	Bayou Bay
30-Sep	West Broadway Farmer's Market, Minneapolis	On the Ground Up	Harper Steinbach
15-Oct	St. Andrew's Episcopal Church, 1832 James Ave N, Minneapolis	Rails to Souls	Jerry Sedgewick
22-Oct	Capri Theater, 2027 W Broadway Ave, Minneapolis	Dis Place Ment Home	Bayou Bay

Additional information on the Cultivate Arts program can be accessed at their website: <https://mybluelineext.org/Cultivate>.

## Anti-Displacement

Beginning in March 2022, the Blue Line Extension Anti-Displacement Work Group started a process that will result in actionable recommendations to prevent displacement and maximize community benefits along the planned light rail line that will connect the communities of North Minneapolis, Robbinsdale, Crystal and Brooklyn Park to the regional transit network.

Led by the Center for Urban and Regional Affairs (CURA) in partnership with Hennepin County and the Metropolitan Council, the 26-member Anti-Displacement Work Group includes people who are residents and business owners in the area, people with lived experience with displacement, and people from the philanthropic community and government agencies.



# Public Engagement Report (September – December 2022)

METRO Blue Line Extension

In addition to monthly public meetings, the Anti-Displacement Work Group has hosted three day-long workshops with the Work Group members between May 2022 and December 2022 focusing on:

- Developing a structure for recommendation making.
- Understanding displacement and lessons learned from previous light rail projects.
- Knowledge of national policies in place to mitigate displacement and understanding of current housing programs facilitated by governments in the corridor today.
- Business and cultural displacement.

The fourth and final workshop is planned for early 2023 and will focus on finalizing anti-displacement recommendations to move forward.

## Advisory Committees

The Business Advisory Committee (BAC) and Community Advisory Committee (CAC) met on December 6 (BAC) and December 7 (CAC) to introduce the new committee members, review committee charters, discuss the roles of the committees and their members, and receive a project update from staff. Discussion during these meetings included:

- BAC: A belief from some members that project staff during the previous BAC meeting spent too much time discussing the anti-displacement work.
- BAC: Members debated the adequacy of previous engagement work done by the project.
- CAC: A desire for more communication with the public regarding the project's environmental and anti-displacement work.



## Engagement Strategies and Approach

### January – May 2023

The METRO Blue Line Extension is continuing to refine route options, alignments, and station locations after selecting the West Broadway route modification recommendation.

Since August 2020, the project team, along with the community engagement cohort, has engaged with communities through a variety of activities, including in-person and virtual community meetings, door knocking, attending community events, online and paper surveys, and interactive maps. See below for the timing and project updates shared during each round of engagement.

- **Round 1** (August 2020 through January 2021): Input on project goals, concerns, opportunities, and thoughts on potential new routes
- **Round 2** (March to June 2021): Input on new route options released as part of the Initial Route Modification Report
- **Round 3** (July to August 2021): Input on the connections that light rail would make within communities and station locations within those areas
- **Round 4** (September to December 2021): Input on updated design concepts and potential opportunities and impacts of light rail options
- **Round 5** (April to May 2022): Input on the route recommendation as part of the Final Route Modification Report
- **Round 6** (September to December 2022):
  - **September** – Input on three route options between Target Field Station and West Broadway and four route options between Washington Avenue and Irving Avenue in Minneapolis.
  - **October – December** – Input on route options that will be studied in the environmental document, share updates on the anti-displacement working group’s work, and discuss next steps for the project.
- **Round 7** (January to May 2023): Receive input on the two route options between Target Field Station and West Broadway (East of I-94 or Lyndale Avenue) and two route options between Washington Avenue and Irving Avenue in Minneapolis (21st Avenue or West Broadway). Updated designs and options were also presented in Brooklyn Park, Crystal, and Robbinsdale for feedback.

This document summarizes the feedback received during the seventh round of public engagement from January to May 2023, including a summary of responses and questions received from public meetings, advisory committee meetings, community cohort engagement, the online comment form, and the interactive feedback map. Project staff have engaged with the public about the project through the following events:



# Public Engagement Report (January – May 2023)

METRO Blue Line Extension

- 12 public meetings (10 in-person, 2 virtual)
  - In-person meetings (147 attendees total)
    - Penn/West Broadway Business Workshop
      - Wed, January 25 from 5 – 7 p.m. at Capri Theater
    - Brooklyn Park Open House
      - Mon, January 30 from 4:30 – 6:30 p.m. at Brooklyn Park Library
    - Crystal Open House
      - Mon, February 27 from 5 – 7 p.m. at Crystal Community Center
    - Minneapolis Community Workshop
      - Thurs, March 2 from 5 – 7 p.m. at Capri Theater
    - Robbinsdale Open House
      - Mon, March 6 from 5 – 7 p.m. at Elim Lutheran Church
    - Minneapolis Community Workshop
      - Tues, March 7 from 5 – 7 p.m. at Cub Northside Community Room
    - Minneapolis Open House
      - Wed, March 22 from 5 – 7 p.m. at Capri Theater
    - Minneapolis Open House
      - Mon, April 17 from 5 – 7 p.m. at Sanctuary Covenant Church
  - Virtual meetings (94 attendees total):
    - Wed, March 29 from 1 – 2 p.m.
    - Wed, May 17 from 5 – 6 p.m.

## Meeting Types

- Open house
  - Open houses featured informational boards displaying the route options and background information on the project as well as large map layouts with a more detailed view of route options. Staff were present to answer questions and take notes from community members as they explored the information.
- Virtual Open House
  - On Microsoft Teams, staff presents updated information on the Blue Line Extension including engineering, environmental, and anti-displacement. This is followed by a question-and-answer session.
- Community Workshop
  - A discussion on project opportunities, impacts, and solutions along the route facilitated by project staff and cohort members. Participants are broken into groups that discuss various topics about the light rail such as station design and parking. Staff present the topic and participate in the discussion to provide clarity and updated information.



# Public Engagement Report (January – May 2023)

METRO Blue Line Extension

- Anti-Displacement Work Group Meeting
  - The Anti-Displacement Work Group hosted five day-long events where participants from the community reviewed, discussed, and refined potential goals and policies to present as recommendations for addressing gentrification and displacement along the Blue Line corridor.
- Business Meeting
  - Project staff share resources available to businesses before, during, and after construction and address the unique concerns of business owners in addition to discussing project updates and anti-displacement efforts.
- Anti-Displacement Work Group Meetings
  - Work Group Meeting #4
    - Sat, February 11 from 10 – 4 p.m. at Humphrey School of Public Affairs
  - Work Group Meeting #5
    - Sat, February 25 from 10 – 2 p.m. at Humphrey School of Public Affairs
- 40+ community cohort meetings, pop-up events, and driveway chats
- 15 door-knocking events with businesses on West Broadway in Minneapolis and Robbinsdale reaching over 45 business and/or property owners and community members
- 6 Advisory Committee meetings
- 2 Anti-displacement Work Group meetings
- Interactive map: 123 comments
- Many more questions and phone calls

## Common Themes

Below are common themes that emerged from feedback received during this round of engagement.

### Minneapolis

- Feedback on the Target Field Station to West Broadway route options (Number of comments explicitly for or against the proposed route):
  - **Prefer the Lyndale Avenue option (16 comments):** The Lyndale option serves many residents on the west side of I-94. It provides access to the new V3 Sports Center and is accessible for the mixed-income residents of Heritage Park. This route is also the fastest route from the North Loop to West Broadway.
  - **Do not prefer the Lyndale Avenue option (14 comments):** The Lyndale option creates hazards for children and elderly looking to cross Lyndale Ave. Residents of the LynPark neighborhood are concerned about decreasing property values and reduced quality of life from noise and property impacts.

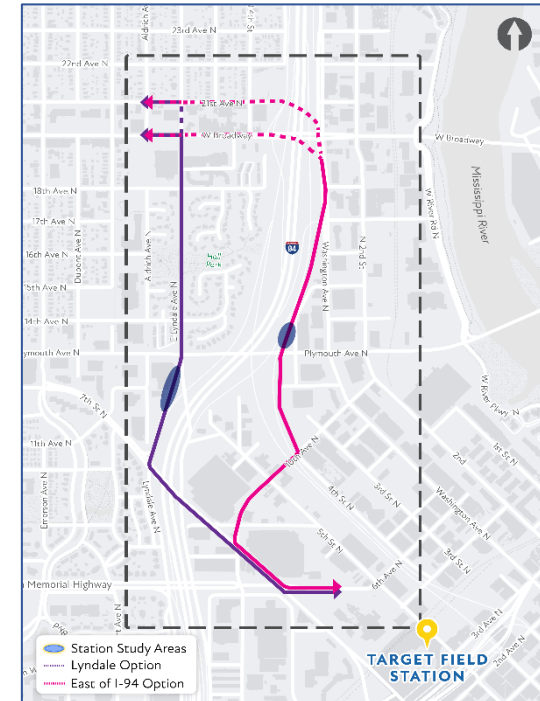


Figure 1. Target Field Station to West Broadway route options



# Public Engagement Report (January – May 2023)

METRO Blue Line Extension

- **Prefer the east of I-94 option** (4 comments): There is opportunity for development along Washington Ave with light rail there. The primary benefit is the lack of impact to residential properties.
- **Do not prefer the east of I-94 option** (4 comments): The east of I-94 alignment is longer, slower, and serves less people than a route on the west side. While there are few residential impacts, there are schools and businesses whose trucks and buses use this route. There may also not be a good development opportunity here due to of the size and shape of parcels.
- Feedback on West Broadway/21st Avenue between Washington and Irving route options (Number of comments explicitly for or against the proposed route):
  - **Prefer West Broadway option** (5 comments): The West Broadway business corridor needs development, and the West Broadway option is more accessible for residents to get to and from destinations. All comments regarding the number of stations along West Broadway preferred two or more for better transit connections and destination access.
  - **Do not prefer West Broadway option** (4 comments): The removal of on-street parking and displacement are the largest concern for business and property owners along West Broadway. Lack of parking also creates concerns around accessibility for residents using Metro Mobility's door to door service and safety for shoppers who would have to park further away from their destination and walk.
  - **Prefer 21st Avenue option** (6 comments): The 21st Ave option has less property impacts than the West Broadway option. Using this option protects those businesses while not being too far from destinations.
  - **Do not prefer 21st Avenue option** (6 comments): Residential properties next to light rail on 21st Ave face similar challenges to Lyndale such as noise, safety, and traffic. There are concerns about property impacts here. It is also farther and less visible from the business destinations that people would come to West Broadway for.

## Robbinsdale

- Robbinsdale residents have mixed reactions to light rail in their community. Concerns include safety and security on the light rail, noise created by the light rail and its construction, and changes to the character of the community from new development.

## Crystal

- Crystal residents have mixed reactions to light rail in their community. Many were concerned for the safety of passengers and residents. With construction, they expressed wanting sound and sight barriers between the neighborhoods and light rail.

## Brooklyn Park

- Residents want increased visibility for pedestrians and to consider connecting the Blue Line Extension to the Noble Park & Ride that connects to local bus routes.



## Feedback from Open Houses

- Brooklyn Park (1/30)
  - Increase visibility for pedestrians
  - Light rail could connect to Noble park-and-ride
  - Senior complexes in area could increase ridership demand
  
- Crystal (2/27)
  - Concern for older residents crossing intersection in one light
  - Sight and sound barrier between light rail and neighborhoods
  - Consider elevating light rail above road to prevent delays for first responders
  - Concerns for safety of light rail passengers
  - Mixed reaction to light rail. Some feel it is not needed
  - Add cameras for intersection safety
  
- Robbinsdale
  - 3/6 Robbinsdale Open House
    - Mixed feelings about light rail going through Robbinsdale
    - Safety concerns on and near light rail stations
    - Concerns about how changes and future development will impact character of community
    - Project cost concerns
    - Noise concerns at North Memorial Station
    - Consider having 36th Ave Station as only station in Robbinsdale to make security manageable
  
- Minneapolis (1/25, 3/2, 3/7, 3/22, 4/17)
  - 1/25 – Penn Avenue Business Meeting
    - Station locations
      - Concerns about fitting light rail, roads, and wider sidewalks on West Broadway
      - Penn intersection needs turn lanes
      - Station 1, near 26th street, has more property impacts
      - Penn Avenue station has less building impacts and high potential for development
    - Parking
      - Removal of on street parking could hurt event attendance at Capri Theater
      - Metro Mobility needs to be able to stop in front of businesses for door-to-door service



Figure 2. Staff talking to residents at Crystal Open House



# Public Engagement Report (January – May 2023)

METRO Blue Line Extension

- Safety is a concern with walking from parking structure to businesses
- Short-term parking needed for deliveries, hair appointments, etc. Parking bays could be solution
- Displacement concerns
- Customers unlikely to park further away and walk to businesses and businesses won't succeed
- Need additional lighting
- Amenities
  - Visibility of destinations when getting off light rail is important for safety
  - Use glass in station design to increase visibility
  - Heated stations, benches, wind barriers
  - Include art in station design
  - Bicycles and scooters for distance between stations and destinations
  - Maintained landscaping
- 3/2 – Minneapolis Community Workshop
  - Concerns
    - Parking concerns
    - Displacement concerns
    - Concerns for existing bus stops on Lyndale
    - Concerns for bike, pedestrian, and transit connections
    - Cub Foods trucks won't be able to make right turns
    - Lyndale is a main artery for fire station to North Minneapolis. Concerned about no shoulder or access lane for emergency services
  - Opportunities
    - Elevated route for seniors to cross Lyndale on wheelchairs
    - Want mid-block crossing on West Broadway at Capri Theater parking lot
    - Lyndale option is faster option than east of I-94
    - East of I-94 option has no residential impacts
    - Removal of parking on 4th and 10th Ave along Lyndale will improve pedestrian safety and sight lines for vehicles
    - Access to V3 center is positive for Lyndale option. Center is a strong investment in the community
    - Improved pedestrian area on new 7th St bridge is positive
    - Interested in more community engagement with Lao community
    - Protect trees along corridor
    - Information needed for RFPs for public art
- 3/7
  - Concerns
    - Concerns about walking distance to station
    - Concerns about longer emergency response times



# Public Engagement Report (January – May 2023)

METRO Blue Line Extension

- Address existing crime problems
- 2 station option is better for walkers, but locations are unsafe
- Housing impacts on 21st Ave
- Opportunities
  - Emphasize LRT to BRT connections
  - New senior housing creates demand for transit to Hennepin County and Nicollet Walgreens
  - No charge for train fare in North Minneapolis
  - More stops along West Broadway are better for future density
  - Minimize displacement, especially for small, minority-owned businesses
  - West Broadway option is better than 21st because it is where growth should happen
  - Want key connections to businesses
  - Consider elevated station between Fremont Ave and Emerson Ave Build on West Broadway to save mature trees
  - Opportunity for more grocery stores
- 3/22
  - Concerns
    - Lyndale Option complicates transportation and quality of life for residents living on it
    - Concern about displacement of important businesses
    - Two stations provide more access and better connections
    - North Loop station will be ineffective due to car dependency
    - Displacement of families is very important to people in Minneapolis
    - Disappointed by meeting structure 3/22
  - Opportunities
    - West Broadway needs development
    - Lyndale Ave serves the most people
    - Limit access on 14th Ave to prevent Park & Ride
    - Sound barrier desired on Lyndale Ave
- 4/17
  - Concerns
    - Lyndale option not safe for children or seniors
    - Inadequate space for emergency vehicles
    - One stalled vehicle will block traffic
    - Concern about loss of housing
    - Lyndale option would disrupt people and keep them awake
  - Opportunities
    - Construction creates jobs and business development opportunities



## Community Cohort Feedback

Many different organizations have been and will be a part of the community engagement cohort depending on their interest and current project needs. Phase 2 of the community engagement cohort began in September 2022. At this time a new cohort was formed to address the environmental phase of the project. Organizations participating in the current community engagement cohort include:

- A Mother's Love
- Asian Media Access Inc.
- Encouraging Leaders
- Heritage Park Association
- Juxtaposition Arts
- Lao Assistance Center of MN
- Liberian Business Association
- Pueblos de Lucha y Esperanza
- Northside Economic Opportunity Network
- West Broadway Coalition

During meetings, participants give an overview of the communities they have been reaching and the tactics they use. Cohort members reach the community via social media, in-person engagement, door knocking at homes and businesses, events, and relationships with other community institutions like churches and schools.

During the cohort's monthly meetings from January to May 2023, participants shared feedback they had received in their initial engagement efforts. Feedback included:

- Small business and job creation
  - People expressed interest in opportunities for job creation within communities.
  - Desire to support existing small businesses and concern about displacement impacts.
  - Concern about parking impacts for small businesses.
  - Concerns that there is not enough space in the road for light rail
- Safety
  - Concerns about crime while riding transit.
  - Fear of existing and increasing crime around station areas.
- Transit access
  - Some populations have difficulty boarding the bus and fear of riding transit in general.
  - Excitement for improved transportation options
- Access
  - Some groups reached by cohort engagement cannot easily access information online.
  - Confusion about what routes are being considered
  - Most would use Blue Line to travel downtown



- Concerns about access to stations for elders and those with language barriers

## Interactive Map Comments (May 2023)

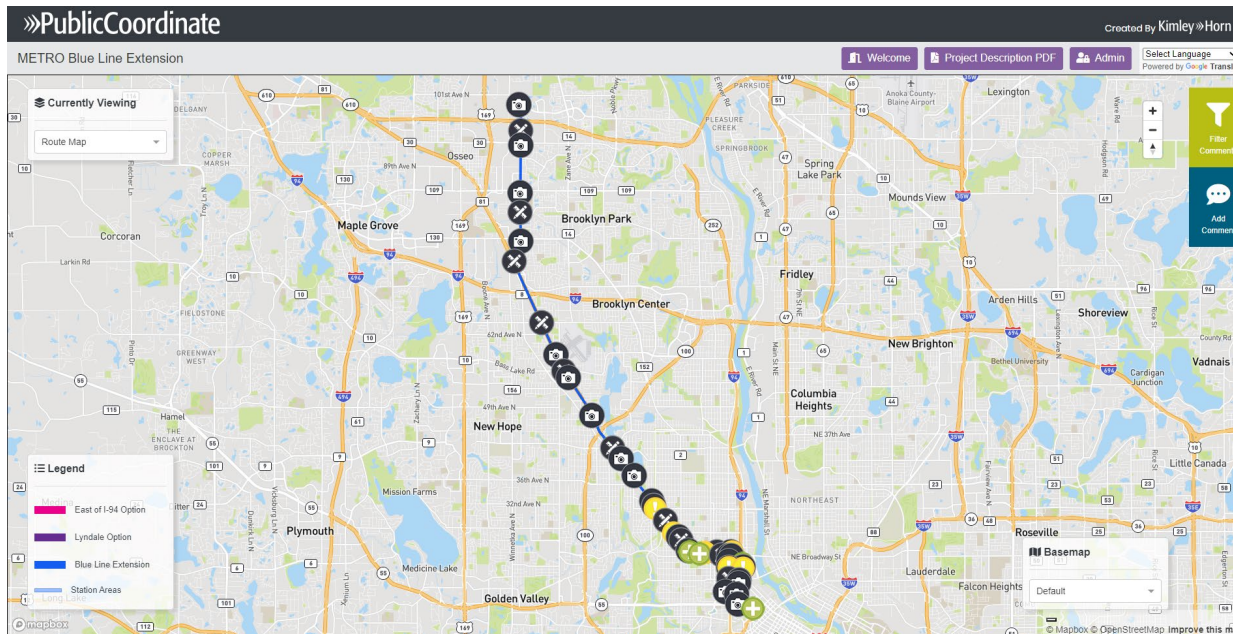


Figure 2. Comment pins on interactive map

The interactive map featured and sought feedback on potential station locations and visualizations of how light rail could fit at locations along the Blue Line Extension corridor. 123 comments have been received in 2023.

May Layer	Total Number of Comments	Concern Comments	Opportunity Comments	Responses to Visualizations	Engineering Drawings Comments
Comments Received	123	20	18	49	36



## Concerns

- Consider concerns of Robbinsdale residents along County Road 81
- More stops needed along West Broadway near transfers
- Tunnels should be considered to allow for wide pedestrian areas
- Lyndale option has negative property impacts
- Lyndale option makes the most sense financially and will have the highest positive impact on the neighborhood
- East of I-94 option will block traffic to the public school and create a large ongoing expense with the flyover bridge
- 21st Ave route will impact homeowners and increase expense of the project
- Flyover towards Victory Memorial seems unnecessary
- Lyndale option will help bring development to area that needs stronger transit access
- Renters in north Minneapolis and Heritage Park will be well served by the Lyndale option
- Property impacts on Lyndale Ave are small
- Station at north end of the North Loop would create too many small turns and slow the entire travel experience
- Current Lyndale encourages drivers to speed. Reducing to one lane with light rail would calm traffic

## Opportunities

- Light rail on 7th St causes traffic issues getting downtown from north
- Mixed ideas on if land east of I-94 along Washington would bring development
- Unsure how light rail causes Lyndale Ave neighborhoods new or unique inconveniences
- Light rail on Washington doesn't serve people
- Consider elevated options along the route to improve speed and reduce conflicts
- Removal of Walgreen's makes Washington option more feasible
- East of I-94 option does not serve Heritage Park residents
- Consider moving light rail to Golden Valley Road then north on Penn Ave to West Broadway
- Trucks and delivery vehicles use east of I-94 route heavily
- Evaluate moving terminus towards Oak Grove Pkwy to capture ridership in new apartments

## Visualizations

- Concerns about reducing West Broadway to one lane
- There should be a stop for Heritage Park with Lyndale option. Current Lyndale Ave and 7th St intersection is dangerous
- Barrier to block noise and visual of traffic on Bottineau Blvd will be needed
- Fixed infrastructure of light rail will attract more development





- Blue line is a better use of public right of ways than highway traffic
- Sidewalks should be widened and improved
- Crime is a concern
- Consider barriers between train and traffic to prevent collisions
- Light rail is needed to improve car-centric communities
- Gentrification and displacement is a concern
- Electric busses could cover this route at a reduced cost
- Keep center platform for route terminus in Brooklyn Park
- West Broadway is the best option for light rail that will spur development in the area
- Blue line in Robbinsdale will improve commuting and public life by improving access to downtown
- Need landscaping separation between pedestrians and cars
- Too much happening on 10th Ave already to add light rail

## *Engineering Drawings*

- Support for light rail for older, younger, and disabled populations
- Concern about added congestion
- Need aggressive light rail expansion, especially in underserved communities
- Concerns about displacement with property acquisitions
- Climate controlled or sheltered access should be considered for cold months
- Park and ride structure is important in Robbinsdale, so businesses there can still be accessed
- Stop near V3 center is effective
- One station design on West Broadway does not allow for effective transfers to other transit lines
- West Broadway option allows access to grocery stores that 21st Ave option does not

## **Anti-Displacement**

Beginning in March 2022, the Blue Line Extension Anti-Displacement Work Group started a process that will result in actionable recommendations to prevent displacement and maximize community benefits along the planned light rail line that will connect the communities of North Minneapolis, Robbinsdale, Crystal and Brooklyn Park to the regional transit network.

Led by the Center for Urban and Regional Affairs (CURA) in partnership with Hennepin County and the Metropolitan Council, the 26-member Anti-Displacement Work Group includes people who are residents and business owners in the area, people with lived experience with displacement, and people from the philanthropic community and government agencies.





# Public Engagement Report (January – May 2023)

METRO Blue Line Extension

In 2023, the Anti-Displacement Work Group hosted their fourth and fifth workshops to refine and finalize anti-displacement recommendations to move forward with.

The fourth meeting was held on February 11th. Small groups refined goals and the policies to move closer to recommendations. They reported issues and policies pre-construction, policies during construction, policies post-construction. Issues discussed included financial assistance for impacted communities, land ownership, and prioritization of local needs over investor interests.

The group decided that one meeting did not offer enough time to appropriately vet and select recommendations, so a shorter final meeting was added to the schedule.

On February 25, the Anti-Displacement Work Group held their final meeting with the goal of voting on recommendations to move forward in the final report. The following policy recommendations were moved forward by the Work Group:

- Mandatory relocation assistance
- Tenant opportunity to purchase
- Limiting investor purchasing/corporate ownership
- Land disposition policy
- Right to return
- Rent stabilization
- Commercial and residential land trusts
- Financial resources for organizing/the right to organize
- Zero to low interest loans
- Small business grants/small business support
- Workforce programs
- NOAH preservation
- Inclusionary zoning
- Universal basic income/guaranteed basic income
- Right to counsel
- Tenant screening reform
- Cultural placemaking/place-keeping

After meeting for over a year, the Work Group published their recommendations in May 2023 for public review. While the anti-displacement recommendations report has been completed, review and implementation will be ongoing throughout the life of the project. The report can be viewed and commented on at [yourblueline.org/anti-displacement](https://yourblueline.org/anti-displacement).

## Advisory Committees

The Business Advisory Committee (BAC) and Community Advisory Committee (CAC) met on May 9 (BAC) and May 10 (CAC) receive an update on the ADWG's anti-displacement report from CURA and project staff. Discussion during these meetings included:

- **Both BAC and CAC:** A desire for accountability to ensure that the anti-displacement strategies identified by the ADWG are implemented.
- **BAC:** Members discussed the communication strategy for bringing the recommendations of the report to the public with an emphasis on transparency and accessibility.
- **CAC:** Members debated the recommended route and the project's community engagement strategy.



# Public Engagement Report (January – May 2023)

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**METRO Blue Line Extension**



## Engagement Strategies and Approach

### June – August 2023

Since August 2020, the project team, along with the community engagement cohort, Cultivate artists, Anti-Displacement Work Group, and committee members, have engaged with communities through a variety of activities, including in-person and virtual community meetings, door knocking, attending community events, online and paper surveys, and interactive maps. See below for the timing and project updates shared during each round of engagement.

- **Round 1** (August 2020 through January 2021): Input on project goals, concerns, opportunities, and thoughts on potential new routes
- **Round 2** (March to June 2021): Input on new route options released as part of the Initial Route Modification Report
- **Round 3** (July to August 2021): Input on the connections that light rail would make within communities and station locations within those areas
- **Round 4** (September to December 2021): Input on updated design concepts and potential opportunities and impacts of light rail options
- **Round 5** (April to May 2022): Input on the route recommendation as part of the Final Route Modification Report
- **Round 6** (September to December 2022):
  - **September** – Input on three route options between Target Field Station and West Broadway and four route options between Washington Avenue and Irving Avenue in Minneapolis.
  - **October – December** – Input on route options that will be studied in the environmental document, share updates on the anti-displacement working group’s work, and discuss next steps for the project.
- **Round 7** (January to May 2023): Receive input on the two route options between Target Field Station and West Broadway (East of I-94 or Lyndale Avenue) and two route options between Washington Avenue and Irving Avenue in Minneapolis (21st Avenue or West Broadway). Updated designs and options were also presented in Brooklyn Park, Crystal, and Robbinsdale for feedback.
- **Round 8** (June to August 2023): Receive input on the east of I-94 route options between Target Field Station and West Broadway:
  - **Option 1:** east of I-94 connection would run alongside the highway to become at grade and center running on Washington Avenue
  - **Option 2:** 10<sup>th</sup> Avenue to Washington Avenue (either with 10<sup>th</sup> Avenue being a transit mall or one-way northbound traffic)
  - Both would require a crossing over I-94 to either 21<sup>st</sup> Avenue or West Broadway Avenue.
  - Public input was solicited again on placing tracks on 21<sup>st</sup> Avenue instead of West Broadway in north Minneapolis.

This document summarizes the feedback received during the eighth round of public engagement from June to August 2023, including a summary of responses and questions received from public meetings, advisory committee meetings, community cohort engagement, the online comment form, and the interactive feedback map. Project staff have engaged with the public about the project through the following events:



# Public Engagement Report (June - August 2023)

METRO Blue Line Extension

- 8 public meetings (7 in-person, 1 virtual)
  - Virtual Meetings (~27 attendees total)
    - Minneapolis Community Meeting for East of I-94
      - Thurs, July 27 from 6 – 7:30 p.m.
  - In-person meetings (attendees total)
    - Quarterly Meeting (~40 attendees)
      - Wed, August 23 from 6 – 8 p.m. at Capri Theater
    - Minneapolis Community Meeting for East of I-94 (~4 attendees total)
      - Tues, July 25 from 6 – 7:30 p.m. at Metro Transit North Loop Garage
    - 21<sup>st</sup> Ave Summer Block Party (~80 attendees total)
      - Sat, July 22 from 1 – 4 p.m. at Sanctuary Covenant Church
    - Minneapolis Community Meeting for East of I-94 (~15 attendees total)
      - Sat, July 22 from 11 a.m. – 12:30 p.m. at Twins Cities International School
    - Brooklyn Park Open House (~7 attendees)
      - Wed, June 29 from 6 – 8 p.m. at Brooklyn Park Library
    - Workforce and Disadvantaged Business Enterprise Meet and Greet
      - Wed, June 29 from 6 – 8 p.m. at
    - Brooklyn Park Library Crystal Station Area Plan Update Open House (~25 attendees)
      - Thurs, June 22 from 5 – 7 p.m. at Crystal Community Center

## Meeting Types

- Community Meeting
  - Open houses featured informational boards displaying the route options and background information on the project as well as large map layouts with a more detailed view of route options. Staff were present to answer questions and take notes from community members as they explored the information.
- Virtual Community Meeting
  - On Microsoft Teams, staff presented the same information offered at the in-person meetings on updated information on the Blue Line Extension including engineering, environmental, and anti-displacement. This is followed by a question-and-answer session.
- Workforce and Disadvantaged Business Enterprise Meet and Greet
  - To ensure community opportunities to work on or subcontract on this major construction project, project staff are building up a network of relationships with key workforce and Disadvantages Business Enterprise (DBE) stakeholders in the corridor. Project staff invited workforce and DBE organizations to meet and greet with the Metropolitan Council and Hennepin County to hear project updates along with workforce and DBE opportunities.



### Other Meeting Metrics:

- 39 community cohort meetings and pop-up events
- 30 events with stakeholder and business representatives
- 8 Advisory Committee meetings
- 292 Interactive map comments
- Many more questions and phone calls

## Feedback from Community Meetings on the Minneapolis Route Options

In-person and virtual community meetings were to inform the public on the Minneapolis route options, gain feedback on corridor opportunities and limitations, and to better understand how the public uses the corridor and their vision for it.

Based on feedback from the meetings, most people prefer the East of I-94 sub-option route that uses 10<sup>th</sup> Avenue to Washington Avenue. Majority of community members wanted to see 21<sup>st</sup> Avenue advance along with other roadway improvements on West Broadway Avenue.



Figure 1: Live polling results from July meeting

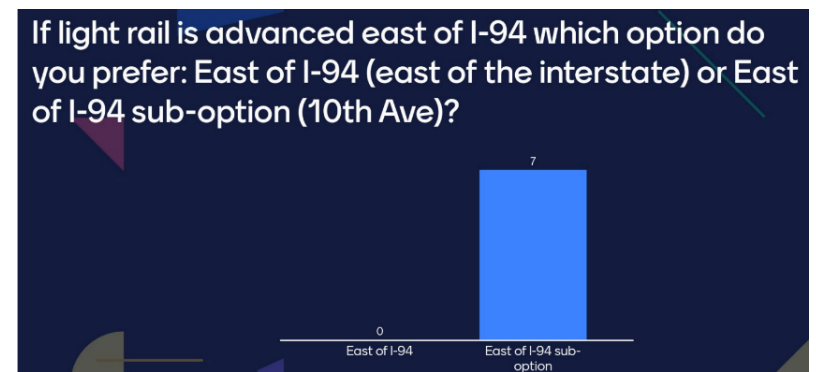


Figure 2: Live polling results from July meeting

- Parking and property impacts (especially along Broadway)
  - Light rail construction and infrastructure may hinder parking options which can impact businesses and residents along Broadway
  - Parking impacts near the light rail bridge over northbound County Rd 81 and 73<sup>rd</sup> Ave
- Traffic and congestion impacts
  - More signals and stops will lead to traffic
  - Concern that reduction vehicle lanes will block emergency vehicles



# Public Engagement Report (June - August 2023)

METRO Blue Line Extension

- Preference for railroad arms over traffic signals
- Safety concerns
  - Stations, tracks and trains so close to young children is potentially dangerous (TCIS)
  - Desire for more security at stations and along route
  - Walking and biking safety
  - Pedestrian access to stations
- Economic Impact
  - Stations and service can contribute to development in the area, specifically on the south side of 3<sup>rd</sup>/4<sup>th</sup> connectors
  - Light rail construction process and service can impact businesses on West Broadway
- Train speed in the corridor
  - Speed can impact pedestrian safety
  - Speed can impact traffic (train stop time, frequency)
- Involvement of stakeholders and agencies in the decision-making process
  - Involvement level of different stakeholders (county, city, state, MNDOT, etc.)
  - Timeline of stakeholder involvement (who become involved when, for how long, etc)
- Accessibility
  - Densely populated residential areas
  - Handicap accessibility
  - Winter weather
- Desire for the transit mall configuration on 10<sup>th</sup> Ave
- Impact on greater transportation system
  - Extension presents advantages to the larger transit system
  - Line could benefit public transport, roadways and trail systems a like

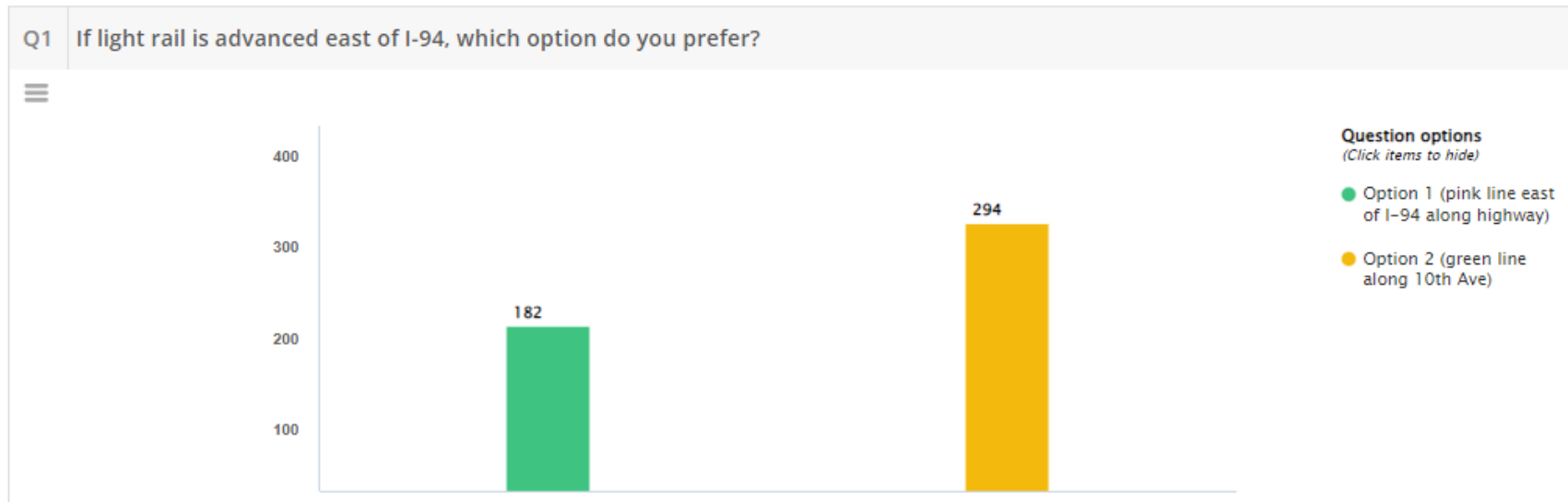


Figure 2: Photo from July Community Meeting



## Online Survey Results

An online survey was used to collect feedback virtually and distributed via the website, email newsletter, and directly to Minneapolis stakeholders and community groups. Below are the results from 476 responses as of September 5, 2023:



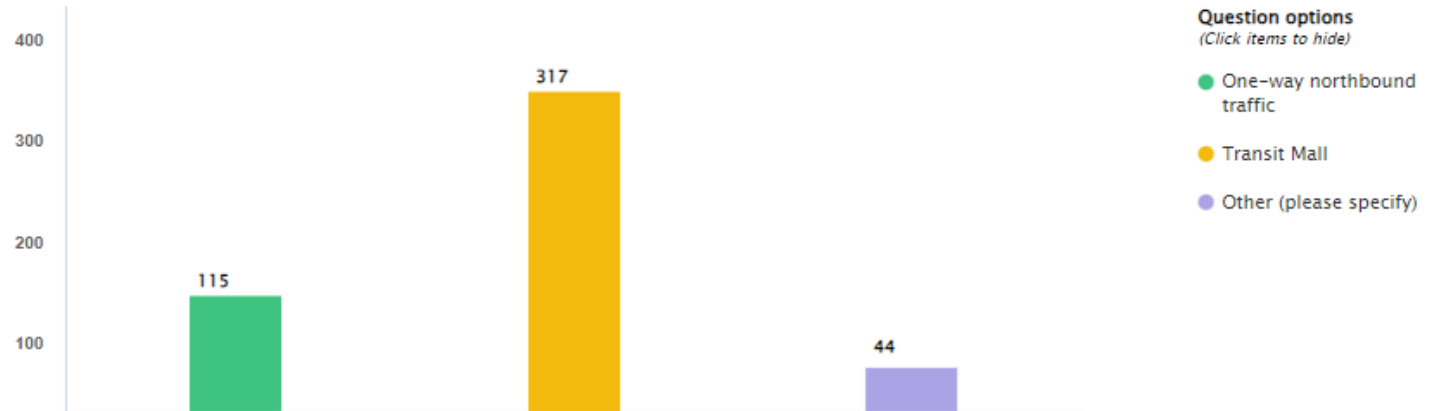




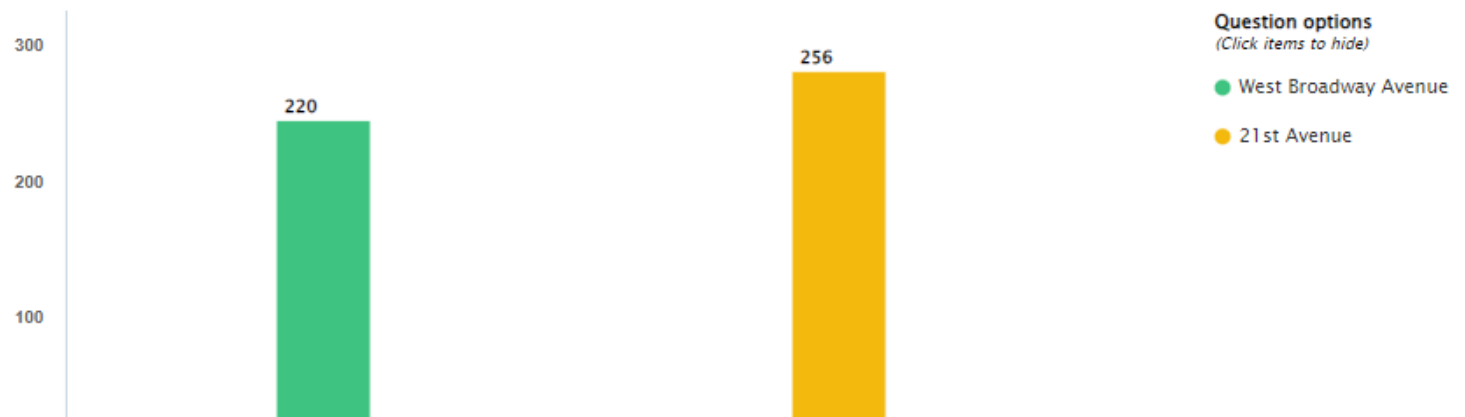
# Public Engagement Report (June - August 2023)

METRO Blue Line Extension

Q2 If light rail is advanced on 10th Avenue, which design do you prefer?



Q3 Which option for LRT tracks would you like to see advanced: West Broadway or 21st Avenue?

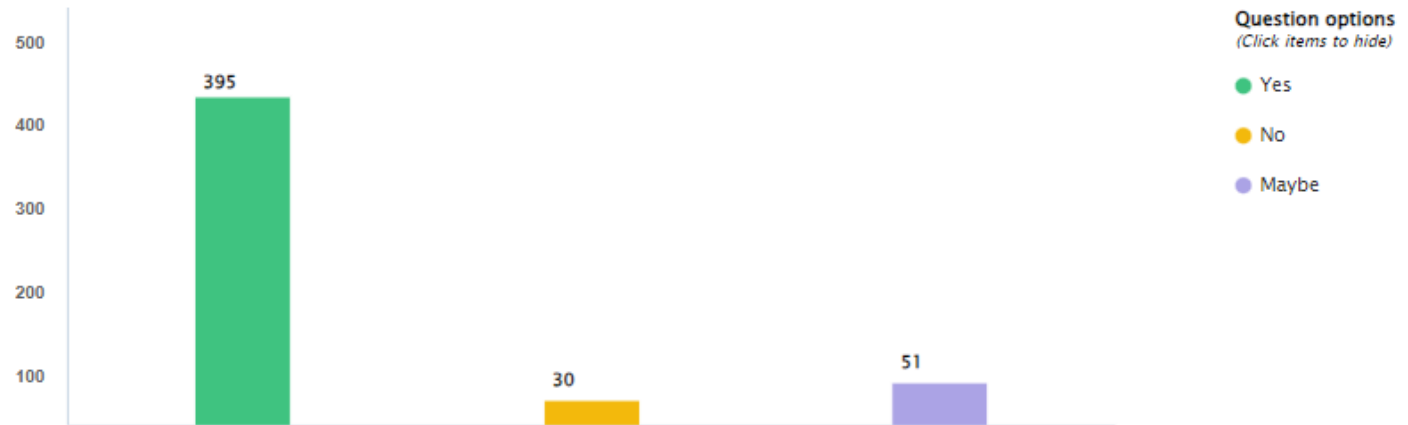




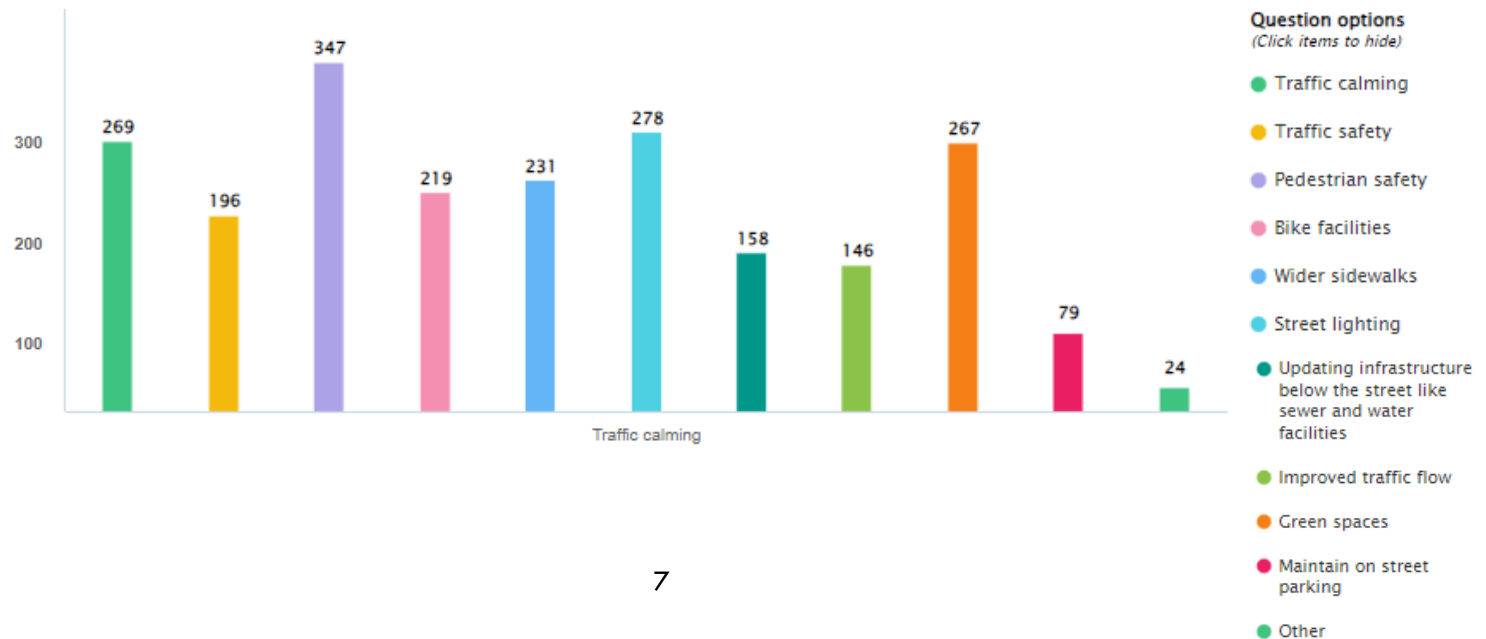
# Public Engagement Report (June - August 2023)

METRO Blue Line Extension

Q4 If light rail tracks are put on 21st Avenue, would you like to see improvements on West Broadway?



Q5 What improvements would you most like to see to West Broadway if LRT tracks are put on 21st Avenue?



## Interactive Map Comments (June – August 2023)

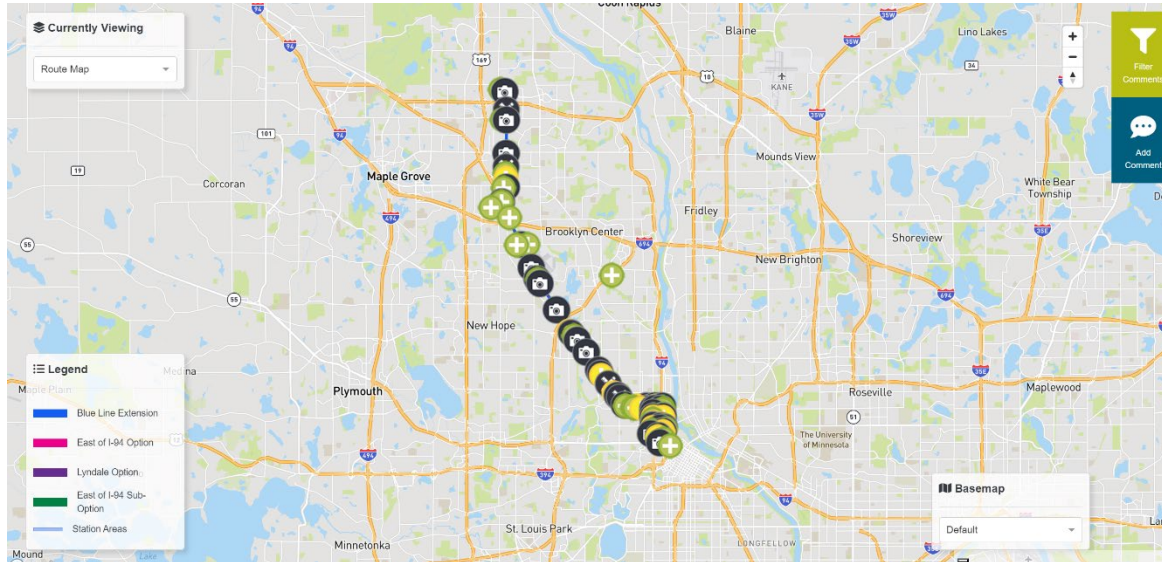


Figure 4. Comment pins on interactive map

The interactive map featured and sought feedback on the Minneapolis route options. **292** comments have been received between June and August 2023.

	Total Number of Comments	Concern Comments	Opportunity Comments	Responses to Visualizations	Engineering Drawings Comments
Comments Received	292	73	59	114	46

### Concerns

- Impact on businesses and private property access
- Crime and safety issues need to be addressed
- Prioritize speed over number of stops along the route



- Vehicle congestion and reduced parking on Broadway
- Fly overs are costly and hard to maintain
- Traffic is already a problem on 10<sup>th</sup> Ave
- Buildings should not be demolished
- Preference for bus infrastructure

### *Opportunities*

- West Broadway should become a transit mall
- Consider connectivity to St. Cloud and other towns
- Improve sidewalks and bike lanes along the route
- Route the Blue Line Extension down the middle of I-94
- The Lyndale route serves more people
- A station should be placed on Washington Ave
- Broadway provides access to residential homes, businesses, jobs and cultural resources
- Transit helps businesses and promotes economic development
- Downtown Robbinsdale will improve with the light rail
- A station to serve Heritage Park, Sumner-Glenwood, Harrison, and north loop
- An alignment option running down 5<sup>th</sup>

### *Visualizations*

- The light rail should continue up the east side of I-94
- Stations need to be pedestrian friendly
- Concern for emergency vehicle access near North Hospital
- Impact on children and schools in the area
- Provides transportation options for those without a car and who are transit dependent
- A stop to serve Heritage Park
- A flyover bridge over I-94 and Broadway
- Reducing vehicle lanes will calm traffic and make the route more pedestrian and biker-friendly
- Desire for plants and landscaping along route
- Concern that residential properties will be impacted
- The light rail will increase traffic issues
- Preference for a transit mall along route
- Stops should not force riders to cross busy streets



- Off-street parking options are needed along Broadway

## Engineering Drawings

- Limit the interaction between trains and cars
- The route allows for connectivity to important community resources such as the V3 sports center
- A Washington to Broadway/21<sup>st</sup> route would not benefit the community like the Lyndale option would
- The East of I-94 option will displace small businesses
- Desire for elevated tracks
- Remove traffic lights to reduce traffic impacts
- Concern for displacement
- Current crime issues on the light rail need to be addressed
- Route alternatives may impact bus operations
- Support for downtown Robbinsdale station
- Stations should provide connectivity to diverse neighborhoods

## Community Cohort Feedback

Since 2020, the METRO Blue Line Extension Project has extended the reach of their communications and public involvement by directly contracting with community and cultural groups. These groups' experience, expertise, and trusted relationship networks in the corridor are essential to ensuring that the needs and concerns of all communities are understood and incorporated into project development. Community cohort organizations meet monthly with project staff to report community feedback, share upcoming events, and learn about timely project updates. Organizations participating in the current community engagement cohort include:

- A Mother's Love
- Asian Media Access Inc.
- Encouraging Leaders
- Heritage Park Association
- Juxtaposition Arts
- Lao Assistance Center of MN
- Liberian Business Association
- Pueblos de Lucha y Esperanza
- Northside Economic Opportunity Network
- West Broadway Coalition



# Public Engagement Report (June - August 2023)

METRO Blue Line Extension

During cohort check-in meetings, participants give an overview of the communities they have been reaching and the tactics they use. Cohort members reach the community via social media, in-person engagement, door knocking at homes and businesses, events, and relationships with other community institutions like churches and schools.

During the cohort's monthly meetings from June to August 2023, participants shared feedback they had received during their engagement efforts. Feedback included:

- Safety
  - Concerns about crime while riding transit
  - Fear of existing and increasing crime around station area
  - Concern about lighting and heating during winter
- Access to information
  - Confusion between LRT and a bus route
  - Youth in the community are largely unaware that LRT is coming
- Transit access
  - Some populations have difficulty boarding the bus and fear of riding transit in general
  - Older residents are waiting for alignment details to determine if they can assess LRT easily
  - Excitement for improved transportation options
  - Environmental and economic benefit with more public transportation
  - Concern that by the time Blue Line Extension is built, it will be outdated
  - Concerns about access to stations for elders and those with language barriers
- East of I-94 Options
  - BLRT Cohort Businesses prefer the new preferred route east of I-94 and on 21<sup>st</sup> Avenue option instead of West Broadway



Figure 3: Photo from August Community Meeting

## Anti-Displacement Survey

The Anti-Displacement recommendations from CURA and the Anti-Displacement Work Group were released in May 2023 and the project team solicited feedback from the public on the recommendations via a survey from May-August 2023. Below are the themes from the responses.

### Question 1: What desired outcomes of anti-displacement strategies are most important to you?

Themes in responses: Community empowerment and transparency in the decision-making process and support of residents and businesses throughout all phases of the project were the most desired outcomes of anti-displacement strategies

### Question 2: Which anti-displacement strategies would you personally prioritize?



Themes in responses: Affordable housing preservation/development, limitation of investor purchasing/corporate ownership, and small business support were anti-displacement strategies that should be prioritized

**Question 2: Are there other anti-displacement policies or strategies you think should be considered?**

Themes in responses: Themes included commitment to community development that specifically increases safety, walkability and urban amenities in the corridor and economic renewal and opportunity to local businesses as a result of the Blue Line Extension

## Advisory Committees

The Business Advisory Committee (BAC), Community Advisory Committee (CAC), and Corridor Management Committee (CMC) met monthly from June through August to introduce the new committee members, review committee charters, discuss the roles of the committees and their members, and receive a project update from staff. Discussion during these meetings included:

- BAC: Conversation was had regarding the recommendation of light rail tracks on 21<sup>st</sup> Avenue and improvements to West Broadway, as part of the project. Members also asked for more clarity on resources that will be available to businesses during construction.
- CAC: Several members expressed a desire for more details regarding station locations and amenities. Additionally, there was discussion regarding the recommendation of light rail tracks on 21<sup>st</sup> Avenue, including specific concerns regarding safety and security as well as development opportunities.
- CMC: Members asked for continual updates on the progress of Anti-Displacement prior to design decisions.



## Engagement Strategies and Approach

### September – December 2023

Since August 2020, the project team, along with the community engagement cohort, Cultivate artists, Anti-Displacement Work Group, and committee members, have engaged with communities through a variety of activities, including in-person and virtual community meetings, door knocking, attending community events, online and paper surveys, and interactive maps. See below for the timing and project updates shared during each round of engagement.

- **Round 1** (August 2020 through January 2021): Input on project goals, concerns, opportunities, and thoughts on potential new routes
- **Round 2** (March to June 2021): Input on new route options released as part of the Initial Route Modification Report
- **Round 3** (July to August 2021): Input on the connections that light rail would make within communities and station locations within those areas
- **Round 4** (September to December 2021): Input on updated design concepts and potential opportunities and impacts of light rail options
- **Round 5** (April to May 2022): Input on the route recommendation as part of the Final Route Modification Report
- **Round 6** (September to December 2022):
  - **September** – Input on three route options between Target Field Station and West Broadway and four route options between Washington Avenue and Irving Avenue in Minneapolis.
  - **October – December** – Input on route options that will be studied in the environmental document, share updates on the anti-displacement working group’s work, and discuss next steps for the project.
- **Round 7** (January to May 2023): Input on the two route options between Target Field Station and West Broadway (East of I-94 or Lyndale Avenue) and two route options between Washington Avenue and Irving Avenue in Minneapolis (21st Avenue or West Broadway). Updated designs and options were also presented in Brooklyn Park, Crystal, and Robbinsdale for feedback.
- **Round 8** (June to August 2023): Input on the east of I-94 route options between Target Field Station and West Broadway:
  - **Option 1:** east of I-94 connection would run alongside the highway to become at grade and center running on Washington Avenue
  - **Option 2:** 10<sup>th</sup> Avenue to Washington Avenue (either with 10<sup>th</sup> Avenue being a transit mall or one-way northbound traffic)
  - Both would require a crossing over I-94 to either 21<sup>st</sup> Avenue or West Broadway Avenue.
  - Public input was solicited again on placing tracks on 21<sup>st</sup> Avenue instead of West Broadway in north Minneapolis.
- **Round 9** (September to December 2023): Feedback from business owners along the corridor. Staff also received feedback on two proposed route options in the North Loop neighborhood of Minneapolis.

This document summarizes the feedback received during the ninth round of public engagement from September to December 2023, including a summary of responses and questions received from public meetings, advisory committee meetings, online surveys, and the interactive feedback map. Project staff have engaged with the public about the project through the following events:





## Public meetings (41 in-person, 1 virtual)

### Virtual Meetings

- METRO Blue Line Extension Quarterly Community Meeting (~20 attendees total)
  - Tues, November 14 from 5:30 – 7:30 p.m.

### In-person meetings

- Robbinsdale City Council Meeting (~53 attendees total)
  - Tues, September 5 from 7 – 9 p.m. Robbinsdale City Hall
- 918 Lofts Community Meeting (~27 attendees)
  - Tues, September 5 from 6 – 8 p.m. at METRO North Loop Garage
- Robbinsdale Chamber of Commerce Meet and Greet (~87 attendees total)
  - Mon, September 11 from 5:30 – 7:30 p.m. at Robbinsdale Ace Hardware
- North Loop Community Meeting (~150 attendees)
  - Wed, October 18 from 5:30 – 7:30 p.m. at The Neu Neu
- Ward 5 Blue Line Extension Community Discussion (~75 attendees)
  - Mon, October 30 from 5:30 – 7:30 p.m. at Juxtaposition Arts
- Workforce and DBE Meet and Greet (~20 attendees)
  - Tue, October 31 from 10 a.m. to noon
- METRO Blue Line Extension Quarterly Community Meeting (~21 attendees)
  - Wed, November 8 from 6 – 8 p.m. at Metro Transit North Loop Garage
- 2023 Transportation Summit (~100 attendees)
  - Wed, November 15 from 9 – 11 a.m. at The Hennepin
- Brainstorming Session with Asian American Chamber of Commerce and Businesses (~20 attendees)
  - Thu, Dec 7 from noon to 2 p.m. at UROC
  
- 28 Cultivate Arts Events in Minneapolis, Robbinsdale, Crystal and Brooklyn Park
- 4 Elevate Hennepin business support workshops:
  - Marketing: October 5
  - Business technology: October 26
  - Business finance: November 16
  - Legal services for business: December 7
- Many more one on one and stakeholder meetings



## Meeting Types

- Community Meeting/Quarterly Meeting
  - Community meetings featured presentations followed by a Q&A, informational boards displaying the route options and background information on the project as well as large engineering layouts with a more detailed view of route options. Staff were present to answer questions and take notes from community members as they explored the information.
- Virtual Community Meeting
  - On Microsoft Teams, staff presented the same information offered at the in-person meetings on the latest design of the route/stations, environmental review schedule, and updates on anti-displacement initiative. This was followed by a question-and-answer session.
- Cultivate Arts
  - Cultivate Arts is a collaborative effort to activate spaces, build connections, celebrate diversity, and promote opportunity through local artist-led creative placemaking projects in the Blue Line Extension corridor. Cultivate Arts has been working with local artists from September to December 2023 to creatively engage communities in various events to inform planning and design for the Blue Line Extension.

## Other Meeting Metrics:

- 20 community meetings and pop-up events
- 36 events with stakeholder and business representatives
- 9 Advisory Committee meetings
- 446 interactive map and survey comments
- Many more questions and phone calls

## Community Meeting Feedback

### Comment Summary/Themes:

- Anti-displacement
  - Concern that residents and businesses will be bought out and replaced
  - Worry that the light rail will change neighborhood character, especially along West Broadway
  - Desire to advance anti-displacement strategies and funding
- Parking
  - Concern that loss of parking on West Broadway will negatively impact businesses by decreasing accessibility
  - More data on future parking and vehicle usage should be available
- Community empowerment and representation



Figure 1: Photo of project staff sharing updates at November 8 Quarterly Community Meeting



- Jobs and workforce training for community members
- Community well-being needs to be prioritized
- The project should help build generational wealth
- Desire to have the homeless population represented on committees
- Engagement should focus on ensuring the voices of younger generations are heard
- Staff accountability
  - The project office needs to offer solutions to recurring project concerns such as public safety, parking, displacement, etc.
  - Fear that promises will not be fulfilled
- Ridership
  - Understanding more about the FTAA Ridership Forecasting Model
- Construction
  - Construction impacts to community and businesses

## Feedback from Business Owners

Throughout the months of September – December, project staff spoke to over 120 businesses along the Blue Line Extension route to better understand business needs and operations. Below are common themes/comments from businesses:

### Benefits of Blue Line Extension

- Reliable means of transportation for customers and employees, especially those that are zero/one car households
- Bring in more and/or new customers to businesses
- Redevelopment of the area
- Reduce traffic in the area
- Improve accessibility

### Concerns of Blue Line Extension

- Inconvenience during construction, what impacts will construction have on business?
- Noise disruption to businesses
- Safety concerns
  - At stations and on trains
  - Traffic – pedestrians and drivers
- Loss of street parking
- Property value decreasing, property taxes increasing

5. Where do you currently have access to your business from? (select one for each row)

	Yes	No	N/A
Main street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Side street (s)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rear street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. What are your typical staff hours?

7. What are your typical hours of operation, and when are you most busy?

8. How do your customers/clients get to and from your business (if known)?

9. Currently, are there barriers for your customers to access your business? Select all that apply.

- Poor lighting
- Safety
- Bad sidewalk conditions
- Public safety concerns
- Restricted parking rules
- Other (please specify)

Figure 2: Sample of questions on the Blue Line Extension Business Inventory Survey



### North Loop Route Feedback

In September 2023, a proposed route for Minneapolis was developed based on community feedback and engineering analysis. The route is being advanced to a preliminary design and environmental analysis stage for city and federal review.

The proposed route (solid line) in the North Loop neighborhood of Minneapolis would use 10<sup>th</sup> Avenue to Washington Avenue to connect to 21<sup>st</sup> Avenue with a station located south of Plymouth Avenue. A secondary option (dashed line) is also being considered that would run along the east side of I-94 between 10<sup>th</sup> Avenue and 17<sup>th</sup> Avenue where it would connect with Washington Avenue before crossing I-94 at 21<sup>st</sup> Avenue.

Project staff hosted a North Loop community meeting as well as asked community members to share their preferences online via an updated survey launched October 30, 2023, from the survey in August 2023. The following were common themes/comments project staff collected:

#### Benefits

##### 10<sup>th</sup> to Washington

- More businesses and residents in the area – connects local and nonlocal residents
- Easy access to and from the North Loop area
- Increase connection to other routes and amenities
- Makes stations more walkable
- Reduces car traffic in area
- Potential opportunities for future developments and serve pre-existing developments in the already populated and busy neighborhood – allows for natural expansion of the development along Washington
- Transit mall could be transformational for the area

##### 10<sup>th</sup> to 17<sup>th</sup> to Washington

- Less construction impact for residents/businesses
- Little to no impact on flow of traffic
- Places station closer to residents on west side of I-94
- Keeps two-way traffic on 10<sup>th</sup>
- No risk to damaging historic buildings

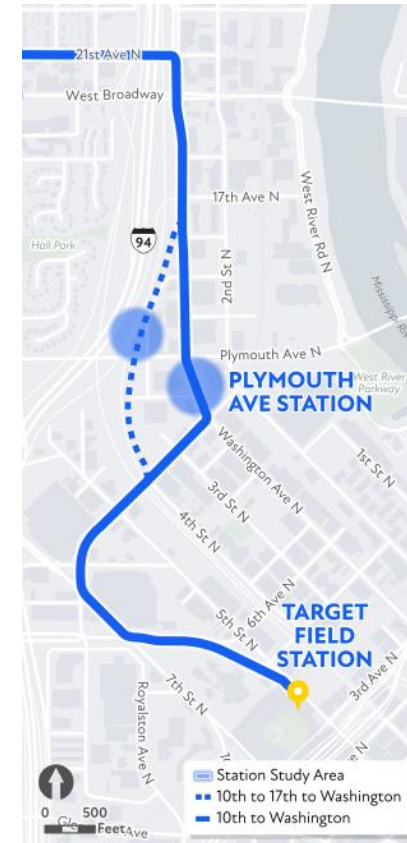


Figure 3: North Loop Route Options Map



## Concerns

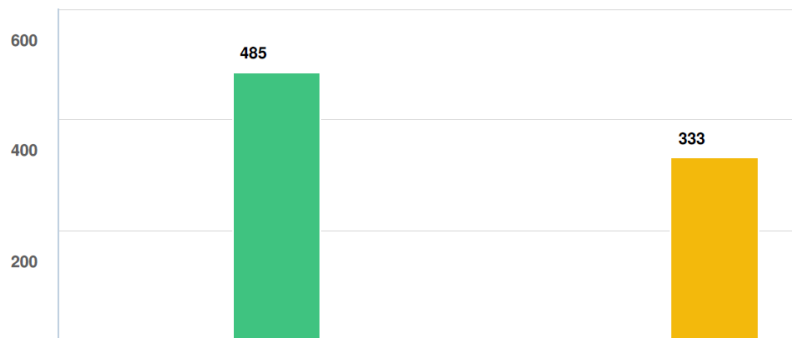
### 10<sup>th</sup> to Washington

- Possible impact on historic buildings during construction
- Noise during and after construction
- Many did not see any benefits to this route and preferred 10<sup>th</sup> to 17<sup>th</sup>
- Poses risk to pedestrians and bikers
- Too close in proximity to Target Field station
- Removing vehicle traffic makes it difficult for visitors/residents to access neighborhoods

### 10<sup>th</sup> to 17<sup>th</sup> to Washington

- Less accessibility to the North Loop neighborhood and businesses
- Further walking distance for residents and visitors
- Less pedestrian infrastructure makes its unsafe for people crossing
- Less opportunities for future development – more remote than 10<sup>th</sup> to Washington
- Lack of connection to other routes and North Loop neighborhood

Q1 If light rail is advanced east of I-94, which option do you prefer?



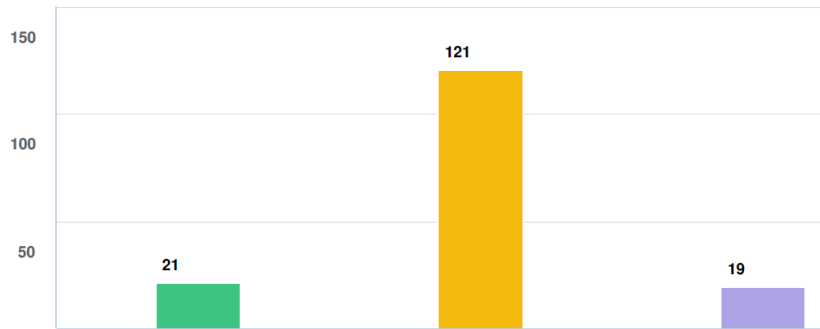
**Question options**

● Option 1 (pink line east of I-94 along highway) ● Option 2 (green line along 10th Ave)

Figure 4: North Loop Survey Results (from August 3, 2023 to October 26, 2023)



**Q5** If light rail is advanced on 10th Avenue, which design do you prefer?

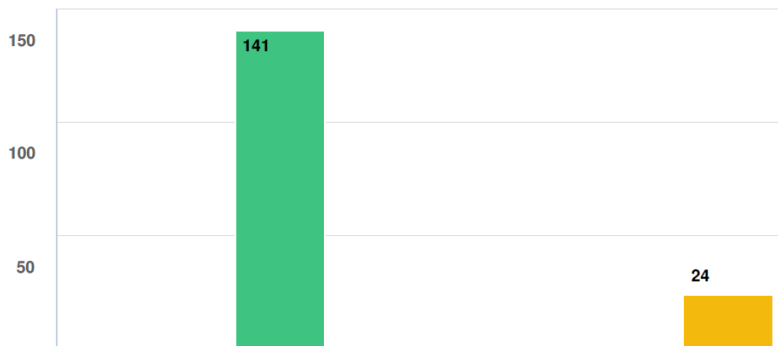


**Question options**

- One-way northbound traffic
- Transit Mall
- Other (please specify)

Figure 5: North Loop Survey Results (from October 30, 2023 to December 20, 2023)

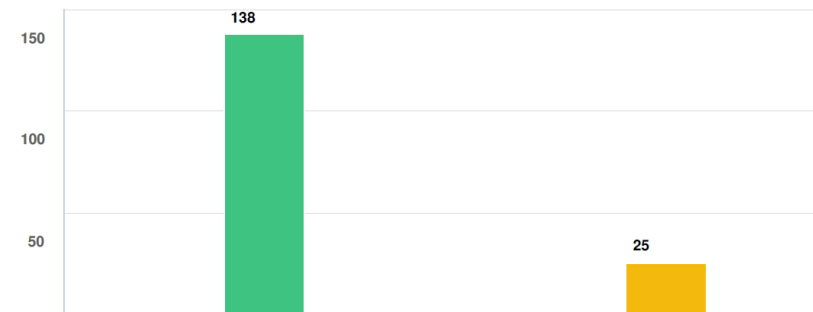
**Q8** If the Blue Line Extension were accessible to you, would you take it?



**Question options**

- Yes
- No

**Q9** Do you see the Blue Line Extension as a valuable transit addition to the North Loop area?



**Question options**

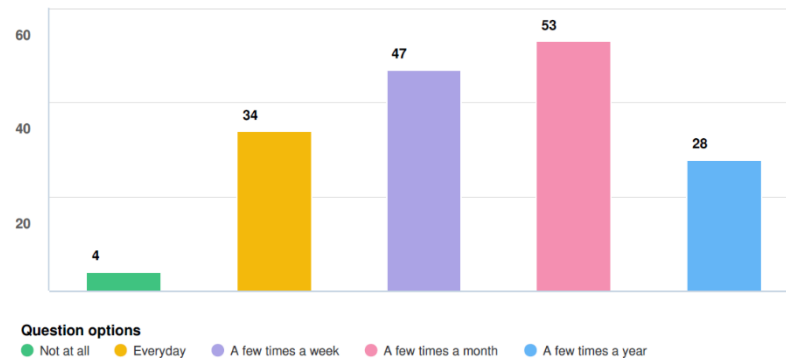
- Yes
- No



# Public Engagement Report (September - December 2023)

METRO Blue Line Extension

Q7 How often do you currently use Metro Transit to get to your destinations?



Q10 How do you currently travel to and from destinations?

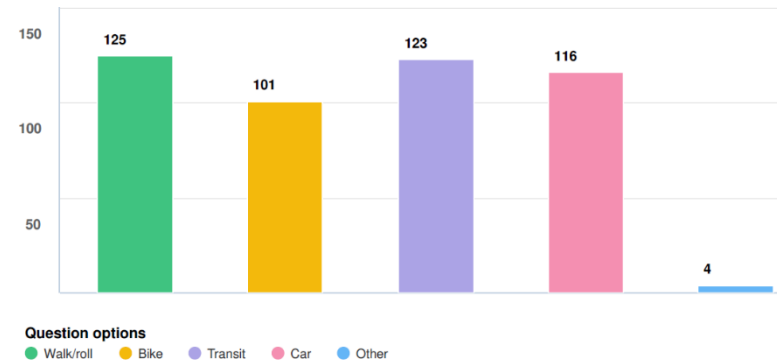


Figure 66: North Loop Online Survey Results (from October 30, 2023 to December 20, 2023)

Project staff asked the community if the Transit Mall option on 10<sup>th</sup> Avenue advances, what other improvements would you like to see to the area. Below are suggestions taken from survey results:

- Better bike connections to other parts of North Loop
- Bike amenities – dedicated lanes, racks, lockers, etc.
- Stop lights at intersections along Washington Ave
- Signal priority for trains
- Police presence
- Create retail, coffee shop, wine bar, etc. businesses near Transit Mall
- Wayfinding signage for bikes and pedestrians from Transit Mall to West River Road bike path and to Cedar Lake trail
- Signage so traffic knows not to drive on the Transit Mall
- Make the area more walkable
- More landscaping, trees, shade canopies
- Public art spaces
- Better lighting

From late October to January 31, 2023, project staff updated the North Loop Survey to prioritize receiving feedback regarding benefits and drawbacks of the two proposed route options, 10<sup>th</sup> to Washington and 10<sup>th</sup> to 17<sup>th</sup>.



# Public Engagement Report (September - December 2023)

METRO Blue Line Extension

For the 10<sup>th</sup> to Washington route, 77% of survey respondents said there were many benefits to this route including better connections to people and amenities, less noise to residents, and the reduction in traffic. Drawback that 19% of respondents shared included removal of vehicles lanes would lead to more backups, increase crime to riders, and the disruption of North Loop residents due to train and construction noise and the possibly of displacement.

For 10<sup>th</sup> to 17<sup>th</sup>, 43% of people saw benefits to this route that included easier access to I-94, less impact to residents, and keeps traffic on 10<sup>th</sup> Avenue. 45% of respondents shared drawbacks and no benefits to this route that included feedback such as creating a bypass of Washington Avenue would end chances of creating a local downtown community atmosphere, increase walking distance to North Loop area, and that it doesn't serve a great number of pre-existing residences, offices, and businesses.

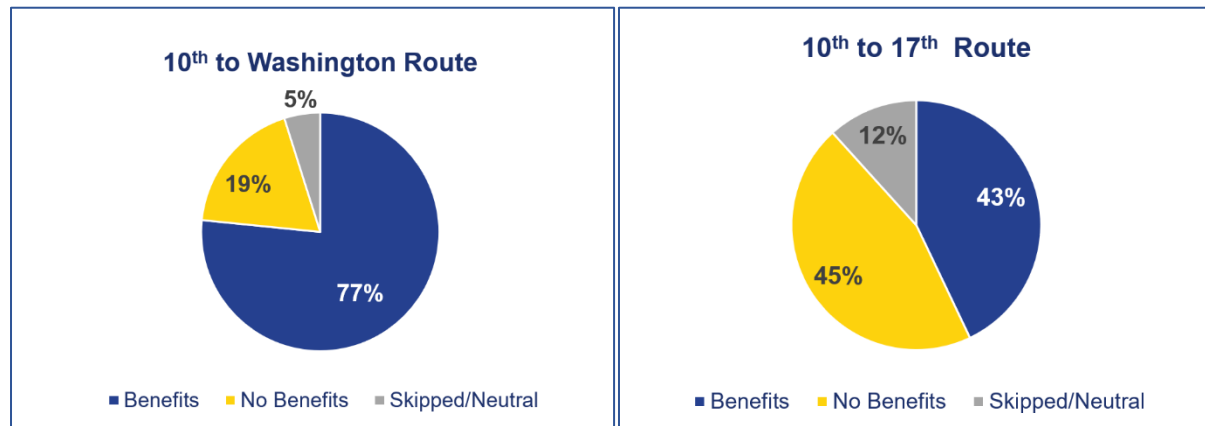


Figure 7: North Loop Online Survey Results (as of January 31, 2024)





## Interactive Map Comments (September – December 2023)

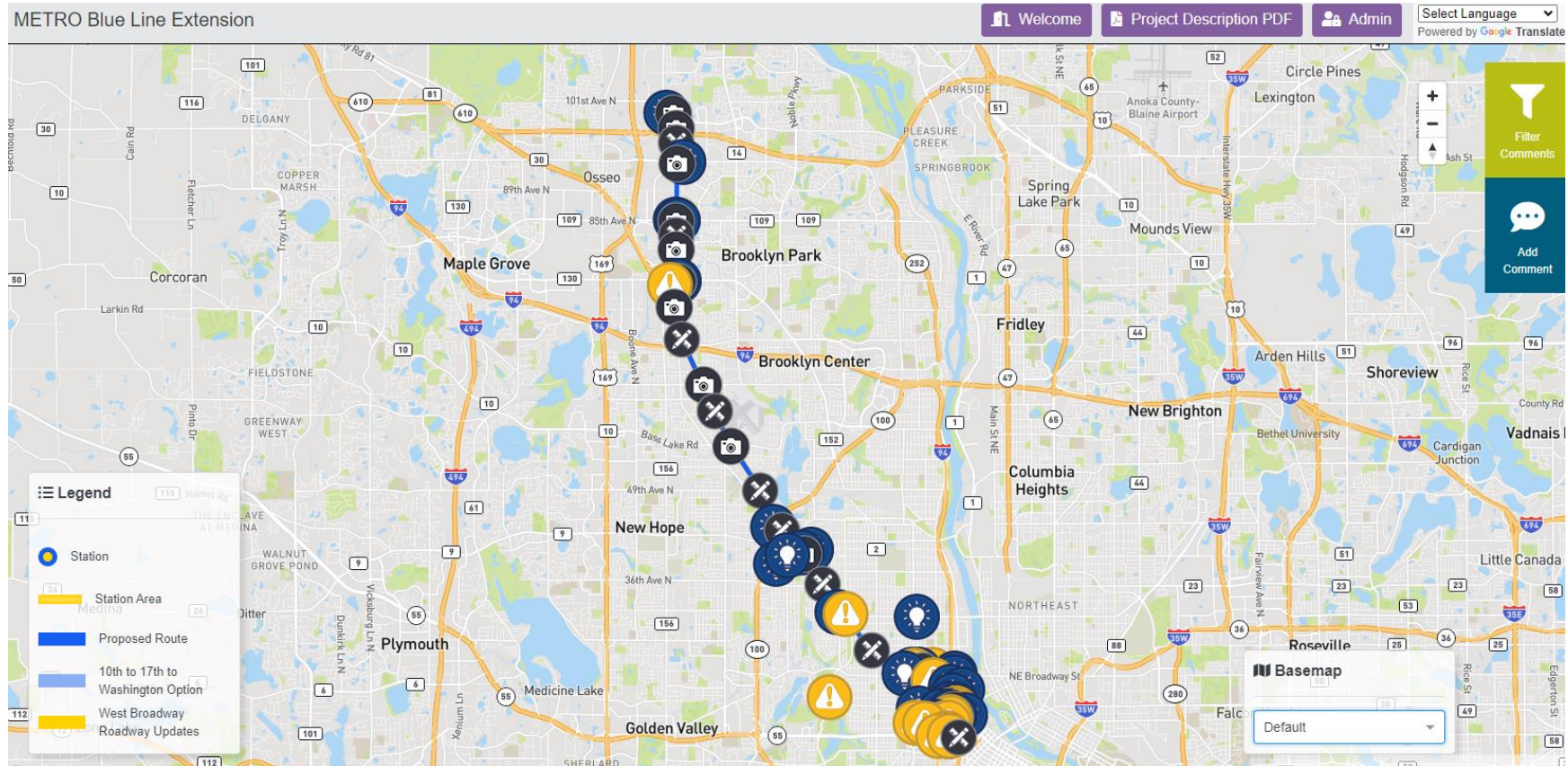


Figure 8: Comment pins on interactive map

The interactive map (updated in September 2023) featured and sought feedback on the proposed route in Minneapolis. In Minneapolis, the recommendation is to extend light rail from Target Field Station along 10th Avenue and Washington Avenue, and on 21st Avenue between I-94 and James Avenue, where it would join West Broadway Avenue. Related construction and improvements would be pursued on West Broadway Avenue between Lyndale and James avenues. **282** comments were received between September and December 2023.

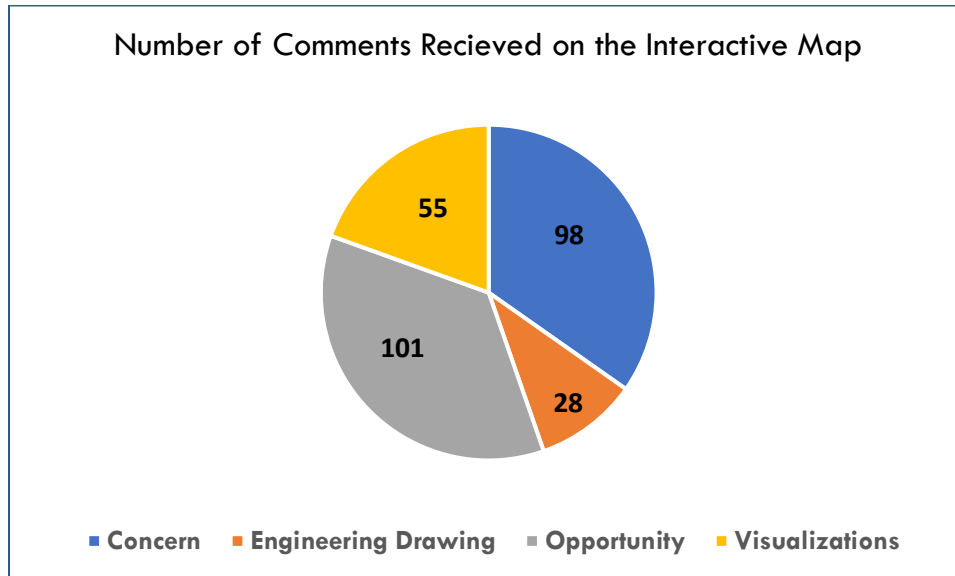


Figure 9: Comments received on interactive map

### Concerns

- Properties along 21<sup>st</sup> lose parking when roads are shared with tracks
- Lack of easy transfer to the D line
- Increase pedestrian and bike accessibility near Olson Memorial Highway due to unsafe conditions
- Putting a station in the middle of Washington Ave has potential safety impacts, especially with pedestrians crossing traffic
- Concern for bus and student safety

### Opportunities

- Serve residents near Theodore Wirth Park, as well at 7<sup>th</sup> Street
- LRT will lead to redevelopment of some of the industrial spaces on Washington Ave into much needed housing for our city
- Improve mid-block pedestrian access between 2<sup>nd</sup> and Washington Ave
- A stop at Washington and Broadway would benefits popular local establishments
- Connecting a protected bike path to downtown Robbinsdale station creates more accessibility for residents



## Visualizations

- 10<sup>th</sup> Ave transit mall makes the neighborhood even more walkable
- Excitement for bike lanes on the 21<sup>st</sup> Ave bridge
- Preference for no car access on the 21<sup>st</sup> Ave bridge
- Plymouth Ave station would provide great transit options for northern part of the North Loop

## Engineering Drawings

- Find an opportunity to connect the D and C line for easy transfer
- 21<sup>st</sup> Ave N should be just a transit/pedestrian/bike mall where possible
- Lowry Avenue station should be moved up to Abbott so commercial area just north of there can be better served

## Public Comment Compilation

Project staff posted a new way to share public comments that have been collected since August 2020. The comments shown in this dashboard summary were gathered from written feedback from surveys, interactive map comments, comment forms, and community meetings, not encompassing other comments received. More information can be found at: <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Community-Engagement/Reports-and-Comments.aspx>

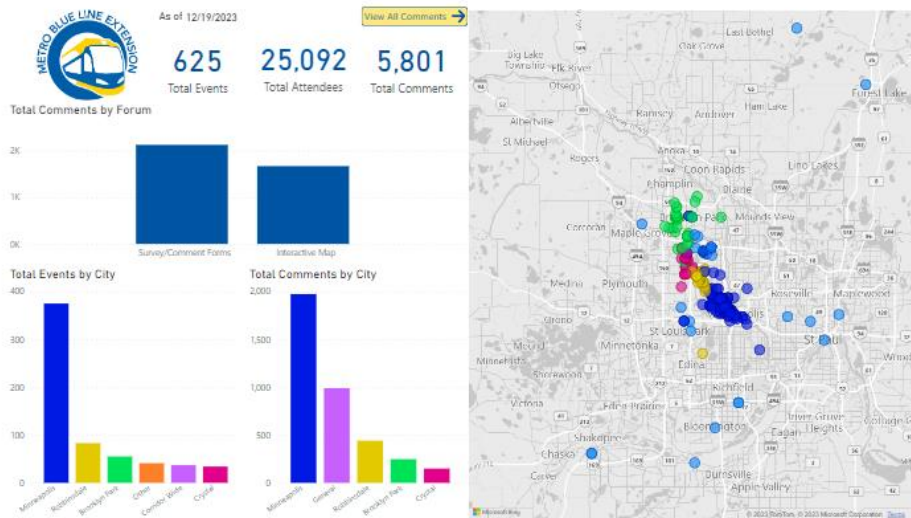


Figure 10: Dashboard Summary of Comments Received



## Advisory Committees

The Business Advisory Committee (BAC), Community Advisory Committee (CAC), and Corridor Management Committee (CMC) met monthly from September through December (October meetings were cancelled) to introduce review committee charters, discuss the latest project updates from staff. Discussion during these meetings included:

- **BAC:**
  - At the September meeting, members were presented with the route alignment presentation that included visual representations of stations and highlighted investments around some of these stations. Members observed these investments and assumed that the light rail project would stimulate growth in all areas of the alignment. Discussion ensued, with members questioning why North Minneapolis was not offered a P&R facility, in contrast to Robbinsdale, Crystal, and Brooklyn Park, which were provided with parking options. This raised concerns about building trust within communities, particularly when North Minneapolis seemed to be lacking in equitable development.
  - In November, primary concerns of BAC members centered around Anti-Displacement, particularly urging a detailed examination of how zoning, assessments, and real estate taxes will affect businesses along the corridor.
  - During the December meeting, the committee members appreciated the update regarding communications. A good portion of the meeting focused on the uncertainty with the project and the anxiety that comes with that. The committee members acknowledged the reality that some key components of the project are out of the hands of the Blue Line Extension (BLE) project team such as parking decisions along the route, zoning, and taxation.
- **CAC:**
  - At the September meeting, CAC members engaged in extensive discussions regarding various aspects of the light rail project. The topics covered included the placement of stations, particularly the station in Robbinsdale in relation to Park and Ride (P&R) facilities. There was a strong emphasis on ensuring that the station remains conveniently accessible by foot, with considerations even extending to the potential construction of a pedestrian flyover bridge connecting the station to the P&R. Additionally, discussions touched on Anti-Displacement measures and determining the optimal timing for engaging with businesses to propose potential solutions. There was overall satisfaction from the CAC members with the alignment recommended by staff.
  - In November, conversation was had regarding ridership numbers and how that affects federal funding with the FTA's new Ridership Forecasting Model (STOPS model). Members asked project staff for an update about what they've heard regarding the North Loop alignment.
  - In December, committee members appreciated the update on communications, and it was noticed that most or all the footage for the Campaign Recap Video was shot locally and they recognized some of the people. The CAC committee members would like to see more videos of this nature and were happy to hear the communications team is planning to begin a podcast and produce more videos in 2024. Committee members appreciated the effort made to update the design for the Lowry Station and this updated design will definitely help with some of the concerns residents have voiced and provides better connection in the area.
- **CMC:**
  - In September, members reviewed track alignments and stations for the Supplemental Draft Environmental Impact Statement.
  - In November, members were provided with an overview of the proposed alignment for the Blue Line Extension, which extends the current Blue Line from Minneapolis to Brooklyn Park and was presented with the staff-recommended alignment map. Several



## Public Engagement Report (September - December 2023)

METRO Blue Line Extension

members expressed gratitude for the work being done with the Anti-Displacement Working Group and look forward to hearing a more detailed account of the expected outcomes and milestones. Conversations were also had to understand the project's rating process mandated by the Federal Transit Administration (FTA).

- In December, committee members were provided a project update regarding Lowry Avenue Station, communications updates, process update on anti-displacement, and end of year reports from the Community and Business Advisory committees.



Date	Comment	Forum	Type/Reply to	City
2/22/2021	Based on previous engagement, the community identified this area as a key destination because of North Loop businesses and restaurants	PublicCoordinate		Minneapolis
2/24/2021	Based on previous engagement, the community identified this area as a key destination because of the connection to the West Broadway commercial area.	PublicCoordinate		Minneapolis
2/24/2021	Based on previous engagement, the community identified this area as a key destination because of the connection to area businesses on Penn Avenue.	PublicCoordinate		Minneapolis
2/24/2021	Based on previous engagement, the community identified North Memorial Medical Center as a key destination.	PublicCoordinate		Robbinsdale
2/24/2021	Based on previous engagement, the community identified the Upper Harbor Terminal area as a key destination in the future.	PublicCoordinate		Minneapolis
2/24/2021	Based on previous engagement, the community identified the 63rd Avenue area as a key destination.	PublicCoordinate		Brooklyn Park
2/24/2021	Based on previous engagement, the community identified Robbinsdale area businesses as a key destination.	PublicCoordinate	Project Info	Robbinsdale
2/24/2021	Based on previous engagement, the community identified the Crystal area businesses as a key destination.	PublicCoordinate	Project Info	Crystal
2/24/2021	In all cases, think FIRST of which EXISTING destinations will attract the most riders. Don't count on "transit-motivated development." Having formerly lived near downtown Robbinsdale, I agree that it is an excellent choice. And North Memorial Hospital, a major employer in the area, is a must. Make sure that all stops have good pedestrian access on 02/24/2021	PublicCoordinate	Based on previous engagement, the community identified Robbinsdale area businesses as a key destination.	Robbinsdale
2/24/2021	This is a halfhearted approach to connecting the route to the Crystal business area. It is like having a LRT stop at the MPLS farmers market to serve the Twins Stadium. Send the LRT up W Broadway after downtown Robbinsdale to capture the actual Crystal Business district! on 02/24/2021	PublicCoordinate	Based on previous engagement, the community identified the Crystal area businesses as a key destination.	Crystal
2/24/2021	If Target HQ North Campus is a "key destination" why is the platform projected to be a borderline unwalkable distance away? If this is the key destination, shouldn't the station platform be significantly closer to the front door? This never made sense to me. on 02/24/2021	PublicCoordinate	Based on previous engagement, the community identified the Target Campus as a key destination.	Brooklyn Park
2/24/2021	Have Target employees been polled to gather information on how many employees live near the LRT routes and of those, how many would use LRT? on 02/24/2021	PublicCoordinate	Based on previous engagement, the community identified the Target Campus as a key destination.	Brooklyn Park
3/11/2021	This alignment doesn't make sense in terms of serving the neighborhood. Line along Lowry okay, but would make more sense up Lyndale.	PublicCoordinate	Concern	Minneapolis
3/11/2021	This route would have much more value to the Northside than running along the hiway or into the North Loop area.	PublicCoordinate	Opportunity	Minneapolis
3/11/2021	Opportunity to transform this part of town into a better more walkable and livable neighborhood and to improve access to the River and eliminate harmful industrial uses that pollute our city.	PublicCoordinate		
3/11/2021	This area is ripe for redevelopment. A station in this area would accelerate transformation.	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
3/11/2021	As 10th Ave is probably too narrow for a station, I'd put the station on Washington between 10th and Plymouth. That would serve the north end of the North Loop AND the Plymouth corridor (allowing bus transfers, as well as connection to the Plymouth bikeway). I think a station here has the potential to drive a TON of ridership, which the line needs in order to remain cost-effective to secure federal funding. Clearly, well-intentioned people will bark "equity" as a reason against putting a station here, but the line can serve both the northern North Loop AND the Broadway corridor, by following the Red to Green links. Washington & Plymouth is more than a 15 minute walk to Target Field Station. Having a station here at Washington & 10th/Plymouth is perfect station spacing from Target Field. on 03/11/2021	PublicCoordinate	A transit station near Washington would greatly expand transit access to the North Loop and connect with existing routes for a better integrated transit network.	Minneapolis
3/11/2021	A transit station near Washington would greatly expand transit access to the North Loop and connect with existing routes for a better integrated transit network.	PublicCoordinate		Minneapolis
3/11/2021	This is a GREAT alignment option!!!	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	A transit station near Cub Foods would be a great asset	PublicCoordinate		Minneapolis
3/11/2021	Opportunity for tunneling light rail here so that the street remains walkable and useable and transit is fast and reliable	PublicCoordinate		Minneapolis
3/11/2021	Access to jobs at MPS HQ makes this a good station location	PublicCoordinate		Minneapolis
3/11/2021	Essential to have a station at Emerson/Fremont to allow for seamless connections with the D Line aBRT.	PublicCoordinate		Minneapolis
3/11/2021	If the LRT line goes up Lyndale N, it will need to make a smooth turn at this site and some property may need to be taken. Perhaps there is a larger opportunity to redevelop this entire site for transit and grocery-oriented housing and jobs.	PublicCoordinate		Minneapolis
3/11/2021	A station here near apartment buildings would be good	PublicCoordinate		
3/11/2021	Opportunity to connect to another grocery location	PublicCoordinate		
3/11/2021	Station should be located as close to central "downtown Robbinsdale" as possible	PublicCoordinate		Robbinsdale
3/11/2021	What happens to grocery store if Lyndale to WB alignment selected? That is a community asset and needs to be maintained (at current location or nearby).	PublicCoordinate	What happens to grocery store if Lyndale to WB alignment selected? That is a community asset and needs to be maintained (at current location or nearby).	Minneapolis
3/11/2021	Excellent station location; would connect with C-Line BRT and provide access to local businesses, school	PublicCoordinate		Minneapolis
3/11/2021	Would be good to connect only hospital in area to transit lines	PublicCoordinate		Robbinsdale
3/11/2021	Great place for possible station with access to grocery store, North Memorial offices, and new residential units	PublicCoordinate		Robbinsdale
3/11/2021	I 100% agree with this. This is a major hub for people in the Robbinsdale/west half of North Minneapolis communities. "Destinations" such as DT Robbinsdale are important too, but more people will use the service if it stops in places they go to in their day to day life. on 03/11/2021	PublicCoordinate	Great place for possible station with access to grocery store, North Memorial offices, and new residential units	Robbinsdale
3/11/2021	Station at North Memorial is absolutely necessary	PublicCoordinate		Robbinsdale
3/11/2021	Consider creating a tunnel portal here for Broadway St alignments.	PublicCoordinate		Minneapolis
3/11/2021	Bad alignment, this doesn't serve people. Please nix this option right away.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/11/2021	Consider safe connection and amenities (i.e. covered bike racks, tool station) for Rush Creek Regional Trail, if it is anticipated that area residents may be biking to transit or that metro residents will be bringing their bikes to experience the trail and parks. Do note that Rush Creek Regional Trail is fantastic, but the crossing and area around the Winnetka crossing is the one hairy spot in comparison...it may be an opportunity to improve.	PublicCoordinate		Brooklyn Park
3/11/2021	better plan to have route out of downtown actually go through an area that will benefit from the development that will follow. Down Olson and up through the woods on the east side of Wirth did not connect with the inner city, rather circumvented it. I prefer red link.	PublicCoordinate		Minneapolis
3/11/2021	Agreed on 03/11/2021	PublicCoordinate	This route would have much more value to the Northside than running along the hiway or into the North Loop area.	Minneapolis
3/11/2021	Excellent opportunity to serve the college students.	PublicCoordinate		Brooklyn Park
3/11/2021	I don't know how LRT, motor vehicle lane, and bike lanes will all fit through here, never mind a transit stop besides. I'm concerned that if this route is selected there will be some terrible design compromises to keep costs down (shared vehicle/LRT lanes, bike lane removal, etc.). Please look closely at this option and consider alternatives (even the expensive ones) to keep this comfortable for bicyclists and efficient for LRT users.	PublicCoordinate		
3/11/2021	Red link would require a substantial bridge to cross 94. Also, connecting to Washington would probably have to happen north of 17th Ave. Exit ramp from WB 94 at 17th Ave. can get congested due to the signal timing.	PublicCoordinate		Minneapolis
3/11/2021	FINALLY you are thinking about getting transportation to the people!!!! YES!!!!	PublicCoordinate		
3/11/2021	The Hall Park trail bridge would probably require replacement due to vertical clearance, or Lyndale would need to be lowered.	PublicCoordinate		Minneapolis
3/11/2021	Mainly a connection to Lowry Ave. bus routes. Also provides connection to the north half of the riverfront.	PublicCoordinate		Minneapolis
3/11/2021	I believe this was already designated for a station location.	PublicCoordinate		Minneapolis
3/11/2021	Connections to transit and other destinations, like Royalston	PublicCoordinate		Minneapolis
3/11/2021	Keep original station plan for West Broadway	PublicCoordinate		Minneapolis
3/11/2021	Opportunity to create pedestrian walkability to "Main St" Robbinsdale a.k.a W. Broadway Ave with a nice pedestrian alley/welcome walkway	PublicCoordinate	Opportunity	Robbinsdale
3/11/2021	A station at Bass Lake Rd should be maintained	PublicCoordinate	Desired Station Location	Crystal
3/11/2021	A station at the 63rd Ave Park & Ride should be maintained	PublicCoordinate	Desired Station Location	Brooklyn Park
3/11/2021	If Lowry alignment selected, station would be needed here to connect to D-Line BRT and local businesses	PublicCoordinate	Desired Station Location	Minneapolis
3/11/2021	Opportunity to remove and/or repurpose I-94 on/off ramp viaduct.	PublicCoordinate	Opportunity	Minneapolis
3/11/2021	If routed this way, Plymouth is a major intersection with route 7 running on Plymouth Ave, a station here would provide much needed connections.	PublicCoordinate	Desired Station Location	Minneapolis
3/11/2021	Good connection to W. Broadway, and central access to riverfront businesses.	PublicCoordinate	Desired Station Location	Minneapolis
3/11/2021	Good option for existing Blue line users to gain access to the North Loop.	PublicCoordinate	Opportunity	Minneapolis



Date	Comment	Forum	Type/Reply to	City
3/11/2021	Yellow Link appears to require considerable reduced speed which would increase route time on top of the relatively slower Red Link option. However, no new bridge is required, only retrofitting the Plymouth Ave. overpass.	PublicCoordinate	Concern	Minneapolis
3/11/2021	I am not sure that near north should be prioritized for transit. If the option is either some of the richest zip codes in the city or some of the poorest for transit I am not sure what the justification is for picking the rich white part of the city again or north minneapolis on 03/11/2021	PublicCoordinate	A transit station near Washington would greatly expand transit access to the North Loop and connect with existing routes for a better integrated transit network.	Minneapolis
3/11/2021	"Rich white people" ride light rail too on 03/11/2021	PublicCoordinate	A transit station near Washington would greatly expand transit access to the North Loop and connect with existing routes for a better integrated transit network.	Minneapolis
3/11/2021	I agree this could be a great alignment. Metro Transit and MnDOT already own nearly all of the ROW required, and it would begin as an elevated track. While the line may look circuitous (as compared to 7th St), a surface running route along 7th could actually be much slower due to the multiple long stoplights at I-94. I'm very pro red-link! on 03/11/2021	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	Red link doesn't harm anyone in north minneapolis on 03/11/2021	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	In agreement, curious on how this would travel, at grade or bridge? on 03/11/2021	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	I prefer this alignment for North Loop connections. Only downside is speed may have to be reduced for the turns, increasing route time. on 03/11/2021	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	Needs to be grade separated on 03/11/2021	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	Based on the MetCouncil meeting today this would be a bridge and then go to at-grade by the viaduct to go under it at 10th on 03/11/2021	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	This is only a great alignment for serving the rich north loop area. If this alignment is chosen it will continue the ongoing city policies that have harmed north minneapolis on 03/11/2021	PublicCoordinate	This is a GREAT alignment option!!!	Minneapolis
3/11/2021	Yes! Build a tunnel along Broadway. Don't break up the businesses like what happened in frogtown. Many businesses had to go out of business because access was too difficult after the light rail was built in St. Paul. Please learn from these mistakes. on 03/11/2021	PublicCoordinate	Opportunity for tunneling light rail here so that the street remains walkable and useable and transit is fast and reliable	Minneapolis
3/11/2021	Agreed. A surface route through the heart of West Broadway will kill it. Broadway is significantly narrower than University in St. Paul. Narrow sidewalks, no trees, and no/minimal parking for small businesses is a recipe to kill West Broadway. It might be successful right at the station platform area, but the rest of the corridor away from the station would be divided in half, with ugly fencing, reduced pedestrian crossings and safety, etc. Don't divide West Broadway! on 03/11/2021	PublicCoordinate	Opportunity for tunneling light rail here so that the street remains walkable and useable and transit is fast and reliable	Minneapolis
3/11/2021	Build a tunnel, the cost is worth it! on 03/11/2021	PublicCoordinate	Opportunity for tunneling light rail here so that the street remains walkable and useable and transit is fast and reliable	Minneapolis
3/11/2021	Mid-block station would provide great access to D-Line stations on 03/11/2021	PublicCoordinate	Essential to have a station at Emerson/Fremont to allow for seamless connections with the D Line aBRT.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/11/2021	Absolutely necessary station location if WB alignment chosen on 03/11/2021	PublicCoordinate	Essential to have a station at Emerson/Fremont to allow for seamless connections with the D Line aBRT.	Minneapolis
3/11/2021	Essential to have a station at Penn to provide connections to the C Line aBRT.	PublicCoordinate		Minneapolis
3/11/2021	Agree completely. Does not exist now and would enhance whole area. on 03/11/2021	PublicCoordinate	Opportunity to create pedestrian walkability to "Main St" Robbinsdale a.k.a W. Broadway Ave with a nice pedestrian alley/welcome walkway	Robbinsdale
3/11/2021	Entrance/exit from station should be on the west side of Bottineau to provide this access. on 03/11/2021	PublicCoordinate	Station should be located as close to central "downtown Robbinsdale" as possible	Robbinsdale
3/11/2021	This station misses the heart of the crystal business zone. Riders would have to walk way too long to visit key businesses found in the shopping area by Target. LRT should go up W Broadway after Robbinsdale. on 03/11/2021	PublicCoordinate	A station at Bass Lake Rd should be maintained	Crystal
3/11/2021	Same for Pharmacy across street from Grocery Store on 03/11/2021	PublicCoordinate	What happens to grocery store if Lyndale to WB alignment selected? That is a community asset and needs to be maintained (at current location or nearby).	Minneapolis
3/11/2021	This the only station near a park and ride on 03/11/2021	PublicCoordinate	A station at the 63rd Ave Park & Ride should be maintained	Brooklyn Park
3/11/2021	Yes on 03/11/2021	PublicCoordinate	A station at the 63rd Ave Park & Ride should be maintained	Brooklyn Park
3/11/2021	It is absolutely vital to issues of health equity that the hospital be connected to transit. Alignment plans that do not have a station that is immediately accessible to the hospital should not be considered. on 03/11/2021	PublicCoordinate	Would be good to connect only hospital in area to transit lines	Robbinsdale
3/11/2021	Definitely needs to have a stop at the hospital. This hospital serves so much of this area around the Blue Line. Please find a way to have a stop within this area! on 03/11/2021	PublicCoordinate	Would be good to connect only hospital in area to transit lines	Robbinsdale
3/11/2021	It's also important to keep a strong transit connection to the library here, as it is an important educational and community resource. With the Lowry alignment, a stop within a block or two of the library is an absolute must. on 03/11/2021	PublicCoordinate	If Lowry alignment selected, station would be needed here to connect to D-Line BRT and local businesses	Minneapolis
3/11/2021	+1, this basically serves only industrial and a highway, not the best option. on 03/11/2021	PublicCoordinate	This alignment doesn't make sense in terms of serving the neighborhood. Line along Lowry okay, but would make more sense up Lyndale.	Minneapolis
3/11/2021	I'm 50/50 on either Washington or Lyndale. The benefit of Washington is it reconnects the east side to the rest of NOMI and improves access to workers. North of 22nd Ave., the riverfront could be in another state. Lyndale does have benefits as it would connect with W. Broadway. However, most of it is low density residential so there may be neighborhood reluctance. Lyndale has more opportunity for residential development, but Washington improves transit a lot more, so I'm torn. on 03/11/2021	PublicCoordinate	This alignment doesn't make sense in terms of serving the neighborhood. Line along Lowry okay, but would make more sense up Lyndale.	Minneapolis
3/11/2021	Lyndale would be better, but Broadway would be best, because it would serve a dense mixture of residential and commercial on 03/11/2021	PublicCoordinate	This alignment doesn't make sense in terms of serving the neighborhood. Line along Lowry okay, but would make more sense up Lyndale.	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/11/2021	agreed. Make the blue line accessible to places which people need to go (such as grocery stores). The blue line can not be about just getting people from one end of the line to another. on 03/11/2021	PublicCoordinate	Great place for possible station with access to grocery store, North Memorial offices, and new residential units	Robbinsdale
3/11/2021	Placing a stop near the grocery store would be a HUGE boon. on 03/11/2021	PublicCoordinate	Great place for possible station with access to grocery store, North Memorial offices, and new residential units	Robbinsdale
3/11/2021	absolutely. People need to be able to reach the hospital. on 03/11/2021	PublicCoordinate	Station at North Memorial is absolutely necessary	Robbinsdale
3/11/2021	Pink to navy would result in the many lower income and BIPOC residents of North Minneapolis being denied LRT access on 03/11/2021	PublicCoordinate	Consider Pink Link to Navy Link connection alternative at I-94.	Minneapolis
3/11/2021	Consider Pink Link to Navy Link connection alternative at I-94.	PublicCoordinate		Minneapolis
3/11/2021	YES! Put it underground! on 03/11/2021	PublicCoordinate	Consider creating a tunnel portal here for Broadway St alignments.	Minneapolis
3/11/2021	Agreed. It's insane that MnDOT is repairing these viaducts instead of tearing them down for development and green space. It's time for the viaducts to go. on 03/11/2021	PublicCoordinate	Opportunity to remove and/or repurpose I-94 on/off ramp viaduct.	Minneapolis
3/11/2021	This would be an important stop also serving the MPLS School Nutrition center, and the route 7 for transfers to the blue line on 03/11/2021	PublicCoordinate	If routed this way, Plymouth is a major intersection with route 7 running on Plymouth Ave, a station here would provide much needed connections.	Minneapolis
3/11/2021	Connecting both Plymouth and Broadway via Lyndale, with stations at each, would really help synergize the core re-development of both corridors. on 03/11/2021	PublicCoordinate	If routed this way, Plymouth is a major intersection with route 7 running on Plymouth Ave, a station here would provide much needed connections.	Minneapolis
3/11/2021	Disagree, this route serves the low income housing area without disturbing the residents of Lowry ave. on 03/11/2021	PublicCoordinate	Bad alignment, this doesn't serve people. Please nix this option right away.	Minneapolis
3/11/2021	If there is going to be a stop at Plymouth, and then at Broadway and Lyndale, but not in between, then the choice of the navy Link versus on Lyndale ( green) might depend on cost. on 03/11/2021	PublicCoordinate	Bad alignment, this doesn't serve people. Please nix this option right away.	Minneapolis
3/11/2021	Disagree - the Navy link offers a faster speed and less disruption through residential neighborhoods. It also allows an alternative to the Red link's 10th Ave narrow issue and still ends up at WBroadway on 03/11/2021	PublicCoordinate	Bad alignment, this doesn't serve people. Please nix this option right away.	Minneapolis
3/11/2021	The only benefit to this alignment is faster allowable speed, and less concern from neighborhood groups. on 03/11/2021	PublicCoordinate	Bad alignment, this doesn't serve people. Please nix this option right away.	Minneapolis
3/11/2021	If there is a stop at or near both the divergence of the navy and green alignments and where they come back together, I do not see how service to neighborhoods would be impacted - unless there is a station option between Plymouth and Broadway, which does not seem useful. on 03/11/2021	PublicCoordinate	Bad alignment, this doesn't serve people. Please nix this option right away.	Minneapolis
3/11/2021	Agreed bad alignment. Only benefit would be people on the train getting in faster and not having to go through the low income neighborhood that this transit line should be serving. on 03/11/2021	PublicCoordinate	Bad alignment, this doesn't serve people. Please nix this option right away.	Minneapolis
3/11/2021	Agreed about bad alignment, however it's better than going through residential on Lyndale. Along 94 or Washington are better options. on 03/11/2021	PublicCoordinate	Bad alignment, this doesn't serve people. Please nix this option right away.	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/11/2021	The LRT route shouldn't benefit moneyed developers and drive development of "North Loop: The Sequel." It should serve the existing BIPOC and low-income residents west of the freeway in North Minneapolis who deserve equitable access to more accessible and desirable transit like LRT. Everything east of the freeway will eventually develop naturally and doesn't need an additional Billion+ from this project to do so. on 03/11/2021	PublicCoordinate	better plan to have route out of downtown actually go through an area that will benefit from the development that will follow. Down Olson and up through the woods on the east side of Wirth did not connect with the inner city, rather circumvented it. I prefer red link.	Minneapolis
3/11/2021	I am sorry but why wouldn't North Minneapolis benefit from development along the light rail? We don't need another small sliver of richer whiter people getting all the nice connections to the river while we are continuously left out of transit and other opportunities. on 03/11/2021	PublicCoordinate	better plan to have route out of downtown actually go through an area that will benefit from the development that will follow. Down Olson and up through the woods on the east side of Wirth did not connect with the inner city, rather circumvented it. I prefer red link.	Minneapolis
3/11/2021	Agreed, this is a much better route than the freeway and North Loop if racial equity and serving lower-income communities are actual priorities. Would be a boon to development and service for both the Plymouth and Broadway corridors while also serving those in stable low-income housing by providing a stop within walking distance of Heritage Park on 03/11/2021	PublicCoordinate	This route would have much more value to the Northside than running along the hiway or into the North Loop area.	Minneapolis
3/11/2021	My concern would be the limited ROW on Lyndale could require quite a bit of property acquisition. This shouldn't require buying homes, but losing parts of yards would have some negative effects. on 03/11/2021	PublicCoordinate	This route would have much more value to the Northside than running along the hiway or into the North Loop area.	Minneapolis
3/11/2021	Station would probably need to be north side of Broadway since most vehicles turn on Broadway from NB Washington. on 03/11/2021	PublicCoordinate	Good connection to W. Broadway, and central access to riverfront businesses.	Minneapolis
3/11/2021	A link between Washington, Lowry, and Broadway is an excellent idea for maximum convenience for the most riders. on 03/11/2021	PublicCoordinate	Good connection to W. Broadway, and central access to riverfront businesses.	Minneapolis
3/11/2021	Agree 100%. And it goes both ways. This gives south Minneapolis residents along Hiawatha a fast one-seat ride to the northern North Loop, and vice-versa, connects the northern North Loop and Plymouth corridor to south Minneapolis and the airport. Target Field Station is a 15-minute walk from Washington & 10th, and that's at a pretty fast clip. A station on Washington between 10th and Plymouth could be a massive ridership generator that gives the entire line the boost it needs to qualify for a high FTA ranking and secure federal funding ASAP. on 03/11/2021	PublicCoordinate	Good option for existing Blue line users to gain access to the North Loop.	Minneapolis
3/11/2021	Agree! on 03/11/2021	PublicCoordinate	Good option for existing Blue line users to gain access to the North Loop.	Minneapolis
3/11/2021	If the Red Link is selected, then the Yellow Link should become priority to make sure more Northside residents have service on 03/11/2021	PublicCoordinate	Yellow Link appears to require considerable reduced speed which would increase route time on top of the relatively slower Red Link option. However, no new bridge is required, only retrofitting the Plymouth Ave. overpass.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/11/2021	Agreed. And the impact on community-owned businesses would be substantial and nearly impossible for the Met Council to mitigate in any meaningful way. The removal of on-street parking on Broadway would be the end for a lot of these small businesses. on 03/11/2021	PublicCoordinate	Property acquisition is not an option where buildings are tight to the property line, so widening Broadway is limited. At a bare minimum on street parking would need to be eliminated. Also possible that Broadway would need to be reconfigured to 1 lane each way with a center turn lane. I think capacity is going to be an issue considering the typical traffic load.	Minneapolis
3/11/2021	The other alternative is to acquire land for publicly accessible parking structure as part of future joint development in the area. Street parking is a hallmark for small businesses but it doesnt have to completely go away if an LRT were to come down West Broadway. on 03/11/2021	PublicCoordinate	Property acquisition is not an option where buildings are tight to the property line, so widening Broadway is limited. At a bare minimum on street parking would need to be eliminated. Also possible that Broadway would need to be reconfigured to 1 lane each way with a center turn lane. I think capacity is going to be an issue considering the typical traffic load.	Minneapolis
3/11/2021	I get excited when I think about existing places like Breaking Bread Cafe, Sammy's Avenue Eatery, Juxtaposition Arts, and more anchoring additional community businesses in an area like this. The train is one potential way to reverse that outflow and instead bring money into the community for existing and new BIPOC businesses along this stretch. on 03/11/2021	PublicCoordinate	Property acquisition is not an option where buildings are tight to the property line, so widening Broadway is limited. At a bare minimum on street parking would need to be eliminated. Also possible that Broadway would need to be reconfigured to 1 lane each way with a center turn lane. I think capacity is going to be an issue considering the typical traffic load.	Minneapolis
3/11/2021	Which is why they should seriously consider a tunnel under broadway! on 03/11/2021	PublicCoordinate	Property acquisition is not an option where buildings are tight to the property line, so widening Broadway is limited. At a bare minimum on street parking would need to be eliminated. Also possible that Broadway would need to be reconfigured to 1 lane each way with a center turn lane. I think capacity is going to be an issue considering the typical traffic load.	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/11/2021	PUT IT UNDERGROUND! Speed up service and serve the community better. Stop with these half measures, put the rail where it serves the community best by having it underground. on 03/11/2021	PublicCoordinate	Property acquisition is not an option where buildings are tight to the property line, so widening Broadway is limited. At a bare minimum on street parking would need to be eliminated. Also possible that Broadway would need to be reconfigured to 1 lane each way with a center turn lane. I think capacity is going to be an issue considering the typical traffic load.	Minneapolis
3/11/2021	Lyndale would be better, but Broadway would be best, because it would serve a dense mixture of residential and commercial	PublicCoordinate		Minneapolis
3/11/2021	Agreed. A surface route through the heart of West Broadway will kill it. Broadway is significantly narrower than University in St. Paul. Narrow sidewalks, no trees, and no/minimal parking for small businesses is a recipe to kill West Broadway. It might be successful right at the station platform area, but the rest of the corridor away from the station would be divided in half, with ugly fencing, reduced pedestrian crossings and safety, etc. Don't divide West Broadway!	PublicCoordinate		Minneapolis
3/12/2021	Another route option could be to just keep going north on Lyndale all the way to Lowry. An argument could be made that a north-south run which touches Plymouth, Broadway, and Lowry would make sure more folks in North Minneapolis have LRT access within a half-a-mile. Additional dollars could be spent running a constant trolley or bus circulator route east-west from east of 94 to Penn.	PublicCoordinate		Minneapolis
3/12/2021	The crystal cove/community center is a great regional destination that should be considered for planning.	PublicCoordinate		Crystal
3/12/2021	This station would provide a link with Crystal Lake Regional Trail and the planed Canadian Pacific Rail Regional Trail.	PublicCoordinate		Crystal
3/12/2021	This whole light industrial area could be redeveloped into a mixed use area with the addition of an at grade crossing over the BNSF line.	PublicCoordinate		Crystal
3/12/2021	This pedestrian crossing is a joke and needs to be redone for the Welcome Park Neighborhood to safely access the proposed station.	PublicCoordinate		Crystal
3/12/2021	A rail stop here would encourage development, especially if mixed use were allowed for 5-over-1 apartments.	PublicCoordinate		
3/12/2021	The Navy link could also continue up 7th and then head north to Broadway via Emerson or Fremont	PublicCoordinate		Minneapolis
3/12/2021	There needs to be a station here to replace the old station that would've served the low-income and public housing residents of Heritage Park. Another option would be the a station across the freeway that is served by a pedestrian skyway or bridge.	PublicCoordinate	Desired Station Location	Minneapolis
3/12/2021	A pedestrian skyway or bridge over the freeway to and from Heritage park could work well here; that way it would matter less which side of the freeway on the Navy Link the station was built.	PublicCoordinate	Opportunity	Minneapolis
3/12/2021	This routing lacks the density and transit connections possible with the red link alignment	PublicCoordinate	Concern	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/12/2021	Wouldn't the line be closer to more people if it took 7th or Plymouth over to Emerson, and then went up to W. Broadway? I'm thrilled it's no longer bypassing Near North altogether, but more people it reaches, the better.	PublicCoordinate	Opportunity	Minneapolis
3/12/2021	The crystal minor business district of 42nd/douglas would be a great connection point to the LRT. It offers services like library, city hall, grocery store and many local businesses.	PublicCoordinate	Opportunity	Robbinsdale
3/12/2021	Sending the LRT on C81 misses much of the business district in Crystal. It should continue on W Broadway after downtown Robbinsdale to actually have a stop in the Crystal business district, rather than just going close to it on bass lake road.	PublicCoordinate	Concern	Crystal
3/12/2021	This station would allow access to those living between the freight rail to the north and the highway to the south. Without it, these residents would have no easy access to the rail system.	PublicCoordinate	Desired Station Location	
3/12/2021	With freight rail, light rail, and a highway there should be a pedestrian bridge here.	PublicCoordinate	Concern	
3/12/2021	A LRT stop park and ride station could work well here, assuming buses could be moved somewhere else. Could be a better and higher use of the property.	PublicCoordinate	Opportunity	
3/12/2021	This road is way to wide with lots of speeding. There are people here who would be served with a train down 7th and it could also serve to calm transit and stop people from just speeding by the neighborhood.	PublicCoordinate	Opportunity	Minneapolis
3/12/2021	Yes, this line best serves lower income populations, as well as all residents that were promised a lite rail for years. on 03/12/2021	PublicCoordinate	There needs to be a station here to replace the old station that would've served the low-income and public housing residents of Heritage Park. Another option would be the a station across the freeway that is served by a pedestrian skyway or bridge.	Minneapolis
3/12/2021	Completely agree with this and the follow up comments. One of the reasons I moved into this neighborhood last year was because the Blue Line Extension would serving this area. The navy and green options are the only ones that will serve the low-income and public housing residents of Heritage Park. on 03/12/2021	PublicCoordinate	There needs to be a station here to replace the old station that would've served the low-income and public housing residents of Heritage Park. Another option would be the a station across the freeway that is served by a pedestrian skyway or bridge.	Minneapolis
3/12/2021	I agree with this. Alignments that skip this neighborhood are a broken promise to the residents and would likely end up serving higher income areas whose residents have more transportation options. on 03/12/2021	PublicCoordinate	There needs to be a station here to replace the old station that would've served the low-income and public housing residents of Heritage Park. Another option would be the a station across the freeway that is served by a pedestrian skyway or bridge.	Minneapolis
3/12/2021	It is past time to fix the racist city planning that resulted in the Holmann decree that was never actually fulfilled. There are lots of low income residents in this area who need reliable transit. We are still basically cut off from the rich north loop area due to previous transit decisions. Look at the income cutoffs between zip codes and you will see why the blue/green option is the only fair alignment. on 03/12/2021	PublicCoordinate	There needs to be a station here to replace the old station that would've served the low-income and public housing residents of Heritage Park. Another option would be the a station across the freeway that is served by a pedestrian skyway or bridge.	Minneapolis



<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/12/2021	A stop here would also be crucial for connecting citywide magnet schools to public transit. Kids who got to here could still conceivably walk to Bethune, and another stop north could get them to Hall. on 03/12/2021	PublicCoordinate	There needs to be a station here to replace the old station that would've served the low-income and public housing residents of Heritage Park. Another option would be the a station across the freeway that is served by a pedestrian skyway or bridge.	Minneapolis
3/12/2021	This is a good point. on 03/12/2021	PublicCoordinate	A pedestrian skyway or bridge over the freeway to and from Heritage park could work well here; that way it would matter less which side of the freeway on the Navy Link the station was built.	Minneapolis
3/12/2021	This was supposed to be part of the Holman decree and was never built as promised. It is very unpleasant to walk into downtown even though we are so close. It makes much more sense to actually put the blue line station on the Hertiage park side but also build a nice pedestrian access to both sides of the highway. on 03/12/2021	PublicCoordinate	A pedestrian skyway or bridge over the freeway to and from Heritage park could work well here; that way it would matter less which side of the freeway on the Navy Link the station was built.	Minneapolis
3/12/2021	Agreed on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis
3/12/2021	Agreed - also, north loop residents can walk to Target Field Station on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis
3/12/2021	The point of mass transit is to provide transit to the masses, i.e. the densely populated and commercially active areas. Not only is the North Loop densely populated and growing, it is buzzing with commerce. Skipping the North loop is actually harmful to the residents along west Broadway and/or Lowry who would benefit from good transit to the North Loop, both for pleasure and employment opportunities. on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis
3/12/2021	This is well-said. on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis



<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/12/2021	This gives all blue line riders easier access to the river. on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis
3/12/2021	Disagree, going to the north loop would be a nice addition to the blue line. The millennials would love it! on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis
3/12/2021	Agree with initial comment, this route benefits an already affluent neighborhood at the expense of a neighborhood that has higher need and number of riders. Blue line riders have adequate access to river along existing route. on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis
3/12/2021	I disagree with the comment. Connecting North to the North Loop benefits both areas. on 03/12/2021	PublicCoordinate	The Red Link should be taken off the table; North Loop has enough advantages already. If this new routing is really about address racial equity and serving lower-income people, then as much of it as possible needs to run west of the freeway in North Minneapolis.	Minneapolis
3/12/2021	Disagree. There are a ton of public transit users and lower-income folks who need access in Heritage Park and the surrounding neighborhoods. on 03/12/2021	PublicCoordinate	This routing lacks the density and transit connections possible with the red link alignment	Minneapolis
3/12/2021	Nope, it lacks the rich people to advocate for it. There are plenty of people here who rely on transit and have been continually left out of transit options due to racist city and transit planning on 03/12/2021	PublicCoordinate	This routing lacks the density and transit connections possible with the red link alignment	Minneapolis
3/12/2021	Yes, could go up Emerson; might work even better on Fremont on 03/12/2021	PublicCoordinate	Wouldn't the line be closer to more people if it took 7th or Plymouth over to Emerson, and then went up to W. Broadway? I'm thrilled it's no longer bypassing Near North altogether, but more people it reaches, the better.	Minneapolis
3/12/2021	Why not a one-way pair using Emerson and Fremont between Plymouth and Broadway? The routes using I--94 ROW and Washington serve the scrap yards and avoid a big clump of population. A 75-foot width for two-way trackage is ridiculously too wide. on 03/12/2021	PublicCoordinate	Wouldn't the line be closer to more people if it took 7th or Plymouth over to Emerson, and then went up to W. Broadway? I'm thrilled it's no longer bypassing Near North altogether, but more people it reaches, the better.	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/12/2021	There is lots of undeveloped land near here. This land would almost immediately be put to actual use if there was a good transit connection. I like the option of going up Emerson or Freemont and maybe realigning one ways and other street plans in the area. There are lots of people who live along this route. on 03/12/2021	PublicCoordinate	Wouldn't the line be closer to more people if it took 7th or Plymouth over to Emerson, and then went up to W. Broadway? I'm thrilled it's no longer bypassing Near North altogether, but more people it reaches, the better.	Minneapolis
3/12/2021	Getting transit closer to North High would align with plans to make that the city CTE school and tech center on 03/12/2021	PublicCoordinate	Wouldn't the line be closer to more people if it took 7th or Plymouth over to Emerson, and then went up to W. Broadway? I'm thrilled it's no longer bypassing Near North altogether, but more people it reaches, the better.	Minneapolis
3/12/2021	A BRT is already planned along this corridor on 03/12/2021	PublicCoordinate	Wouldn't the line be closer to more people if it took 7th or Plymouth over to Emerson, and then went up to W. Broadway? I'm thrilled it's no longer bypassing Near North altogether, but more people it reaches, the better.	Minneapolis
3/12/2021	absolutely agree. How can mass transit not be geared towards the public library and local grocery? Plus it could continue down Douglas towards an ideal stop for the Target, Aldi, Planet fitness, restaurants, This is a key area (Douglas between 42nd and Bass) on 03/12/2021	PublicCoordinate	The crystal minor business district of 42nd/douglas would be a great connection point to the LRT. It offers services like library, city hall, grocery store and many local businesses.	Crystal
3/12/2021	Plus the police station is here. on 03/12/2021	PublicCoordinate	The crystal minor business district of 42nd/douglas would be a great connection point to the LRT. It offers services like library, city hall, grocery store and many local businesses.	Crystal
3/12/2021	I agree with this and should be a major factor considered. Getting downtown Robbinsdale involved would be beneficial for those businesses but not if it runs through on 81. on 03/12/2021	PublicCoordinate	Sending the LRT on C81 misses much of the business district in Crystal. It should continue on W Broadway after downtown Robbinsdale to actually have a stop in the Crystal business district, rather than just going close to it on bass lake road.	Robbinsdale
3/12/2021	I agree the blue line should be a way for more people to get to all the shops, restaurants, and gyms located in the Crystal Business District. If we can give more people easy access to this area we can build up our business district again. on 03/12/2021	PublicCoordinate	This is the heart of the Crystal business district. By having the station at C81/Bass Lake Rd the LRT really misses many of the existing businesses that people want to visit. The route should go on W Broadway after downtown Robbinsdale.	Crystal
3/12/2021	Great Idea! on 03/12/2021	PublicCoordinate	This is the heart of the Crystal business district. By having the station at C81/Bass Lake Rd the LRT really misses many of the existing businesses that people want to visit. The route should go on W Broadway after downtown Robbinsdale.	Crystal

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
3/12/2021	47th or 51st, as long as there is a stop between 100 and the train bridge. on 03/12/2021	PublicCoordinate	This station would allow access to those living between the freight rail to the north and the highway to the south. Without it, these residents would have no easy access to the rail system.	Crystal
3/12/2021	Let's not forgot those of us who are not within a short walk. Make this into a Park and Ride lot. Otherwise people will end up parking on all the side streets and cars will be broken into. At a park and ride there can be video camera and lighting for safety. on 03/12/2021	PublicCoordinate	This station would allow access to those living between the freight rail to the north and the highway to the south. Without it, these residents would have no easy access to the rail system.	
3/12/2021	The population density here is low. This location would hardly warrant a stop. It should be south at 47th Avenue to increase propensity to walk rather than park n ride. on 03/12/2021	PublicCoordinate	This station would allow access to those living between the freight rail to the north and the highway to the south. Without it, these residents would have no easy access to the rail system.	Robbinsdale
3/12/2021	This station would make the Cavanagh Oaks neighborhood completely walkable and enable it for car-free living. on 03/12/2021	PublicCoordinate	This station would allow access to those living between the freight rail to the north and the highway to the south. Without it, these residents would have no easy access to the rail system.	Crystal
3/12/2021	Agreed. ADA-compliant pedestrian overpass would be helpful in that context. Few residences in the area, so provision for parking is essential. on 03/12/2021	PublicCoordinate	With freight rail, light rail, and a highway there should be a pedestrian bridge here.	Crystal
3/12/2021	This is a great spot for a station, but I think It there needs to be some way to make it safer for pedestrians. on 03/12/2021	PublicCoordinate	With freight rail, light rail, and a highway there should be a pedestrian bridge here.	Crystal
3/12/2021	The city of Minneapolis has said no Park and Rides in the city limits I'm pretty sure, also this land is already having a new bus garage built on it. on 03/12/2021	PublicCoordinate	A LRT stop park and ride station could work well here, assuming buses could be moved somewhere else. Could be a better and higher use of the property.	Minneapolis
3/12/2021	No no no. This again is just cutting off north minneapolis. We are always given highways or parking lots or industrial things between us and the "nice" areas of the city or resource rich areas like downtown. We do not need a bunch of suburb people driving in to park here. I am already upset the bus barn was built there to cut us off from downtown and make the walk very unpleasant for those of us who want to walk from near north to the Twins stadium on 03/12/2021	PublicCoordinate	A LRT stop park and ride station could work well here, assuming buses could be moved somewhere else. Could be a better and higher use of the property.	Minneapolis
3/12/2021	I'd like to second this. We've had a LOT of neighborhood discussion about speeding and wild car driving on Emerson and 7th aves (Fremont too) and it seems like existing attempts to slow that traffic haven't helped a whole lot. A light rail line up 7th and Emerson ... and maybe putting north/south traffic on Fremont instead of having a speed-incentivizing one-way there ... might slow things down and make these streets a little safer. on 03/12/2021	PublicCoordinate	This road is way to wide with lots of speeding. There are people here who would be served with a train down 7th and it could also serve to calm transit and stop people from just speeding by the neighborhood.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/12/2021	Agreed, this intersection is unsafe and needs to be re-done on 03/12/2021	PublicCoordinate	This intersection is extremely dangerous. I believe with previous alignments there were long term plans to address this area. It isn't safe for walkers and there are multiple terrible accidents per week (my entire family almost died at this intersection due to a driver running a red light while speeding). Please don't abandon plans to fix this area. Is there anyway to bring the train down Olson and parallel Lyndale-7th-Emerson until Broadway?	Minneapolis
3/12/2021	+1 Way back in the 90's I was in a car accident here that almost killed my family too. It is a long term problem intersection that needs to be addressed! on 03/12/2021	PublicCoordinate	This intersection is extremely dangerous. I believe with previous alignments there were long term plans to address this area. It isn't safe for walkers and there are multiple terrible accidents per week (my entire family almost died at this intersection due to a driver running a red light while speeding). Please don't abandon plans to fix this area. Is there anyway to bring the train down Olson and parallel Lyndale-7th-Emerson until Broadway?	Minneapolis
3/12/2021	Agreed - please keep it on the west side of I-94 to better serve existing residential areas most in need of LRT on 03/12/2021	PublicCoordinate	10th Street is narrow with residential apartments and condos very close to the street in this location. This is also a primary route for fire trucks. The North Loop is more centrally served by the Target Field Station already, so this jog isn't that helpful. This route actually just takes the line into an industrial area on Washington. Whereas the options to the west of 94 are on wider streets with easier access across 94.	Minneapolis
3/12/2021	I very much support the red link, but I have to agree that 10th does not appear wide enough to support all modes of travel. Consider using 10th just briefly to get underneath the I-94 viaducts, then immediately turning to run up the east side of the viaduct to Plymouth (with multiple options on how to proceed from there). on 03/12/2021	PublicCoordinate	10th Street is narrow with residential apartments and condos very close to the street in this location. This is also a primary route for fire trucks. The North Loop is more centrally served by the Target Field Station already, so this jog isn't that helpful. This route actually just takes the line into an industrial area on Washington. Whereas the options to the west of 94 are on wider streets with easier access across 94.	Minneapolis
3/15/2021	This would divide the Lyn/Hall residential neighborhood and would be disruptive to the people that live here. The nearby Elementary and Middle school serve children that are too young to benefit	PublicCoordinate	Concern	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/15/2021	Where are the Park and Rides? MN winters don't allow for people to walk miles to get to mass transit. We need places to park so we can take the train into downtown or out to the college.	PublicCoordinate		Minneapolis
3/15/2021	There are multiple bus routes meeting up in this area, all of which are already heavily used. Having the train up this way would help make these connections easy.	PublicCoordinate		Minneapolis
3/15/2021	It would be great to have a station that served the park and waterpark.	PublicCoordinate		Minneapolis
3/15/2021	The Washington route may provide easier engineering and opportunity for lucrative redevelopment, but freeway adjacent routing is notoriously bad for ridership, and in this case lengthens the route notably, adding to travel time.	PublicCoordinate		Minneapolis
3/15/2021	With Northern Metals leaving, there's lots of development opportunity!	PublicCoordinate		Minneapolis
3/15/2021	Having a station somewhere in here would be great to connect up with the 16th street bike corridor. It would be really good service for kids attending North High or the Hall magnet	PublicCoordinate	Desired Station Location	Minneapolis
3/15/2021	The red link alignment seems to basically be designed to serve the needs of wealthy North Loop folks and development of this industrial area into more high-end condos. We need public transit access in the part of north that is already full of transit users. Please nix this option (and the ones that use the highway to bypass both Near North and Heritage Park). So many people rely on transit in our neighborhood. The path should come through there.	PublicCoordinate	Concern	Minneapolis
3/15/2021	Bonus, if the light rail came up 7th and Emerson to Broadway, it could serve students at two citywide magnets and the high school really, really well.	PublicCoordinate	Opportunity	Minneapolis
3/15/2021	Possible route worth of consideration linking W Broadway (clearly the route with the densest number of potential users) to Target Field via Emerson and 7th.	PublicCoordinate	Opportunity	Minneapolis
3/15/2021	This stretch of Lyndale is surrounded by residential yards. A station right in the middle of it would be very disruptive for residents. It would also be only about a block away from Plymouth. Stick with stations at Plymouth and then closer to 18th where businesses like Cub and Walgreens are located. on 03/15/2021	PublicCoordinate	Having a station somewhere in here would be great to connect up with the 16th street bike corridor. It would be really good service for kids attending North High or the Hall magnet	Minneapolis
3/15/2021	Mass Transit needs to serve the most number of people. The North Loop is densely populated and full of businesses. Not only would the red link provide access to a much larger number of people, it would provide more transit access to employment opportunities for those along W Broadway on 03/15/2021	PublicCoordinate	The red link alignment seems to basically be designed to serve the needs of wealthy North Loop folks and development of this industrial area into more high-end condos. We need public transit access in the part of north that is already full of transit users. Please nix this option (and the ones that use the highway to bypass both Near North and Heritage Park). So many people rely on transit in our neighborhood. The path should come through there.	Minneapolis
3/15/2021	Bus Rapid Transit is already being built along this route, complementing the Blue Line extension along Broadway provides easy connections. on 03/15/2021	PublicCoordinate	Bonus, if the light rail came up 7th and Emerson to Broadway, it could serve students at two citywide magnets and the high school really, really well.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/15/2021	Which "the people" are you referring to in terms of service? This route is a potential gentrification driver along the river and will not serve existing lower income and BIPOC communities on the west side of the freeway. on 03/15/2021	PublicCoordinate	Going along Washington is the better decision over Lyndale because bridges the east side to the rest of North and improves access to existing/upcoming businesses while still serving the people. It's also far less intrusive to residential neighborhoods and better for long term planning, especially with the Upper Harbor Terminal project in the coming years.	Minneapolis
3/15/2021	While I can recognize the long-term value that this line could have for development along Washington Avenue - especially with the Upper Harbor Terminal project coming up - I believe it is more important for the city to invest and better serve the existing residents of north Minneapolis and the West Broadway business area by choosing one of the other routes that does not bypass these northsiders. on 03/15/2021	PublicCoordinate	Going along Washington is the better decision over Lyndale because bridges the east side to the rest of North and improves access to existing/upcoming businesses while still serving the people. It's also far less intrusive to residential neighborhoods and better for long term planning, especially with the Upper Harbor Terminal project in the coming years.	Minneapolis
3/15/2021	As a resident in the neighborhood I have to disagree, this part of near north only has two access points off of Lyndale Ave and is already very isolated. More controlled intersections and shorter crossing distances across Lyndale from a LRT line would enhance the connections to this area. on 03/15/2021	PublicCoordinate	This would divide the Lyn/Hall residential neighborhood and would be disruptive to the people that live here. The nearby Elementary and Middle school serve children that are too young to benefit	Minneapolis
3/15/2021	Denying a route and stop in this neighborhood seems to be the refrain of many NIMBY homeowners. Why should your needs be prioritized over the transit needs of lower income and BIPOC renters? If anything this route will be a win-win: increasing transit access for all while also boosting property values for homeowners on 03/15/2021	PublicCoordinate	This would divide the Lyn/Hall residential neighborhood and would be disruptive to the people that live here. The nearby Elementary and Middle school serve children that are too young to benefit	Minneapolis
3/15/2021	Agreed - this route cuts through a residential neighborhood and would provide a new barrier. The route along Washington (Red) makes the most sense as it follows commercial corridors, just like other LRT lines. Don't divide the Northside again - it has already happened enough. on 03/15/2021	PublicCoordinate	This would divide the Lyn/Hall residential neighborhood and would be disruptive to the people that live here. The nearby Elementary and Middle school serve children that are too young to benefit	Minneapolis
3/15/2021	I wonder, though, would there be space to run down Broadway. And how disruptive it would be to current businesses - Think about University Ave in between the cities. on 03/15/2021	PublicCoordinate	Reconsider parallel alignment along W Broadway that will actually serve transit users. Transit alignment along a route designed for high-speed auto travel (such as MN 81) is not only duplicative, but also causes concerns for access, negative overall user experience (and therefore reduced ridership), and transit oriented development. Spend the extra \$100 million to go where the users are.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/15/2021	YES! on 03/15/2021	PublicCoordinate	Reconsider parallel alignment along W Broadway that will actually serve transit users. Transit alignment along a route designed for high-speed auto travel (such as MN 81) is not only duplicative, but also causes concerns for access, negative overall user experience (and therefore reduced ridership), and transit oriented development. Spend the extra \$100 million to go where the users are.	Minneapolis
3/15/2021	Bus Rapid Transit is already being built along Emerson/Fremont. on 03/15/2021	PublicCoordinate	Possible route worth of consideration linking W Broadway (clearly the route with the densest number of potential users) to Target Field via Emerson and 7th.	Minneapolis
3/16/2021	I believe this comment above should be a station location request. Almstead is also a common place where community involvement happens. Girl Scouts sell cookies here and The high schoolers have fundraisers for their school here.	PublicCoordinate		Crystal
3/16/2021	Concern for residential areas being possibly asked to give up property to allow rail. Concern about displacement of the new & very expensive pedestrian/bicycle trail put in recent years. Concern for safety of bikers and walkers and neighborhoods.	PublicCoordinate		
3/16/2021	There needs to be a stop here to serve the Asian community and be accessible to Dragon Star Supermarket Grocery Store.	PublicCoordinate	Desired Station Location	Brooklyn Park
3/16/2021	Safety concern as pedestrians cross street anywhere besides the crosswalk. My experience over the years is to considerably slow down driving to accommodate them. Also road is very narrow as is and adding a rail line would crowd it more and slow up already slow traffic.	PublicCoordinate	Concern	
3/16/2021	I notice all these comments are in English. Has this steering group reached out to other groups to get their input? There are a lot of Asians in north Minneapolis who could be served by this blue line. Not to mention all the students attending Hennepin County Community college. on 03/16/2021	PublicCoordinate	There needs to be a stop here to serve the Asian community and be accessible to Dragon Star Supermarket Grocery Store.	Brooklyn Park
3/16/2021	Agreed on 03/16/2021	PublicCoordinate	Safety concern as pedestrians cross street anywhere besides the crosswalk. My experience over the years is to considerably slow down driving to accommodate them. Also road is very narrow as is and adding a rail line would crowd it more and slow up already slow traffic.	
3/17/2021	All of area 1 is in close proximity to residential areas, churches, schools, and libraries. While light rail will mean enhanced access to these facilities, it will also mean extra noise and vibration. Extra care should be taken to minimize noise and vibration effects along the area 1 stretch of the blue line extension.	PublicCoordinate		
3/17/2021	Concern for the West Broadway route. There are several businesses that will be disrupted, and we see how that affected University Ave businesses when the light rail went in. Leave the businesses unaffected and use another route.	PublicCoordinate	Concern	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/17/2021	Completing the West Broadway route could also spur growth along the most populated area? I don't think we should not do something because of the potential disruption, instead work with the businesses on potential grants due to loss of revenue during the construction period. on 03/17/2021	PublicCoordinate	Concern for the West Broadway route. There are several businesses that will be disrupted, and we see how that affected University Ave businesses when the light rail went in. Leave the businesses unaffected and use another route.	Minneapolis
3/17/2021	Also West Broadway is wide enough to not have to take property away from homeowners or businesses. Working with the community and businesses will be super important to make this project a success. on 03/17/2021	PublicCoordinate	Concern for the West Broadway route. There are several businesses that will be disrupted, and we see how that affected University Ave businesses when the light rail went in. Leave the businesses unaffected and use another route.	Minneapolis
3/17/2021	Agreed with the replies here. The city and neighborhood may benefit more from having the train run through a commercial hub, but there is incredible importance to ensure these businesses receive minimal disruption and adequate support, grants and visibility to ensure that we don't lose important pillars of the community during construction. on 03/17/2021	PublicCoordinate	Concern for the West Broadway route. There are several businesses that will be disrupted, and we see how that affected University Ave businesses when the light rail went in. Leave the businesses unaffected and use another route.	Minneapolis
3/19/2021	A station near the grocery and apartments would be beneficial.	PublicCoordinate		
3/19/2021	It would seem to me that service along the Green link after leaving Broadway would make the most sense, seemingly serving the the most transit centered population. The other routes might be well considered as bus links. The most important thing is to GET IT DONE! We're at least 20 years behind where we should be with public transit!!	PublicCoordinate	Opportunity	Minneapolis
3/19/2021	Agreed...Broadway would serve the most people. After that I think the Lyndale route (green link) makes the most sense for the same reason. on 03/19/2021	PublicCoordinate	It would seem to me that service along the Green link after leaving Broadway would make the most sense, seemingly serving the the most transit centered population. The other routes might be well considered as bus links. The most important thing is to GET IT DONE! We're at least 20 years behind where we should be with public transit!!	Minneapolis
3/23/2021	Washington/Lowry route is good and perhaps preferable to Lyndale bc it would be more symbiotic for employees and employers. ie ridership would have good access to businesses along the corridor between the river and I-94. The notion that people could ride in and out from their homes to the urban center for employment would have more impact on the Lowry route vs. Lyndale due to the commercial nature of the corridor between the river and I-94 relative to that stretch of Lyndale being considered.	PublicCoordinate		Minneapolis
3/23/2021	The original plan had parking structures near rail stations. There needs to be someplace for people to park at, regardless of station location, or a parking structure of some sort that connects to the station without having to cross busy streets or deal with harsh winter conditions.	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
3/23/2021	It would be very desirable to have the line serve W. Broadway, but the impacts to the design of the street could be substantial (e.g. removal of all street parking - hurting small businesses, etc.) where the ROW is narrow. Could a parallel route work that closed streets to auto traffic and made them transit & ped only work? Route option: Transit only: N 21st Ave -> Hillside Ave -> Newton Ave, then shared street: 26th Ave to Vincent Ave (park) to W. Broadway.	PublicCoordinate		Minneapolis
3/23/2021	If N 26th Ave could be considered to be closed to private automobiles, it could be a viable way to connect across the North Side. It would provide a premier transit, bike, ped connection as the Great Northern Greenway and could provide connections to the C and D Lines and transit on W. Broadway. It would also be less redundant with the proposed West Broadway aBRT line and could compliment that route: allowing the aBRT to serve the businesses district with more frequent stop spacing than an LRT and less negative potential impact on the street design of W. Broadway.	PublicCoordinate		Minneapolis
3/23/2021	Routing north from N 26th Ave along (or under) a small portion of Wirth Park adjacent to Vincent and up to W. Broadway would appear to avoid the sections of W. Broadway where the ROW is the most narrow.	PublicCoordinate		Minneapolis
3/23/2021	How many freight trains use this corridor and how necessary is it for freight service? Could this be an alternative north-south route for LRT?	PublicCoordinate	Opportunity	
3/23/2021	This is a great question. Tracks are already there and very lightly used, seems like a good route to explore on 03/23/2021	PublicCoordinate	How many freight trains use this corridor and how necessary is it for freight service? Could this be an alternative north-south route for LRT?	
3/24/2021	If the pink link is used, a station here could serve the North Loop while avoiding the circuitous red pathway.	PublicCoordinate	Desired Station Location	Minneapolis
3/24/2021	Is the 55 corridor going to be updated at all? The road here needs an update, it is two wide and difficult to cross. People speed down this highway and the sidewalks have no protection. Driving down this road, there are already a few memorials from drivers and cyclists getting killed. For years this corridor was going to be updated, but now with the new routes, what is going to happen here?	PublicCoordinate	Concern	Minneapolis
3/24/2021	Route opportunity - go this way and serve more of the residential population	PublicCoordinate	Opportunity	Minneapolis
3/25/2021	Bring the route over 55 to help mitigate pedestrian crossing issues between Heritage Park and downtown.	PublicCoordinate	Opportunity	Minneapolis
3/25/2021	Consider routing up Lyndale to Lowry. This would result in all three major east-west corridors being served: Plymouth, Broadway, and Lowry.	PublicCoordinate	Opportunity	Minneapolis
3/25/2021	Bus Rapid Transit is already being built on Emerson and Fremont. on 03/25/2021	PublicCoordinate	Consider north-south line pairing from Plymouth to Lowry on Fremont and Emerson.	Minneapolis
3/26/2021	Park and ride lots are absolutely necessary otherwise people will be parking on side streets and anywhere they can - which is an inconvenience for the property owners and a safety issue for everyone parking their cars and walking to the light rail stops. on 03/26/2021	PublicCoordinate	Routing along W Broadway would be more pedestrian-friendly, and closer to current residential, but disruption to Crystal businesses would be lengthy and serious – perhaps more costly – in terms of both \$ and PR – than any benefit gained from that alternate routing.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/26/2021	grants could be secured to help local businesses during the construction phase. We need to think long-term for redeveloping our neighborhoods. on 03/26/2021	PublicCoordinate	Routing along W Broadway would be more pedestrian-friendly, and closer to current residential, but disruption to Crystal businesses would be lengthy and serious – perhaps more costly – in terms of both \$ and PR – than any benefit gained from that alternate routing.	Minneapolis
3/26/2021	I live midway between this point and the North Star station in Fridley (i.e., several miles either way). I'll have to drive to either one, so parking will be needed until we have much better public transit access to this form of public transit.	PublicCoordinate		Minneapolis
3/27/2021	The Navy Link and a station near 7th Street and Lyndale would serve much of the same area that would have been served by the Van White station on the old alignment	PublicCoordinate		Minneapolis
3/27/2021	The Navy Link (presumably with its many bridges/land tunnels/etc.) would provide a fast connection from West Broadway to Target Field Station	PublicCoordinate		Minneapolis
3/27/2021	This would be a good station location. There is vacant land, and the platform's north end could connect with existing signalized intersections on West Broadway, and its south end could connect with existing residential area via Skyline Curve and 18th Avenue.	PublicCoordinate		Minneapolis
3/27/2021	Could MnDOT shorten and re-align this unusually long ramp to create space for LRT between I-94 and 3rd Street?	PublicCoordinate		Minneapolis
3/27/2021	Could 3rd Street become a one-way and narrowed to create space for at-grade LRT to run along the east side of 3rd from Broadway to Lowry?	PublicCoordinate		Minneapolis
3/27/2021	If LRT could run at-grade along the east side of 3rd Street, a station at 26th Avenue would serve the existing residents to the west, existing jobs to the east, and future mixed-use redevelopment areas to the east.	PublicCoordinate		Minneapolis
3/27/2021	Would a flyover bridge be needed in this area to keep traffic moving and deal with much higher elevations to the west on Lowry?	PublicCoordinate		Minneapolis
3/27/2021	Station in Lowry median between Lyndale and Aldrich/Bryant, because there's plenty of existing ROW there, and the west end of the platform would only be a quarter mile from the D Line BRT on Emerson & Fremont.	PublicCoordinate		Minneapolis
3/27/2021	I would very much like to see a station at Penn and Lowry. This alignment would make a lot of sense in terms of connecting the heart of North Minneapolis and making both the north and south halves of this part of Minneapolis more accessible via transit. on 03/27/2021	PublicCoordinate	Definitely need a station here, especially with C Line BRT transfer opportunities connecting north through Camden to Brooklyn Center.	Minneapolis
3/27/2021	Is there a desire to provide maximum access with minimal disruption? One way to do that would be some sort of Orange-Navy combination, with stations at Penn Avenue, Lyndale Avenue, 26th Avenue, West Broadway and 7th Street. And Instead of using Washington, couldn't the orange route run in the space between 3rd Street and I-94 (along the west side of I-94) so north side residents wouldn't have to cross I-94 to get to stations at 26th or West Broadway? It seems like this sort of modified Orange-Navy route might best balance the need for transit access with minimizing neighborhood and community business disruption and gentrification.	PublicCoordinate		Minneapolis
3/31/2021	Serves a Hyvee and residential homes on both sides of Co Rd 81	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/1/2021	This whole Plymouth corridor, from Lyndale to Penn, is in a Federal Opportunity Zone: <a href="https://opportunityzones.hud.gov/resources/map">https://opportunityzones.hud.gov/resources/map</a> This tool, if used in an innovative and positive way, could be a great way for Federal, county, and city officials to attract private sector investments for things like affordable and mixed-income housing, workforce housing, mixed-use property, etc. while also tying commitments for Community Benefits Agreements and Project Labor Agreements to the pursuit of government funding.	PublicCoordinate		Minneapolis
4/1/2021	This whole Broadway corridor, from Lyndale to Penn, is in a Federal Opportunity Zone: <a href="https://opportunityzones.hud.gov/resources/map">https://opportunityzones.hud.gov/resources/map</a> This tool, if used in an innovative and positive way, could be a great way for Federal, county, and city officials to attract private sector investments for things like affordable and mixed-income housing, workforce housing, mixed-use property, etc. while also tying commitments for Community Benefits Agreements and Project Labor Agreements to the pursuit of government funding.	PublicCoordinate		Minneapolis
4/1/2021	Moving the light rail through downtown Robbinsdale would be very damaging. Consider moving it over to W Broadway after 42nd avenue to capture the Crystal area	PublicCoordinate		Minneapolis
4/6/2021	Lots of big opportunity to rehab the Lowry corridor; whether it's building large housing projects on vacant lots to seeing dead commercial lots come back to life. It would help better serve more of North MPLS. It also would deter speeders in the area. This would compliment the future BRT lines running North/South in the area also.	PublicCoordinate		Minneapolis
4/8/2021	If the Broadway alignment is selected in this area a station located here would offer convenient access from homes in the "pocket" east of Sochacki Park and west of Broadway.	PublicCoordinate		Minneapolis
4/8/2021	Agreed! on 04/08/2021	PublicCoordinate	Bass Lake Rd is close to a major shopping area as well as Becker Park.	Crystal
4/8/2021	I'm curious where the line will run. Will it be alongside bottineau? Down the middle between the lanes? My preference would be the downtown(Western) side	PublicCoordinate		Minneapolis
4/8/2021	A station here would offer access to North Memorial as well as easy connection to the bike trail system	PublicCoordinate	Desired Station Location	Robbinsdale
4/8/2021	Penn would seem like an obvious choice for a station on the Lowry alignment due to easy transfers to the C line and proximity to shopping.	PublicCoordinate	Desired Station Location	Minneapolis
4/8/2021	Access from the Great Northern Greenway though I would love to see a better connection from the Theo Wirth trail up to 26th Ave to make this more convenient for cyclists on the Grand Rounds	PublicCoordinate	Desired Station Location	Minneapolis
4/8/2021	Crystal Lake Bike Trail recently put in. Well over a million spent on it. How can we keep Blue Line from disrupting & keep Line from affecting, also, Crystal Lake and surrounding residences?	PublicCoordinate	Concern	Robbinsdale
4/8/2021	This would be an excellent way to connect this suburb with Minneapolis for work commuters and night life seekers alike on 04/08/2021	PublicCoordinate	A station here would serve Hy-Vee, Lakeview Terrace Park as well as the new apartments in this area	Robbinsdale
4/8/2021	This would be a really awesome point for a station and would be very useful. on 04/08/2021	PublicCoordinate	A station here would offer access to North Memorial as well as easy connection to the bike trail system	Robbinsdale

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
4/8/2021	Great spot for a station! on 04/08/2021	PublicCoordinate	A station here would offer access to North Memorial as well as easy connection to the bike trail system	Robbinsdale
4/8/2021	Yes, no matter which route the BLE takes, a station here makes a great deal of sense. on 04/08/2021	PublicCoordinate	A station here would offer access to North Memorial as well as easy connection to the bike trail system	Robbinsdale
4/8/2021	Seconded, good location on 04/08/2021	PublicCoordinate	A station here would offer excellent access to city services and downtown Robbinsdale while lessening traffic impacts on Lake Dr	Robbinsdale
4/8/2021	Agreed, this parking lot is often half filled at best and this is a nice central location on 04/08/2021	PublicCoordinate	A station here would offer excellent access to city services and downtown Robbinsdale while lessening traffic impacts on Lake Dr	Robbinsdale
4/8/2021	This area is an area of high traffic issues. Putting more traffic and pedestrians in this area might be too much. Moving the desired station location further south near where the bridge is and current stop lights might be a better location. Why have the plan not thought to put the rail down West Broadway to bring the traffic through Crystal than to feel like it is just driving past Crystal. on 04/08/2021	PublicCoordinate	Bass Lake Rd is close to a major shopping area as well as Becker Park.	Crystal
4/8/2021	Agreed. Connections to C line helps Brooklyn Center folks access BLE more easily. on 04/08/2021	PublicCoordinate	Penn would seem like an obvious choice for a station on the Lowry alignment due to easy transfers to the C line and proximity to shopping.	Minneapolis
4/8/2021	This is a great location as it is right next to a clinic used by many in the community. on 04/08/2021	PublicCoordinate	Access from the Great Northern Greenway though I would love to see a better connection from the Theo Wirth trail up to 26th Ave to make this more convenient for cyclists on the Grand Rounds	Minneapolis
4/8/2021	There is a freeway onramp a block away, that is a larger noise source than the quiet LRT on 04/08/2021	PublicCoordinate	Please note the noise level in North Loop would bring tolerable. Presently on 4th street we already hear the light rail train. The traffic in addition would not be conducive to a light rail due to the mass number of people parking everywhere to go into the store. I do feel that this is a good development strategy for the North Loop. It will greatly produce a negative affect on potential buyers and sellers.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/8/2021	instead of routing the train along the Red link all through downtown, the Blue Line could start following the Navy link at N 6th Ave, then switch over to the Yellow at Plymouth, then back to the Red/Orange link to follow the Lowry Route on 04/08/2021	PublicCoordinate	Please note the noise level in North Loop would bring tolerable. Presently on 4th street we already hear the light rail train. The traffic in addition would be not conducive to a light rail due to the mass number of people parking everywhere to go into the store. I do feel that this is a good development strategy for the North Loop. It will greatly produce a negative affect on potential buyers and sellers.	Minneapolis
4/8/2021	Northstar is a substantially different offering with far fewer daily trips. It is targeted at commuters going to/from work downtown, not everyday transit (though of course the LRT will accommodate commuters as well). A fairer comparison would be to ridership on the existing light rail lines which have also seen some ridership drops but not to remotely the same degree as Northstar. on 04/08/2021	PublicCoordinate	Northstar Line (another northern suburb line running parallel to Blue Line has lost 96% ridership & is being considered to be closed. How can we say Blue Line ridership will be better? No data presented to say otherwise.	
4/8/2021	This entire route will be a disaster. There is no data to suggest that ridership will be anywhere near what it will need to be to consider it a necessary project. In addition the construction, which will require the reconstruction of recently updated highway 81, will be a huge disruption for travel through Robbinsdale. Operation of the line will disrupt traffic in our communities for many years to come. It is time to let this plan die. on 04/08/2021	PublicCoordinate	Northstar Line (another northern suburb line running parallel to Blue Line has lost 96% ridership & is being considered to be closed. How can we say Blue Line ridership will be better? No data presented to say otherwise.	Robbinsdale
4/8/2021	These two pieces of infrastructure should be complimentary. The bike trail is invaluable for cyclists and pedestrians in an area otherwise design for cars. We should find ways to make the station and surrounding trails as interconnected as possible to maximize the return on our investment. on 04/08/2021	PublicCoordinate	Crystal Lake Bike Trail recently put in. Well over a million spent on it. How can we keep Blue Line from disrupting & keep Line from affecting, also, Crystal Lake and surrounding residences?	Robbinsdale
4/9/2021	Only the red route actually goes through areas that could be developed. The other routes, until they reach Broadway, do not serve very many people. Running up Washington Ave will extend the North Loop business and residential area and spur development.,	PublicCoordinate	Opportunity	Minneapolis
4/9/2021	A station on Washington (between 10th and Plymouth) could be a massive ridership generator that boosts the FTA cost-effectiveness ranking of the project, greatly increasing chances of federal funding. This would allow bus transfers from buses on both Washington and Plymouth, as well as serving folks biking along the Plymouth corridor. This location is more than a 15-minute walk from Target Field Station, so it would be fairly ideal station spacing. You have offices right at the station, dense residential development to the south, and industrial jobs to the north, all within walking distance of a station here. This also creates a one-seat ride from south Minneapolis along the Hiawatha corridor to this area, and vice-versa (northern North Loop and Plymouth corridor to Hiawatha and airport/MOA). Please do not pass up the opportunity to put a station here.	PublicCoordinate	Desired Station Location	Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/9/2021	Concern that the train will be stuck waiting at long traffic signals if not given full priority. It seems fair to assume that a 7th St alignment would be entirely surface-running. While at first glance 7th appears more direct than the red/pink links, I am concerned it would actually be slower because it would be stuck at the multiple stoplights at I-94. Also this entire area is very hostile to pedestrians due to the wide road and freeway access. Consider the red link as the preferred way to depart Target Field Station, as it would by necessity be an elevated track through the Metro Transit Heywood campus, without any delays at stoplights.	PublicCoordinate		Minneapolis
4/9/2021	Closing the Crystal Airport and redeveloping the property with dense housing should absolutely be under consideration. This could be a significant ridership generator for the Blue Line, as well as increased tax base for Crystal and Hennepin County. Think of it as Crystal's version of Saint Paul's "Ford Site" redevelopment. Taking up this much property for rich people to fly recreational aircraft is not a public need in this day and age. MAC has several other small airports in the region that could absorb the current users of Crystal Airport.	PublicCoordinate		Crystal
4/9/2021	If costs on the line increase too much, please consider terminating the line at 85th Avenue Station. The extension out to Target Corp North can always be added in the future. Other regions around the country build their LRT systems out in shorter segments...I'm not sure why we can't do the same. We insist on overly-long routes out to the 3rd ring suburbs (literal cornfields!!) rather than prioritizing the inner city and inner suburbs that have dense, walkable land use patterns that are compatible with light rail transit. If Target wants the line to their front door so badly, they should be chipping in to pay for it.	PublicCoordinate		Brooklyn Park
4/9/2021	Consider using these large parking lots fronting on Broadway as an opportunity to drop the line underground, perhaps with stations in an "open cut" tunnel. I fully understand that deep tunneling with fully underground stations is not likely to happen, due to the high costs. But at a bare minimum, please consider putting the line in a shallow tunnel or elevated track through the heart of West Broadway (Cub Foods to at least Humboldt, preferably to Penn), before returning to a surface alignment west of Penn, where Broadway is wider. A surface alignment through the heart of West Broadway is a non-starter, as it would likely mean narrow sidewalks, no trees, and likely no on-street parking. That is a recipe for a failed small business district that has for years struggled to get on its feet.	PublicCoordinate		Minneapolis
4/9/2021	Consider re-designing this entire intersection, rather than just layering LRT on top of what's there. Maybe the roadways can all meet in a grand roundabout at the surface level, while LRT takes over one or both of the elevated bridges to avoid traffic. Something has to change here if LRT is being brought into the mix. It should be looked at as an opportunity to improve things for all modes, not as a challenge of how to squeeze LRT in without changing anything else.	PublicCoordinate		Robbinsdale

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
4/9/2021	GREAT spot for a station. Could be the single busiest station on the entire extension, which this project needs in order to qualify for federal funding. Dense housing, high concentration of office jobs, and current industrial jobs to the north, with ample room for redevelopment and infill north of Plymouth. Also, transfer opportunities with bus lines on Washington and Plymouth, as well as bike connections. Easy for people on the east side of the river to walk, bike, or bus over the Plymouth Avenue bridge as well. on 04/09/2021	PublicCoordinate	Good spot for a station. Access to North end of existing North Loop businesses. Will spur growth like other LRT stations and routes. DO NOT accommodate NIMBY concerns.	Minneapolis
4/9/2021	This is probably the BEST location for a station. The North Loop is already isolated with infrequent bus service...especially the north side of this neighborhood. If the North Loop is going to realize its potential of being a truly DYNAMIC and REAL urban oasis, you must not listen to the NIMBY naysayers. This is the right move for the neighborhood. on 04/09/2021	PublicCoordinate	Good spot for a station. Access to North end of existing North Loop businesses. Will spur growth like other LRT stations and routes. DO NOT accommodate NIMBY concerns.	Minneapolis
4/9/2021	+1 on 04/09/2021	PublicCoordinate	Good spot for a station. Access to North end of existing North Loop businesses. Will spur growth like other LRT stations and routes. DO NOT accommodate NIMBY concerns.	Minneapolis
4/9/2021	Agreed. Furthermore, the 7th Street corridor will be very well served by rapid bus transit C and D Lines, operating at even higher frequency than LRT. Putting LRT down 7th would be redundant (and slow with the traffic lights) when there's an opportunity here to creatively thread an elevated track through Metro Transit's campus and MnDOT right-of-way on the way up to Plymouth and Broadway. This option could have the highest ridership (with a well-used station at Washington & Plymouth) and boost the city's tax base by encouraging more development around that node. on 04/09/2021	PublicCoordinate	Only the red route actually goes through areas that could be developed. The other routes, until they reach Broadway, do not serve very many people. Running up Washington Ave will extend the North Loop business and residential area and spur development.,	Minneapolis
4/10/2021	The Capri theater, health and wellness businesses and other businesses are here. As well as residents in the area would benefit from access to transportation at this location. There is a large apartment complex right here and a block away at Penn Ave. And a high school across the street. The high school students rely heavily on public transportation since there is not funding to provide them school buses.	PublicCoordinate		Minneapolis
4/10/2021	Community supported Development happening here. How will this development protect developments community wants to see happening?	PublicCoordinate		
4/10/2021	This area is really narrow. How do we create transportation access without displacing the businesses that are here? This area is huge opportunity to be an entertainment district. How will this project support this happening?	PublicCoordinate	Concern	
4/10/2021	How do we make sure the Masjid is not displaced?	PublicCoordinate	Concern	Minneapolis
4/10/2021	Is there a possibility this area could be a walk/bike/rail thoroughfare only? That might reduce displacement of current business and encourage pedestrian traffic to local businesses and entertainment venues. on 04/10/2021	PublicCoordinate	This area is really narrow. How do we create transportation access without displacing the businesses that are here? This area is huge opportunity to be an entertainment district. How will this project support this happening?	
4/10/2021	Choose the red link route on 04/10/2021	PublicCoordinate	How do we make sure the Masjid is not displaced?	Minneapolis
4/11/2021	You already have a wonderful parking ramp located at 63rd/81. along with a bus transit area. this would be a great area for a transit station.	PublicCoordinate	Opportunity	Brooklyn Park

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
4/11/2021	Agree, would be great to have LRT Connected to the 63rd Ave Park & Ride on 04/11/2021	PublicCoordinate	You already have a wonderful parking ramp located at 63rd/81. along with a bus transit area. this would be a great area for a transit station.	Brooklyn Park
4/11/2021	The park and ride is largely unused. I would love to see it be useful! on 04/11/2021	PublicCoordinate	You already have a wonderful parking ramp located at 63rd/81. along with a bus transit area. this would be a great area for a transit station.	Brooklyn Park
4/14/2021	Aligning the extension through this portion of the North Loop will provide service to an ACTUALLY densely populated pocket of the city, which is currently underserved by transit. It may even alleviate the parking situation that's emerging (in the long run). Not to mention, and this is a superficial comment, but it'll provide more justification for calling the neighborhood the "North Loop" as there is no "loop" to be spoken for...circling the neighborhood with train tracks will at least create a bit of one. :)	PublicCoordinate	Opportunity	Minneapolis
4/14/2021	Great to connect with an extended #3 bus route on 04/14/2021	PublicCoordinate	Aligning the extension through this portion of the North Loop will provide service to an ACTUALLY densely populated pocket of the city, which is currently underserved by transit. It may even alleviate the parking situation that's emerging (in the long run). Not to mention, and this is a superficial comment, but it'll provide more justification for calling the neighborhood the "North Loop" as there is no "loop" to be spoken for...circling the neighborhood with train tracks will at least create a bit of one. :)	Minneapolis
4/16/2021	Is there opportunity here for a pedestrian/biking overpass to connect residents from the east side of Bottineau Blvd. to the businesses in the downtown area?	PublicCoordinate	Opportunity	
4/16/2021	LOVE this idea! Anything that would help make downtown Robbinsdale more easily/safely accessible to cyclists would be a huge benefit, especially given our proximity to the Grand Rounds. on 04/16/2021	PublicCoordinate	Is there opportunity here for a pedestrian/biking overpass to connect residents from the east side of Bottineau Blvd. to the businesses in the downtown area?	Robbinsdale
4/21/2021	Losing two lanes of traffic is a big concern along this stretch (BLR and Hwy 100). It was determined in 2015 that going to 6 lanes from 4 made traffic move much more efficiently. Going back to 4 will set us back to bottlenecks and delays.	PublicCoordinate	Concern	Crystal
4/21/2021	This should be the desired location if Crystal is going to be used as a by pass. The traffic here is very limited on cross traffic. You could allow people to move through this intersection better. It looks like the Crystal Lake Regional Trails are here as well.	PublicCoordinate	Desired Station Location	Crystal



Date	Comment	Forum	Type/Reply to	City
4/21/2021	On the other hand we have ceded too much space in our cities to cars and roads. We always give cars and roads what they need, we should do the same for other transit options. We need more transit options in the Northwest metro. on 04/21/2021	PublicCoordinate	Losing two lanes of traffic is a big concern along this stretch (BLR and Hwy 100). It was determined in 2015 that going to 6 lanes from 4 made traffic move much more efficiently. Going back to 4 will set us back to bottlenecks and delays.	Crystal
4/21/2021	Where have you been? There is a consistent push to eliminate lanes in the metro area. Roads are being engineered to be slower with fewer lanes. The last time I saw an expansion of lanes in any material fashion was when striping adjustments were made for accommodating re-routes when the 35w bridge collapsed. Many streets changed from 4 to three lanes everywhere, streets changed from four to 2. Have been on Penn lately in a car lately? It certainly is not an easy through street anymore. Lowry 4 to 2 lanes, engineered to be slower, Golden Valley Rd 4 to 2 lanes with huge bike lanes going both ways which could easily accommodate light rail. We have shrunk the number of lanes when use increases and expect everyone to accept the notion that we continue to add lanes when there is some reason we shouldn't. The removal of lanes on Highway 81 is fools game, I am totally against it! on 04/21/2021	PublicCoordinate	Losing two lanes of traffic is a big concern along this stretch (BLR and Hwy 100). It was determined in 2015 that going to 6 lanes from 4 made traffic move much more efficiently. Going back to 4 will set us back to bottlenecks and delays.	Crystal
4/21/2021	Increasing lanes increases demand, which increases congestion (which increases carbon emissions). This is all very well documented at this point. Eliminating lanes eliminates all of the above, and reduces the likelihood that cars will kill people. on 04/21/2021	PublicCoordinate	Losing two lanes of traffic is a big concern along this stretch (BLR and Hwy 100). It was determined in 2015 that going to 6 lanes from 4 made traffic move much more efficiently. Going back to 4 will set us back to bottlenecks and delays.	Crystal
4/21/2021	The proposed metro line will give people a much-needed alternative to driving. If done correctly this should result in a net decrease in automobile usage per capita. Currently there is virtually no alternative to driving in this area which naturally results in congestion. The proposed line will make life better for those who must drive and those who prefer not to but currently have no choice. on 04/21/2021	PublicCoordinate	Losing two lanes of traffic is a big concern along this stretch (BLR and Hwy 100). It was determined in 2015 that going to 6 lanes from 4 made traffic move much more efficiently. Going back to 4 will set us back to bottlenecks and delays.	Crystal
4/21/2021	Is there data to support that adding/extending more lines will result in greater use? How heavily is the rail used now? on 04/21/2021	PublicCoordinate	Losing two lanes of traffic is a big concern along this stretch (BLR and Hwy 100). It was determined in 2015 that going to 6 lanes from 4 made traffic move much more efficiently. Going back to 4 will set us back to bottlenecks and delays.	Crystal
4/21/2021	I agree. This is a good location for a station. Limited cross traffic, and some parking options available. on 04/21/2021	PublicCoordinate	This should be the desired location if Crystal is going to be used as a by pass. The traffic here is very limited on cross traffic. You could allow people to move through this intersection better. It looks like the Crystal Lake Regional Trails are here as well.	Crystal
4/25/2021	The location of this line should go back to the rail right-of-way, it will divide and destroy a beautiful streetscape.	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
4/27/2021	Many opportunities to feed and grow local housing and businesses here including the new Capri Theater, Broadway Flats apartments, and the Northside Economic Opportunity Network's (NEON) planned "20,000-square-foot Food Entrepreneurship Incubation Center" <a href="https://www.bizjournals.com/twincities/news/2021/04/05/neons-big-plans-for-stengthening-north-minneapolis.html">https://www.bizjournals.com/twincities/news/2021/04/05/neons-big-plans-for-stengthening-north-minneapolis.html</a>	PublicCoordinate		Minneapolis
4/28/2021	I feel that many small businesses in Robbinsdale, Crystal area are going to suffer from this. 1st Downtown Minneapolis has so many people working from home with great success so the businesses downtown will not have the workforce using it and therefore it will not make enough money to support the rail. It will make it more difficult for people to access the Robbinsdale, Crystal businesses which will have a big impact on their business. I feel that it will create more crime coming into these suburbs. We do NOT support this for our city!!!	PublicCoordinate	Concern	
4/28/2021	I think this will be great for Robbinsdale and Crystal. It's way easier to get out to these restaurants and areas with transit than it is a car (less expensive, too). I am excited for the new opportunities. (And not concerned about "crime.") on 04/28/2021	PublicCoordinate	I feel that many small businesses in Robbinsdale, Crystal area are going to suffer from this. 1st Downtown Minneapolis has so many people working from home with great success so the businesses downtown will not have the workforce using it and therefore it will not make enough money to support the rail. It will make it more difficult for people to access the Robbinsdale, Crystal businesses which will have a big impact on their business. I feel that it will create more crime coming into these suburbs. We do NOT support this for our city!!!	
4/29/2021	Keeping the station further north will offer better walking access to the businesses on W Broadway that people come to Robbinsdale for and would be closer to the trails by the lower Twin Lake that people may use to get to the station.	PublicCoordinate		Robbinsdale
4/29/2021	There is a 25 unit, apartment complex here that is handicap accessible and qualifies for rent subsidization through HUD. It would be extremely beneficial to these residents to have a low cost and ADA compliant light rail route and station nearby	PublicCoordinate		
4/30/2021	Another option for a station near the Aldi's grocery store, yet at an intersection slightly less busy than Penn & Lowry	PublicCoordinate		Minneapolis
4/30/2021	If one of the goals of this project is to connect Target Field in downtown Minneapolis to the Target campus in Brooklyn Park, I wonder whether the Target corporation has offered to match half the capital required for this project?	PublicCoordinate		Brooklyn Park
4/30/2021	access to Twin Lake Park	PublicCoordinate		Crystal
4/30/2021	near Lakeland park	PublicCoordinate		Brooklyn Park
4/30/2021	right next to Brooklyn Park Library and also near North Hennepin Community College!	PublicCoordinate		Brooklyn Park
4/30/2021	near Spanjers Park	PublicCoordinate		Robbinsdale
4/30/2021	access to Lakeview Terrace Park and Crystal Lake	PublicCoordinate		Robbinsdale
4/30/2021	near North Commons Park as well as North High	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/30/2021	near Cleveland Park, the Post Office, and Lucy Laney School	PublicCoordinate		Minneapolis
4/30/2021	near Perkins Hill Park, Cityview Performing Arts School, and Big Brothers Big Sisters Twin Cities	PublicCoordinate		Minneapolis
4/30/2021	near Farview Park and Nellie Stone Johnson School	PublicCoordinate		Minneapolis
4/30/2021	near Jordan Park and Hmong International Academy	PublicCoordinate		Minneapolis
4/30/2021	servicing North Commons Water Park	PublicCoordinate		Minneapolis
4/30/2021	near Above The Falls regional park	PublicCoordinate		Minneapolis
4/30/2021	servicing the Animal Care and Control Center	PublicCoordinate		Minneapolis
4/30/2021	Businesses all along Broadway from I94 to Girard Ave depend on foot traffic to survive. Pedestrian crossings are very high in this area, and construction will negatively impact local businesses. What programs/plans are in place to compensate local businesses for lost revenue during construction to avoid driving locally owned businesses out of business during construction?	PublicCoordinate		Minneapolis
4/30/2021	Closest proximity to provide rail service to the proposed Upper Harbor Terminal project, which includes an amphitheater for live events. Also, provides closest access point to NE destinations across the Lowry Ave Bridge.	PublicCoordinate		Minneapolis
4/30/2021	near Cavanagh Park	PublicCoordinate	Opportunity	Crystal
4/30/2021	near three (3) parks: Southbrook, Skyway, and North Lions	PublicCoordinate	Opportunity	Brooklyn Park
4/30/2021	this station would be near North Memorial Medical Center as well as Hy-Vee Pharmacy	PublicCoordinate	Desired Station Location	Robbinsdale
4/30/2021	a stop here would serve North Regional Library and Fredrika Bremer School	PublicCoordinate	Desired Station Location	Minneapolis
4/30/2021	this location would serve Hawthorne neighborhood residents as well as businesses east of 2nd Street	PublicCoordinate	Desired Station Location	Minneapolis
4/30/2021	servicing Crystal Medical Center and Urgent Care, as well as the Crystal Airport	PublicCoordinate	Opportunity	Crystal
4/30/2021	My concern is this is the only way into and out of this area. The railroad, lake, and highway 100 don't allow any way out. If an emergency occurs how easy will it be to get out quickly? What happens to the home values? on 04/30/2021	PublicCoordinate	near Cavanagh Park	Crystal
4/30/2021	This would be an excellent opportunity. It's a fairly desolate corner right now, it'd be great to see it used for something. There isn't much traffic that way now, so there's room for growth. on 04/30/2021	PublicCoordinate	near three (3) parks: Southbrook, Skyway, and North Lions	Brooklyn Park
4/30/2021	There could also be a pedestrian/bike bridge over the line to connect it to the "Crystal Lake Regional Trail" on 04/30/2021	PublicCoordinate	this station would be near North Memorial Medical Center as well as Hy-Vee Pharmacy	Robbinsdale
4/30/2021	also provides access to So Low Grocery Outlet on 04/30/2021	PublicCoordinate	a stop here would serve North Regional Library and Fredrika Bremer School	Minneapolis
4/30/2021	This also would connect the 26th street bike lane. on 04/30/2021	PublicCoordinate	this location would serve Hawthorne neighborhood residents as well as businesses east of 2nd Street	Minneapolis
4/30/2021	this would also be a fantastic opportunity for transit-oriented re-use of the crystal airport. the metro has enough airports, a new walkable infill community (served by LRT) would be nice here! on 04/30/2021	PublicCoordinate	servicing Crystal Medical Center and Urgent Care, as well as the Crystal Airport	Crystal

Date	Comment	Forum	Type/Reply to	City
4/30/2021	I agree a pedestrian bridge would be beneficial here to connect the eastern neighborhood to the Becker Park and shopping areas. on 04/30/2021	PublicCoordinate	I am concerned with the elimination of of the inner lanes and that we will have back ups again on Highway 81. Bass Lake Road definitely needs a pedestrian bridge. There may be some opportunity to connect to some trails at or near the bass lake road pedestrian bridge. Mostly concerned with the Northwest Metro's access to Minneapolis and Minneapolis' access to the Northwest Metro area with restricted and slowed highway access.	Crystal
4/30/2021	A pedestrian bridge would be very valuable. But I share the concern about backups on bass lake Rd intersection. on 04/30/2021	PublicCoordinate	I am concerned with the elimination of of the inner lanes and that we will have back ups again on Highway 81. Bass Lake Road definitely needs a pedestrian bridge. There may be some opportunity to connect to some trails at or near the bass lake road pedestrian bridge. Mostly concerned with the Northwest Metro's access to Minneapolis and Minneapolis' access to the Northwest Metro area with restricted and slowed highway access.	Crystal
5/3/2021	A station here would logically connect with the the D Line project on Emerson/Fremont.	PublicCoordinate		Minneapolis
5/3/2021	I agree that we need a pedestrian overpass here. downtown is what makes Robbinsdale a live-able city and having to wait and the danger inherent with all of the young families is concerning	PublicCoordinate		Robbinsdale
5/4/2021	This area is one of the few places for cyclists and pedestrians to safely cross Bottineau Blvd. and/or Beltiine Expressway. The surrounding area is automobile-centric to the point that crossing Bottineau Blvd. is discouraged by design. The design and placement of a station in this area should allow easy access to pedestrians and cyclists without requiring them to cross high-speed roads designed exclusively for vehicles.	PublicCoordinate		Robbinsdale
5/4/2021	I think this would be a great spot for Robbinsdale to access local businesses and Robbinsdale City Hall	PublicCoordinate		Robbinsdale
5/4/2021	This may be a good spot on the right here for an LRT station? Serves local community and Crystal Medical Center	PublicCoordinate		Crystal
5/4/2021	Can't wait for LRT! It will be great to use for access to Twins/Vikings/Airport destinations!	PublicCoordinate		
5/4/2021	This street is already congested with traffic during the day, adding light rail trains would significantly impact the flow of traffic into/out of the North Loop. Additionally this strip is too narrow to accommodate the needed parking, traffic and trains.	PublicCoordinate		Minneapolis
5/4/2021	This is a great route! Eliminates the issues with fighting traffic on the narrow streets of the north loop but still brings you within walking distance of everything the North Loop has to offer. Additionally it has less sharp turns which would allow trains to move faster and quieter through the city.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/4/2021	Agree with others that an elevated walkway or pedestrians would be necessary at this intersection given the foot traffic in this area.	PublicCoordinate		
5/4/2021	The original route used existing infrastructure for a rail path. I am concerned that using the Hwy 81 route will create challenges: 1- potential cost, 2- two separate rail lines running through Robbinsdale. Two parallel lines may significantly impact first responders in the area as many are volunteer and responding from home.	PublicCoordinate		Robbinsdale
5/4/2021	This road is already busy and a main thoroughfare for North Memorial ambulance services. Taking out a lane in each direction is a horrible idea.	PublicCoordinate	Concern	Robbinsdale
5/4/2021	Agree on 05/04/2021	PublicCoordinate	This road is already busy and a main thoroughfare for North Memorial ambulance services. Taking out a lane in each direction is a horrible idea.	Robbinsdale
5/5/2021	This absolutely must be a station area. This is the area of Robbinsdale that I visit the most, with a walkable commercial corridor. I hope that parking structures are not an area of over focus. Simply allow parking in the local streets, this has worked well for the south side of the Blue Line	PublicCoordinate		Robbinsdale
5/10/2021	Why go through all the expense and disruption of building rails down an existing roadway, when you can just use buses on the existing road? Buses are far cheaper to operate. New electric buses will be even cheaper. If more transit is needed, we can add more buses today to help those in need of transportation. We can also include the same technology that police have to change traffic lights to green for the buses if speed is a concern.	PublicCoordinate		Minneapolis
5/10/2021	Are there any documents or studies that show the benefit of light rail for the residents or businesses of Robbinsdale? We've all seen the "best guesses" given by the met Council, but real data should drive this expensive endeavor.	PublicCoordinate		Minneapolis
5/10/2021	The amount of noise the light rail will produce is a serious concern for those living in the residential neighborhoods off of 81. Not to mention the home value will go down for those with homes very near the light rail. No one facing 81 wants to constantly see and hear trains going by. This should be moved to a commercial area where people can actually access the businesses by walking steps from the line.	PublicCoordinate		Minneapolis
5/10/2021	I live right off 81 so I'm concerned with the amount of noise this will bring to an already very noisy road. This will also make getting in and out of the neighborhoods lining 81 more difficult. This will also affect the ease of access to the many sidewalks that pedestrians and bicyclist use up and down 81.	PublicCoordinate		Minneapolis
7/16/2021	Plenty of space for center running light rail here, exciting!!	PublicCoordinate	Bottineau Blvd (County Road 81) near North Memorial	Robbinsdale
7/16/2021	Keeping Bottineau consistent with just four travel lanes like the rest of the road makes sense. Looks like plenty of room for light rail here!	PublicCoordinate	Bottineau Blvd at 48th Ave	Robbinsdale
7/16/2021	This area seems to have plenty of space, but the rest of Lowry is too small. Could one direction run along 33rd Ave while the other runs on Lowry?	PublicCoordinate	Lowry Ave at Lyndale Ave	Minneapolis
7/16/2021	This option seems to narrow. Bikes shouldn't be encouraged to travel in such a narrow option with 2,000lb+ vehicles.	PublicCoordinate	Lowry Ave at Newton Ave	Minneapolis
7/16/2021	This seems like a good street design.	PublicCoordinate	Washington Ave at 14th Ave	Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/16/2021	Side running by I-94 seems like a better option than center running here.	PublicCoordinate	Washington Ave at 18th Ave	Minneapolis
7/16/2021	Can 21st Ave be used for one direction of light rail? Could Broadway be used for the second direction of travel?	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
7/16/2021	Where is a tunnel concept?	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
7/17/2021	I'd rather have station stops at North Memorial and downtown Robbinsdale.	PublicCoordinate	A stop here would be 1/2 mile from North Memorial. Consider studying this location too.	Robbinsdale
7/17/2021	I don't want to lose lanes, 81 gets backed up as it is right now.	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
7/18/2021	A stop at North Memorial would be better	PublicCoordinate	A stop here would be 1/2 mile from North Memorial. Consider studying this location too.	Robbinsdale
7/18/2021	I feel like the hospital would be a better location than here as the hospital will have visitors and more workers. Though if one wanted to try to cater for both they could have the station along 81 (between w. Broadway and 81 or in the car park of north memorial hospice) between 35th and Abbott	PublicCoordinate	A stop here would be 1/2 mile from North Memorial. Consider studying this location too.	Robbinsdale
7/18/2021	Three lanes would be good too keep as they weren't put in that long ago either.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
7/18/2021	I think 3 lanes should be kept where there are three lanes as even though ridership will take some off the road it will help with the longer term growth of the Corridor.	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
7/18/2021	I remember the project to expand it to 3 lanes in each direction and am aware of the flow of traffic being affected by the light rail on MN-55, so maybe it would be better to keep the 3 lanes by widening the area to take out more of the verge. Also elevating the track even just for lights, would help to have the light rail not be as affected by them and vice versa and could mean faster travel times for all, but would be more expensive.	PublicCoordinate	Bottineau Blvd at 48th Ave	Crystal
7/18/2021	With the Emergency entrance on Oakdale Ave for the hospital that may not be the best place for a rail line. This would however bring people closer to the entrance, but would a station on 81 connecting into the parking ramp give the same overall affect as if driven? Would an elevated track be better, so there is less level pedestrian crosses to the hospital?	PublicCoordinate	Consider a station here - train could run from 81 to Abbott Ave to Oakdale Ave and back to 81	Robbinsdale
7/18/2021	Would the parking lane be better than a lane with parking in it like the existing? I would have thought parking was restricted during rush hours to ensure a larger flow of traffic here	PublicCoordinate	Washington Ave at 18th Ave	Minneapolis
7/18/2021	I think the elevated option would help minimize disruption to road users as well as allowing for the potential for street parking for businesses. How will the BRT lines intergrate with the BLX?	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
7/18/2021	This seems to be losing quite a bit of roadway would elevation help here as well?	PublicCoordinate	West Broadway at Lyndale Ave	Minneapolis
7/19/2021	West Broadway is the heart of North Minneapolis. It deserves to be the community asset it once was.	Robbinsdale Open House		Minneapolis
7/19/2021	Prefer Broadway—Lowry avoids north side residents	Robbinsdale Open House		Minneapolis
7/19/2021	West Broadway seems to serve businesses and disrupt houses less	Robbinsdale Open House		Minneapolis
7/19/2021	West Broadway is the equal option—a matter of pride and empowerment	Open House		Minneapolis
7/19/2021	I think West Broadway route is a better fit	Open House		Minneapolis
7/19/2021	Support for West Broadway	Open House		Minneapolis
7/19/2021	Look at alignment along 21st to maintain Broadway character	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/19/2021	Emerson and West Broadway and Lyndale and Plymouth necessary (goal locations)	Open House		Minneapolis
7/19/2021	Prefer Lyndale Link—Orange Link misses people	Robbinsdale Open House		Minneapolis
7/19/2021	Broadway is more congested but use this route	Open House		Minneapolis
7/19/2021	Three Robbins dale stations would be ideal. Downtown, 36th Ave & North Memorial.	PublicCoordinate	A stop here would be 1/2 mile from North Memorial. Consider studying this location too.	Robbinsdale
7/19/2021	I like the idea of non-car modes of transportation. Cars are expensive and not everyone has one. This option potentially allows many more people to move independently through the area - a positive in my opinion.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
7/19/2021	As a resident of Bottineau, I find this route exciting as it could also more easily connect residents of NE to the lightrail system.	PublicCoordinate	Washington Ave at 29th Ave	Minneapolis
7/19/2021	Is it worth following the Lowry Ave route to Fremont then creating a bus/light rail lane down Fremont to 12th over to 7th for the south bound and from 7th up Emerson to Lowry following the D Line, which could be rerouted to Washington if following the same route to allow for faster downtown connections? This would then go down 7th to connect into 6th and could even be elevated to reduce road impact. This would help give dedicated bus space on fremont/emerson to speed up connections though would likely involve eliminating a dedicated cycle lane, but with cycling provisions on bus/light rail that could be compensated for.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
7/19/2021	Prefer West Broadway—serves north and helps connect to the city	Robbinsdale Open House		Minneapolis
7/19/2021	Lyndale and Broadway gives more access to Cub Foods	Robbinsdale Open House		Minneapolis
7/20/2021	West Broadway better meets project goals	Open House		Robbinsdale
7/21/2021	Lyndale and Broadway gives more access to Cub Foods	Open House		Robbinsdale
7/22/2021	Navy → Green direct, inexpensive goes through residential neighborhood	Open House		Robbinsdale
7/22/2021	Use alternate colored roadway to help visually alert drivers to the pedestrian heavy area and crosswalks	PublicCoordinate	85th Avenue	Brooklyn Park
7/22/2021	Include a NiceRide station	PublicCoordinate	85th Avenue	Brooklyn Park
7/23/2021	Lowry Route is a missed opportunity to serve folks	Open House		Robbinsdale
7/23/2021	I like the elevated light rail for this section	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
7/23/2021	Please keep all three lanes in each direction.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
7/23/2021	+1 for side running by I-94 here.	PublicCoordinate	Washington Ave at 18th Ave	Minneapolis
7/24/2021	This feels like the correct number and locations for stations	Open House		Robbinsdale
7/24/2021	Agreed with the comments about keeping three lanes in both directions. This was new construction and would be wasteful.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
7/24/2021	Although I would like to keep all the current lanes and have the blue line if I had to choose I would add the blue line because it will be more useful in the long run.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
7/24/2021	I absolutely love this elevated option. I too agree it would allow for parking on the street for existing businesses while also being out of the line of sight for mid-haps on roadway	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
7/25/2021	“Green” option seems nice, with potential for cute park stop near Hall park/	Open House		Robbinsdale
7/26/2021	At least 3-4 stops between Lyndale Avenue and North Memorial seems really important (West Broadway Route)	Open House		Robbinsdale
7/27/2021	slkdjflksdj	PublicCoordinate	Bottineau Blvd at 48th Ave	Robbinsdale
7/28/2021	Emerson is the heart—needs both stations	Open House		Robbinsdale



Date	Comment	Forum	Type/Reply to	City
7/28/2021	The entire project is a waste of money.	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
7/28/2021	How far is it from the station platform to the Target campus?	PublicCoordinate	Oak Grove Parkway	Brooklyn Park
7/30/2021	The teal color accent is cool. The station facade should be teal too.	PublicCoordinate	93rd Avenue	Brooklyn Park
7/30/2021	It would be wonderful to have a light rail stop in Robbinsdale, be it here or closer to downtown, but its been YEARS that there has been talk about putting a light rail here and NOTHING has been done. When is ground going to get broken on actually building something (that is going to take several years to complete in its own right)? The light rail is needed NOW, not 5-10 years from now.	PublicCoordinate	Bottineau Blvd (County Road 81) near Crystal Lake	Crystal
7/30/2021	Met Council should get Target to sponsor this station for \$ and make it red/white with branding. That would be a better use of public dollars, to get sponsorship like other cities.	PublicCoordinate	Oak Grove Parkway	Brooklyn Park
7/31/2021	I like the idea of a station at Lyndale and Broadway and near Fremont/Emerson	Open House		Robbinsdale
8/1/2021	Look at option along West 21 <sup>st</sup> —even from Orange link	Open House		Robbinsdale
8/2/2021	Prefer West Broadway—serves north and helps connect to the city	Open House		Robbinsdale
8/2/2021	I support the elevated option because it offers the best service to the communities because it is faster and would cause less collisions.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/5/2021	I like these! 1-2 more (I think this is about station locations)	Open House		Robbinsdale
8/5/2021	I really like the design. The station is within walking distance of my work and the design does a great job of improving the walkability of the area. Would be excited to ride the extension if it stops here.	PublicCoordinate	93rd Avenue	Brooklyn Park
8/5/2021	I am of the opinion that elevated rail will quickly make an area too crowded. Have you been to Chicago or other places that have elevated rails? This section of Robbinsdale is too small to accommodate an elevated system.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/5/2021	It's great to see this use of space - please do take those car lanes out in favor of mass transit.	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/5/2021	3 lanes are needed north south and if you dont design that now you are only adding costs to future expansion	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/5/2021	keep the green space (reduces heat, provides shade, absorbs pollution, helps during floods), bike/walk lanes for connectivity for pedestrians, transit (for most), and 1-2 car lanes on each side (for some / trucks).	PublicCoordinate	Bottineau Blvd at 48th Ave	Robbinsdale
8/5/2021	3 lanes are needed north and south and if you dont design that now you are just adding costs to a future expansion	PublicCoordinate	Bottineau Blvd at 48th Ave	Robbinsdale
8/5/2021	can you clarify how if equal or more numbers of trees will be planted to replace what has been lost in this design?	PublicCoordinate	Lowry Ave at Lyndale Ave	Minneapolis
8/5/2021	will the trees taken out for this be replaced elsewhere? That is an important part of the reconstruction	PublicCoordinate	Lowry Ave at Newton Ave	Minneapolis
8/5/2021	looks good	PublicCoordinate	Washington Ave at 14th Ave	Minneapolis
8/5/2021	I would imagine center laning is better for pedestrian access to next transit options and safety (walking alone) than being along freeway	PublicCoordinate	Washington Ave at 18th Ave	Minneapolis
8/5/2021	light rail should take up lanes of traffic not green space. it is replacing a function (travel) and should only take up what is being lost. The green space is not being replaced but shrunk	PublicCoordinate	Washington Ave at 29th Ave	Minneapolis
8/6/2021	Broadway → Lyndale station here in front of Y3 center. Opportunity for high quality transit connection	Open House		Robbinsdale

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
8/7/2021	They just finished 81 ..BNSF needs to give in.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/7/2021	The three lanes are so rarely needed the steady mass transit that the train will provide is more than enough reason to remove that extra lane.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
8/7/2021	People comments about needing 3 lanes don't have a basis in fact - besides not needed 99.9% of the time (30-60 minutes total weekday day at most) reductions in car usage because of regular service the train will have will far outweigh and possible extra benefits that a third lane gives for traffic.	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/9/2021	Existing shows too much green and is too generic	Open House		Robbinsdale
8/10/2021	Has to maintain turns, emergency thru traffic and sound impacts	Open House		Robbinsdale
8/10/2021	+1 This is a good suggestion	PublicCoordinate	I'd like to see a visualization of 26th Ave N as a bike-ped-transit mall, closed to general auto traffic for comparison purposes.	Minneapolis
8/12/2021	I think a route along West Broadway makes the most sense for fair and equitable access to the light rail	PublicCoordinate	I personally thing the Broadway route makes the most sense, and would hopefully not only reduce traffic on Broadway, but would limit the potential for crazy drivers to fly by in the opposite lane, etc.	Minneapolis
8/12/2021	Parking bump out where possible—use sidewalk space	Open House		Robbinsdale
8/12/2021	I personally thing the Broadway route makes the most sense, and would hopefully not only reduce traffic on Broadway, but would limit the potential for crazy drivers to fly by in the opposite lane, etc.	PublicCoordinate		Minneapolis
8/13/2021	I agree. Lyndale does not need 4 lanes in this section. It seems like the perfect spot to run tracks.	PublicCoordinate	Lyndale N is so little-used and has only one cross street, so it would be a perfect place to put dedicated LRT tracks.	Minneapolis
8/13/2021	How long would the elevated platform be? Is it for all of the BLRT line?	Open House		Robbinsdale
8/13/2021	The Metro Blue Line Extension will further create barriers to our community by creating infrastructure that land locks us with limited access to exit by vehicle and any attempt to cross Broadway on foot will create an even greater hazard than it already does. Emergency vehicles will also be impeded from entry in to our neighborhood.	PublicCoordinate	85th Avenue	Brooklyn Park
8/13/2021	I would appreciate a stop AT North Memorial.	PublicCoordinate	A stop here would be 1/2 mile from North Memorial. Consider studying this location too.	Robbinsdale
8/13/2021	Beautiful job of finding the best corridor for this line.	PublicCoordinate	Bottineau Blvd (County Road 81) near North Memorial	Robbinsdale
8/13/2021	Mowed grass on both sides, no houses or stores. It's unreasonable. There are already houses and shops here.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
8/13/2021	We live right on 81. It looks like we lose our front yard.	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/13/2021	The longer this will take to construct, the less likely we will get the project!	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/13/2021	I agree! Don't ruin the small town feel of Robbinsdale!	PublicCoordinate	Elevated track could be shifted to the south (adjacent to the already elevated parking lot) to create less visual "urban busyness" of the downtown area. Keep that small town center feel.	Robbinsdale

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
8/13/2021	Perfect for the light rail line to go through here where the people are located and need it. Plenty of room in this corridor. Much less costly also.	PublicCoordinate	I bike along Lowry every day to get to work, and I'm concerned that there is not enough room for a dedicated bike line and the light rail.	Minneapolis
8/13/2021	I agree Broadway needs a road diet and LRT is a great way to turn it into a true multimodal corridor.	PublicCoordinate	I personally think the Broadway route makes the most sense, and would hopefully not only reduce traffic on Broadway, but would limit the potential for crazy drivers to fly by in the opposite lane, etc.	Minneapolis
8/13/2021	I'd like to see this as well!	PublicCoordinate	I'd like to see a visualization of 26th Ave N as a bike-ped-transit mall, closed to general auto traffic for comparison purposes.	Minneapolis
8/13/2021	Plenty of space for a nice design and near more people that need transportation options. This looks perfect.	PublicCoordinate	Lowry Ave at Lyndale Ave	Minneapolis
8/13/2021	Great design and location that provides the best balance for all forms of transportation with causing congestion for any of the forms of transportation.	PublicCoordinate	Lowry Ave at Newton Ave	Minneapolis
8/13/2021	I have many concerns about the Blue Line Extension, ranging from the unsustainable financial perspective, using our taxpayer dollars in perpetuity, to safety of riders while waiting at stations and while riding if the light rail in Minneapolis is any indication of the Blue Line Extension (no fine for those without tickets - no enforcement of laws).	PublicCoordinate	Oak Grove Parkway	Brooklyn Park
8/13/2021	Tunnel is the best idea to keep the feel of Robbinsdale	PublicCoordinate	Road level track could be shifted to the south side of the city rd 81 and create a tunnel with the existing elevated parking lot. Add a green space park or bridge to the top of that tunnel to connect both sides of County Road 81.	Robbinsdale
8/13/2021	This corridor is the best all around for all forms of transportation. Great job designing this.	PublicCoordinate	The roadway narrows here, making shared bike/car ROW difficult and dangerous. Please consider impact on bike access when designing construction and operational configurations from here to North Memorial.	Robbinsdale
8/13/2021	We need light rail here and the stop should be elevated.	PublicCoordinate	Washington Ave at 14th Ave	Minneapolis
8/13/2021	Looks perfect. Nice job planning in a great location.	PublicCoordinate	Washington Ave at 18th Ave	Minneapolis
8/13/2021	This looks great. The perfect location and space is available and near the new Mississippi boardwalk project.	PublicCoordinate	Washington Ave at 29th Ave	Minneapolis
8/13/2021	This is a terrible idea that takes away lanes that are already fully used. Put it down Lowry where it fits much better and the people need better transportation options.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/13/2021	Way too expensive and a poor location for this line. Don't put it on Broadway where there is no room for it.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/13/2021	Too crowded and will cause significant loss of roadway. Very poor location and design.	PublicCoordinate	West Broadway at Lyndale Ave	Minneapolis
8/13/2021	There are a lot of cars parked in the outside lane along Broadway. Certainly this would be more problematic with only one lane.	PublicCoordinate	West Broadway at Newton Ave	Minneapolis
8/13/2021	This is a terrible design and location. Not enough room to run the line down Broadway.	PublicCoordinate	West Broadway at Newton Ave	Minneapolis
8/13/2021	Terrible design and restricted vehicle lanes that will cause traffic problems and accidents. Road rage will be more like with this design.	PublicCoordinate	West Broadway at Queen	Minneapolis

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8/13/2021	Lyndale N is so little-used and has only one cross street, so it would be a perfect place to put dedicated LRT tracks.	PublicCoordinate		Minneapolis
8/13/2021	[Washington Ave at 14th Ave] We need light rail here and the stop should be elevated.	PublicCoordinate		Minneapolis
8/14/2021	Too expensive	Open House		Robbinsdale
8/15/2021	Is it possible to have elevated structure/columns on both sides versus just the center? Preserve some parking	Open House		Robbinsdale
8/15/2021	None of the above. I do not believe ghetto light rail is needed. There is already enough issues in our community we do not need more violence coming to our community.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/15/2021	This is a bad spot for s station. The traffic in this area is horrific already and put more pedestrians there will be a nightmare.	PublicCoordinate	Brooklyn Boulevard	Brooklyn Park
8/15/2021	This corridor bypasses the majority of North Minneapolis and intersects where non-PoC property owners would most benefit.	PublicCoordinate	The roadway narrows here, making shared bike/car ROW difficult and dangerous. Please consider impact on bike access when designing construction and operational configurations from here to North Memorial.	Minneapolis
8/15/2021	It sounds counter-intuitive, but fewer lanes doesn't mean less traffic - proof of that is the redesign of Broadway just east across the river where they narrows much of it. A good part of the traffic comes from the fact that the right lanes are already half filled with people parking, so there's lots of lane changes to merge in and out of the right lane that slows everyone down and leads to people getting mad about other people cutting them off.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/15/2021	Broadway has been down to one lane in multiple areas for months now. I haven't seen any increase in traffic jams.	PublicCoordinate	West Broadway at Queen	Minneapolis
8/16/2021	Best option - put transit where it delivers access to the most businesses/opportunities (W. Broadway).	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/16/2021	Intermittent parking	Open House		Robbinsdale
8/16/2021	I prefer non elevated because, 1) it might actually get built and 2) it will allow access for disabled as well as ambulatory riders without requiring special provisioning.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/16/2021	Clearly a stop must be provided close to North Memorial Health, the largest single employer for miles in any direction. The closer the better so that patients can use the train to get there too.	PublicCoordinate	Bottineau Blvd (County Road 81) near North Memorial	Robbinsdale
8/16/2021	Agreed, this is a great idea for numerous reasons, including decompressing W Broadway and creating a unique open and/or business space between stations on adjacent Aves	PublicCoordinate	Could westbound trains run along N 21st Ave and Eastbound trains run along Broadway? This would lessen the impact to existing conditions on Broadway.	Minneapolis
8/16/2021	Toot toot! All aboard the river gentrification anchor station. <-- not being sarcastic	PublicCoordinate	If Lowry route is pursued, need station at Broadway with easy/safe/accessible transfers to Route 14/Route 30. Upgrade service on Broadway to BRT.	Minneapolis
8/16/2021	Geometry looks easier than Broadway, but fewer people/businesses nearby. Perhaps an opportunity for more development?	PublicCoordinate	Lowry Ave at Lyndale Ave	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/16/2021	Anything other than light rail as it currently exists elsewhere will serve as an excuse to short change the north side yet again. The most important thing about this project is to get started. The rich don't use mass transit.	PublicCoordinate	Road level track could be shifted to the south side of the city rd 81 and create a tunnel with the existing elevated parking lot. Add a green space park or bridge to the top of that tunnel to connect both sides of County Road 81.	Robbinsdale
8/16/2021	I like the safety and speed of an elevated option, but I also believe it will make stations more difficult to notice/access and be incredibly expensive. Connect transit to where people are - on the street.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/16/2021	Reducing auto speeds/general chaos in this section could improve safety for all users.	PublicCoordinate	West Broadway at Lyndale Ave	Minneapolis
8/16/2021	Seconded!	PublicCoordinate	why is there such a long stretch without a stop? I don't think LRTs are meant to skip sections like express busses do.	
8/16/2021	Need station at Lyndale. Emerson to Washington is too far; and Washington is much less accessible for nearby residents.	PublicCoordinate		Minneapolis
8/17/2021	I think side-running is a work fit (there is no data)	Open House		Robbinsdale
8/17/2021	The Library should be drawn into this model	PublicCoordinate	Lowry Ave at Lyndale Ave	Minneapolis
8/18/2021	I like center running LRT better	Open House		Robbinsdale
8/18/2021	I support the Blue Line Extension as an investment in our communities future, as a way to reduce traffic that continues to grow without access to substantial public transportation, to reduce pollution, and as a fiscally responsible way to reduce long-term transportation costs for all taxpayers.	PublicCoordinate	Oak Grove Parkway	Brooklyn Park
8/19/2021	Yay for stops near housing (for consideration)	Open House		Robbinsdale
8/21/2021	LRT should go where people are, not avoid congested areas	Open House		Robbinsdale
8/21/2021	Obviously	PublicCoordinate	Need station at Penn (transfer to C Line).	Minneapolis
8/22/2021	We need parking	Open House		Robbinsdale
8/22/2021	Currently this is a loud, fast, dangerous road. Unpleasant to walk on and unsafe to bicycle. Looking forward to improvement!	PublicCoordinate	West Broadway at Queen	Minneapolis
8/23/2021	I like this stop idea—having stops where people can easily walk to is important	Open House		Robbinsdale
8/24/2021	Connect with major employers on the Blue Line (e.g. North Memorial, Target) and ask them how they'll get their employees to frequent businesses in downtown Robbinsdale (e.g. incentives)	Driveway Talk		Robbinsdale
8/24/2021	How is your design thinking shifting due to COVID having many major employers move to hybrid work models?	Driveway Talk		Robbinsdale
8/24/2021	How do you plan to mitigate sound and vibration issues? (especially in front of Lakeland Ave.)	Driveway Talk		Robbinsdale
8/24/2021	Why isn't Hwy 100 a route option?	Driveway Talk		Robbinsdale
8/24/2021	Will the Hwy 81 route take any homes along Lakeland Ave.?	Driveway Talk		Robbinsdale
8/24/2021	Please do a study on the anticipated impacts working from home will have on ridership.	Driveway Talk		Robbinsdale
8/24/2021	A sound barrier will be very important for residents of Lakeland Ave. to get on board.	Driveway Talk		Robbinsdale
8/24/2021	What would a sound barrier look like next between Hwy 81 and resident's homes? Can it be added to the visualizations?	Driveway Talk		Robbinsdale
8/24/2021	Identify properties that could be redeveloped for community benefit along the line.	Driveway Talk		Robbinsdale
8/24/2021	Will the train disrupt current Wifi signals?	Driveway Talk		Robbinsdale
8/24/2021	We need visualizations of how the route would connect both sides of Hwy 81.	Driveway Talk		Robbinsdale

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
8/24/2021	Will my home increase in property value even if it's very close (less than 1/4 mile) to the light rail stop?	Driveway Talk		Robbinsdale
8/24/2021	If there's a way to increase access to Hwy 81 from Lakeland Ave. (access is currently difficult) this would help soften the blow of light rail for the residents in this area.	Driveway Talk		Robbinsdale
8/24/2021	When Hwy 100 was upgraded to its current state, they were unable to add turn lanes for an on-ramp from Bottineau Blvd. Northbound to Hwy 100 South. They were also unable to add a ramp to get from Hwy 100 Northbound onto Bottineau Blvd. directly. This, as I understand, was due to there not being enough space to add the appropriate turn lanes and ramps. For this reason, I am wondering how an entire 2-way rail line can be added to that same intersection?	Driveway Talk		Robbinsdale
8/24/2021	Safety is my first concern as I have two young children. We cross 42nd Avenue and Bottineau Blvd. regularly and it is a dangerous area. An attractive overpass pedestrian bridge would alleviate some of my safety concerns.	Driveway Talk		Robbinsdale
8/24/2021	There is an apartment complex at the end of our block (The Cunningham) which houses many residents in wheelchairs or who use walkers. Their safety input should be heavily considered.	Driveway Talk		Robbinsdale
8/24/2021	I did not purchase a home on a rail line, but I would be able to see the new rail line from my front yard. I would like a 15'+ sound and visibility barrier wall to stretch along the service roads adjacent to Bottineau Blvd. between 42nd Ave and Hwy 100.	Driveway Talk		Robbinsdale
8/24/2021	The public boat launch at the end of the Twin Oak Lane neighborhood generates a steady stream of boat and trailer traffic. Any changes to the road configuration and/or width of Lakeland Avenue will need to accommodate heavy boat/trailer traffic. The service road needs to remain as it is often used as overflow parking.	Driveway Talk		Robbinsdale
8/24/2021	Our neighborhood is frequently accessed from Bottineau Blvd. onto an adjacent service road. If that access is removed, boat and trailer traffic going to the public access boat launch would need to come in from a much more difficult set of turns off of 42nd Avenue (which does not have turn lanes) and through a tight curve on Lakeland Ave. which crosses over a bike and pedestrian path. This would be very dangerous for bikers, pedestrians and traffic on 42nd Ave.	Driveway Talk		Robbinsdale
8/24/2021	I expect that a significant spend will be allocated to beautifying Bottineau Blvd. to offset the visual chaos that the rail line will bring (brightly colored trains covered with advertising).	Driveway Talk		Robbinsdale



Date	Comment	Forum	Type/Reply to	City
8/24/2021	With the updates to traffic patterns, I request that Northbound Bottineau Blvd. to Hwy 100 South be more accessible for vehicles. Will we still be able to make a U-Turn to get onto the highway as is the regular route now? Or better yet, can that access be improved by not requiring a U-turn across railroad tracks? Again, since there wasn't room for an easy left-turn on ramp from Northbound Bottineau Blvd. to Hwy 100 South, making a U-turn is the recommended route and it will become even more difficult to get onto the highway with a train in the way. It's almost as if the government agencies are working to keep people from lower income communities like Robbinsdale and North Minneapolis from easily accessing the more wealthy southwestern suburbs via Hwy 100 South. The Blue Line Extension should correct this discriminatory traffic pattern, not reinforce it.	Driveway Talk		Robbinsdale
8/24/2021	Why isn't Bus Rapid Transit (BRT) an option?	Driveway Talk		Robbinsdale
8/24/2021	I believe in light rail, just not the current route.	Driveway Talk		Robbinsdale
8/24/2021	How will traffic congestion be avoided with the removal of turn lanes?	Driveway Talk		Robbinsdale
8/24/2021	When will traffic studies be conducted?	Driveway Talk		Robbinsdale
8/24/2021	Is a park and ride a possibility? If not, where would it go?	Driveway Talk		Robbinsdale
8/24/2021	I don't see how adding light rail would increase walkability through Hwy 81. I want visualizations.	Driveway Talk		Robbinsdale
8/24/2021	How much money can we realistically spend on mitigation strategies?	Driveway Talk		Robbinsdale
8/24/2021	I would like to see a compilation of past survey responses from Robbinsdale residents.	Driveway Talk		Robbinsdale
8/24/2021	I would like to see surveys post-construction of recent light rail projects (e.g. U of M).	Driveway Talk		Robbinsdale
8/24/2021	I want to see visualizations of how the line and station areas will be integrated into the city. I want it to fit into, not disrupt, the current feel of the city.	Driveway Talk		Robbinsdale
8/24/2021	Will there be fences put up between station areas and the highway for safety purposes? If not, what safety measures will be taken?	Driveway Talk		Robbinsdale
8/24/2021	I don't want a pedestrian bridge; no one ever uses them and they don't look good. Street level walkability improvement would be better.	Driveway Talk		Robbinsdale
8/24/2021	47th Ave has current traffic difficulties that need to be accounted for in this project.	Driveway Talk		Robbinsdale
8/24/2021	The visualizations for West Broadway in Minneapolis need to include a place for people to pull over for emergency vehicles (or in case of vehicle breakdown) and needs to provide room for bus stops for the local route bus.	Driveway Talk		Robbinsdale
8/24/2021	How will the local bus routes be impacted by this project?	Driveway Talk		Robbinsdale
8/24/2021	Run at grade	Driveway Talk		Robbinsdale
8/24/2021	Station at 41st; as close to business district as possible.	Driveway Talk		Robbinsdale
8/24/2021	Same station for coming and going trains (just using opposite sides). Not two separate stations.	Driveway Talk		Robbinsdale
8/24/2021	Fully enclosed shelter on 40th in Robbinsdale to provide a more comfortable waiting experience.	Driveway Talk		Robbinsdale
8/24/2021	"Bottineau Bridge; it is presently being reconstructed. What additional planning can be done to make sure the bridges don't need to be reconstructed again?"	Driveway Talk		Robbinsdale
8/24/2021	"We are a 4 season city. We will need enclosed shelters, not 3-sided, enclosed. If this is an issue, make it a point that the people who are making the decisions take the LRT during inclement weather so they can experience what we, as riders, have to go through every day."	Driveway Talk		Robbinsdale



<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
8/24/2021	"Robbinsdale is a small community and the elevated concerp seems a bit much for this size of city."	Driveway Talk		Robbinsdale
8/24/2021	"Also think about access as there are handicapped building on 42nd and Bottineau."	Driveway Talk		Robbinsdale
8/24/2021	"I'm glad you're no longer going through Sochacki Park."	Driveway Talk		Robbinsdale
8/24/2021	"Are you, can you please consider the impacts during construction of closing sidewalks and paths?"	Driveway Talk		Robbinsdale
8/24/2021	Plan future pedestrian paths to reach the light rail. Increase accesibility to the train.	Driveway Talk		Robbinsdale
8/24/2021	"I am very excited about the LRT and would like to continue getting info."	Driveway Talk		Robbinsdale
8/24/2021	"I would make sure affordanble housing is addressed in the planning."	Driveway Talk		Robbinsdale
8/24/2021	"How can we make sure that a good percentage of any housing added along the Blue Line are affordable?"	Driveway Talk		Robbinsdale
8/24/2021	"I support the Blue Line extension through Robbinsdale."	Driveway Talk		Robbinsdale
8/24/2021	"I would like to see the planning team help address public concerns about pedestrian crossings on Hwy 81."	Driveway Talk		Robbinsdale
8/24/2021	"What do you hear from small business owners along the line? Are they for the proposal? How will they be supported?"	Driveway Talk		Robbinsdale
8/24/2021	"Are there any green initiatives being considered when building the light rail? (e.g. solar panels on stations)"	Driveway Talk		Robbinsdale
8/24/2021	"Consider BRT as a back-up plan on the same proposed route."	Driveway Talk		Robbinsdale
8/24/2021	"Robbinsdale City Council needs meaningful input in station location."	Driveway Talk		Robbinsdale
8/24/2021	I prefer a station closer to 41st then 42nd.	Driveway Talk		Robbinsdale
8/24/2021	"Track should be at grade and in the center of the road."	Driveway Talk		Robbinsdale
8/24/2021	Run regular buses on route starting in 2022 while finishing the planning of the project. We need public transit now.	Driveway Talk		Robbinsdale
8/24/2021	Patrol officers on the light rail at all times (have a designated space for them).	Driveway Talk		Robbinsdale
8/24/2021	Cleaning of train cars daily.	Driveway Talk		Robbinsdale
8/24/2021	"I love taking the train due to the fact that it's cheaper than Uber. You save money and get to where you are going faster than the bus or walking."	Driveway Talk		Robbinsdale
8/24/2021	Pedestrian access across Hwy 81 between HyVee/the park and North Memorial.	Driveway Talk		Robbinsdale
8/24/2021	Bike paths!	Driveway Talk		Robbinsdale
8/24/2021	Noise mitigation	Driveway Talk		Robbinsdale
8/24/2021	"Keep track on grade by hospital and past Terrace Park to next stop."	Driveway Talk		Robbinsdale
8/24/2021	Prefer Lowry Ave as the route in North Minneapolis.	Driveway Talk		Robbinsdale
8/24/2021	"One exit to access Hwy 81 N and 81 S exiting Hwy 100."	Driveway Talk		Robbinsdale
8/24/2021	The LRT should be closer to 42nd in order to best support the businesses in downtown Robbinsdale. I realize that it will require taking some surface parking from one of the strip malls on the East side of Bottineau but will ultimately have biggest impact on those areas.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/24/2021	Much prefer this routing over the BNSF rail corridor!	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/24/2021	An elevated platform will make the noise from LRT travel over several neighborhoods. Keep it at grade to keep the traffic or LRT noise in the corridor and not the neighborhoods.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/24/2021	Reduce Lanes, add train!	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/24/2021	Eliminating lanes of traffic that have recently been added to relieve road congestion shows how poor the planning for this project is.	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal

Date	Comment	Forum	Type/Reply to	City
8/24/2021	Thank you for choosing to remove car lanes. Maintaining three lanes each direction will encourage people to drive instead of using LRT, will necessitate the removal of green space, and will create an unpleasant environment for pedestrians and bikers approaching the LRT stations	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/24/2021	We just spent Millions remaking Bottineau into 3 lanes to reduce congestion. It will absolutely increase congestion to eliminate those new lanes now.	PublicCoordinate	Bottineau Blvd at 48th Ave	Robbinsdale
8/24/2021	This is a perfect spot for a station, lots of bus riders in this area already, they will enjoy an upgraded experience with LRT!	PublicCoordinate	Brooklyn Boulevard	Brooklyn Park
8/24/2021	All station locations need to be revisited based on the latest census data. Using twenty year old data from the 2000 census which was used when these designs were first conceived will guarantee no Federal Funding is available.	PublicCoordinate	Good Station Location, provides connections to route 721	
8/24/2021	Everyone is deserving of quality transit - it's the only way we will stop climate change.	PublicCoordinate	Let's get these routes that center on Downtown, North Loop, and unaffordable future river-side housing development off the table. For the cheap seats: UPPER MIDDLE CLASS WHITE PEOPLE DO NOT NEED OR DESERVE MORE ADVANTAGES AND TRANSIT OPTIONS. Give the whole train and all stations to lower-income and BIPOC people in the heart of North Minneapolis who deserve modern and equitable transit options.	Minneapolis
8/24/2021	The park and ride facility is already utilized by commuters using Bottineau Blvd. It will need to be increased in capacity or it will harm a current mode of transit.	PublicCoordinate	Perfect stop for LRT due to Park and Ride located next door!	Robbinsdale
8/24/2021	I like either concept, just build it on Broadway, and not Lowry.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/24/2021	Perfect location for rail, lots of transit users along West Broadway!	PublicCoordinate	West Broadway at Lyndale Ave	Minneapolis
8/24/2021	I agree with it taking up a lot of road. Please grade separate the rail here.	PublicCoordinate	West Broadway at Lyndale Ave	Minneapolis
8/24/2021	Plenty of space to run along Broadway, cars can park on side streets.	PublicCoordinate	West Broadway at Newton Ave	Minneapolis
8/24/2021	This will provide a much safer and walkable West Broadway in Minneapolis.	PublicCoordinate	West Broadway at Queen	Minneapolis
8/24/2021	There needs to be a station on Lyndale and between Fremont/Emerson, both have major bus connections. Having people walk from Lyndale to Fremont/Emerson station is just not going to cut it.	PublicCoordinate		Minneapolis
8/25/2021	Please keep all three lanes in each direction, the upgrade of 81 to 3 lanes in each direction was part of my decision to move to Tachis neighborhood.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
8/25/2021	No separation between trains and cars? We have been adding guard rail between opposite traffic flow on almost all roads. This seems a safety oversight.	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport	Crystal
8/25/2021	That is a great suggestion.	PublicCoordinate	I'd like to see a visualization of 26th Ave N as a bike-ped-transit mall, closed to general auto traffic for comparison purposes.	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/25/2021	Agree with the reply to the original comment. Transit should serve communities holistically, and while it is a vehicle for improving equity, serving middle class or non BIPOC communities is not ipso facto an evil to be avoided.	PublicCoordinate	Let's get these routes that center on Downtown, North Loop, and unaffordable future river-side housing development off the table. For the cheap seats: UPPER MIDDLE CLASS WHITE PEOPLE DO NOT NEED OR DESERVE MORE ADVANTAGES AND TRANSIT OPTIONS. Give the whole train and all stations to lower-income and BIPOC people in the heart of North Minneapolis who deserve modern and equitable transit options.	Minneapolis
8/25/2021	I too support this project as a critical leg of our regional transport system.	PublicCoordinate	Oak Grove Parkway	Brooklyn Park
8/25/2021	Concur	PublicCoordinate	Put the Station between Emerson and Fremont for good connections to the METRO D Line.	Minneapolis
8/25/2021	I also support this routing and grade separated options (I. E. Consider tunnel as well)	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis
8/26/2021	Neither a bridge nor a level grade LRT will harm the character of this area of Robbinsdale, because this section of Robbinsdale is literally a car sewer already. You can't tear apart what's already broken in two. The only LRT configurations that would improve the character of 81 would reduce lanes and that's apparently a non-starter, so just build it at level grade.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale
8/26/2021	The multi lane highway cutting through Robbinsdale is doing far more to work against a small town feel than a train ever could	PublicCoordinate	Elevated track could be shifted to the south (adjacent to the already elevated parking lot) to create less visual "urban busyness" of the downtown area. Keep that small town center feel.	Robbinsdale
8/26/2021	These bologna responses are the reason the Twin Cities rank near dead last in racial equity measures. The same BS excuses over and over. Here's a novel idea: prioritize someone less fortunate instead of your property values or need for convenient transit for yourself	PublicCoordinate	Let's get these routes that center on Downtown, North Loop, and unaffordable future river-side housing development off the table. For the cheap seats: UPPER MIDDLE CLASS WHITE PEOPLE DO NOT NEED OR DESERVE MORE ADVANTAGES AND TRANSIT OPTIONS. Give the whole train and all stations to lower-income and BIPOC people in the heart of North Minneapolis who deserve modern and equitable transit options.	Minneapolis
8/26/2021	It's a really bad look that apparently tunnels are acceptable to appease millionaires in the Chain of Lakes (to the tune of 200m in overrun costs!) or to get underneath Hwy 62 to reach health insurance companies, but a tunnel to serve N. Minneapolis is apparently a nonstarter. It would be wise to consider tunnels at the pinch points if Broadway is to be considered for the BOTLRT route.	PublicCoordinate	West Broadway at Emerson Ave	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/27/2021	With access for the residents of this area cut off by 94, this route looks to serve the surrounding industrial zone and prospective developers rather than the communities of the north side. The W Broadway route seems like the better and more equitable option.	PublicCoordinate		Minneapolis
9/1/2021	(10th Ave N): This alignment seems to skip/avoid a lot of existing housing and residential users. The existing land use and guideplan for the purple alignment is mixed use/commercial/industrial. These stations don't offer the same value. Having to cross 94 to access stations is a barrier to use for those who live on the western side of 94 and are transit dependent.	PublicCoordinate		Minneapolis
9/1/2021	(Washington near 24th): Strongly agree. Not many people live in this section and I don't think the businesses have many employees.	PublicCoordinate		Minneapolis
9/1/2021	1B: 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 bridge from North Minneapolis to Downtown could be built with pedestrian and bicycle enhancements that are shortly missing in this part of the city and help mitigate the environmental justice disparities here.	PublicCoordinate		Minneapolis
9/1/2021	6A-a: 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 stop.	PublicCoordinate		Minneapolis
9/1/2021	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 stop.	PublicCoordinate		Minneapolis
9/1/2021	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 downtown traffic. This might appeal to the folks from Golden Valley and Harrison who were looking forward to LRT on 55.	PublicCoordinate		Minneapolis
9/1/2021	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)	PublicCoordinate		Minneapolis
9/1/2021	The Parks and Rec department is multiple years into a project improving Hall Park and joining the East and West sides. They have committed to community safety and have prioritized residential involvement. Having the light rail cut through Lyndale, and the Lyn/Hall neighborhood, would be extremely hurtful to the children playing at Hall Park, Hall Elementary and Franklin Middle school, and neighboring residents.	PublicCoordinate		Minneapolis
9/1/2021	Why was the route along 94 eliminated? This would be much faster and less intrusive on neighborhoods	PublicCoordinate		Minneapolis
11/6/2021	21st for Northbound trains and W Broadway for Southbound Trains. Station should be located between Emerson & Fremont.	Online Survey/Form		Minneapolis
11/6/2021	Could N 2nd Street be used? If future development happens here, having the light rail in the middle of this area would be better access. Or could it run North on the West side of 94 instead to better serve North Minneapolis?	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
11/6/2021	Purple alignment to West Broadway and then light rail split Northbound on 21st and Southbound on W Broadway	Online Survey/Form		Minneapolis
11/6/2021	The stop in 5A seems like a bad location. Is a more direct alignment to the North Loop possible?	Online Survey/Form		Minneapolis
11/6/2021	There should be an elevated crossing at N 7th Street	Online Survey/Form		Minneapolis
11/6/2021	What is the projected ridership for each station/alignment? How do the different alignments affect travel time?	Online Survey/Form		Minneapolis
11/6/2021	There should be a stop near Hy-Vee. The station should be at grade in Robbinsdale.	Online Survey/Form	Do you have any comments on designs for the route and/or information shown in Robbinsdale and Crystal?	Robbinsdale
11/6/2021	Warm skyway access to the hospital is a must.	Online Survey/Form	There are multiple options for many of the sections shown in the image. What opportunities do you see with each option presented? What are your concerns with them? (Section 4)	Robbinsdale
11/9/2021	Make it work for WB - but gotta minimize property impacts and stable businesses	Workshop	Post-it Note	Minneapolis
11/9/2021	Prefers Lowry bc fits better has potential for development	Workshop	Post-it Note	Minneapolis
11/9/2021	WB: Destruits Cub/Walgreens. Can meet those needs on Lowry	Workshop	Post-it Note	Minneapolis
11/9/2021	WB needs 2 more stops	Workshop	Post-it Note	Minneapolis
11/9/2021	Train = Lowry BRT = WB	Workshop	Post-it Note	Minneapolis
11/9/2021	Looks like it's easier for station access (peds)	Workshop	Post-it Note	Minneapolis
11/9/2021	Seems less safe for peds	Workshop	Post-it Note	Minneapolis
11/9/2021	Like this the best if Walgreens can stay	Workshop	Post-it Note	Minneapolis
11/9/2021	Don't want to lose Walgreens. Find a way to keep	Workshop	Post-it Note	Minneapolis
11/9/2021	Maintain bus connection, where does it go?	Workshop	Post-it Note	Minneapolis
11/9/2021	Appreciate this concept: less impacts to peds/ businesses	Workshop	Post-it Note	Minneapolis
11/9/2021	Suggest all EB on Broadway and all WB on 21st Ave N (rail and car traffic)	Workshop	Post-it Note	Minneapolis
11/9/2021	Could be fantastic but can't lose community	Workshop	Post-it Note	Minneapolis
11/9/2021	Try to keep business staple of north side	Workshop	Post-it Note	Minneapolis
11/9/2021	Where do customers of businesses park on street?	Workshop	Post-it Note	Minneapolis
11/9/2021	KMOJ and NAZ need to stay in the community	Workshop	Post-it Note	Minneapolis
11/9/2021	Flavor of north side gone iwht lose business	Workshop	Post-it Note	Minneapolis
11/9/2021	Need to keep this one	Workshop	Post-it Note	Minneapolis
11/9/2021	Suggest connecting Morgan and Ilior for stoplight, not Knox	Workshop	Post-it Note	Minneapolis
11/10/2021	Lowry Avenue to Washington Avenue. The C and D line BRT provide access to Broadway and properties west of I94. Placing statiions east of I94 would promote redevelopment of underutilized property.	Online Survey/Form		Minneapolis
11/10/2021	Like the 5A plan best	Online Survey/Form		Minneapolis
11/10/2021	Line will eliminate all parking on Broadway.	Online Survey/Form		Minneapolis
11/10/2021	Move stations as far north as possible on Washington. Possibly build station over I94 to give access to upper harbor development.	Online Survey/Form		Minneapolis
11/10/2021	Overlap with D line BRT on Seventh St.	Online Survey/Form		Minneapolis
11/10/2021	Place Station at 41st Avenue North, not south of 40th Avenue North.	Online Survey/Form		Minneapolis
11/16/2021	fear that this route may bypass key areas of north Minneapolis	Online Survey/Form		Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
11/16/2021	impact to local businesses	Online Survey/Form		Minneapolis
11/16/2021	securing publicly owned land for the benefit of ADOS business owners	Online Survey/Form		Minneapolis
11/16/2021	The impact to North Loop businesses	Online Survey/Form		Minneapolis
11/16/2021	The need to include (re-include) the Harrison neighborhood	Online Survey/Form		Minneapolis
11/16/2021	traffic impact related to I94 and the proposed UHT project	Online Survey/Form		Minneapolis
11/16/2021	Understanding that more than "viable location" is a factor in station selection	Online Survey/Form		Minneapolis
11/16/2021	Yes. I prefer both. North Minneapolis in its entirety deserves the economic benefit associated with light rail projects	Online Survey/Form		Minneapolis
11/16/2021	Become more "personal" by providing a "legend" showing the business and business owners currently listed along each proposed route so that the community will know who will be impacted by this project, where help is needed and where are the trouble areas.	Online Survey/Form	What other feedback do you have for us?	Minneapolis
11/16/2021	Minneapolis, Crystal, Robbinsdale, the Brooklyn's should join together to form a "minority-driven, economic and business based coalition corridor" and get funding to support and grow businesses while acquiring commercial real estate along the corridor	Online Survey/Form	Do you have any comments on designs for the route and/or information shown in Robbinsdale and Crystal?	
11/16/2021	Cultural Icons	Workshop		Minneapolis
11/16/2021	After route decided, please check with communities to prevent displace	Workshop		Minneapolis
11/16/2021	Resident Robbinsdale recommending station at south west Lowry/Victory-North Memorial Hospital. Very important that residents have direct access to ground level Oakdale/East Entrance	Workshop		Minneapolis
11/16/2021	Concerned @ cost from parking ramp N. Memorial (?????) @ station	Workshop		Minneapolis
11/16/2021	Very (1) overwhelmed by the information shown today and (2) disappointed on the lack of information/answers to questions related to residents, direct & indirect displacement, and relocation. As a community member who lives on the maps being shown and blocks from a potential route, I am suspect to all of the various impacts of this train. Why was the anti-displacement research not done first before bringing these projections to the public? Why are there no members of the anti-displacement research team here? Frustrated by the lack of info from reps around questions about the relocation process and potential parameters and policies to prevent indirect displacement.	Workshop	What comments/questions do you have about the background information and data? What else do you want considered as we evaluate the route options and stations?	Minneapolis

Date	Comment	Forum	Type/Reply to	City
11/16/2021	Defeated is how I feel. I'm hearing a lot of excuses as to why we can't do an elevated line. Then show me the reasons. I would like to see the pre-design for an elevated line and its potential impacts. I would like to see any visualization for any option that would minimize negative impacts like displacement. I feel an elevated route has been asked for by the community members enough to show projections for it. And it does not feel like either of these routes would be "community" supported. The impacts of both routes provide us with an unhappy party on both sides. Who will lose their homes and livelihood for this train? Residents along Broadway or residents along Lowry? There is a way to bring the positive impacts of the LRT to North without making those sacrifices and that solution needs to be found. Otherwise, this will never truly be community supported. Please listen to us. And implement our ideas. Don't listen to us as a way to re-word your words to appease us.	Workshop	What questions do you have about the options shown? What opportunities do you see? What are your concerns?	Minneapolis
11/16/2021	North Memorial - More stations farther away from hospital. Upkeep of parking ramps.	Workshop	What questions do you have about the options shown? What opportunities do you see? What are your concerns?	Minneapolis
11/16/2021	Any option that presents negative property impacts to occupied harshly and small business should not be offered or considered. Do I have a preferred route, at this point neither that considering they both bring the potential of unhousing residents and small businesses. Additionally, we need more information about potential and current development projects along each route.	Workshop	Based on the new information presented in the workshop, do you have a preferred route?	Minneapolis
11/16/2021	Frustrated as well by the demographics of the attendees and this team. We need the input of Northside residents, especially BIPOC residents. They need to be filling this room. And that representation needs to be seen in the leadership on this project. No just the cohort but decision making members on your team. Olson Mem or the old railways were better options. And if they are no longer being considered because of property ownership or other alternatives have so much more of a negative impact, then this train needs to be postponed until a better route is surfaced or not happen at all. This workshop was informative. The team was very kind. Please have more.	Workshop	What other feedback do you have for us?	Minneapolis
11/16/2021	I appreciate the intention of reducing racial disparities and economic impact. I really think Broadway is the "right" route for these goals. However, you've got to figure out a way to keep the businesses that are already solidly present as northside businesses (KMOJ, NAZ, Pair of Dice Pizza, Walgreen's, Wolfpack Promo) because you CANNOT wipe out businesses that are already a part of the community and replace them with others - that changes the community. You have a difficult task but you MUST NOT LOSE THE FLAVOR OF THE NORTHSIDE!	Minneapolis Workshop		Minneapolis
11/18/2021	Please elevate the tracks leaving the elevated Target field station. This should go all the way to the the first station across 94. 7th street is already terrible and adding at grade train service will only make things worse.	PublicCoordinate		Minneapolis
11/18/2021	This crossing should be elevated for either segment chosen.	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
11/18/2021	I appreciate the thorough process and attempt to maximize the benefit of building this line, but one underlying filter to apply to all of the options has to be total trip time, especially the farther north you go. My commute from Brooklyn Park to downtown (Elliot Park) is 25-35 minutes a day, door-to-door (similar to busses along my route), so LRT has to come close or it will just be a novelty/special events option for anybody who has another choice available. Thank you.	PublicCoordinate		Minneapolis
11/18/2021	(Near 8th Ave and 5th St): Why was this previous alignment option eliminated?	PublicCoordinate	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 feasible.	Minneapolis
11/18/2021	(Olson Memorial Hwy and 7th St): This crossing should be elevated for either segment chosen.	PublicCoordinate		Minneapolis
11/18/2021	N 7th St: Consider elevating this section to reduce traffic conflicts and wait times at intersections.	PublicCoordinate		Minneapolis
11/18/2021	(Lyndale Ave N overpass and 94): place LRT on existing Lyndale Av N bridge and build new bridge with enhanced pedestrian and bicycle features to connect Lyndale Ave N to 5th St in the North Loop	PublicCoordinate		Minneapolis
11/18/2021	Build new bridge with enhanced pedestrian and bicycle feature to connect Lyndale Ave N to 5th St in the North Loop and place LRT on existing Lyndale Av bridge. This would provide a much better environment to access the station north of I-94 to and from the south.	PublicCoordinate		Minneapolis
11/18/2021	Considering the 94/252 study may include transit improvements to 94 North with stations at Lowry Avenue. This light rail should be built to allow easy connections to a future BRT Station at Lowry and 94. If it's not planned to be able to accommodate it today it will become a much more expensive fix later. Or a missed opportunity for greater connectivity.	PublicCoordinate		Minneapolis
11/18/2021	Why is there no connection from Washington to West Broadway? What is the reason for elimination of the previous alignment options?	PublicCoordinate		Minneapolis
11/18/2021	The plan should also be considering facilities to have the H Line terminate here, providing transfers to Washington/10th and North Loop areas. There are public properties here where that can be easily implemented.	PublicCoordinate		Minneapolis
11/18/2021	(N Aldrich Ave and N 9th Ave): Why is there no station near this neighborhood if the alignment is heading towards Lyndale. Missed opportunity.	PublicCoordinate		Minneapolis
11/18/2021	1 A-a: 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.	PublicCoordinate	Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue):	Minneapolis
11/18/2021	1 B: 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 bridge from North Minneapolis to Downtown could be built with pedestrian and bicycle enhancements that are shortly missing in this part of the city and help mitigate the environmental justice disparities here.	PublicCoordinate	Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue):	Minneapolis
11/18/2021	2A	PublicCoordinate	Section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue):	Minneapolis

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11/18/2021	Please elevate the tracks leaving the elevated Target field station. This should go all the way to the the first station across 94. 7th street is already terrible and adding at grade train service will only make things worse	PublicCoordinate		Minneapolis
12/4/2021	Lyndale Station accomodating to 94 traffic and Upper Harbor Termina	Workshop	Post-it Note	Minneapolis
12/4/2021	Connection to Northeast Minneapolis is important	Workshop	Post-it Note	Minneapolis
12/4/2021	Preference for Emerson/Dupon split station between 21st and Broadway	Workshop	Post-it Note	Minneapolis
12/6/2021	We can finally get this done!	Open House		Minneapolis
12/6/2021	I came partly because I have "special needs" family member. I will be watching to see how safe the whole project is. I was glad to go round with Christine. Thank you for the work the County is doing. I will keep this project in prayer. All best.	Open House		Minneapolis
12/6/2021	At Emerson/Dupont station split – can pedestrian improvements be made along Emerson or the alley of Dupont so that a nice pedestrian plaza could exist between the split stations. Could the gas stations at 626 W Broadway be eliminated so traffic westbound could curve up to N 21 <sup>st</sup> . Easier if the traffic shifts north on W Broadway?	Open House		Minneapolis
12/6/2021	West Broadway to Lyndale to Target Field makes more sense. Originally I thought North Loop would be better but it seems it might not be worth all the challenges	Open House	Comment Card	Brooklyn Park
1/4/2022	It took so long for Met Council to get their act together about this line. I wish they did it right the first time	Workshop		Brooklyn Park
1/6/2022	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 PREEMPTIVE POWER OVER traffic. No one is going to take a train an hour from Crystal to DT Mpls	Workshop		Crystal
1/6/2022	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?	Workshop		Crystal
1/7/2022	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	Virtual Open House		Brooklyn Park
1/7/2022	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	Virtual Open House		Brooklyn Park
1/7/2022	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.	Virtual Open House		Crystal
1/7/2022	Parallel on 21st: 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	Virtual Open House		Minneapolis

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1/7/2022	More detail about Target Field portion: see project website and Public Coordinate. In this area, we are constrained by existing buildings.	Virtual Open House		Minneapolis
1/7/2022	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	Virtual Open House		Minneapolis
1/7/2022	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	Virtual Open House		Minneapolis
1/7/2022	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	Virtual Open House		Minneapolis
1/7/2022	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	Virtual Open House		Minneapolis
1/7/2022	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	Virtual Open House		Minneapolis
1/7/2022	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	Virtual Open House		Robbinsdale
1/7/2022	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	Virtual Open House		
1/7/2022	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	Virtual Open House		
1/7/2022	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	Virtual Open House		
1/7/2022	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	Virtual Open House		

Date	Comment	Forum	Type/Reply to	City
1/7/2022	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	Virtual Open House		
1/7/2022	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	Virtual Open House		
1/7/2022	While the studies so far have focused on light rail, has the team evaluated bus rapid transit as an option to building this line.	Virtual Open House		
1/7/2022	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	Virtual Open House		
1/11/2022	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.	Workshop		Minneapolis
1/11/2022	1. I would rather have the train on W Broadway 2. I hope we get an awesome fancy artsy station! 3. I look forward to riding this train some day. 4. Would like to see a parking ramp like in the original plan.	Workshop		Minneapolis
1/11/2022	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	Workshop		Robbinsdale
1/11/2022	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	Workshop		Robbinsdale
1/11/2022	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	Workshop		Robbinsdale
1/11/2022	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	Workshop		Robbinsdale
1/11/2022	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.	Workshop		Robbinsdale

Date	Comment	Forum	Type/Reply to	City
1/11/2022	We're excited! Would love the access to downtown and Robbinsdale	Workshop		Robbinsdale
1/11/2022	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!	Workshop		Robbinsdale
1/11/2022	I support railroad path - Bottineau route too disruptive. More pressure needed to get railroad route	Workshop		Robbinsdale
1/11/2022	Would like to see NM station final plan	Workshop		Robbinsdale
1/11/2022	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	Workshop		Robbinsdale
1/11/2022	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	Workshop		Robbinsdale
1/13/2022	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.	Virtual Open House		Minneapolis
1/13/2022	1. There is more "foot" traffic on Broadway than Lowry 2. There is a developemtn coming to Lyndale & 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 3. The elimination of parking on Broadway in my opinion stops a lot of robbery 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 to a place of employment or at least look for a job 5. finally - this action will force businesses to conform to rules that do not impact the community around them in a negative way	Workshop		Minneapolis
1/13/2022	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	Workshop		Minneapolis
1/13/2022	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	Workshop		Minneapolis
1/13/2022	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	Workshop		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/13/2022	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.	Virtual Open House		Brooklyn Park
1/13/2022	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?	Virtual Open House		Minneapolis
1/13/2022	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?	Virtual Open House		Minneapolis
1/13/2022	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?	Virtual Open House		Minneapolis
1/13/2022	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.	Virtual Open House		Minneapolis
1/13/2022	Thank you for the explanation of selection of Washington vs the other options on the arteries in the denser areas of the northside.	Virtual Open House		Minneapolis
1/13/2022	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.	Virtual Open House		Minneapolis
1/13/2022	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.	Virtual Open House		Robbinsdale
1/13/2022	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 ped access downtown Robbinsdale as well as the target shopping center area at the Bass Lake rd intersection.	Virtual Open House		Robbinsdale
1/13/2022	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.	Virtual Open House		Robbinsdale
1/13/2022	As a longtime resident of Robbinsdale, we oppose the new route down 81. We only think the former route is beneficial for our town.	Virtual Open House		Robbinsdale
1/13/2022	We're very excited about the potential to get light rail service in Robbinsdale. Regarding the Robbinsdale business district – the previous 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?	Virtual Open House		Robbinsdale
1/13/2022	Thank you and I welcome that conversation on investment!	Virtual Open House		

Date	Comment	Forum	Type/Reply to	City
1/13/2022	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.	Virtual Open House		
1/13/2022	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.	Minneapolis Workshop		Minneapolis
1/13/2022	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.	Minneapolis Workshop		Minneapolis
1/25/2022	Big waste of MONEY	Email		Brooklyn Park
1/25/2022	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.	Email		Brooklyn Park
1/25/2022	Cancel the Blue Line it won't support itself and we taxpayers are sick of your reckless spending.	Email		Brooklyn Park
1/25/2022	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	Email		Brooklyn Park
1/25/2022	I like the expressed concern about displacement and gentrification.	Email		Brooklyn Park
1/25/2022	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.	Email		Robbinsdale
1/25/2022	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. Quinby's Warning (historyisaweapon.com)	Email		
	Attached is the MUTCD which is American Exceptionalism at its best.			
	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," 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			
1/25/2022	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.	Email		Brooklyn Park



Date	Comment	Forum	Type/Reply to	City
1/25/2022	<p>In the last few years, roundabouts have been becoming more popular in the state of Minnesota. Roundabouts can work with LRT:</p> <p><a href="https://www.google.com/search?q=lrt+intersections+with+roundabouts&amp;rlz=1C1CHBF_enUS939US939&amp;oq=lrt+intersections+with+roundabouts&amp;aqs=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;oq=lrt+intersections+with+roundabouts&amp;aqs=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>	Email		
1/25/2022	<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</li> </ul>	Email		Minneapolis
1/25/2022	<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;</p> <p>Blue 1 or Blue A Blue Line (Switching) Broadway Ave (Switching) Brooklyn Park.</p> <p>Blue 2 or Blue B Blue Line (Switching) Lowery Ave (Switching) Brooklyn Park.</p> <p>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> <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>	Email		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/25/2022	<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:</p> <p><a href="https://www.google.com/search?q=lrt+intersections+with+roundabouts&amp;rlz=1C1CHBF_enUS939US939&amp;oq=lrt+intersections+with+roundabouts&amp;aqs=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;oq=lrt+intersections+with+roundabouts&amp;aqs=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>	Email		Crystal
1/28/2022	<p>Crystal Transit Station at Bass Lake Road &amp; Highway 81 Intersection</p> <p>Although this station is only mentioned in the document on which I am supposed to comment the engineering of</p> <p>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!</p>	Online	Survey/Form	Robbinsdale
1/28/2022	<p>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</p>	Online	Survey/Form	Robbinsdale
1/28/2022	<p>neonle actually use this line at a rate that makes having</p> <p>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.</p>	Online	Survey/Form	Brooklyn Park
1/28/2022	<p>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.</p>	Online	Survey/Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	Broadway is already a well-traveled, high-traffic street that would benefit more from the BL Extension.	Online Survey/Form		
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		
1/28/2022	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	Online Survey/Form		
1/28/2022	Excited to see this extension get built, regardless of the route.	Online Survey/Form		
1/28/2022	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.	Online Survey/Form		Brooklyn Park
1/28/2022	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 it course..	Online Survey/Form		Crystal
1/28/2022	have you considered a monorail?	Online Survey/Form		
1/28/2022	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.	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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 I RT	Online	Survey/Form	Minneapolis
1/28/2022	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	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	How will this impact businesses on Broadway?	Online	Survey/Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	Online	Survey/Form	Robbinsdale
1/28/2022	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)	Online	Survey/Form	Minneapolis
1/28/2022	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	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	Online	Survey/Form	Robbinsdale
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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	Online	Survey/Form	Robbinsdale
1/28/2022	I am totally against this Boondoggle of a project!! STOP this Extension now!!	Online	Survey/Form	
1/28/2022	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.	Online	Survey/Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	
1/28/2022	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	Online	Survey/Form	Robbinsdale
1/28/2022	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.	Online	Survey/Form	
1/28/2022	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 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	Online	Survey/Form	Robbinsdale
1/28/2022	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.	Online	Survey/Form	
1/28/2022	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.	Online	Survey/Form	



Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online Survey/Form		
1/28/2022	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.	Online Survey/Form		Brooklyn Park
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Crystal
1/28/2022	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.	Online Survey/Form		
1/28/2022	I live in the North Loop and would like to see it follow Hwy 55 to Lyndale.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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 skyrocketing 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.	Online	Survey/Form	Brooklyn Park
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	I think it's important to have a station at the Upper Harbor Terminal Development.	Online	Survey/Form	Minneapolis
1/28/2022	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 RNSF that property the railroad wanted to	Online	Survey/Form	Robbinsdale
1/28/2022	I want this extended here very much	Online	Survey/Form	
1/28/2022	I would be interested in planned ridership numbers, train run times, and any safety impacts.	Online	Survey/Form	

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	Robbinsdale
1/28/2022	I would support the elevated tracks option so vehicles and peds can be underneath.	Online	Survey/Form	
1/28/2022	I'm very excited about this development! Would it be possible to do both Lowry and W Broadway?	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	
1/28/2022	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.	Online	Survey/Form	Robbinsdale
1/28/2022	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.	Online	Survey/Form	Brooklyn Park
1/28/2022	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.	Online	Survey/Form	

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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?	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	Let's start with electric busses and see how many people ride them.	Online Survey/Form		
1/28/2022	Looks wonderful! Can't wait to use it.	Online Survey/Form		
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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 !!!	Online Survey/Form		Minneapolis
1/28/2022	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	Online Survey/Form		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	Crystal
1/28/2022	No one wants this stop already.	Online	Survey/Form	Robbinsdale
1/28/2022	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.	Online	Survey/Form	Robbinsdale
1/28/2022	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.	Online	Survey/Form	Robbinsdale
1/28/2022	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 RNSF rail line has far fewer	Online	Survey/Form	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	Online Survey/Form		Robbinsdale
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		
1/28/2022	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!	Online Survey/Form		
1/28/2022	Put a stop at North Memorial Hospital. Two Thumbs Up.	Online Survey/Form		Robbinsdale
1/28/2022	Put the Blue line underground, no weather problems	Online Survey/Form		
1/28/2022	The current Lowry Ave bus schedule (route 32) is inefficient and sub-par for the amount of traffic in the area.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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, Chiropractor 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.	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Robbinsdale
1/28/2022	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.	Online Survey/Form		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online Survey/Form		Robbinsdale
1/28/2022	The West Broadway route is too disruptive to downtown Robbinsdale.	Online Survey/Form		Robbinsdale
1/28/2022	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.	Online Survey/Form		
1/28/2022	There are more businesses on Broadway	Online Survey/Form		Minneapolis
1/28/2022	This is wonderful! More access is always best.	Online Survey/Form		
1/28/2022	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!	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	We don't want it! No one wants the Blue line in Robbinsdale! More crime! Wake up!!!	Online Survey/Form		Robbinsdale
1/28/2022	We need a station near Heritage Park to serve lower income folks. That area also cannot be as easily gentrified	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	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	Online Survey/Form		Minneapolis



Date	Comment	Forum	Type/Reply to	City
1/28/2022	West Broadway makes more sense than Lawry Avenue	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		
1/28/2022	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.	Online Survey/Form		Brooklyn Park
1/28/2022	What plans are in place to properly ensure the safety of riders and the community this transit line goes through?	Online Survey/Form		
1/28/2022	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	Online Survey/Form		Robbinsdale
1/28/2022	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.	Online Survey/Form		Robbinsdale
1/28/2022	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.	Online Survey/Form		
1/28/2022	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.	Online Survey/Form		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	
1/28/2022	Why not put it on 21st? Then it could be additive to W. Broadway businesses instead of harming them.	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	
1/28/2022	would be nice if there would be a way to extend the route to the eastern suburbs as well - Columbia heights, Fridley etc	Online	Survey/Form	
1/28/2022	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	Online	Survey/Form	Crystal
1/28/2022	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.	PublicCoordinate		Brooklyn Park
1/28/2022	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.	PublicCoordinate		Brooklyn Park
1/28/2022	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	PublicCoordinate		
1/28/2022	Why? No one will really use. Waste of money.	PublicCoordinate		
1/28/2022	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	PublicCoordinate		Crystal
1/28/2022	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	PublicCoordinate		Brooklyn Park
1/28/2022	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	PublicCoordinate		Brooklyn Park
1/28/2022	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	PublicCoordinate		
1/28/2022	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?	PublicCoordinate		Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		Brooklyn Park
1/28/2022	why? not safe. Will not travel on it like most people.	PublicCoordinate		
1/28/2022	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	PublicCoordinate		Brooklyn Park
1/28/2022	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?	PublicCoordinate		
1/28/2022	Yep, during the day. During the night however, a different story.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	Build it already!!!! Large corporations in this area with expansion plans. The light rail will be a huge asset to the area. IfÇÖd love to commute from downtown Minneapolis to this location.	PublicCoordinate		
1/28/2022	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	PublicCoordinate		
1/28/2022	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	PublicCoordinate		
1/28/2022	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".	PublicCoordinate		
1/28/2022	why. It was pushed down. Now we are going to do it... waste of money. Guess peoples vote does not matter.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	Needs more trains.	PublicCoordinate		
1/28/2022	With so much space, why reduce traffic lanes from 3 to 2?	PublicCoordinate		
1/28/2022	This should have been the plan from the get-go, instead of wasting years trying to negotiate with BNSF.	PublicCoordinate		
1/28/2022	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	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	PublicCoordinate		
1/28/2022	^ There is so much room on 81 (including frontage road etc.) I am not convinced this will majorly effect traffic flow	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	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	PublicCoordinate		Robbinsdale
1/28/2022	This sounds like a great opportunity to me. Please add it to your considerations.,	PublicCoordinate		
1/28/2022	I would like to see the project use the west Broadway route	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	My preference is for the blue line to go on W Broadway /81.	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	Online	Survey/Form	Minneapolis
1/28/2022	I like this suggestion. Pedestrian and bike traffic safety could be improved with this suggestion.	PublicCoordinate		
1/28/2022	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!	PublicCoordinate		
1/28/2022	This would be ideal as this would give better access to downtown and all the businesses, services, and offices at this intersection.	PublicCoordinate		
1/28/2022	This is a great opportunity. Much better location for a station - and agree with comments on ability to control safety better in this location.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	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	PublicCoordinate		Robbinsdale
1/28/2022	Hands down the best place for a station. access to all businesses, etc	PublicCoordinate		Robbinsdale
1/28/2022	Agreed - please orient the station as far north as possible to be closer to the business district and potential parking for commuters.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	This looks good - 81 is a great route for the line and will be very useful!	PublicCoordinate		Robbinsdale
1/28/2022	Will there be good pedestrian access (i.e. a "stop" in downtown Robbinsdale)?	PublicCoordinate		Robbinsdale
1/28/2022	This looks great and because it is elevated it doesn't interfere with traffic, pedestrians,etc.	PublicCoordinate		Robbinsdale
1/28/2022	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!	PublicCoordinate		Robbinsdale
1/28/2022	I agree that an elevated route along 81 is a great option! Eager to bring more accessibility and sustainability to and through Robbinsdale.	PublicCoordinate		Robbinsdale

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	This is much better than the elevated concept.	PublicCoordinate		Robbinsdale
1/28/2022	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	PublicCoordinate		Robbinsdale
1/28/2022	Great concept, nice-looking design. Could accelerate the LRTÇÖs revitalizing effect on the area and attract more prominent developers.	PublicCoordinate		
1/28/2022	Highly beneficial for pedestrians, riders, and traffic, and looks great within this area of Robbinsdale.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		
1/28/2022	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).	PublicCoordinate		
1/28/2022	I strongly favor the elevated plan. keep trains off the street level for multiple reasons & keep resident pedestrian traffic patterns as is	PublicCoordinate		
1/28/2022	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?	PublicCoordinate		Robbinsdale
1/28/2022	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	PublicCoordinate		Robbinsdale
1/28/2022	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	PublicCoordinate		
1/28/2022	There is not a station planned here. The closest station is at the hospital parking ramp.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		
1/28/2022	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	PublicCoordinate		Robbinsdale
1/28/2022	This option is much better. There should be access to this station from public streets, not just through a parking ramp.	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		
1/28/2022	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!	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		
1/28/2022	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 .	PublicCoordinate		
1/28/2022	Nooooooooo! This is a WW1 Memorial that serves as a major recreation area for the neighborhood.	PublicCoordinate		Robbinsdale
1/28/2022	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.	PublicCoordinate		
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		
1/28/2022	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	PublicCoordinate		
1/28/2022	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 isnÇÖt a safe intersection for pedestrians to begin with. Maybe we should add a train. Then eve	PublicCoordinate		Robbinsdale
1/28/2022	The METRO C Line serves Penn Ave N.	PublicCoordinate		minneapolis
1/28/2022	There's a lot of ambulance traffic on West Broadway.	PublicCoordinate		Minneapolis
1/28/2022	Looks fine. ItÇÖs basically a one vehicle travel right now cause of how many people park on the street.	PublicCoordinate		
1/28/2022	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?	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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!	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	What about tunneling under West Broadway?	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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!	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	A station at Freemont is required so users can transfer to D Line BRT to get to Broadway.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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?	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	Agree to all above statements! This idea is ridiculous	PublicCoordinate		
1/28/2022	Lowry is the way to go!	PublicCoordinate		Minneapolis
1/28/2022	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!	PublicCoordinate		
1/28/2022	AGREE!	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	Street level running looks much better than those imposing elevated tracks.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	Put it underground, elevated rain creates more cover for people to do crime	PublicCoordinate		
1/28/2022	The elevated design looks great. There's less disruption for street-level businesses and the train will be less affected by traffic.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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 rail by a block seems to defeat that purpose.	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	This is too many property impacts to the heart of the commercial corridor on W. Broadway. Eliminate this option.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		
1/28/2022	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	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	Unwelcoming to...who?	PublicCoordinate		
1/28/2022	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	PublicCoordinate		
1/28/2022	Agreed! 1 lane of traffic in either direction is not going to cut it.	PublicCoordinate		
1/28/2022	Why is there no station near this neighborhood if the alignment is heading towards Lyndale. Missed opportunity.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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 downtown	PublicCoordinate		Minneapolis
1/28/2022	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 stop	PublicCoordinate		Minneapolis
1/28/2022	Agree. Over time people will get used to stations one block apart, as they have in St. Paul.	PublicCoordinate		
1/28/2022	Agreed, splitting the alignment makes sense.	PublicCoordinate		
1/28/2022	This is a great idea!	PublicCoordinate		
1/28/2022	This is the widest part of Lowry presently. With bike lanes there is only a single lane for vehicle traffic west of this drawing.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		
1/28/2022	This visualization doesn't show how the split option could preserve traffic flow on Broadway.	PublicCoordinate		
1/28/2022	One lane of traffic is not going to work for this area, people in North will be forced to use more neighborhood streets	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	I like the comforting feel of 2A-a; the other option seems hostile and useless.	PublicCoordinate		Minneapolis
1/28/2022	2A-a is a better station location than the windy freeway option of 2A-b	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	While 2A-b's location does feel a bit more hostile due to its 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	PublicCoordinate		Minneapolis
1/28/2022	I prefer this to option 5	PublicCoordinate		Minneapolis
1/28/2022	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).	PublicCoordinate		
1/28/2022	this runs really close to single family homes and will displace these families	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	There already is a pedestrian overpass.	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	Light rail would have a traffic calming effect on Lyndale and would actually create a safer environment for children and adult pedestrians alike.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	This would provide a much better environment to access the station north of I-94 to and from the south	PublicCoordinate		Minneapolis
1/28/2022	I agree, this is a good idea!	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	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	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		
1/28/2022	Elevate this section please!	PublicCoordinate		
1/28/2022	Agree as well. It also leaves the option for better pedestrian and bike improvements open as well	PublicCoordinate		
1/28/2022	Agree with everyone above. Elevated is ideal but if not possible signal preemption is absolutely necessary here.	PublicCoordinate		
1/28/2022	Wouldn't this just be served by the 14?	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	Why not cross the freeway back where you have the Broadway line going over it but then follow 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.	PublicCoordinate		Minneapolis
1/28/2022	Better yet, just rip 94 out and put the LRT in its place.	PublicCoordinate		Minneapolis
1/28/2022	Do you really want to stand at a station in the middle of a highway?	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	Because rail along highway corridors is useless and unpleasant to travel on	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	Going north on Washington Avenue will also activate the Port of Minneapolis site and make the concert venue much more attractive.	PublicCoordinate		Minneapolis
1/28/2022	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 rout	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	Strongly agree. Not many people live in this section and I don't think the businesses have many employees.	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		
1/28/2022	Strongly agree with all the above comments. This alignment makes no sense.	PublicCoordinate		
1/28/2022	Agree with above statements!	PublicCoordinate		
1/28/2022	Agree with all above, this alignment serves fewer people and has a smaller potential economic impact.	PublicCoordinate		
1/28/2022	Seconded. There literally isn't room for a light rail on 10th unless you are planning to just destroy what's there already....	PublicCoordinate		
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	There isn't going to be a station here.	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	PublicCoordinate		
1/28/2022	Looks good to me, Lowry is the way to go!	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	This route will encourage redevelopment along the Mississippi that will help return the river to a natural amenity for the city	PublicCoordinate		Minneapolis
1/28/2022	Exactly, easiest path of resistance, but not the most practical.	PublicCoordinate		Minneapolis
1/28/2022	If transit doesn't give riders access to businesses and their homes, what exactly is the point?	PublicCoordinate		Minneapolis
1/28/2022	Not a fan of this alignment. Too many curves and the locations served do not seem as high value as the other alignments proposed.	PublicCoordinate		Minneapolis
1/28/2022	I like the options of getting a North Loop station, but not if it means not going on West Broadway.	PublicCoordinate		Minneapolis
1/28/2022	I don't see why we can't have both west broadway and a north loop station.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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?	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	This is a no vote for me. Too much traffic already this way.	PublicCoordinate		Minneapolis
1/28/2022	It's not okay to impact this many historic buildings in this area. This doesn't work.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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?	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	The negative impact to businesses is inevitable. 10th is a viable path for traffic to NE from this part of downtown. Not in support.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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	PublicCoordinate		Minneapolis
1/28/2022	Lots of residents and businesses nearby and very walkable. Could be helpful reducing traffic on Washington.	PublicCoordinate		Minneapolis
1/28/2022	This is such a heavily used road for commuters and visitors of downtown. What a negative proposition.	PublicCoordinate		Minneapolis
1/28/2022	Consider not using the lowery route. It will route trains running one direction on 10th between 4th and Washington.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	I much prefer the West Broadway route and feel that would be better for both the businesses and residents in the community.	Online	Survey/Form	Minneapolis
1/28/2022	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	Online	Survey/Form	Minneapolis
1/28/2022	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, 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	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	I vote for the west broadway route!	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	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.	Online	Survey/Form	Minneapolis
1/28/2022	The Broadway route will reach more people and businesses who need help with accessibility. Please use it.	Online	Survey/Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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 alignmen	Online Survey/Form		Minneapolis
1/28/2022	West Broadway is better	Online Survey/Form		Minneapolis
1/28/2022	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.	Online Survey/Form		Minneapolis
1/28/2022	West Broadway supports North Minneapolis MUCH more than the other option.	Online Survey/Form		Minneapolis
1/28/2022	West Broadway would be ideal for commerce and community. Plus a more direct route for the train!	Online Survey/Form		Minneapolis
1/28/2022	West Broadway would benefit from the additional public investment and could become a stronger economic corridor for the north side of the city.	Online Survey/Form		Minneapolis
1/28/2022	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.	Email		Minneapolis
1/28/2022	1005 against Washington Ave alignment, it skips all the densest housing and mixed use commercial in North Minneapolis	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	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.	PublicCoordinate		Minneapolis
1/28/2022	LRT should go where the most people are, and that is Broadway!	PublicCoordinate		Minneapolis
1/28/2022	This seems like the best option for West Broadway. Most of the impacted properties are public owned and dilapidated.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
1/28/2022	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	PublicCoordinate		Minneapolis
3/15/2022	Would you consider adding another station on Broadway to increase access even more.	Virtual Open House		Minneapolis
3/15/2022	That looks amazing for the West Broadway Route!	Virtual Open House		Minneapolis
3/15/2022	Is walkshed analysis weighted by housing units? Seems like apartments within 5 min walk would be better than serving single family homes.	Virtual Open House		
3/15/2022	Do we know the budget for this?	Virtual Open House		
3/15/2022	Community Wealth Building	Virtual Open House		
3/15/2022	In destination count analysis, how far from station (min or mi) is threshold for inclusion? Ex. Would grocery store a mile away from station be considered a destination?	Virtual Open House		
3/15/2022	How does the federal funding affect our timelines, or when do we expect to see the project funded at the federal level here? Would it be after Enviromental review?	Virtual Open House		
3/15/2022	Please do not elevate! It would be a shame to always be under the train when driving through town.	Virtual Open House		
3/15/2022	Is above ground lower cost than at grade? Less impact on usage?	Virtual Open House		
3/15/2022	Usage for business locally, not usage for the rail.	Virtual Open House		
3/15/2022	Lowry has more stops, less people per stop.	Virtual Open House		Minneapolis
3/15/2022	With the Southwest route going hundreds of millions over budget and creating multiple instances of construction damage/impact, and now a 200k audit into the management of the project...How does this Blue line route plan to ensure better judgment and management? Additionally, when the audit is done will you be hosting a session on learnings from that and how those findings will impact decisions on the blue line project?	Virtual Open House		
3/15/2022	Maybe another station on Broadway between Penn and North Memorial, but also I remember stations being added to the Green Line on University, and the line is slowed down by that.	Virtual Open House		Minneapolis
4/16/2022	Hello! I would like to give my feedback on extending the blue line. I believe the Blue line proposal that goes down Lowry Ave is the best option!	Email		Minneapolis
4/18/2022	Prefer LR on Bdwy. Need new parking options for businesses - ongoing issue now anyway, limited access = limited biz. LR should bring foot traffic to area = increased biz. Reduce autos in area = positive change.	PublicCoordinate	Engineering Drawings	Minneapolis
4/18/2022	I can't wait to try out this new route. It will make so much of the Northside more accessible.	Online Survey/Form		Minneapolis
4/18/2022	Yes, this is the best route recommendation! It serves the heart of North Minneapolis, and that is important due to number of transit dependent individuals that live in the area. The routing along County Road 81 is great too, it serves both Robbinsdale and Crystal much better than the old railway ROW. Keep up the great work in improving mobility for our region!	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/18/2022	<p>If we are going to keep building trains that have no rules, we will never make it worthwhile. My wife can't ride the train anymore after nearly being raped. She was verbally assaulted in a way that you would not believe. For 20 minutes, 10 at the station, and 10 on the train, she was told she was going to get "Fu**ed at home and on the train. By a 6'2" 230 pound man. She's from East Los Angeles so she's not a particularly scared person, but this was different.</p> <p>Do you ride the train yourself? I'm guessing the answer is no. Like so many in the MTC and City Councils that think there's nothing wrong and avoid dealing with the serious issues on the train. Because they don't ride it. And please don't use the company line that we're addressing those problems. I ride the train myself because I'm 6'2" also and thugs tend not to bother me. They still do, but I'm better at handling it. Nothing has changed in the last few years as far as safety goes and we're at the point where good hard-working people know better than to ride the train</p>	Email		
4/18/2022	DONT BUILD IT !	Online Survey/Form	blank	Minneapolis
4/18/2022	I am in support of this route. Thank you for investing in commuter rail.	Online Survey/Form	blank	Minneapolis
4/18/2022	Yes it looks like a good plan	Online Survey/Form	blank	Minneapolis
4/18/2022	Hello, I think it's wonderful and hopeful that this city is extending the light rail route into North Minneapolis and surrounding suburbs. I would love to see future light rail projects be built within the city to make getting around without a car more convenient. That would be significant to be able to travel from one side of the city to another. Thanks,	Online Survey/Form	Development opportunities	Minneapolis
4/18/2022	I 100% agree with the route modification! Why? Using Lyndale and West Broadway is clearly the best way to serve Northside communities who desperately need and deserve higher-quality transit access. the Lyndale/Broadway route serves more areas of higher jobs/population density, along with many key destinations for the community such as shopping, places of worship, and medical/other services. The North Washington/Lowry route would have avoided the densest and most vibrant parts of the Northside in favor of an industrial area cut off by the freeway (just trying to draw in gentrifying development) and Lowry, which is mostly residential, has fewer essential destinations, and is not wide enough for light rail at all. Thank you, thank you, thank you for listening to the preferences of the public and choosing the clearly right route!! This route is HEADS AND SHOULDERS above what the previous BLRT routing would have done for the Northside! The old route would have mostly skirted the Northside, but this route will serve its heart.	Online Survey/Form	Development opportunities	Minneapolis
4/18/2022	I do agree. It would provide more access to public transportation for residents in the northwest suburbs. People in the suburbs need more access to public transportation to take them into Minneapolis and St. Paul.	Online Survey/Form	Development opportunities	Minneapolis
4/18/2022	I support the route because I want more expansive public transit infrastructure. I want them to know that I support this and will always support the further development for accessible public transit. By building this, we can eventually keep moving north and potentially connect Anoka/Coon Rapids.	Online Survey/Form	Development opportunities	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
4/18/2022	Missing an opportunity for a stop at the 63rd Park & Ride & also Crystal Becker Park @ Bass Lake Road I believe would be a mistake.	Online Survey/Form	Development opportunities	Crystal
4/18/2022	Overnight parking would be great for both night shift workers and those who are traveling since this connects to the airport. Please adjust bus routes to take people from some the northern suburbs and connect them to the light rail.	Online Survey/Form	Development opportunities	Brooklyn Park
4/18/2022	Put a stop in Anoka! I would use this so much if you went to Anoka. All the government, social services, shopping, restaurants, connections to other transportation, connect these cities... the route is almost there. What an economic boost for that city too. Even if it was just south of the river.	Online Survey/Form	Development opportunities	Brooklyn Park
4/18/2022	That will be really awesome to see the blue line coming to Brooklyn park and will be good news good development for us thanks to the hard working people of Brooklyn park.	Online Survey/Form	Development opportunities	Brooklyn Park
4/18/2022	After all the money and cost overruns you could have bought a tesla and a parking spot downtown for every one of the riders who use the train. What a waste of taxpayer dollars. Buses, taxis, Uber, Lift have been doing the job for years for much cheaper and with less impact on the environment, roads and infrastructure. Look what happened to Hiawatha after the train was built.....used to take 15-20 minutes to get to the old dome for roll at the dome from Eagan. After the train went in it was 30-45 minutes. Now with all the criminals using the train(and not paying because no one enforces the rules), it is just too dangerous to ride the train. Now you want to expand the crime transport so criminals can go into the suburbs easily and spread their robbing and pillaging to the outer areas. Absolutely ridiculous.....it doesn't work and you know it.	Online Survey/Form	Funding	Brooklyn Park
4/18/2022	As a former resident of Brooklyn Park and current resident of Plymouth I do not approve of light rail in anyway and our tax dollars could be better spent. The SW rail line is a disaster. It's not safe to ride the line from the MOA to to airport. Just stop.	Online Survey/Form	Funding	Brooklyn Park
4/18/2022	Cancel it. The LRT sucks and only fosters crime and homelessness. Keep the rifraf in the city. Anything that involves trains is an epic money loss and I would like to keep more of my money than give it to these failed ideas.	Online Survey/Form	Funding	
4/18/2022	Given the increasingly high price tag for light rail, the drop in ridership of existing metro light rail lines, and the failure of the Southwest line, please consider abandoning the Blue Line project in favor of bus transit. Bus transit can be environmental (via electric buses), flexible, and affordable. You would be addressing historical inequities in this area if you gave the community more of a better product (buses) at a lower cost, instead of wasting our hard-earned tax dollars. Stop the Blue Line now before more money is wasted on an option that leaves no chance of adapting to the future.	Online Survey/Form	Funding	



Date	Comment	Forum	Type/Reply to	City
4/18/2022	I disagree with and dislike the Blue Line plan. The investment will be billions of dollars and will not serve to benefit Crystal as a city the way Charlie Zelle and company try to sell it. The billions of dollars spent will far outweigh any small benefit gained by being able to take the train into a Twins game 1-2 times per year. With all the crime in Minneapolis these days, who wants to visit there anyway? And who wants that crime to have an easy access to our quiet little Crystal via the train? Not me! And I'm sure not anyone who would live near the train route. In addition, the disruption to our lives that would occur building a rail system down Cty Rd 81 would be completely intolerable. As a resident of Crystal, I am completely against this plan. Why does the Met Council continue to push this plan that has been a magnificent failure so far at 10-years and counting?	Online Survey/Form	Funding	Crystal
4/18/2022	I do not agree with the recommendation. Light rail works brilliantly in cities that allow a large number of people to easily walk to a station, that is not the case here. This is an expensive project that will be paid for by people who will never use the rail while the people who would use it do not live near stations while it simultaneously will lower property values for nearby home owners. This project should not move forward.	Online Survey/Form	Funding	
4/18/2022	I feel like this is a huge waste of financial resources! More and more money being dumped into this pit...it needs to stop.	Online Survey/Form	Funding	
4/18/2022	I was originally a big supporter of the blue line.I have changed my opinion to no thank you. Turned into a financial and local black hole. No Blue Line	Online Survey/Form	Funding	
4/18/2022	its a money pit, none of the lines have ever made sense or a profit, and the crime rate along the lines has out paced the economic growth	Online Survey/Form	Funding	
4/18/2022	No! So wasting tax money on this failure! These trains are the worst investment in our states history. Just stop these projects.	Online Survey/Form	Funding	
4/18/2022	No. Minnesotans have paid enough money for light rail in this state. Stop any and all future development until costs for the green line in Eden Prairie have been cut down tremendously and that project is complete. People are not going back to the office despite what the covid virus does. We do not need more mass transit at this expense. Until you solve the crime issue on light rail and in Minneapolis, no more money should go toward any light rail.	Online Survey/Form	Funding	
4/18/2022	Please delay this project until you figure out why the cost over run on the Eden Prairie segment is completed. I think there is 'Gross Mismanagement' on part on the Metro Council 'bureaucracy'. You internal external audit teams should be totally replaced! Now I hear you are going to 'Month Ball' the rail line running toward St. Cloud area. Another sign of a leadership failure!	Online Survey/Form	Funding	
4/18/2022	Stop wasting money on this project.	Online Survey/Form	Funding	
4/18/2022	This seems like a total waste of money and risk for another SWLRT boondoggle. Is anyone looking at the low ridership of the Northstar train and across all of metro transit. What is the need for this? There is little commerce DT and several places open have limited hours. Money would be better spent making Minneapolis and Brooklyn Park safer before even remotely thinking of this.	Online Survey/Form	Funding	

Date	Comment	Forum	Type/Reply to	City
4/18/2022	We are all for this extension. It needs to happen sooner rather than later. Let's use the government surplus to push it along faster. Public transportation needs to be made a priority!	Online Survey/Form	Funding	
4/18/2022	We need a complete ban on planning and constructing transit infrastructure until we can figure out why it costs us 5-10x what it does in Europe, Japan, etc. Planners and project managers throughout the US have demonstrated fundamental incompetence when it comes to rail transit. The complete debacle of the Green line extension is a great example - a bad alignment based on poor decision-making criteria that was executed poorly. Just stop. Bring in professionals from abroad who know what the hell they're doing.	Online Survey/Form	Funding	
4/18/2022	We need the Blue line, the route looks great. WHY does everything take so long to start in this state. How much more are you going to spend on things besides starting. If this was in Denver, Milwaukee, this project would have been completed. We have surplus of money get this done. WTF are you waiting for?	Online Survey/Form	Funding	
4/18/2022	Can the area between the tracks be covered with greenery?	Online Survey/Form	LRT design	
4/18/2022	Yes, I agree with the route recommendation and think this is an excellent project. I am very excited to see the blue line extension constructed to serve this route and enhance the public transit options in this part of the Twin Cities. Thank you for the hard work and collaboration that is supporting this project. Please move forward with construction as quickly as possible.	Online Survey/Form	LRT design	
4/18/2022	I feel very strongly the line should be extended. Accessible transit is critical to our community.	Online Survey/Form	LRT route	
4/18/2022	I like this route much better than the old route plan that would follow Theo Wirth parkway. The old route would destroy the wetlands and wildlife that exists between. This new route would better serve actual people that would be more likely to use the light rail in north Minneapolis.	Online Survey/Form	LRT route	Minneapolis
4/18/2022	I think that the blue line extension is a great idea.	Online Survey/Form	LRT route	
4/18/2022	I wholeheartedly approve the proposed Blue Line expansion. For too long the north side of the city and our northern suburbs have felt cut off and inaccessible to downtown and the rest of Minneapolis. This expansion will address this problem in a big way.	Online Survey/Form	LRT route	
4/18/2022	I would have been happy with the Lowry Ave. option too, but this is a big step forward from the original plan and the status quo and I'm thrilled to see it. I'm assuming there will be a good connection to the D Line for further-north parts of North Minneapolis.	Online Survey/Form	LRT route	Minneapolis
4/18/2022	I would like to see the blue line go up 94, 252, Central Ave	Online Survey/Form	LRT route	Minneapolis
4/18/2022	It would be great if it can extend to Maple Grove area and further west into Rogers/Saint Michael and in the future to Monticello	Online Survey/Form	LRT route	
4/18/2022	Maybe Met Council should finish the debacle that is the SWLRT before starting another	Online Survey/Form	LRT route	
4/18/2022	No I do not like the route! Pure and simple is that it should not be built, period!!	Online Survey/Form	LRT route	
4/18/2022	The proposed route looks quite sensible - I'm delighted to see the West Broadway routing through the heart of North Minneapolis.	Online Survey/Form	LRT route	Minneapolis
4/18/2022	The revised route is a big improvement over the original one, congratulations to the team on a great report.	Online Survey/Form	LRT route	

Date	Comment	Forum	Type/Reply to	City
4/18/2022	Well done! I think you chose the right route going through North Minneapolis.	Online Survey/Form	LRT route	Minneapolis
4/18/2022	Why not extend it to Coon Rapids? Why are the northern suburbs always left behind? There is nothing in the northern suburbs so at least extend the route to Coon Rapids	Online Survey/Form	LRT route	
4/18/2022	yes we NEED more light rail to support a growing Minnesota. We are behind almost all large cities in the us	Online Survey/Form	LRT route	
4/18/2022	Yes, this is a much better alternative than other configurations offered. This area needs good solid regular transit that the light rail can offer.	Online Survey/Form	LRT route	
4/18/2022	Yes, we need more rapid transit service from a former Metro Transit Driver	Online Survey/Form	LRT route	
4/18/2022	I agree with the extension and think it's a good idea for those who work in the cities and live out there.	Online Survey/Form	Property impacts	
4/18/2022	I live at Plymouth and Lyndale and while I am excited to have the line near me I do not want the station at 14th and Lyndale. I prefer the station be the option that is South of Plymouth. I believe this is the 2b option. Having it at 14th will destroy our neighborhood.	Online Survey/Form	Property impacts	Minneapolis
4/18/2022	Before expanding or adding additional routes/trains why don't you make the existing routes safe to ride? No one wants to ride when they do not feel safe, are forced to sit next to homeless people that are urine soaked and soliciting for handouts and money.	Online Survey/Form	Safety	
4/18/2022	Best to keep the drug use and assaults on Broadway.	Online Survey/Form	Safety	Minneapolis
4/18/2022	Crime is bad enough in Brooklyn Park without this!! Adding this will make it all much worse and plummet property value. I guess you want to make Brooklyn Park worse than better!!	Online Survey/Form	Safety	Brooklyn Park
4/18/2022	Do not agree. There is already enough crime riding these routes and we do not need to make it more accessible to other criminals to get to/from areas faster. Also what is the cost per rider? Assuming everyone actually pays these are still losing lots of money for each minute they operate. Run buses instead.	Online Survey/Form	Safety	
4/18/2022	Don't need it coming through crystal and Robbinsdale it would bring more crime to the city's	Online Survey/Form	Safety	
4/18/2022	Given the current situation in this city, You must have transit police and/or transit workers on all trains at all hours for the safety of the riders..They have them on every train all over Europe token everyone in live..	Online Survey/Form	Safety	
4/18/2022	I do not approve of the route. Generally I don't want any extension because of the amount of crime associated with the light rail in general. Once the crime issues are resolved, then expansion can go forward.	Online Survey/Form	Safety	
4/18/2022	I live in Crystal and I strongly oppose this planned route. I worry about the safety of riders as they go through very high crime rates of North Minneapolis. Also, this route is an easy transportation route for people who may commit crimes to expand throughout the planned route and to Brooklyn Park.	Online Survey/Form	Safety	Crystal
4/18/2022	I think you should forget the whole idea light rail is nothing but crime you should abandoned all light rail!	Online Survey/Form	Safety	
4/18/2022	I took it home from the airport last month. Five guys smoking on it one of them was walking up and down the isle had a machete. One of the other in his group approached me to ask for money I gave him 3 dollars. I had already put my cash in my back pocket except for the \$3 just in case. Never again. scrap it!!!!	Online Survey/Form	Safety	
4/18/2022	No, do not agree. Will bring more crime into area. Will make traffic more difficult.	Online Survey/Form	Safety	

Date	Comment	Forum	Type/Reply to	City
4/18/2022	Please figure out a way to make sure riders pay their fares before boarding. Please figure out how to improve safety for riders.	Online Survey/Form	Safety	
4/18/2022	Until you make riding the train safe it doesn't matter what you do. My wife has an MTC card with over \$300 on it, but she can't use it because the train is too dangerous. Women, the elderly, and vulnerable people are at risk on the train. Fix that or quit building more trains. Nobody that feels unsafe will ride the trains because of this. The only people riding the trains are the ones causing the problems in the first place. Please quit wasting our tax money if you don't have the guts to stand up to crime on the trains. Billions of dollars are wasted because no one has the strength to identify the problem and address it. And please don't tell me you're addressing it because I do ride it. But I'm a 6'2" man so I have fewer problems with the knuckleheads. I still have problems, but I'm better prepared to handle them. And I haven't even mentioned that using the trains as a residence is a bad idea. I've had to switch cars because of the smell. Smoking, drinking, and defecating are just a part of the current experience on the train. I'd love to hear from a leader at MTC about this issue I'm betting no one will call or email	Online Survey/Form	Safety	
4/18/2022	What measures will be put into place to ensure passenger safety along the expansion as well as to prevent potential crime travel between neighborhoods?	Online Survey/Form	Safety	
4/18/2022	Why do you insist on proceeding with this nonsense? It seems pretty well known that the current trains bring in crime, and are a financial drain. I live in Crystal, have for 20 yrs. I hate the idea that you will be running crime into my neighborhood because of additional stupid public transportation. I do not know a soul who wants this mess.	Online Survey/Form	Safety	Crystal
4/18/2022	Why the Hell would money be wasted on expanding Metro Line when it's not even safe to ride in the first place? Are you kidding me? Spend more tax dollars on this and destroy land so that we can continue to not ride due to fears of safety? Work on what we currently have!!! Make it safe to ride. Focus on that first!	Online Survey/Form	Safety	
4/18/2022	I love that there is a stop at North Memorial hospital! That will make getting to the hospital so much easier.	Online Survey/Form	Station location	Robbinsdale
4/18/2022	I agree with the route but want assurance that there will be adequate landscaping and other traffic considerations made along the route. As someone who lives in the triangle of Willard hay where Broadway intersects Lowry Ave we have non-stop cut-through traffic currently and I am hopeful that reducing automobile lanes will eliminate access to cut through residential streets that connect to Broadway. I hope that only certain main roads (like 26th ave n) retain access points onto and off of Broadway and that the others can be closed with landscaped traffic diverters. This would create a more modern flow of traffic like many suburban neighborhoods employ where there are only a couple entry and exit points to access the larger main roads. Imagine if all of the crime-fleeing traffic or cutting through could be nearly eliminated while also beautifying our culture-rich neighborhood.	Online Survey/Form	Traffic impacts	Minneapolis
4/18/2022	Please do not remove any lanes from 81, the recent rebuild of 81 with 3 lanes in each direction is one of the reasons I moved to the neighborhood.	Online Survey/Form	Traffic impacts	

Date	Comment	Forum	Type/Reply to	City
4/18/2022	Consider swinging the light rail around to this corner and adding a stop. This intersection was due for reconstruction with the initial alignment but now is left out of the picture. It is dangerous to cross, sidewalks are deteriorating and unpassable in spots, and is a huge barrier for people living in Heritage Park to get across the interstate safely. This would also offer a better connection opportunity to the C line aside from the Penn Ave stop later on in the alignment.	PublicCoordinate	Opportunity	Minneapolis
4/18/2022	I'm wondering why the light rail doesn't just continue down west Broadway till just before 94 where Lakeland Ave N and 81 practically touch and then swap over. Seems like it would be less of a mess.	PublicCoordinate	Concern	Brooklyn Park
4/18/2022	Running this line down Broadway and removing all parking on Broadway will damage the many businesses. Lowry to Washington is a better route.	PublicCoordinate	Concern	Minneapolis
4/18/2022	This route would be advantageous both for a C Line connection and the neighborhood west of 94 and south of 55.	PublicCoordinate	Opportunity	Minneapolis
4/18/2022	Use this runoff pond as the crossing point from 81 to 130 instead of building over already built land.	PublicCoordinate	Opportunity	Brooklyn Park
4/18/2022	It would also be a great stop for people coming from the North to go to the farmers market without having to transfer to the green line or walk from target field	PublicCoordinate	Opportunity	Minneapolis
4/18/2022	Agreed to both above.	PublicCoordinate	Opportunity	Minneapolis
4/18/2022	Surely just N of 94, where the Carmax and uHaul are would be a better place to make the jump to W Broadway again? It's only purpose now is a runoff pond which could be bridged.	PublicCoordinate	Concern	Brooklyn Park
4/18/2022	This image is very misleading, Lakeland Avenue on the right hand side has a significant elevation difference and requires a retaining wall separation from Bottineau Blvd.	PublicCoordinate	Visualizations	Robbinsdale
4/18/2022	Is this a joke? Reducing Bottineau to two lanes is a terrible idea. Why are you punishing residents that live in this area for a transit option that is unnecessary.	PublicCoordinate	Visualizations	Crystal
4/18/2022	Makling so many pay for the benefit of the few is ludicrous these people CHOSE to live away from everything actions have consequences this is a complete waste of money that will never have the ridership expected	PublicCoordinate	Visualizations	Crystal
4/18/2022	Are there any proposals for running the line along the existing roads here. I know they are replacing the bridges now and it seems like a station right at the junction of Lowry and Broadway would be good. Also, is this connected to the hospital parking ramp? If so, why?	PublicCoordinate	Engineering Drawings	Robbinsdale
4/18/2022	This is great! All those businesses and empty offices will become desired places now that they can attract workers who choose not to own a vehicle.	PublicCoordinate	Visualizations	Crystal
4/18/2022	Pedestrians will need additional opportunities to safely cross Lyndale, especially grocery store users who may have carts or caddys to haul their groceries.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Where will people park their cars w/o on-street parking options currently available?	PublicCoordinate	Concern	Minneapolis
4/18/2022	I live two blocks from this location and no one really parks on Broadway. It's too busy and peoples vehicles parked on it often run the risk of getting clipped or need to be moved for plows. Parking should be completely removed from Broadway instead since these few cars that do park hinder traffic and cause slowdowns. Also, there are many good and accessible on street parking options on adjoining streets. This shouldn't be a serious concern unless this problem can be quantified seriously.	PublicCoordinate	Concern	Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/18/2022	Businesses would be better served with transit that increases their service area and thereby customer base better than 1-3 parking spaces per business.	PublicCoordinate	Concern	Minneapolis
4/18/2022	The only necessarily car dependent business on this stretch is a gas station that has its own parking. Pair of Dice Pizza has off street parking for customers and employees. I do not see a need for preserving street parking and new business interests attempting to survive a climate catastrophe should seek a transit customer base.	PublicCoordinate	Concern	Minneapolis
4/18/2022	This option looks like it would be less disruptive to existing traffic patterns and result in faster ride times for light rail users	PublicCoordinate	Engineering Drawings	Minneapolis
4/18/2022	I prefer 2A-b because the land just south of plymouth is not really meant for people, but putting the light rail station in that are would improve the walkability of that side and make it safer for pedestrians. I watch people walk across the bridge on lyndale/plymouth and that area is not safe for pedestrians currently. Again, adding light rail would increase safety in that intersection overall	PublicCoordinate	Engineering Drawings	Minneapolis
4/18/2022	I think all the routes would be great but keeping other transit priorities in mind will also be key. Making sure vehicle traffic can move, busses, emergency vehicles, pedestrians, bikes, etc . The benefits of keeping the lines together here would be fewer stations to build and service. Might be worth the squeeze but more buildings would be affected. Many of these buildings are not suitable for reuse so some of them are likely not an issue to remove. In terms of people's parking issues, the city should implement paid parking on the corridor at the least or remove it all together. Parking should not be prioritized by the city at the expense of public transportation. Many more people will ride this line than will park in any given space we chose to preserve.	PublicCoordinate	Engineering Drawings	Minneapolis
4/18/2022	This route appears to make the most efficient use of space of the options presented and to be among the least costly to maintain. Should bring additional foot traffic to businesses along this corridor. Consider placing additional stop at Broadway and Lyndale to increase foot traffic which will increase safety and utility for grocery store users and residents of higher density housing at 18 1/2 Ave and Lyndale, and increase opportunity cost of maintaining surface level parking lots at the Cub and Merwin plazas along Broadway, opening opportunities for thoughtful, transit-oriented redevelopment	PublicCoordinate	Engineering Drawings	Minneapolis
4/18/2022	This looks like a good option to activate businesses on all corners	PublicCoordinate	Engineering Drawings	Minneapolis
4/18/2022	Prohibiting left turns will likely only be successful here if there is a physical barrier	PublicCoordinate	Engineering Drawings	Minneapolis
4/18/2022	Also, a more direct connection to the Farmers Market.	PublicCoordinate	Opportunity	Minneapolis
4/18/2022	(OP) I should also add this would create opportunity for a useful station around residences here.	PublicCoordinate	Opportunity	Brooklyn Park
4/18/2022	on-street parking is essential to maintain	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	neat!	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	I think maintaining street parking on Broadway is a low priority	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Reducing the number of lanes and moving away from on street parking here should really calm the area, making it more walk-friendly. I'd definitely eat a meal on the sidewalk here. That said, maybe ANY sort of plan for parking would assuage the fears of naysayers. Just not on the street proper.	PublicCoordinate	Visualizations	Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/18/2022	Love this option! Very excited at the prospect of this coming to our neighborhood and connecting Near North to the rest of the rail system.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Additionally, the single-lane roads could reduce the amount of car accidents, which Broadway currently has a lot of.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	It would help the neighborhood businesses if the sidewalks were widened with this option.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	This is a defunct rendering, the Kemps plant is east of the current proposed Blue Line alignment.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Where will people park their cars w/o on-stree parking options currently available?	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	There is no on-street parking with the current 4-lane configuration.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Do not add on street parking. Ignore these people. Only a dozen cars can park here currently and people don't like to do it because of plowing and getting side swiped.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Slowing down vehicle traffic is much needed along this stretch of Broadway that is extremely dangerous due to high speed travel. This stretch is currently notable for being dangerous for pedestrians, bicycles and cars due to the number of accidents, high speeds, strangely timed lights, and poor visibility around curves.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	It would probably be unnecessary to make this elevated here. Traffic isn't bad on this stretch of the road and traffic being diverted to downtown Robbinsdale would be good actually. Also, what is the purpose of the elevation? I'm struggling to see what the benefits would be.	PublicCoordinate	Visualizations	Robbinsdale
4/18/2022	I like the idea of a left turn lane, I am not sure how well the elevated train would fit. Would it be an open area? Closed? A Hiawatha-like station might cut off the sides of the streets from each other, in a negative way.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	We do NOT like the elevated option. We don't think it would fit the aesthetic of the neighborhood and would just generally be disruptive to the flow and feel of the street. It could also create a space for folks to congregate under the cover of the overpass and potentially lead to additional blight and/or criminal activity. We much prefer the open concept of the street-level light rail option.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Anything to control traffic here	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	This whole project would introduce a road diet to so many unwalkable areas. It could be really transformative for businesses over a 20 year period.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	A road diet to reduce traffic is much needed here to increase safety for all users, not just cars.	PublicCoordinate	Visualizations	Minneapolis
4/18/2022	Not worth having a station coming up in this part of the cities with all the crime already happening in all the other areas from here to Minneapolis. Good idea to scare away the residents by making this happen.	PublicCoordinate	Visualizations	Brooklyn Park
4/18/2022	Please include a concept layout with the orientation more zoomed out to show how the area/station will be situated	PublicCoordinate	Visualizations	Brooklyn Park
4/18/2022	Will there be overnight parking available at this station or any of the other proposed stations?	PublicCoordinate	Visualizations	Brooklyn Park
4/18/2022	Please include electric charging infrastructure or at least a plug available for vehicles	PublicCoordinate	Visualizations	Brooklyn Park



Date	Comment	Forum	Type/Reply to	City
4/18/2022	<p>I am forwarding this update regarding the Blue Line extension plan. As I have indicated since the beginning of the year, the Broadway alignment has been the subtle direction that this has been heading since the beginning of this process. While I officially hold the position representing the Robbinsdale Chamber of Commerce, my concerns are in some ways more poignant along Broadway. My concern is not about our restaurant or our pending Satori development, they will thrive throughout the process; however, my concern is the overall impact that this "pass through" initiative will have on North Minneapolis as a whole. I think of what I-94 did to the Rondo neighborhood in St. Paul. If there was any prospect of a more cohesive Near North Minneapolis for the future, my hopes have been dashed by this direction of the Blue Line Committee.</p> <p>I intend to voice my concerns to all that will listen at the Legislature and City Council.</p>	Email		Minneapolis
4/18/2022	<p>You guys got it right! I am ecstatic. Thank you. Now you just have to nail down those stations at Emerson/Broadway, Penn/Broadway, the Hospital and Robbinsdale.</p>	Email		Minneapolis
4/19/2022	<p>I prefer Broadway, too, making it a corridor similar to how the Green Line uses University. It will eventually be good for business and will dramatically improve the quality of life in the neighborhood for us Northsiders.</p>	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	<p>Seems good - more trains the better! Please don't let the short-term thinkers get in the way of the transit we need for a more sustainable future. I would personally like a line that runs all along Lyndale from the river in the south to 694 in the north.</p>	Online Survey/Form		Minneapolis
4/19/2022	<p>the met council should be dismantled immediately . it's a unaccountable and racist organization .</p>	Email		
4/19/2022	<p>Hi, just reading the story on Kare11. I do not support the blue line expansion for a few reasons....</p> <ol style="list-style-type: none"> <li>1) People who need to commute into downtown for work have been working remotely for months/years now. The demand for this transportation is simply not there anymore and likely not returning to what it was.</li> <li>2) My experience with riding the Hiawatha tram route involved seeing way too many people just hop on without stopping at the ticket box. Of course I'd like to believe these people have the frequent flyer pass...but it sure looked questionable. It's too easy to get on the train and not pay for your ride. That's not fair to the taxpayers.</li> <li>3) I'm not interested in a tax hike to add further public transportation to a state that already has excellent public transportation available. How full are the bus routes in the area?</li> </ol>	Email		
4/19/2022	<p>I think the blue line extension should be postponed due to low ridership.</p>	Email		
4/19/2022	<p>We don't need another line that no one will use. The reason I say, no one will use is companies are allowing their employees to work from home. No need to spend time commuting. And you want to spend Billions and Billions of cost overruns to build a line that I am sure you are getting illegal kickbacks in the form of cash, cars, and trips. Taxpayer</p>	Email		

Date	Comment	Forum	Type/Reply to	City
4/19/2022	<p>I am writing you to urge you to do what you can to stop the Metro Blue Line Extension. I don't understand how this extension is still a possibility, since by now it has been made more than clear that most of the residents in the area where the line will be built are against. In fact, I have yet to find anyone who lives in my neighborhood on the border of Brooklyn Park and Champlin, who isn't wholeheartedly against it.</p> <p>I can't speak to the reasons why other people oppose it, but I am against it for two reasons:</p> <p>1. I feel strongly that it will be a huge waste of money. There are currently several bus routes, and express bus routes to Downtown, that do a good job of serving the needs of those who commute by bus in the Northwest Metro. My wife and I have made good use of the "park and ride" lots on Noble Parkway and Zachary Lane. Until a recent job change, my wife commuted to Downtown by bus on a daily basis and it worked just fine. Why spend</p>	Email		Brooklyn Park
4/19/2022	<p>Please stop all light rail expansion. It is a waste of money. It is not self sufficient and makes no sense.</p>	Email		
4/19/2022	<p>In a nutshell, I'm against Blue Line LR expansion until the LR becomes a safe venue for travel. I specifically bought a unit on the Blue Line (East Bloomington) for the benefit of convenient, safe public transportation.</p>	Email		
	<p>In the past 2 years, it's become a public nuisance and a non fare paid, party bus for transition from the Phillips/Seward area to the MOA.</p>			
	<p>I've taken the LR from Terminal 1/2 in broad daylight and entered a pot smoke filled train, watching drug deals go down on a frequent basis, harassment of passengers and showing of handguns by riders.</p>			
	<p>Fix the public safety issues, then expand - but don't be blind to the issues needing remediation before expansion.</p>			
4/19/2022	<p>I just read you are planning on a new light rail Brooklyn Park to the Target Center. You should not start another project until you have the Eden Prairie one figured out &amp; paid for. The Eden Prairie line has become a DISASTER. How will it ever get paid for. Also how is the ridership going to be? You do realize buses are flexible &amp; express buses work so well, at least from Eden Prairie they do. And if they they don't work why did they get put in from Burnsville to the Minneapolis. That line took far less money &amp; time. Why not do buses from the northern suburbs. You can get imputes from the SW bus service. They did &amp; continue to do a great job getting people where they want to go. They do a great job moving people around. They are far less costly, safer &amp; cleaner than the train will be.</p>	Email		Brooklyn Park
	<p>Jobs have disappeared in downtown Minneapolis! Are they going to come back? It may take years or they may never come back. People have found ways to work from home</p>			

Date	Comment	Forum	Type/Reply to	City
4/19/2022	I generally agree with this route. The Blue Line Extension is a critical transportation project for our metro region to decrease carbon emissions with real options for mobility other than personal cars. I look forward to taking the train from Minneapolis to visit my parents in Brooklyn Park. For continued improvement, please continue listening to community members along the route about the station locations that would most benefit them and enable car-free commuting.	Online Survey/Form	Development opportunities	Brooklyn Park
4/19/2022	I get why the route is going through those cities, but it'd be nice to see something serve the full west metro. I hope you find a way to make these trains not just the mobile homeless shelters they are now and enforce a ticket rule. I think a regional hub would be nice, a transit hub where people from the north and west metro suburbs can come, park and get on the train and head downtown for work or leisure.	Online Survey/Form	Development opportunities	
4/19/2022	I love the new route! I think west Broadway is the best choice. I think the two most important things to continue to improve the project through the next phase are: 1. Do everything possible to make train fast. The train should not be waiting at stoplights. And design it so it can get up to a high speed. 2. Fight to get a good location in downtown Robbinsdale - somewhere central with a short and safe walk to attractions and housing.	Online Survey/Form	Development opportunities	Minneapolis
4/19/2022	I participated in the original planning sessions here in Brooklyn Park and always thought we were missing an opportunity for serving the residents of Minneapolis along the way and missing out on the benefit of including North Memorial Hospital on the route. The revised route seems far better in this sense and I support it.	Online Survey/Form	Development opportunities	Brooklyn Park
4/19/2022	Biggest waste of tax payers money. Increased tax's to support something that is not profitable at all!!!!	Online Survey/Form	Funding	
4/19/2022	I do not agree with the extension. Any more money for light rail should be spent on other modes of transportation including the freeway system including express lanes and the bus line. The southwest light rail line is a perfect example of the disaster of a light rail and incompetent individuals running the program. With declining/nonexistent riders, crime, and a shift to work from home that will likely be permanent for many, no additional resources should be put into the light rail.	Online Survey/Form	Funding	
4/19/2022	NO, I do not agree. 1. I still have an issue with route going down Broadway in Brooklyn Park and do not see the benefit and justification in this excessive expense. 2. What is this continuing when the Eden Prairie line is such a major issue, figure this project out and complete before making a mess out of another one. 3. I am angry at the amount of taxpayer money that has already gone into this project and years spent on it. Why didn't you work with railroad BEFORE even working on a route? 4. Why can't the people vote on whether they want light rail and how much they want to spend on it? Not enough oversight with the government on these projects. 5. Why doesn't Metro Transit publish their crime data or police reports? Where I can request this information?	Online Survey/Form	Funding	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
4/19/2022	Stop waisting out tax dollar on train lines that are a poor usage of tax dollars and under utilized bad transportation investment. The S/W line is a clear example for a bad / unacceptable investment and cshould of been scalled back!!! discontinued these bad investment/unacceptable usage of tax dollars in train lines!!!	Online Survey/Form	Funding	
4/19/2022	The Met Council should review ALL the trains running into Downtowns now with companies NOT RETURNING TO THE DOWNTOWN AREAS on full time basis . It becomes irrational and fiscally irresponsible to spend the type of funds you are requesting when what the trains will be at 50% capacity maybe 3 days a week -if that ??? How can you recommend that when there are so many other things that the metro area needs - support for seniors is one --how many seniors who have their SS taxed and pay into this type of cost - will ever ride a metro line into downtown	Online Survey/Form	Funding	
4/19/2022	I am 100% opposed to this project because I do not trust the Met Council to deliver a quality rail project within a reasonable time frame or budget. The delivery methods the Met Council chooses to use are outmoded and outdated for these types of projects.	Online Survey/Form	LRT design	
4/19/2022	I am really pleased to see this new route extension. It's desperately needed in our community of Brooklyn Park. I'm very happy the LRT is getting its own dedicated rails and won't have to share with commercial trains. I would like to know if there are plans for park and ride lots, or extra parking, at the 85th Ave and West Broadway stop. I would really like to see busses running along 85th Ave from 252 to the train line stops. As a disabled person currently using Metro Mobility, these two improvements would drastically increase the amount of travel I can do.	Online Survey/Form	LRT design	Brooklyn Park
4/19/2022	After all the problems with the Southwest Light Rail I feel the Blue Line Extension should be halted. We need to vote on going forward with this. Most people don't want it.	Online Survey/Form	LRT route	
4/19/2022	Does the proposed route facilitate the train running at train speed, or does the route merely satisfy other goals such as providing local service better addressed by a relatively inexpensive and less disruptive streetcar line or bus service, or merely sited to promote development rather than serve transit needs? Politicians and Green Line planners made those foolish mistakes.	Online Survey/Form	LRT route	
4/19/2022	I am so excited to see that the Blue Line Extension Light Rail project will go through neighborhoods that can benefit from transit the most. I live a few blocks behind North Memorial Hospital and look forward to using it too!!	Online Survey/Form	LRT route	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
4/19/2022	I fully support this proposed blue line extension route from Minneapolis into Brooklyn Park. From around 2014 to 2021, I lived near a blue line station in south Minneapolis and took the train downtown to work every day. It was wonderful. I enjoyed not having to drive or deal with parking, it was affordable, better for the environment, made me feel more connected to the downtown & south Minneapolis communities and it was more convenient and comfortable compared to buses. I moved to Champlin recently and would find a lot of value in being able to take the train from nearby Brooklyn Park to downtown or to the airport. Once the pandemic is fully under control, hopefully life will return to something resembling normal and more and more people will want to work downtown, go to events, etc. When that happens, having light rail access to downtown from the northwest suburbs will be a big help for many people.	Online Survey/Form	LRT route	Brooklyn Park
4/19/2022	I really like this route. It will make it much easier for my kids and I to get from my work to my parent's house.	Online Survey/Form	LRT route	
4/19/2022	Route should go to Maple Grove Bus Depot.	Online Survey/Form	LRT route	
4/19/2022	This extension can't come soon enough. When I moved to Minnesota, I was excited to see that there was a LRT extension planned out to where we were going to live, but I've been disappointed by all the delays. Once it's in place, I plan to use the LRT quite often to go do stuff downtown. Games, a night out, a day of shopping. Being able to get to the Airport without having to get a Taxi or have a friend drive me would also be great. Having bike racks on the trains is key too, since I would love to ride my bike on the many trails around Harriet, Bde Maka Ska, Lake of the Isle, and it would make it so easy. I don't know about the inner stations, but the ones in Brooklyn Park seem reasonable. I grew up in Frankfurt Germany, and people who haven't had a good light rail system just don't seem to understand how great they are.	Online Survey/Form	LRT route	Brooklyn Park
4/19/2022	This route looks really great. Getting to and from the more dense commercial districts in North Minneapolis has often been difficult, as I do not currently own a car. Being able to ride the train up from my neighborhood will let me finally get up to Sammy's & Cookie Cart without having to bug a friend for a ride! What a great resource to have added to our city.	Online Survey/Form	LRT route	Minneapolis
4/19/2022	I disagree with the Blueline recommendation. There is enough noise coming from the semi's from the warehouses and 610. As a new resident to 93rd and Hampshire, please do not approve the Blueline. It's only a way to ruin the only nice part left of Brooklyn Park and will only bring in the unwanted. And please consider St. Therese where the elderly are trying to live out what is left of their lives quietly.	Online Survey/Form	Noise impacts	Brooklyn Park
4/19/2022	The route looks good. However, I note the intention is to split the line with one direction being on W Broadway and the other direction going down 21st. Our home is at the corner of 21st and Emerson. Pretty much a disaster for us. Is the intention to buy up contiguous properties like ours? Or do we suffer a housing disaster?	Online Survey/Form	Property impacts	Minneapolis
4/19/2022	I agree 100% there is nothing bad to say about this. I would only caution that security should be used on the route. Not so nice neighborhoods it travels to....	Online Survey/Form	Safety	
4/19/2022	Put Conductors on all trains Make everyone pay Make it safe for everyone Create jobs	Online Survey/Form	Safety	

Date	Comment	Forum	Type/Reply to	City
4/19/2022	The light rail system as it stands needs improvement before expanding. The crime and sketchy people in and around it are nothing I, and many others, want to be a part of. Any area the green line stops is not an area you want to be a woman alone in.	Online Survey/Form	Safety	
4/19/2022	The recommend route is a significant improvement over the original planned route along railroad ROW. Aligning a significant transit investment through communities that already use or are dependent on transit is a wise investment. As plans progress, I hope that traffic calming and pedestrian safety measures are prioritized in station walksheds, signal preemption for trains is granted by default, and all efforts are taken to minimize conflict points between general traffic and trains. I hope that the disastrous routing decision of the green line extension bypassing high transit use communities in favor of a litigious and expensive tunnel through a corridor without significant destinations or residents does not impact the ability to proceed with the high-quality blue line extension or any other future capital projects	Online Survey/Form	Safety	
4/19/2022	yeah	Online Survey/Form	Station design	
4/19/2022	I think this proposed new line, if developed, should be branded as a new line (e.g. Red Line) instead of as an extension of the Blue line. Calling it Blue Line would complicate the riding experience of the existing line by adding numerous more stops across a long distance. Additionally, calling it the Red line that meets with Blue and Green Lines at a common stop gives the perception of a more robust transit network overall.	Online Survey/Form	Transit information	Minneapolis
4/19/2022	I am very much in favor of this route. I would have preferred the original option parallel to the BNSF corridor but understand the challenges and that the rail authority has refused to work with the Met Council on that option. Bottineau makes sense as an alternative route and the station appears to be in a good location to give access to the downtown Robbinsdale businesses. What sort of parking will there be near the station for potential commuters looking to go downtown? I know the previous route included an elevated parking structure behind the downtown area, but the only available surface parking near this proposed station in Robbinsdale is a church parking lot. On a personal note - I am extremely frustrated with the City of Robbinsdale leadership in their reactions to this proposal and have voiced my displeasure with their "no build" stance. We need better public transit and connection to downtown and the airport, and the City should support this project.	Online Survey/Form		Robbinsdale
4/19/2022	I love the route recommendation. I think it will provide easier access to residents west of the Mississippi river to downtown Minneapolis, which currently is lacking. I only wish it could be built sooner.	Online Survey/Form	LRT route	
4/19/2022	610 West: Taxpayer subsidized luxury housing (\$7 Million) Target North Campus: Taxpayer subsidized offices (\$5 Million) Both of these have not brought the desired return on investment to the community with additional development. Stop throwing good money after bad. Don't extend the light rail out to this area.	PublicCoordinate	Opportunity	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
4/19/2022	Construction concerns: there is currently a large amount of traffic that takes this W Broadway frontage road and zips north on Vincent at unsafe speeds. Please do not divert traffic down Vincent as this will further endanger the kids in our neighborhood.	PublicCoordinate	Concern	Minneapolis
4/19/2022	Don't do this again.	PublicCoordinate	Concern	Minneapolis
4/19/2022	DT Robbinsdale station should be closer to 42nd Ave N, where all of the great restaurants and businesses are.	PublicCoordinate	Opportunity	Robbinsdale
4/19/2022	Line should end here. The density north of this point does not warrant a light rail and two additional stops.	PublicCoordinate	Opportunity	Brooklyn Park
4/19/2022	Opportunity to close this entrance to Upton Ave N and add a landscaped traffic diverter. The amount of cut-through traffic that currently uses this access point is unsafe as most do not even bother to stop at the next intersection at 27th and Upton. I've almost been hit by walking my dog several times in the past couple months.	PublicCoordinate	Opportunity	Minneapolis
4/19/2022	Opportunity to eliminate cut through traffic by closing these streets where they meet Broadway Ave. These intersections are dangerous enough as is with the angles in which they meet causing severe blind spots especially when cars are parked on Broadway for the church service.	PublicCoordinate	Opportunity	Minneapolis
4/19/2022	The line should stop here. Extending it any further is a waste of money and resources.	PublicCoordinate	Opportunity	Brooklyn Park
4/19/2022	This building was acquired and removed by Hennepin County at least 2 years ago. Suggest using an updated aerial photo.	PublicCoordinate	Opportunity	Brooklyn Park
4/19/2022	This intersection at 26th Ave N and Broadway Ave is a perfect opportunity to serve the neighborhood blocks north of 26th and below Broadway as well as those below 26th and west of Penn. More needs to be done to reduce cut-through traffic and meter the rate of traffic going down our residential north-south streets.	PublicCoordinate	Opportunity	Minneapolis
4/19/2022	would this mean those that own house the city would want to buy up and tear down. I ask because my house is on we Broadway	PublicCoordinate	Concern	Minneapolis
4/19/2022	It looks nice. Hoping that you are planning in to have slower traffic on 93rd Ave with some nice walkways/paths and bike paths, etc. to get from the neighborhoods to the station. Thanks for the good work!	PublicCoordinate	Visualizations	Brooklyn Park
4/19/2022	This is a challenging intersection as a pedestrian and adding the light rail here will be another challenge. If the elevated tracks through this section are too costly, would you consider a pedestrian and bike bridge over this intersection?	PublicCoordinate	Visualizations	Robbinsdale
4/19/2022	I think this option will work well. Things like bollards and prioritizing pedestrians at crosswalks will make it much better than the current situation.	PublicCoordinate	Visualizations	Robbinsdale
4/19/2022	There should be more opportunities for pedestrians and bicycles to safely cross this stretch.	PublicCoordinate	Visualizations	Robbinsdale
4/19/2022	reduce road widths on Broadway and Lakeland to create wider side walks.	PublicCoordinate	Visualizations	Robbinsdale
4/19/2022	This seems like an odd place for a stop. There's nothing there and this highway is dangerous as it is for pedestrians.	PublicCoordinate	Visualizations	Crystal
4/19/2022	I don't think they are proposing a stop here.	PublicCoordinate	Visualizations	Crystal
4/19/2022	As a resident with poor vision who lives in Crystal. The lack of consistent transit routes makes it difficult to get around. This would be such a great benefit to those who don't have a car and those who cannot get a driver's license for whatever reason. The buses currently run twice an hour out here currently. I'm all for it.	PublicCoordinate	Visualizations	Crystal



Date	Comment	Forum	Type/Reply to	City
4/19/2022	This is a great benefit to the community and will more than make up for the loss of a lane of traffic in each direction.	PublicCoordinate	Visualizations	Crystal
4/19/2022	This was just made to 6 lanes and now proposed to go back down to 4? This is the definition of a boondoggle.	PublicCoordinate	Visualizations	Crystal
4/19/2022	If the rail line is split (this is the south loop), why are two tracks needed? One track would provide a little more roadway on either side	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	There is plenty of parking on side streets perpendicular to Broadway, no need to preserve here.	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	I would support that new infrastructure in this area is much needed and would be exciting for the community once completed. But the plans and conversations geared toward managing expectations and the local community's frustrations due to construction should begin early.	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	There is plenty of parking nearby on other streets	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	Can we add a landscaped strip between the sidewalk and the driving lane? Currently it feels so unsafe to walk along Broadway given the excessive speed and reckless driving. It also looks like the plan could benefit from additional storm water run off zones.	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	To the comment about landscaping: I would rather have wider sidewalks. I think the single lane in each direction will provide a traffic calming effect. The landscaping would likely not be well maintained. Road and sidewalk salt would kill any trees they try to grow there.	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	Do rapid bus transit or a better bussing system if you must do something. Light rail is not tenable from an infrastructure or budgetary perspective.	PublicCoordinate	Engineering Drawings	Crystal
4/19/2022	Lol eat me	PublicCoordinate	Concern	Minneapolis
4/19/2022	Repost: You all should have coordinated with the current Broadway/ Victory Memorial bridge reconstruction to integrate potential future light rail into the design. Talk about ineffective govt planning, holy cow. What a waste of an opportunity.	PublicCoordinate	Engineering Drawings	Robbinsdale
4/19/2022	How is snow cleared from this in the winter? Will there be a risk of throwing snow and debris down onto vehicles?	PublicCoordinate	Visualizations	Robbinsdale
4/19/2022	Would elevating the tracks improve safety for pedestrians/passengers while reducing crashes and traffic light delays seen in St. Paul and along Hiawatha? Will be interesting to see how much this could add to the total costs.	PublicCoordinate	Visualizations	Robbinsdale
4/19/2022	I think elevated track would be a huge waste of money.	PublicCoordinate	Visualizations	Robbinsdale
4/19/2022	Please do not to an elevated option here. I agree with other comments that it does not fit the aesthetic of the area.	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	The elevated option is interesting, but one could ask if it would fit or even be feasible, not to mention the increased cost of elevating the trains	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	At this point you need to get off 81or Bottineau drive and go up Broadway Ave all the way to 85th in Brooklyn Park. I lived in robbinsdale for 18 years and I know that that stretch of robbinsdale and beyond as much less traffic on it and it would offer many more access points in town. I know that the road is narrow but if you can put a light rail right down the center of University avenue I think you can do it down the center of Broadway in robbinsdale. This route would take you through the most dense area of robbinsdale and Crystal and would add huge value to the properties in these areas.	PublicCoordinate	Engineering Drawings	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
4/19/2022	Should this station be farther north and closer to the actual downtown? Here there is just a church parking lot.	PublicCoordinate	Engineering Drawings	Robbinsdale
4/19/2022	Agreed that there is no risk to businesses on this stretch. Maybe the only business without adequate parking space is that tire shop (not even sure if it is a tire shop as there's no real signage or hours of operation) which always has people blocking both lanes of traffic anyway.	PublicCoordinate	Concern	Minneapolis
4/19/2022	The western half of Lowry is too narrow to support light rail.	PublicCoordinate	Concern	Minneapolis
4/19/2022	This option(1A-a)would offer more connectivity to current/future business and TOD(Transit Oriented Development)	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	This option looks more efficient in many respects.	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	There is a lot of speeding traffic on N 7th, I would be concerned about vehicle collisions with the train crossing 7th.	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	I do not like the location of the Plymouth and Lyndale station. Why are they not putting it at the vacant land that is triangle shaped at the intersection?	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	This is a good location for a station given its proximity to housing and potential future transit riders	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	This option is much better for pedestrian access to the station. Option 2-b is up against the freeway and can only be accessed by crossing major streets.	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	2b is the best choice	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	I like 2A-b best because it doesnt interfere with traffic on 14th ave	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	First of all, it's 21st Avenue North, not 21st Street.	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	I think this option is better than 3B-a. It is simpler and would manage traffic speeds better, even if it increases car travel times slightly (which shouldn't be a consideration).	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	I think this option is probably the least ideal of the four. It requires taking over the most existing property, and pushes all of the major rail activity (and pedestrian traffic) further north closer to the low density residential neighborhood, which should be concentrated along the Broadway commercial corridor.	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	You all should have coordinated with the current Broadway/ Victory Memorial bridge reconstruction to integrate potential future light rail into the design. Talk about ineffective govt planning, holy cow. What a waste of an opportunity.	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	I would prefer this option simply because it preserves more of the existing properties. There is a lot of potential here for community based growth and investment. Avoid prioritizing car traffic. Drivers will adjust to take new routes if they can't turn left. Agree with the comment about adding a physical barrier.	PublicCoordinate	Engineering Drawings	Minneapolis
4/19/2022	If Hennepin county still owns the land, use this as an opportunity for affordable housing and transit oriented development	PublicCoordinate	Opportunity	Brooklyn Park
4/19/2022	has anyone given thought to ambulance accessibility. there are many elderly residents and cutting off emergency service vehicles for 1 minute can be life threatening	PublicCoordinate	Opportunity	Minneapolis
4/19/2022	The estimated response time to any location in Mpls is 11 minutes. Including disconnections to several north/south running avenues shouldn't meaningfully impact response times enough to be considered.	PublicCoordinate	Opportunity	Minneapolis
4/19/2022	People should feel however they feel about I-35 w being moved into a tunnel	PublicCoordinate	Opportunity	Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/19/2022	A station here would be beneficial for residents of the surrounding vicinity	PublicCoordinate	Opportunity	Brooklyn Park
4/19/2022	Agreed	PublicCoordinate	Opportunity	Brooklyn Park
4/19/2022	I agree with the reasons listed below that the elevated track is not a good idea. Additionally, it simply would not be worth the extra cost. This would only benefit traffic, which is already a blight on neighborhood livability. Elevated track would exacerbate livability issues further.	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	I agree with the other individuals and would not prefer the elevated option for the good reasons listed already (character of the neighborhood, expense, etc.).	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	I don't think the city is looking to buy any homes unless they plan to place a stop there. It's more likely that a developer would be interested in buying your property to build a larger multi family building as the 2040 plan pretty much says that there shouldn't be small single family homes along roads like Broadway.	PublicCoordinate	Concern	Minneapolis
4/19/2022	Do not want it here it destroys my property value in addition to all the noise	PublicCoordinate	Visualizations	Crystal
4/19/2022	This is a great location for the rail. We live adjacent to Bottineau and are not worried about the minimal noise from a light rail and are excited about the potential ease of access to downtown and airport without needing to drive.	PublicCoordinate	Visualizations	Crystal
4/19/2022	Better access to public transit also HELPS property value. At the moment this stretch of 81 is underserved and has no easy access to public transit	PublicCoordinate	Visualizations	Crystal
4/19/2022	I live nearby and will gladly welcome the new light rail. It will be much better than 6 lanes of all car traffic.	PublicCoordinate	Visualizations	Crystal
4/19/2022	14th and Lyndale does not look like this. It is residential with back and side yards facing Lyndale Ave	PublicCoordinate	Visualizations	Minneapolis
4/19/2022	spend our money on fixing the roads & Bridges!! light rail is a Big Waste of OUR Money!!!	PublicCoordinate	Visualizations	Brooklyn Park
4/19/2022	I like it how Metro Transit is working together to serve communities that lack enough public transit infrastructure. This station just like many others will help the communities grow!	PublicCoordinate	Visualizations	Brooklyn Park
4/19/2022	Growing our infrastructure while reducing future generations' dependence on fossil fuels is so important. Bigotry and warped crime statistics shouldn't scare residents into resisting extremely positive and healthy change.	PublicCoordinate	Visualizations	Brooklyn Park
4/19/2022	Please get this built. Having a large infrastructure of public transportation is what makes a metro great. Get more people to places quicker, cheaper, and better on the environment.	PublicCoordinate	Visualizations	Brooklyn Park
4/19/2022	Overall, this is a great project and needs to be brought to fruition; but do include electric vehicle charging stations	PublicCoordinate	Visualizations	Brooklyn Park
4/19/2022	Brooklyn Park will need to consider modifications to West Broadway all the way to 109th avenue if this occurs. It is already way too congested with traffic, warehouses and a 2 lane road.	PublicCoordinate	Visualizations	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
4/19/2022	<p>Why keep building lines way out into the suburbs where no one will use them because it's much faster to travel by car, instead of building more North south and east west lines in MSP proper???</p> <p>Run a blue line extension into north Minneapolis on lyndale, then cut over into NE Minneapolis on Broadway and run that line to larpenteur and connect to a north south line on smelling in St Paul.</p> <p>That's way less track than these suburb routes and would be way more useful with a lot more ridership.</p> <p>Also get some express trains running that don't stop at every single stop. You should have bypass spots for a train to move to to allow express trains that stop at fewer spots so more people actually want to use the train instead of never wanting to use it because it takes over an hour to go from downtown Minneapolis to St. Paul. There should be a train that goes from DT Minneapolis only stops at</p>	Email		Minneapolis
4/20/2022	<p>This in absolutely wonderful project that will connect the much maligned communities in North Minneapolis with the rest of the twin cities in many ways! As a person who has a business in the North side, this will be wonderful!</p>	Online	Survey/Form	Minneapolis
4/20/2022	<p>This looks like a good map. I appreciate how it will run through the center of North Mpls and will spur development in this area. This is exactly what the Green Line should have been. Thanks for your hard work.</p>	Online	Survey/Form	Minneapolis
4/20/2022	<p>I am reaching out to put in my input regarding the blue line extension through the northwest suburbs. I do not agree with the route. As a student from the University of Minnesota, I have seen first-hand what putting a light rail through a community will do: bring crime and people who do not belong in the area. With Robbinsdale's historic businesses and family-owned restaurants, there is a unique culture that should not be disrupted by a light rail. Considering the few amount of people actually going into the office downtown, I do not feel that a light rail would actually do anything beneficial for our community or be fully utilized by the people it is intended for. Due to the lack of regulation and security on train platforms, I have seen far too many use the light rail as a home or a loitering space and create a hostile environment that does not need to be brought into Robbinsdale.</p> <p>I feel that the money for this project could be better utilized by making the existing routes more secure and</p>	Email		Robbinsdale
4/20/2022	<p>This is Not what Brooklyn Park residents want, at least from the comments I've seen. It won't be long before the mayors of all the cities that this train passes through follow the footsteps of Minneapolis and stop enforcing laws to the point where there's no enforcement of needing a ticket to ride the train and the next thing you know we will have crime onboard and crime at the stations.</p> <p>This is going to turn into a boondoggle just like the Southwest light rail. Nothing but wasteful government spending. A solution without a problem.</p>	Email		Brooklyn Park
4/20/2022	<p>Please stop spending our taxpayer money on wastes such as light rail. No one will be commuting downtown as a result of the shift from the pandemic make this and southwest a massive waste of resources</p>	Online	Survey/Form	Funding

Date	Comment	Forum	Type/Reply to	City
4/20/2022	I think this is amazing! i only wish it existed now. I would use it every day. I fear by the time the project is completed, I may no longer live in the area.	Online Survey/Form	LRT route	
4/20/2022	I do not agree with the extension of the Blue Line. Our family uses public transportation every day. However, we no longer ride the Blue Line or the Green Line. My children rode the MTC bus to high school every day. But even though they are now in their 20s, I tell them to avoid riding any of the Light Rail trains due to safety concerns. Last time we rode the Green Line (to a Saints game) there were extremely drunk people on the way to the game and people who were very threatening on the way home. We have not used the Green Line since that time. The Blue line is so deserted that I won't let my daughter ride it. It's not safe. We use the A-Line all the time, as well as many other routes where a driver is present. Unless you have an employee in every car on the light rail (either line) we won't be riding. We prefer the bus and I think you are better off spending the money on more Bus Rapid Transit projects and to pay regular bus drivers increased wages and benefits.	Online Survey/Form	Safety	
4/20/2022	The Metropolitan Council are inept to do another route. Haven't your learned your lesson yet!!!!!!	Online Survey/Form	blank	
4/20/2022	Yes! Please do this.	Online Survey/Form	blank	
4/20/2022	I HAVE NO USE FOR THIS CHOOCHOO. IT WILL BE A TRAFFIC NUISANCE EVERY DAY FOR ME. I do not feel I should have to pay one cent for this major inconvenience. I think those promoting it should be moved to a socialist country.	PublicCoordinate	Concern	Crystal
4/20/2022	Moving the LR from 81 to West Broadway would alleviate people's concerns about pedestrians crossing the highway and slowing down ambulances.	PublicCoordinate	Opportunity	Robbinsdale
4/20/2022	This is already a very busy intersection. What will be done to alleviate this added congestion?	PublicCoordinate	Concern	Minneapolis
4/20/2022	So excited for this to become a reality. Please keep in mind that people will need walking/biking access from both sides of the light rail system and make sure stations and pathways are well lit. Light rail will provide so many benefits. Thank you and keep pushing!	PublicCoordinate	Visualizations	Brooklyn Park
4/20/2022	Joggers, bicyclists and families with children depicted here are not present in this area at all due to absent safe access and no destinations for same nearby. 50mph traffic , no shoulders, no paths, industrial workers and cross-suburb traffic today, high volume during rush hour 93rd and Broadway by ppl who will never use light rail. High potential to negatively impact local traffic for ppl uninterested in light rail. Given pedestrian path investment required all around W, E and S for large distances on top of all that, this station seems like risky investment. Seems placed here just to justify extension for Target HQ.	PublicCoordinate	Visualizations	Brooklyn Park
4/20/2022	Presently no safe pedestrian access from west, east or south. Investment beyond immediate station block necessary to be useful and safe.	PublicCoordinate	Visualizations	Brooklyn Park
4/20/2022	The light rail will be able to transport a significantly higher number of people than 2 extra car lanes. This is a good change. Reducing the number of lanes will also make the road much safer.	PublicCoordinate	Visualizations	Crystal

Date	Comment	Forum	Type/Reply to	City
4/20/2022	The elevated track through Robbinsdale looks like it would work the best for pedestrian and auto traffic. Traffic through the downtown area of Robbinsdale can get congested without commuters trying to avoid the increased wait times if the track was on the street level. I think the elevated track would be worth the cost in the long run.	PublicCoordinate	Visualizations	Robbinsdale
4/20/2022	I think it would Definitely have a huge impact on cost but when it comes to a project that could last a generation it seems worth it. That option looks like it would relive congestion for commuters on the train and cars and busses as well. Getting people to work and home sooner seems to be the focus so I'm for the elevated track.	PublicCoordinate	Visualizations	Robbinsdale
4/20/2022	Instead of creating vibrancy down the corridor, the elevated option would cut off the local businesses from the transit service even more. At grade, with limited vehicle traffic is much more preferable	PublicCoordinate	Visualizations	Minneapolis
4/20/2022	Agree with above. My entire family was nearly killed at this intersection. Even if there isn't a stop something must be done	PublicCoordinate	Opportunity	Minneapolis
4/20/2022	If this is satire, it's really funny	PublicCoordinate	Concern	Crystal
4/20/2022	Just a head's up, it appears that the Visualizations for Lyndale at 14th Ave and Lyndale at 18th Ave are switched	PublicCoordinate	Visualizations	Minneapolis
4/20/2022	How will this effect noise in the neighborhood?	PublicCoordinate	Engineering Drawings	Robbinsdale
4/20/2022	This looks absolutely fantastic!	PublicCoordinate	Engineering Drawings	Minneapolis
4/20/2022	Can't wait to see the LTR come into fruition and supercharge the community!!!	PublicCoordinate	Engineering Drawings	Minneapolis
4/20/2022	You can actually see if your house would be affected. Highly doubt it	PublicCoordinate	Concern	Minneapolis
4/20/2022	Target staying flex worker location post pandemic. No real need for this now, without hundreds of Target corp workers daily this is really just a ghost terminus, like the 93rd ave station. No need to spend our money for this.	PublicCoordinate	Visualizations	Brooklyn Park
4/20/2022	Cord-Sets Inc., which has been operating in Minneapolis since 1952, is located on 10th Avenue on the route of the proposed East of I-94 option. The light rail would be a disruption to our factory specifically with deliveries. With the high level of traffic already, large trucks struggle with backing up to our loading dock. With the addition of the frequency of trains in addition to traffic, it will be extraordinarily difficult for large trucks to make deliveries. We are also concerned with the construction traffic, accessibility, and parking for our employees and frequent visitors. We also have employees that walk to work and we are also concerned about their safety and ability to continue to walk to the office during construction and after completion.	Online Survey/Form		Minneapolis
4/20/2022	How will you keep riders safe along this route? Minneapolis seems to have increasing crime levels.	Online Survey/Form		Minneapolis
4/20/2022	I do not agree with the route recommendation. The business district of Robbinsdale would be destroyed. It will cause major traffic backups on intersecting roads, and the road expansion along the proposed route will cause a loss of local businesses. Bad idea for the area.	Online Survey/Form		Robbinsdale
4/20/2022	I don't think it's a good idea to have the train go on that route only because it can be busy and terrible to get in and out from the parking lot at Cord-Set(I work there fyi).	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/20/2022	I don't think your routes are fairly drawn and it obviously only impacts communities low income. I also noticed you will be planning to build a station next to a school? Who in their right mind thinks this is a great idea? Who is going to pay for the extra security? Where are the kids supposed to take their recess ( in the station?). Who is going to protect the teachers that leave late at night and come in early in the morning? Have you guys considered building the station near the more affluent communities in Northeast or Northloop? If not please ask yourselves why not? Since you're building it over a school why not build it over the Amazon offices down the street? We all know what highway I-94 did to marginalized communities so it is shocking to see that you are blatantly trying to repeat history just for the sake of bribing jobs to downtown by sacrificing even more communities of color and low income. I'm ashamed to be associated with a state that is even considering this plan to begin with.	Online	Survey/Form	Minneapolis
4/20/2022	I feel the added congestion that the rail line would bring to this area will negatively impact my safety when arriving at and leaving the place where I work. I work at a business on 10th Ave at 5th St and struggle now with accessing the limited free parking the company provides for us. 10th is a very busy street already and I oppose the addition of the rail line in this area.	Online	Survey/Form	Minneapolis
4/20/2022	Lyndale Avenue is the best option. While the community needs to have their feedback listened to, as someone who lived next to a light rail for a year in Los Angeles, I know that a lot of the concerns to crime and traffic take care of itself. I believe that the bike lane should be moved so that less property taking is needed on Lyndale, but if people are concerned about pedestrian safety, then the Lyndale alignment will make the area safer. It will increase property values and benefit those who are worried about losing property value. If LRT is meant to be used, then we should allow for as much redevelopment as possible.	Online	Survey/Form	Minneapolis
4/20/2022	Please don't send it down Broadway	Online	Survey/Form	Minneapolis
4/20/2022	Noise and Vibration: The noise and vibration impact could greatly affect the homes that would border the line. Many property owners would face having the line as apart of their back yards. Lyn Park homes were not built and located to handle a light rail train 10-15 feet away from their residential structures.	Online	Survey/Form	Minneapolis
4/20/2022	Please put the Plymouth station on the other side of 94. The townhouses at Plymouth and Lyndale will be ill affected by a station right in front of the complex. Issues include noise intrusion, loitering, increased foot traffic in our backyard, potential increase of crime. We do not want a station right in front of Boardwalk Townhomes.	Online	Survey/Form	Minneapolis
4/20/2022	Safety: The Blue Line Extension route from Lyndale to West Broadway will pose safety threats to the immediate and surrounding neighborhoods. Lyndale Ave is used by emergency vehicles services, cars, buses, pedestrians and bikers. It is not wide enough to safely accommodate these transportations and will negatively impact. Another reason it is not safe because there is only two access streets from Lyndale Ave into the Lyn Park neighborhoods, 14th & 18th. In both cases these are streets are the only access into the North and South sides of the neighborhood respectively.	Online	Survey/Form	Minneapolis



Date	Comment	Forum	Type/Reply to	City
4/20/2022	West Broadway Business and Area Coalition is in the process of putting together a database of empty properties on West Broadway. We plan to promote these empty properties to the City of Minneapolis CPED Business Development department that provides site search for businesses relocating to Minneapolis. In addition, we plan to send the database to Minneapolis and St Paul Community Development Financial Institutions who provide loans to BIPOC small businesses and property owners with the hopes of encouraging them to relocate to West Broadway. If there are safety concerns, poor traffic flow and no on and off street parking, our revitalization plans for West Broadway will be derailed.	Online	Survey/Form	Minneapolis
4/20/2022	I wanted to pass along a couple ideas for the Blue Line Extension. I attended the listening session yesterday and brought a couple of items up and wanted to expand on those ideas in an email. The other item was one my husband wanted me to ask which was about making our transitway more environmentally conscious. In many parts of Europe and some parts of the US, the tracks have vegetation surrounding the track and they use bushes and other vegetation as natural barriers instead of concrete. Here are some photos and articles!  <a href="https://ggwash.org/view/9443/transitways-can-run-on-top-of-grass">https://ggwash.org/view/9443/transitways-can-run-on-top-of-grass</a>  <a href="https://nacto.org/wp-content/uploads/2016/04/3-7_Green-Tram-Tracks-The-Advantages-of-Implementing-Vegetation-Systems-in-Tram-Tracks_2010.pdf">https://nacto.org/wp-content/uploads/2016/04/3-7_Green-Tram-Tracks-The-Advantages-of-Implementing-Vegetation-Systems-in-Tram-Tracks_2010.pdf</a>	Email		Minneapolis
4/20/2022	The first idea I brought up was surrounding a Sumner-lyndale link from TFS to the Broadwav Alignment Here is Follow-up response: Thank you so much for the link, the parts concerning Robbinsdale and the bridges were enlightening. As a homeowner who lives on Zenith immediately south of North Memorial, the bridge option 2 was a bit disconcerting.  The new bridge currently supporting traffic has already moved closer to the residential streets where I live than the old one. A 'swoop' towards us further will put the train pretty much in our backyard. Since Robbinsdale does not allow fencing higher than six feet, we will not be able to block any sight lines ourselves. We will literally be able to see the whites of the riders' eyes. This doesn't even address any noise pollution that may result from either option 1 or 2.  To my knowledge, no one in this neighborhood is aware of option 2. Clearly something was going to be done, but the 'not in my backyard' concern has become rather more	Email		Robbinsdale

Date	Comment	Forum	Type/Reply to	City
4/21/2022	Dear Councilwoman Chamblis, my vote on the Blue line would be to cancel it (and all the other light rail lines) as being expensive and stupid. Buses make sense. Light rail does not. A bus line route can be changed, a light rail line cannot. The one slated for Brooklyn Park will do nothing for me, being on the eastside of BP.	Email		Brooklyn Park
	But to address light rail in general and how silly it is, consider the SW line. Why wasn't it shut down when the cost estimate spiraled out of sight? Also, a light rail line to a loof and wealthy Eden Prairie? Are you kidding me (and the rest of the metro)? Unless the SW light rail line is made by BMW or Lexus, you won't find a lot of riders on the thing. Except of course homeless people trying to stay warm. I'm sure that a better way to keep homeless people warm could be found instead of the billions of dollars spent on it (SW). I can't imagine how government bodies could think these things up...unless the environment was very high density (Washington DC or NYC comes to mind) Otherwise there will never be the			
4/21/2022	I see no positive future for any of our light rail lines until we solve the problem of the ease at which riders can board the trains without paying a fare. As long as this system is in effect, the trains are open to those with all sorts of bad motives. I can see no future for LRT without a system where everyone needs to have a ticket to board.	Email		
4/21/2022	No we here in the lyn-park neiborhood DO NOT WANT this lightrail/blue line here. There is too much crime here as it is. This rail would ad to the problems. WE DON,t WANT THIS.	Email		
4/21/2022	NO, NO, NO!!! NOT IN MY BACKYARD!!!!	Email		
4/21/2022	And realize that the proposed line running thru Robbinsdale is not only foolish and unnecessary, it will be transporting mostly the very wrong elements into this area. My suggestion is this! Before any Met. Council members make such a proposal, they take a signed oath to travel these lines, at all times of day and night! Then report back, publishing these reports in the STAR & Pioneer Press!	Email		Robbinsdale
4/21/2022	I'm a 46 year resident of Brooklyn Park and I strongly oppose the Blue Line coming into our city. We have enough problems with guns and crime and illegal behavior as it is without bringing in more from other communities. If and until this country can get it's act together regarding gun control, I will remain opposed. Counting on our public official to make the right call on this one.	Email		Brooklyn Park
4/21/2022	I do not want the blue line going through Robbinsdale. As a resident of the city crime is on the raise and this will increase that. Plus HWY 81 is already a nightmare. The Blueline will decrease home values and most neighbors are talking about moving if it happens. Covid changed the need for transit. Work spaces have changed dramatically. It's a waste of money!	Email		Robbinsdale

Date	Comment	Forum	Type/Reply to	City
4/21/2022	Your organization continues to fail. Please stop using taxpayer money to fund these light-rail projects. The world has changed, your organization fails to recognize how little the public uses your service now, how unsafe the environment is that you foster, how irresponsible and wasteful your project managers are at keeping to a project timeline and how out-of-touch you are with the wants and needs of the public. Please stop this project and stop wasting our hard earned money. If you are truly trying to help connect underserved communities, then do it with some common sense rather than by political quagmire - your organization is not capable of handling these projects any longer and you should abandon light rail - we know buses are more effective and serve riders and the community better. I am not interested in a canned rebuttal like what I hear from many city leaders who are so far removed from the impact of these decisions. If you would like to provide a path to align and stop this project or at least remove Robbinsdale from the path then please let me know. Otherwise just file this as	Email		Robbinsdale
4/21/2022	My main concern is safety of riders and of the community. I fear that the same people that ride the other Lines & steal from riders will use the Blue Line to accost other riders, and steal from them. So there needs to be Security personnel on the trains. I remember hearing that it has always been a problem that many people ride the other Lines and do not pay. Again, that requires personnel to check riders.	Email		
4/21/2022	Hello. I am a longtime Robbinsdale resident and I strongly disagree with the route recommendation as it will increase congestion through already congested areas, and will have a disproportionately negative impact on our many senior and disabled residents. I would like decision makers to know that there is a groundswell of opposition and outrage in Robbinsdale at this proposal. This line (along with the others) are not able to be properly funded or policed. The additional crime this line will spread to our area will have a devastating impact on our residents as well as our small and overworked local police force. The number of assaults occurring at LRT stations throughout the city is impossible to ignore, and on top of this, drug overdoses have become a daily occurrence at these stations. The best way to improve the route through the next phase would be to find a different route that does not come through our city. Robbinsdale is an exceptionally great place, yet it hangs in a delicate balance. Please reconsider this well intended, yet ill-conceived and unwanted route. Thank you	Email		Robbinsdale
4/21/2022	I was a light rail train operator for eight years. I was one of the first fifteen operators to start up Hiawatha. I think extending the blue line to Brooklyn Park is a bad idea. Remote working has changed transit. I live in Brooklyn Park and would love to have the train end up here. BUT, it is not practical. It is far too expensive. Also northside neighbors are not going to want it. The better alternative is express bus service. Less expensive and less intrusive. More flexible if future needs change. I love light rail. Now is not the time for for another line. Get Southwest up and running first.	Email		Brooklyn Park
4/21/2022	Please stop spending my tax dollars on this project. Scrap it. Get rid of the route.	Email		

Date	Comment	Forum	Type/Reply to	City
4/21/2022	<p>I live in Robbinsdale 3800 block of Abbott Ave near Victory Memorial, so I will be close to the light rail. This is our 4th year living here.</p> <p>I've haven't said much publicly. I am in support of it. I love using public transportation to commute to work, downtown parking is expensive. They are calling me back to work, flex worker so having a light rail will be nice. I live too close to the city to have an express bus (i loved using that when we lived in the outer suburbs).</p> <p>It would also be nice taking the light rail straight to the airport.</p>	Email		Robbinsdale
4/21/2022	<p>I am curious as to whether or not this project will include privacy fencing in neighborhoods along corridor areas. I believe this would be necessary.</p>	Email		Minneapolis
4/21/2022	<p>Cease further development of this expensive boondoggle. And cease SW line as well. None of these lines to far off places will ever pay for themselves in ridership, especially as the end destination is now toxic Minneaplis to where no one in their right mind would want to go.</p> <p>These things are a complete waste of taxpayer money, while destroying neighborhoods and making surface travel by cars/buses more difficult.</p> <p>It is a far wiser use of these funds to buy and operate buses where there routes can be changed to meet demographics. And if you want to splurge a bit on the buses, but in nice seating and free coffee and donuts. Be a lot cheaper than light rail.</p> <p>Here, take a look at this (and note that you can drill down to state debts too) that balloons when projects like these are added to the national debt:</p>	Email		Minneapolis
4/21/2022	<p>To start with this project is one of many mistakes the state of MN is making. Just another waste of tax payers money. Coming down 81 to W Broadway in Brooklyn Park.</p> <p>There is a bus stop at Tessman Parkway and 85th. We have lived near that stop for 18 years, we come and go by it daily, many times, going to and coming from work, shopping etc. and I have yet to see anyone standing there to catch a bus. I see nothing but crime coming from having a Metro Blue Line train coming to Crystal, Brooklyn Park area. I don't think I am to far off saying no one will take it down town or Target Center. Someone is lining their pockets and pushing for this to happen. I have not talked to one person in our area who is for this or said they would use it. Another area is Anoka which has the MBL. I go by that also a lot. There is a big parking garage, most of the time empty, maybe a half dozen cars if that even most of the time. . Your plan is to have a stop at West Broadway and 85th. What a mess that will be for traffic as that is a congested area now This past week end</p>	Email		Brooklyn Park
4/21/2022	<p>I am a resident of Robbinsdale. I initially supported the Blue Line through the city--but that was when they planned to use the railroad corridor. Given the current plans I strongly oppose the light rail.</p>	Email		Robbinsdale

Date	Comment	Forum	Type/Reply to	City
4/21/2022	I am excited for the blue line extension on Broadway. This route offers the greatest potential to both service existing neighborhoods/residents, but also offers the highest potential for economic impact in blighted areas without displacing existing people. Broadway is a mixture of underutilized/empty commercial store fronts and empty lots, the existing buildings can be repurposed to accommodate small business and housing and the empty lots can encourage new investment. My spouse caught a bus on Broadway to the blue line downtown en route the airport and commented how full the bus was. There is a clear need in this area for this expansion.	Online Survey/Form		Minneapolis
4/21/2022	Why are you spending billions to replicate the function of existing buses? I live along the Southwest LRT route, and this strikes me as a total waste. I was a daily commuter during the seven years I lived in Hopkins before retiring in 2020. During that entire time the vast majority of Hopkins' mass transit needs were handled by three express bus lines (most recently buses 664, 667H, 670). The express buses got me to work and back in 30 minutes almost all the time, and they seemed just about the right capacity. People needing rides outside of commuter hours could take the non-express 12 and 612, which seemed to be almost empty every time I saw or rode them. The whole time the Met Council was talking about light rail I was wondering why anyone would want it, since the buses already serve our purposes perfectly. I never sensed any more demand for public transit than what we already have. The 667H, 670, 12, and 612 run along Main Street and Route 7, which are within two blocks of almost everyone on the north side. The 664, 12 and 612 are within close walking distance of almost everyone on the	Online Survey/Form		
4/21/2022	I think the BRT (bus rapid transit) would be a better use of transit in the area versus LTR (light rail). It would also be a lot more economical.	Online Survey/Form		
4/21/2022	Facility improvements include more secure bike locker at park and rides along the Blue Line, improving bike racks on light rail cars and bike lanes leading up to and out from the platform. The same goes for pedestrian paths to and from the platform. Please make these stations pedestrian and bike forward and not car centric. Thanks!	Online Survey/Form		
4/21/2022	-It's Imperative that we continue to invest in our communities, especially communities of color from lower social-economic status by providing access. This extension to the blue line is a life line for many community members and it should be expanded to more areas with high density housing. I don't see how more access can be a negative thing, especially is there is a great need for it for members of our community without personal vehicles.	Online Survey/Form	Funding	
4/21/2022	This route recommendation is fantastic. It prioritizes actual destinations and community access over convenient right of way.	Online Survey/Form		
4/21/2022	I see there are empty buildings and parking lots at the Target campus. Please consider a partnership with Target and place the platform and station at this location. The benefits are obvious to both the public and Target. Existing infrastructure should be utilized to it's full potential.	PublicCoordinate	Opportunity	Brooklyn Park
4/21/2022	If it would be possible to create a park and ride here, it would be an excellent station location.	PublicCoordinate	Opportunity	Robbinsdale
4/21/2022	Maybe a station here is worthy. I realize the development isn't significant but it helps support good accessibility to the corridor.	PublicCoordinate	Opportunity	Crystal

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
4/21/2022	Without on street parking these local businesses will die.	PublicCoordinate	Visualizations	Minneapolis
4/21/2022	Light rail good. Cope and seeth.	PublicCoordinate	Concern	Minneapolis
4/21/2022	Chef kiss. Planners gunna be bust'n over this one.	PublicCoordinate	Concern	Crystal
4/21/2022	2A-a is a terrible options. I don't see how there's enough room for a north & south bound train AND a lane for cars in both directions as it is, BUT then to overcrowd this area with a Station platform as well is absurd!	PublicCoordinate	Engineering Drawings	Minneapolis
4/21/2022	2A-b would be the better choice of the two given options. This option allows more realistic space for a Station platform.	PublicCoordinate	Engineering Drawings	Minneapolis
4/21/2022	This option might make the most sense for where a station platform could 'fit' with the open land, but it's not the right place for people to access transit - and that's the real point of it all. Stations in a no-man's land will end up with just that, no people. Without significant pedestrian infrastructure and traffic calming on the crossings of Lyndale and Plymouth to reach Option 2A-b, the alternative Option 2A-a is the best station location. 2A-a will require it's own set of pedestrian and neighborhood improvements to minimize impacts, but it's the most viable for influencing transit ridership.	PublicCoordinate	Engineering Drawings	Minneapolis
4/21/2022	This is my preferred option. It actually minimizes property impact, as well as being a quick route for the Light Rail. Additionally it opens up undeveloped areas along 21st Ave. North for development.	PublicCoordinate	Engineering Drawings	Minneapolis
4/21/2022	The city usually doesn't exercise options to purchase private residences unless they're absolutely necessary. These are costly and litigious to do. I wouldn't worry about that.	PublicCoordinate	Concern	Minneapolis
4/21/2022	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.  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.  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.	Email		Minneapolis
4/21/2022	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.  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.	Email		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/21/2022	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	Email		Minneapolis
4/21/2022	MPLS neighborhood committees in the area Hi am wondering since the blue line will be going down W Broadway AVE and my home is right there on where it will be coming. Will the houses that are there be bought up and torn down my address is 2518 W Broadway AVE mpls, mn55411 please contact me or is there a number i can call and talk to some one and get more info my cell number is 612-517-9384 if I don't answer please leave a voicemail thank you	Email		Minneapolis
4/21/2022	We have serious concerns about the proposed Blue Line Extension and the routing through our neighborhood. There are hundreds of homes along the proposed route that strongly oppose the Lyndale routing and efforts to canvas and collect petition signatures is currently in progress.  We would like to request your presence in a meeting in the near future to fully voice our concerns, below you will find a summarization of our issues with the proposed route and why we believe Washington Ave is the best route to connect to West Broadway not just for our residents, but for all transit riders now and in the future.	Email		Minneapolis
4/21/2022	Washington Ave Is The Best Route To Connect Target Field to West Broadway: This is important! There <u>*IS*</u> a perfectly viable alternative to Lyndale in Washington Ave. Bringing the train up 7th St, turning onto 10th Ave and connecting to Washington meets every goal this project strives for. Taking this route with a stop at 10th And Washington would encourage further development expanding North Loop up into North Minneapolis, and there is already the high density housing, commercial jobs, and bars and restaurants that would greatly benefit from this location. This serves as both a destination for outside transit riders to get off and experience the North end of North Loop, but also is much more accessible for the residents on that end, and still accessible with an easy walk across the bridge for Lyn-Park residents. Most importantly, the Washington Ave route would not displace any residents and would not require the soundproofing and condemnation that comes with putting the train in a residential area.	Email		Minneapolis



Date	Comment	Forum	Type/Reply to	City
4/21/2022	Noise and Vibration: Living in Minneapolis we are all aware of the noise pollution and vibration issues the train causes. The train would run from 3AM to Midnight 7 days a week. The current light rail lines follow commercial corridors for good reason, the sound and hours of the train is not meant for single family residential areas. The proposed route would not only require taking chunks of our backyards through condemnation, but soundproofing measures would certainly need to be addressed. It is likely sound walls would need to be put in along Lyndale, making a currently visually appealing neighborhood a concrete jungle eyesore.	Email		Minneapolis
4/21/2022	Safety for School Children and Elderly: There are two schools right next to the proposed route, Elizabeth Hall Elementary and Franklin Middle School. There is also a senior living center on 18th and Lyndale. Bringing the train through our neighborhood greatly increases risk for everyone but specifically those groups. Cars already do not follow traffic laws in North Minneapolis, so combining the current traffic with trains running through a residential neighborhood and tragic accidents are bound to happen regardless of safety measures in place.	Email		Minneapolis
4/21/2022	The Route Does Not Serve Our Neighborhood: Transit ridership in our neighborhood is very low. Almost all residents are 2+ car households, and rarely use public transit. My home overlooks the stops for the 22 bus at 14th Ave and I frequently drive by the stops at Plymouth and Lyndale. There are rarely transit riders at either bus stop, in the single digits per day. I have Timberwolves and Twins season tickets and ride the 22 or 7 downtown 60+ times per year, I have never been on a bus more than half full, and I can count on one hand the amount of times in the past few years that anyone has even been at the stop with me. It is neither fair nor equitable to tear up our backyards for a train that is not meant to serve our neighborhood but only those that wish to travel through it.	Email		Minneapolis
4/21/2022	The Route Does Not Serve Transit Riders Outside of Our Neighborhood: One principle of this project is serving high density residential and commercial areas of employment. The Lyndale route is neither of those. Lyndale in this section is exclusively low density single family homes, with some townhomes. There is no area left in our neighborhood to build more housing, and property values are too high to consider building new high density housing. The area does not have any commercial presence to speak of that would be a destination for outside riders. Routing through our neighborhood does not meet the project criteria and is not the best option to encourage transit oriented development including high density housing, valuable commercial retail space, and bars and restaurants that transit riders can enjoy.	Email		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/21/2022	<p>While this is my best attempt at a succinct summation of our issues, I believe an in person meeting with the residents would be extremely valuable in fully hearing out citizens who have lived in this neighborhood for 30+ years. If this is something you would be open to, please let me know and I will plan out a time and place for our voices to be heard.</p> <p>This is a massive project for North Minneapolis and we all share the same goals and visions in providing a service to North Minneapolis that is greatly needed and to give a helpful hand to a community that has long been neglected. With this in mind we urge you to put a stop to the Lyndale route and make Washington Ave the planned route before the EPA analysis begins.</p>	Email		Minneapolis
4/21/2022	<p>Concerns:</p> <ul style="list-style-type: none"> <li>- It sounds like Condo owners near the new green line extension are not able to sell, and no realtor will represent them.</li> <li>- Increased crime, and lack of safety. The lightrail has gotten very dangerous over the past two years and is no longer safe to ride.</li> <li>- Noise levels</li> <li>- Trash and littering</li> <li>- 14th becoming a kiss n ride, where cars waiting to pick up lightrail riders block the entrance to our homes.</li> </ul> <p>What can we do to ensure the lightrail station is not adjacent to our homes on plymouth and Lyndale?</p>	Email		Minneapolis
4/21/2022	<p>I recently saw a news report on KSTP -TV about problems affecting buildings at the edge of a Blue Line extension. This report showed cracks in ceilings, foundations and problems with basements.</p> <p>I live on Boardwalk Avenue and am concerned that the Extension planned for Lyndale Ave. N. will create similar problems in my home and the homes of my neighbors.</p> <p>This construction at this location does not seem a good idea.</p>	Email		Minneapolis
4/21/2022	<p>Extensive community involvement is an absolute must do, and thoroughly. With broad involvement and extensive input from &amp; by Northside residents, small business owners/operators, community groups, churches, etc. In no way would it be acceptable to begin construction without wide spread community officially onboard, who fully agree they want Blue Line Light Rail Extension. Especially that they are quite comfortable the end results favorably accommodate their future home ownership, affordable housing &amp; businesses economically.</p> <p>This must NOT become "Rondo ReDo"!</p>	Email		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/22/2022	A group of Northsiders really want the 21st Option. However, there are a few concerns that they have. First and foremost, they strongly desire for the option to NOT take out the Butter Role Bakery Building (1500 West Broadway Avenue). 1502, 1506, and 1512 West Broadway Avenue are currently being renovated by small business owners. Neighbors and local developers also do NOT want the LRT to take out 1301, 1303, 1307, 1317, and 1403 21st Avenues North. These sites are to be turned into another multifamily housing project run by The Link MN. Instead, they want to the LRT to run farther along 21st and start curving south down at 1405 21st Avenue North and through 1409 21st Avenue North. Both 1405 and 1409 are poorly managed rental properties.) From there they want to see the LRT run through land where the following properties are located: 2015 Irving Avenue North (Poorly Managed Rental), 2013 Irving Avenue North (Empty Land), 1509 Hillside Avenue North (City Owned Lot), 1513 Hillside Avenue North (Poorly Managed Rental) 1517 Hillside Avenue North (Poorly Managed Rental)	PublicCoordinate	Concern	Minneapolis
4/22/2022	By running the LRT down 21st Avenue North, the neighborhood would create a much safer environment in which one can bike -- Biking Broadway is very dangerous.	PublicCoordinate	Opportunity	Minneapolis
4/22/2022	Maybe a station at 36th Ave and at Lowry Ave/North Memorial can be considered. They are a significant distance apart and both are distinct development nodes. Both should produce decent ridership.	PublicCoordinate	Opportunity	Robbinsdale
4/22/2022	Talk to the property owner about adding a raised pedestrian connection from the station through the parking lot to the Cub and Target.	PublicCoordinate	Opportunity	Brooklyn Park
4/22/2022	The poor street design of this area is not fixed by adding a tight corner (for the LRT) with numerous more signals. I agree that the street network needs to be redesigned here, but there are already several other stations nearby. Building another station so close to the Royalston Ave/Farmers Mkt Station AND the Lyndale Ave Station is redundant and will only serve to slow down the commute time for the rest of the line. Both the C and D Lines have high frequency connections in the same area. Please don't add unnecessary complexity to the project that will only make the route and system less efficient; please stay on 7th Street through here.	PublicCoordinate	Concern	Minneapolis
4/22/2022	What happens to the homes here?	PublicCoordinate	Concern	Brooklyn Park
4/22/2022	On street parking is needed	PublicCoordinate	Visualizations	Minneapolis
4/22/2022	There is lots of left turning traffic at this intersection. Any plan needs to include a good way to accommodate left turning vehicle traffic without creating backups.	PublicCoordinate	Visualizations	Minneapolis
4/22/2022	Will left turns be possible in this configuration? Would it not be better to have the LR at the edge of the street on one side?	PublicCoordinate	Visualizations	Minneapolis
4/22/2022	Elevated would be great to have less impact on vehicular traffic, like the way the Lake St station is elevated in south Mpls	PublicCoordinate	Visualizations	Minneapolis
4/22/2022	This seems like a great idea!	PublicCoordinate	Concern	Minneapolis
4/22/2022	It's a waste. The rail is under utilized, and a massive money pit. The money would be better invested in our roads and freeway systems that desperately need reworking and improvement	PublicCoordinate	Concern	Crystal
4/22/2022	I agree. This intersection has a lot of pedestrian traffic and activity.	PublicCoordinate	Opportunity	Robbinsdale
4/22/2022	2A-b is a better choice because the station would go in open right-of-way land	PublicCoordinate	Engineering Drawings	Minneapolis
4/22/2022	Keeping the platform as close to Fremont as possible would make sense for transit connections.	PublicCoordinate	Engineering Drawings	Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/22/2022	That would be a wonderful addition.	PublicCoordinate	Opportunity	Brooklyn Park
4/22/2022	Could you make it maybe go up to Champlin by the river or into Anoka? It would then get rid of the need for the Northstar commuter rail.	PublicCoordinate	Visualizations	Brooklyn Park
4/22/2022	They will rapidly destroyed by inner city criminals	PublicCoordinate	Concern	Brooklyn Park
4/22/2022	This could be a good thing. It would take the Met Council adopting some draconian rules like making all riders pay when they get on the trolley, yes I'm saying use the same rules the Buses use.  If that happens then it has a chance. If they do that, then make it available to more destinations in Minneapolis, run the train up to Washington Ave. Then to West Broadway.  This would cover a lot of restaurants and high end apartments. Why hide the trolleys on Lyndale Ave, when we can give it a route that could be great.	Email		Minneapolis
4/22/2022	Sorry to bother you again, but are you folks aware of a third replacement bridge being planned at the Lowry/Theo Wirth intersection? Just spoke with one of the crew on site and they said there would be a third bridge to replace the one they have just torn down.  I saw no third bridge in the little 'vids' from last September's meeting.  Is there an opportunity here? Follow-up starts here: Seems both you and my source are correct, there will indeed be a third bridge called the "Northbound Ramp Bridge" from Lowry to Hwy 81 (not Broadway :- ( ).  According to the map at the PDF link below, it does provide considerable space if the BLEx wished to 'swoop' in the other direction to the north and place its bridge in between. It would face identical issues passing over 81, but just maybe the parkway might afford a tad more	Email		Robbinsdale
4/23/2022	Has consideration been given to the use of the existing railroad tracks? Much of this region can be serviced by using the existing tracks and minimizing the effects on the Brooklyn Park residents along West Broadway at and north of 73rd. The 724 and 723 can then be expanded to board and deboard at various points along the blue line extension. When it comes to servicing Target North Campus, there could be a shuttle type of service or another extension of local routes. I can see this providing more access to the community and commuters alike.	PublicCoordinate	Opportunity	Brooklyn Park
4/24/2022	It is time for two underground stations. One on Lyndale and two on Broadway. It costs more, but will allow for the street life to flourish and will dramatically speed up service. The Green Line to St. Paul is a cautionary tale - too many fatalities and the train moves like a turtle. Los Angeles is building underground light rail on TWO lines right as we speak. It can be done. L.A. is doing underground Light Rail on	Online Survey/Form		Minneapolis
4/24/2022	Please build the Plymouth/ Lyndale station over 94. - homeowners nearby prefer the station to be over 94	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/24/2022	Public transit is a very good investment for any city, but especially for Minneapolis. Temperature extremes make it imperative to hop on a train to warm up or cool down, depending upon the season. I particularly like the idea of expanding the Blue Line into and beyond North Minneapolis. I do have a couple of concerns: the Green Line to Saint Paul requires a 1.5 hour commute twice a day for me from So. Mpls. That's too much time -- both morning and evening. I love taking the light rail from So. Mpls to downtown Mpls, but the extended travel time to Saint Paul is not something I can work with. Train riders in south Mpls would love to have dedicated parking for the work day close to stations located along 55. Long-term parking isn't possible in the residential neighborhoods surrounding the Blue Line; it would be so nice to have parking close to the southbound Blue Line when going to the airport! One last comment...the Green Line to Rice Street Station (Capitol Complex) is really not safe, and I wouldn't want to take it alone after dark. For the Metro Police to resume its assignments on the Green Line (and	Online Survey/Form		Minneapolis
4/24/2022	yes, I agree and am very excited about the route recommendation (particularly going through north) - please create another line that goes through the uptown and northeast areas - re: above point. I don't particularly care about folks out in suburbs getting access to minneapolis transit as much as I do minneapolis residents getting a more robust option. I would almost argue it would be better and a stronger use of resources to extend the line only until robbinsdale and then focus on other routes to make the cities themself more capable of being a train oriented form of transit	Online Survey/Form		Minneapolis
4/24/2022	Yes, the recommended route looks great. There is a lot of traffic along Lyndale and stopping at a busy intersection like Plymouth makes sense. Also going along Broadway, with all the businesses will hopefully generate more economic interest and traffic.	Online Survey/Form		Minneapolis
4/24/2022	I agree with the new extension plan. But then I'd agree with almost any plan that expands metro rail. Recommend more ticket checking agents on all lines. I want Metro Council to receive reasonable ridership income to offset its costs.	Online Survey/Form		
4/24/2022	Please build the station at location 2a-b	PublicCoordinate	Engineering Drawings	Minneapolis
4/25/2022	The LRT coming down West Broadway will be exceptionally detrimental to my business. The 21st Avenue route makes more sense.	PublicCoordinate	Concern	Minneapolis
4/25/2022	In regards to section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue), I prefer 2A-B over 2A-A. Option B is impact traffic less with the station there since the space is not used unlike Option A with homes nearby, option b is also further from the intersection that has a lot of crashes, and the further away the station is from all the homes, the less noise it will affect all the surrounding communities.	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/25/2022	You requested feedback on the proposed or recommended Blue Line rail project. Here is my initial feedback. I am providing this feedback as a resident of Brooklyn Park (for several decades). I do not know enough about the New Hope and Robbinsdale situations to comment for those areas. Here is my feedback. 1. Is there a need for light rail? I know the politicians want it so they can run on some accomplishments but do the citizens want it? I am not aware of any votes by B. Park residents to determine if they want a rail system running through their neighborhoods. Since the recommended route is basically through the west district of B. Park I would like to see a vote taken of the people in the west district to see if they want it. In my circles, we doubt that such a vote would yield over 50%. Let the residents of the west district decide if they want the rail project to go on. 2. Assuming B. Park residents want a rail system installed and operating then why not locate the system in the area where there are customers? I recommend the rail system run on or near highway 257. Why? On both the east and	Online Survey/Form		Brooklyn Park
4/25/2022	I do agree with the route recommendation. I grew up in Bloomington & having access to the light rail to get to & from downtown was always really nice so you didn't have to drive into downtown for events. It was also nice when I had my first job downtown as an option to get there! I think it creates a lot of opportunities for people & helps with traffic. It also would offer low cost options & less stress for getting in & out of downtown. While I live in Crystal right near Bass Lake & would hate the construction, I do think it is important to keep expanding transportation options & mass transportation infrastructure! Willing to be bothered for a couple of years for this project!! I think this project would be great for the surrounding areas once complete.	Online Survey/Form		Crystal
4/25/2022	I support this route. I'm excited to see the line extension.	Online Survey/Form		
4/25/2022	You requested feedback on the proposed or recommended Blue Line rail project. Here is my initial feedback. I am providing this feedback as a resident of Brooklyn Park (for several decades). I do not know enough about the New Hope and Robbinsdale situations to comment for those areas. Here is my feedback. 1. Is there a need for light rail? I know the politicians want it so they can run on some accomplishments but do the citizens want it? I am not aware of any votes by B. Park residents to determine if they want a rail system running through their neighborhoods. Since the recommended route is basically through the west district of B. Park I would like to see a vote taken of the people in the west district to see if they want it. In my circles, we doubt that such a vote would yield over 50%. Let the residents of the west district decide if they want the rail project to go on. 2. Assuming B. Park residents want a rail system installed and operating then why not locate the system in the area where there are customers? I recommend the rail system run on or near highway 257. Why? On both the east and	PublicCoordinate	Concern	Brooklyn Park
4/25/2022	Looks like fencing on the east side but not the west? why not both sides? please consider fencing/wall on both sides to help businesses lessen foot traffic in their parking lots	PublicCoordinate	Visualizations	Brooklyn Park
4/25/2022	I like 2A-B better. It is further away than 2A-A from the awful intersection of N Plymouth Ave and N Lyndale Ave. This intersection is prone to car crashes and may be less safe for riders that are waiting at the station.	PublicCoordinate	Engineering Drawings	Minneapolis
4/26/2022	Supports alternative that uses 21st	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/26/2022	Lists reasons supporting WB route	Open House		Minneapolis
4/26/2022	Signal priority for LRT is important	Open House		Minneapolis
4/26/2022	Concerned about noise and traffic impacts	Open House		Minneapolis
4/26/2022	Overall desire to prioritize transit and pedestrian/bike transportation	Open House		Minneapolis
4/26/2022	Train will disrupt community, supports BNSF route	Open House		Minneapolis
4/26/2022	Is a station on Knox being considered?	Open House		Minneapolis
4/26/2022	Traffic impacts of WB becoming a 1 way	Open House		Minneapolis
4/26/2022	I do not want the Blue Line at all. The ones we have are not producing enough revenue to support themselves. I don't see any value in this project to support building any more. Also too many accidents with them. I'm tired of my taxpayers money and the State of MN funding these projects at our expense. We keep bailing them out along with the public bus transportation system because they can't earn enough revenue to stand on their own. Also with less people working in the downtown area and more people working from home they are not needed. Our taxes in MN are high enough. Why not refund the excess money back to the people in these tough times???	Online Survey/Form		
4/26/2022	Yes I do agree with the route recommendations. It would make communicating across the metro area easier. I would not have to transfer from a train to a bus to get to most of my frequent destinations. It would also provide a station that has sustainable warmth in the winter.	Online Survey/Form	Station design	
4/26/2022	I am whole-heartedly against this entire expansion project. It's just too expensive. Also, with all the problems with the Southwest Metro line, I can't believe the Met Council even has the nerve to push this.....	Online Survey/Form		
4/26/2022	NHCC parking lots are underutilized. Good partnership opportunity for park and ride to reduce costs.	PublicCoordinate	Opportunity	Brooklyn Park
4/26/2022	PLEASE prioritize pedestrian access to the parkway! It is such an under appreciated part of our city and more people should have the opportunity to enjoy it.	PublicCoordinate	Opportunity	Robbinsdale
4/26/2022	I agree with the request to protect pedestrian access to the parkway. In addition, please don't allow the degradation of the natural area by allowing an increase in development abutting the park, in response to the rail line, especially parking lots.	PublicCoordinate	Opportunity	Robbinsdale
4/26/2022	This station location will lead to more pedestrians being struck by speeding traffic than the 2A-a configuration. It is dangerous to make pedestrians cross these street to reach the station.	PublicCoordinate	Engineering Drawings	Minneapolis
4/26/2022	As a resident of Bryn Mawr, I use many North Side amenities and strongly support the Lyndale-Broadway route. Broadway is the natural heart and center of North Minneapolis, and this route will reinforce the coming revitalization of this part of the city, so important for economic and social justice.  One idea I have is: make it as easy as possible for suburban residents who want to get to the airport to access the Blue Line as far south on Lyndale as possible. A "kiss and ride" drop off convenient for automobiles coming east on Hwy 55 will gather a lot of riders if they can easily navigate to a station in the 7th St/Lyndale area.  Our neighbors in Bryn Mawr drop each other off at the Target Field or Warehouse District stations all the time for airport runs. We're looking forward to using the Bryn Mawr station instead.	Email		Minneapolis



Date	Comment	Forum	Type/Reply to	City
4/27/2022	Would like to see more landscaping as part of project	Open House		Minneapolis
4/27/2022	Fix existing problems prior to extension	Open House		Minneapolis
4/27/2022	I would prefer the Broadway path over the 21st Ave path. Broadway already has plenty of space, and the street would benefit significantly by reducing the amount of car lanes. Broadway has a ton of pedestrian traffic, but walking in that area is unpleasant and dangerous due to the large amount of high speed car traffic. Getting rid of the car lanes would be beneficial, even if it wasn't replaced by a light rail. Replacing two lanes with light rail lines is a win-win in my book.	Online Survey/Form		Minneapolis
4/27/2022	Would like to see physical marker at site of considered Robbinsdale station locations as part of engagement	Open House		Robbinsdale
4/27/2022	Concerned about noise	Open House		Robbinsdale
4/27/2022	Suggests to reconsider BNSF Route, Suggests solutions for LRT impacts in Robbinsdale	Open House		Robbinsdale
4/27/2022	Would like to see safety prioritized	Open House		Robbinsdale
4/27/2022	Prefers north option for downtown Robbinsdale station, prioritize pedestrian safety	Open House		Robbinsdale
4/27/2022	Please continue community engagement and anti displacement work	Open House		Robbinsdale
4/27/2022	(At 40th Ave) concern about safety of crossing, especially kids	Open House		Robbinsdale
4/27/2022	Elevate 42nd Ave over train	Open House		Robbinsdale
4/27/2022	More stations needed - on between Downtown Robbinsdale and North Memorial	Open House		Robbinsdale
4/27/2022	Station at 40th supports LRT. 40th easiest to walk	Open House		Robbinsdale
4/27/2022	Look at Lakeland Ave/Lake Drive intersection, crossing not safe	Open House		Robbinsdale
4/27/2022	Concerns about community impacts	Open House		Robbinsdale
4/27/2022	(Display board comment) - Support LRT would connect to station at Plymouth, Station at 40th supports LRT, 40th easiest to walk	Open House		Robbinsdale
4/27/2022	(Display board comment at Lakeland Ave N and 45th Ave) - Look at intersection x-ing not safe	Open House		Robbinsdale
4/27/2022	(Display board comment at Lakeland Ave N and Bottineau Blvd and 39th Ave N/CSAH 81) More stations- one between DT and North Memorial	Open House		Robbinsdale
4/27/2022	(Display board comment) -Elevate 4200 over train	Open House		Robbinsdale
4/27/2022	(Display board comment) - Concern about safety of crossing especially kids	Open House		Robbinsdale
4/27/2022	Is it too late to vehemently object to the proposed routes? The Plymouth route goes right by a quiet residential community. As the mother of a baby i have many concerns of the light rail feet away from my kids bedroom.	Open House		Robbinsdale
4/27/2022	Is it possible to incorporate stormwater management along CR 81 as part of project?	Open House		Robbinsdale
4/27/2022	Can bell noise be lowered?	Open House		Robbinsdale
4/27/2022	Can speed limit on CR 81 be lowered to 35mph? Can project team share videos of Green Line on University to visualize traffic impacts?	Open House		Robbinsdale
4/27/2022	I prefer 2A-b because it provides a more viable space for an adequate pedestrian station if the Light Rail runs through this stretch of Lyndale Av. However, diverting the Light Rail onto Washington Av instead would alleviate a tremendous amount of congestion this concept will cause AND would not disturb the residential community along this proposed route.	PublicCoordinate	Engineering Drawings	Minneapolis
4/28/2022	Lyndale Avenue seems to be a waste of funding and infrastructure given that there are few public transit users in this area. It seems that a route along Olson/Hwy 55 or Plymouth to Penn makes more sense to reach those who could really use it.	Virtual Open House 1		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/28/2022	Safety is my concern about running the light rail right outside residential neighborhoods like Lyn park which were developed to have a suburban neighborhood feel. The residents here paid for the fencing and hills to be built through city assessments to keep our neighborhood safe and secure. Putting a light rail station right outside of that seems backwards when it can be run up Washington or hwy 55.	Virtual Open House 1		Minneapolis
4/28/2022	Your concept is deceptive because it doesn't show just how close the Light Rail would run adjacent to our residential homes from 18th Av to Plymouth Av! Many of our bedrooms of our homes are adjacent to Lyndale Avenue. Light Rail running every 15 to 20 mins from 3am - all day, 7 days a week - until Midnight would be a major disruption to our peaceful residential community! When are we supposed to get any sleep?	Virtual Open House 1		Minneapolis
4/28/2022	Lyn-Park residents are not primarily public transit users. Why not use Plymouth Av vs Lyndale Av so you aren't disrupting the home owners from 18th to Plymouth Av??	Virtual Open House		Minneapolis
4/28/2022	Can you clarify can citizens attend any of these meetings on anti-displacement?	Virtual Open House		Minneapolis
4/28/2022	Me as a train operator not trying to get off the subject but with the crime on the trains and losing Transit to other higher paying agencies what's that plan, y'all are talking about running the train down the heart of the north side. Personally we should have learned a big lesson with the green line running down University ave. I don't think it's a very good idea.	Virtual Open House		Minneapolis
4/28/2022	There's a very simple solution to the crime problem: gate the platforms. No one gets onto the platform without a ticket, let alone the train!	Virtual Open House		Minneapolis
4/28/2022	Hi Sophia and Blue Line Team, Thanks for the presentation this evening. I was curious to know more about what the project team knows about the roadway construction and utility work that would need to be completed at the proposed station area and walk-shed at Penn Ave and West Broadway Ave N? For example, would the 5-point intersection be re-constructed into a 4-point intersection and eliminate McNair Ave N residential access at this intersection and/or potentially create a culdesac at this intersection? For example, on Hiawatha Ave and 38th Ave S a culdesac and wooden sound-barrier were created at 3809 30th Ave S with the introduction of LRT.	Virtual Open House		Minneapolis
4/28/2022	If we have several questions is this the best platform to do it? Thank you for hosting this! Apprecite being able to get answers and give feedback	Virtual Open House		Minneapolis
4/28/2022	Were actual public transit users surveyed/engaged?	Virtual Open House		Minneapolis
4/28/2022	The Plymouth station is literally right outside a residential neighborhood, there will without a doubt be a noise issue. There already is with just the bus stop there	Virtual Open House		Minneapolis
4/28/2022	How do you address Cul-de-sac communities - such as are along Lyndale Ave that have singular entry into our communities?	Virtual Open House		Minneapolis
4/28/2022	It's not a long process, you just need to follow suit of EVERY OTHER major city with a transit system in the world and gate the platforms.	Virtual Open House		Minneapolis
4/28/2022	There's no excuse for having the wide open platforms that allow everyone to walk on without a ticket.	Virtual Open House		Minneapolis
4/28/2022	If you want to make us safe, make the platforms secure.	Virtual Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/28/2022	Were neighborhood groups engaged?	Virtual Open House		Minneapolis
4/28/2022	I think they should go paid stations people are being told to come here to live on the trains.	Virtual Open House		Minneapolis
4/28/2022	It's such a simple solution I don't understand why you need to have a committee.	Virtual Open House		Minneapolis
4/28/2022	The at-grade system needs to be phased out.	Virtual Open House		Minneapolis
4/28/2022	The trains are terribly inaccessible for anyone with a mobility impairment.	Virtual Open House		Minneapolis
4/28/2022	You get a lot more riders if it's gated.	Virtual Open House		Minneapolis
4/28/2022	What provisions/concessions will be made for residents in the direct construction pathway?	Virtual Open House		Minneapolis
4/28/2022	Please go out and look at Franklin and Lake st now 46 st	Virtual Open House		Minneapolis
4/28/2022	The trains themselves are horrible for the mbility-impaired with the stairs in the middle of every car.	Virtual Open House		Minneapolis
4/28/2022	At what moment during the impact assesment will we learn about the dollar amount needed to mitigate any impacts to houses or small businesses related to the project?	Virtual Open House		Minneapolis
4/28/2022	Will the findings be avaiable in an ongoing basis or until is fully completed?	Virtual Open House		Minneapolis
4/28/2022	What would be the impact of this project and these routes to home values and property (or other) taxes? Particularly as you mentioned with potential need for utility updates, would that likely result in increased cost of utilities for residents in the these cities? Is that part of the anti-displacement work and not a question for right now?	Virtual Open House		Minneapolis
4/28/2022	With environmental issues being such an important part throughout the process of the Blue Line development and implementation, why isn't someone representing the Minnesota Pollution Control Agency. Isn't having them at the table violating the Executive Order 12898 and it 2008 amendment. Not having someone from the MPCA you are continuing the adversary relationship between the community and the MPCA??	Virtual Open House		Minneapolis
4/28/2022	How many homes and businesses will be removed for space for the light rail?	Virtual Open House		Minneapolis
4/28/2022	How has the anticipated utilization and usage changed as a result of the pandemic and changing commuting patterns to/from Downtown Minneapolis? How has the commute flow changed?	Virtual Open House		Minneapolis
4/28/2022	Will you publish this Q&A?	Virtual Open House		Minneapolis
4/28/2022	Where other lines have been built closely through neighborhood areas (vs along business non-residential streets), do we have post-build feedback from residents? If so, can you please speak to what the sentiment has been or what primary benefits challenges have been?	Virtual Open House		Minneapolis
4/28/2022	Sorry but the ridership is way down because they don't feel safe,metro transit and the met council preach safety safety what about today.Please give the metro police more salary and let them do the job they've be hired to do or will never get the ridership back.	Virtual Open House		Minneapolis
4/28/2022	I'm still unclear as to where the process is. Is there still a possibility of petitioning for the light rail to go down business areas instead of residential areas (Plymouth Ave)?	Virtual Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/28/2022	Sounds walls are known to bring unwanted graffiti and bring down property values for homes the are adjacent to those type of walls. How will you combat that issue??	Virtual Open House		Minneapolis
4/28/2022	So stop making platforms at grade	Virtual Open House		Minneapolis
4/28/2022	With opening a new line you can introduce new rolling stock for that line	Virtual Open House		Minneapolis
4/28/2022	Yes, i agree. I purchased a house off of Plymouth Ave because it had some of the lowest crime rate in all of the twin cities - even less than Edina. As a mother of a baby, i have huge concerns of what my child will see and hear with a light rail station a stones throw away. How am i supposed to feel safe letting my child play in our yard?	Virtual Open House		Minneapolis
4/28/2022	People aren't gonna do that if they don't feel safe. We've already seen that happen.	Virtual Open House		Minneapolis
4/28/2022	Crime and safety is #1 period.	Virtual Open House		Minneapolis
4/28/2022	I spent a whole year in grad school studying the correlation between light rail and crime. There is a direct correlation.	Virtual Open House		Minneapolis
4/28/2022	To be clear, the safety concerns are not disparaging towards north side. I live in north Minneapolis myself. It is the crime that occurs along and on the light rail. I cannot even keep track of the amount of drug usage and fights i saw the 2 years i rode the light rail.	Virtual Open House		Minneapolis
4/28/2022	What % of ridership of the lightrail do we anticipate to be transfer from current bus ridership as opposed to new incremental ridership? Do we anticipate bus options/frequency to reduce as a result?	Virtual Open House		Minneapolis
4/28/2022	Do you forsee a land-transfer or purchase for the property that MNDOT owns at the interaction of Lyndale Ave N and Plymouth Ave N for private development? Or any other land-use changes? I think Nick may have eluded to this earlier?	Virtual Open House		Minneapolis
4/28/2022	There's a park on Lyndale Fairview	Virtual Open House		Minneapolis
4/28/2022	Don't forget about Fairview Park	Virtual Open House		Minneapolis
4/28/2022	So that means kids running around	Virtual Open House		Minneapolis
4/28/2022	Thanks, Sophia, for the context on the property values and tax impacts. Glad to hear no assessments to homeowners. I know it's a tough question and I appreciate the details you could provide, just wanted to see what the current thoughts/expectations are right now. Totally understand some of these things are ongoing. I'll look forward to following along and that analysis continues.	Virtual Open House		Minneapolis
4/28/2022	I would love to invite council members to coffee with the police	Virtual Open House		Minneapolis
4/28/2022	A condo is much different than sitting in your backyard. No comparison.	Virtual Open House		Minneapolis
4/28/2022	Will there be a new higher bridge connecting the parks on Lyndale?	Virtual Open House		Minneapolis
4/28/2022	Good, properly-implemented transit doesn't cause crime. Poorly-implemented transit, however, is worse than no transit.	Virtual Open House		Minneapolis
4/28/2022	We have live cameras n crime is still happening	Virtual Open House		Minneapolis
4/28/2022	There is no room for turn lanes on Lyndale, this will cause major traffic jams.	Virtual Open House		Minneapolis
4/28/2022	Elementary schools use Lyndale as bus stops causing traffic back ups.	Virtual Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/28/2022	My entrance is on 14th not 18th.	Virtual Open House		Minneapolis
4/28/2022	no room for turn lanes	Virtual Open House		Minneapolis
4/28/2022	Broadway was going to be part of LRT long ago. Need to make sure there's plenty of security for all of the riders. making sure people are riding the train correctly will help ensure people's safety.	Virtual Open House		Minneapolis
4/28/2022	Question from the chat was about concerns that are centered in north side Minneapolis on engagement about transit users.	Virtual Open House		Minneapolis
4/28/2022	No way to enforce people to not hang out at platforms. Huge safety concern. Crime levels cause ridership to go down. Gated platforms would make a huge impact, then you'd have ridership go up.	Virtual Open House		Minneapolis
4/28/2022	I'm a train operator, I see people living at these platforms. Hear a lot of complaints and losing police because they are getting paid more elsewhere. Not safe. Safety should be the number one key.	Virtual Open House		Minneapolis
4/28/2022	People are forgetting about beautification along the line. Taking the train for pleasure and taking it to and from work, to destinations. A lot of opportunity comes with this line. This line brings education, jobs and so many more benefits.	Virtual Open House		Minneapolis
4/28/2022	North Minneapolis and crime do not correlate. Policy - why isn't someone from pollution control sitting at the CMC table? You are continuing to set up the north side with adversary. Is it a violation not having someone from MPCA at these meetings? Talking about having a body at the table right now.	Virtual Open House		Minneapolis
4/28/2022	You ignored Caitlin Lam's comment about Lyn-Park – It's a totally residential and was supposed to have a residential feel. The back of the homes are adjacent to Lyndale. Not only taking away suburban feel and disrupting a quiet neighborhood. Noise barriers - going to look like you're in jail and inviting unwanted graffiti, lowering property values to the adjacent homes.	Virtual Open House		Minneapolis
4/28/2022	Live downtown by US Bank stadium. Have forgotten there's a station there. You forget about the noise but you don't forget about being able to use the train. People seem to want to live by the train. Have talked to Veterans who live by the light rail and they've been able to get around more because of it.	Virtual Open House		Minneapolis
4/28/2022	People who live downtown are used to the noise. 18th Ave to Plymouth is a quiet residential community. Different from residential area vs downtown where it's the hustle and bustle. Are there studies we can look at that you've done when going through residential areas?	Virtual Open House		Minneapolis
4/28/2022	It's a quiet neighborhood going towards the VA Medical Center. Have only heard positive comments from veterans in the area.	Virtual Open House		Minneapolis
4/28/2022	Concerned about people at the stations just hanging out.	Virtual Open House		Minneapolis
4/28/2022	Bus system through Lyn-Park. On 14th and 18th, only access to get out of the complex is 14th. Concern about buses having to stop. Going to create a mess of congestion as drivers are trying to get in and out. Buses that will stop in the one lane of traffic, how do you compensate for that? Or will buses not be allowed?	Virtual Open House		Minneapolis
4/28/2022	Hi! Will Lyndale need to be widen to accommodate the light rail between Broadway and Plymouth	Virtual Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/28/2022	I'm a Brooklyn Park resident who lives in the Hartkopf neighborhood. Our neighborhood was left completely out of the route decision until it was over. This route will be too close to our homes. We have concerns about safety of pedestrians and motorized wheelchair users. We also have legitimate concerns about crime. There is more than enough space on hwy 81 to create the route there. The current route turning onto Broadway is a disaster in the making.	Online Survey/Form		Brooklyn Park
4/28/2022	Dear Sir Or Madam, I normally would like to say "yes" to a blue line. but ONLY if there are hours with work. Some of these lines run 24 hours.. or very late, way past the time any work is open. Big Lake for instance runs way past 11:00 pm and it only brings the drugs dealer back and fourth. The old saying nothing happens after midnight. while it was meant to help with family's getting to baseball games or events. its not what is happening. Crime has increased in EVERY area the Blue line is running. I think it should be more like other states where the last train runs about 7 pm. from 6 am - 7 pm *** This should be used for a work. not drug runners * most jobs are done working about 6 pm. Big lake has to have have dogs sniffing for drugs, Police on the route. as so many bad people rise it now. Please either DENY IT. Or SET hour in compliance to work not past 7 pm *** I do not want more crime in my area. I feel this train brings trouble.	Online Survey/Form		
4/28/2022	I love the route through Minneapolis, but the extension should probably end at Downtown Robbinsdale. Beyond there you have a ton of length and cost for most likely very limited ridership. Like the Green Line extension you're just banking on redevelopment to drive ridership. That money could be better spent on BRT routes in the City where people already use transit. Don't build for speculators but for actual customers. I'm curious if anyone has ever looked at an aerial photo of those proposed stations. Its textbook car dependent suburbia, and that isn't going to change because of this. Nobody will ride up there. If Target wants to fund it be my guest, but it is a complete boondoggle north of downtown Robbinsdale otherwise, and you can't afford another one of those. And if like the Green Line, things like at grade crossings of County Roads are untenable then all the more reason not do it. If the train isn't on the ground, don't build it. I don't care if it inconveniences cars, that's part of the point, and also helps drive ridership.	Online Survey/Form		Robbinsdale
4/28/2022	i agree with the route recommendation, i believe it will give lots of opportunities to tons of people around the rail that do not own cars. i love it!	Online Survey/Form		
4/28/2022	Who is the representative to contact to talk with directly?	Virtual Open House		
4/28/2022	This is a very dangerous intersection. Light Rail should not be put here if possible. Use route 1-A.	PublicCoordinate	Concern	Minneapolis
4/28/2022	If local city government (Robbinsdale) insists on elevated, they should pay for the increased cost of doing so for the project as an added benefit, like Eden Prairie did with their added benefit projects.	PublicCoordinate	Visualizations	Robbinsdale
4/28/2022	These drawings show up in the wrong location on the map.	PublicCoordinate	Engineering Drawings	Brooklyn Park
4/28/2022	Yes, station should be at 41st Ave, closer to actual downtown.	PublicCoordinate	Engineering Drawings	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
4/28/2022	This is a better location. More "eyes-on-the-street" If the platform is isolated by the freeway, I'm afraid it will end up like the Lake Street/Midtown station - Isolated, elevated, and easy opportunity for crime.	PublicCoordinate	Engineering Drawings	Minneapolis
4/28/2022	I think you are the person to send customer feedback about the Blue Line Extension to? I spoke with a Bob Smith a little while ago who wanted to put in his suggestion that we should run the Blue Line Extension on the route that would involve going along Olson Memorial Highway and having stations at Van White Blvd, Golden Valley Road and Penn, etc, instead of the one that would go through Emerson/Fremont. He feels we would get more ridership with that option and customers would have a nicer ride. He'd also like to see a station on Humboldt Avenue. I did get his phone number, 763-504-2896.	Email		Minneapolis
4/29/2022	I grew up north which was already dissected and ripped apart twice due to 94 & 394. (Ya, I'm that old.) People talk about the Rondo neighborhood in St Paul, but they never talk about the multiple neighborhoods the 394 interchange and 94N construction literally destroyed. How many more houses and neighborhoods will be destroyed and how many businesses (and jobs) will go under due to construction going along Plymouth, up and down Fremont and Emerson, and along Broadway until it gets to Bottineau? If they could just zap it into place without disruption, great, but North has been trying to rebuild for years. How many more years of delay will this add to its restoration? How many lives will it destroy until housing, businesses, and jobs are rebuilt? What about the danger and noise disruption to children and families that live along this route?	Online Survey/Form		Minneapolis
4/29/2022	In the Background and the Changes Since 2014 sections, you should acknowledge that Runway 14R/32L was decommissioned in 2020. It does not impact the BLRT analysis, but the memo should be corrected to note only three runways exist at Crystal now. For the Alternatives, the ones that talk about shortening or closing the paved crosswind runway are noted being compared to BLRT Alt 1, which is clearly noted as infeasible. But the distance has changed from the first submittal. Please correct the note or description to be clear about what's been updated. In Table 2, I suggest you take the opportunity to discuss the benefits of Alt A – either here in the table or in the Analysis section. While the FAA can make assumptions that all of the negatives listed in the other alternatives don't apply, it is always good to summarize the positives. In the Analysis section, the text leaves the impression that the OCS poles will be a problem. If there is a way to give some indication of how any potential airspace impacts will be mitigated it will help the FAA make a determination	Email		Crystal
4/29/2022	Can someone explain to me the process of submitting feedback and what would be required to move this project along and what could possibly set it back?	Email		
4/29/2022	Connect Saint Paul to MSP !!!	Online Survey/Form		
4/29/2022	How will pedestrian safety be addressed here, specifically the folks who walk back and forth from the businesses and the surrounding senior housing?	PublicCoordinate	Concern	Robbinsdale
4/29/2022	This would be the preferred route over CR-81, although I am not really in favor of either.	PublicCoordinate	Concern	Robbinsdale
4/29/2022	The street is not wide enough to accommodate this without taking away from the backyards of existing homes.	PublicCoordinate	Visualizations	Minneapolis



Date	Comment	Forum	Type/Reply to	City
4/29/2022	I could not agree more with all the comments below. Lyndale does not have the infrastructure to accomodate this. The residents also do not want this.	PublicCoordinate	Visualizations	Minneapolis
4/29/2022	I would really like to know how the location of the Blue Line here improves access to current businesses, increases pedestrian safety and improves traffic issues that are already present, especially during rush hour on CR-9. Emergency vehicle traffic greatly affects this.	PublicCoordinate	Engineering Drawings	Robbinsdale
4/29/2022	Has anyone even surveyed the demand for public transportation at this intersection? I never see more than 1 person at the bus stop.	PublicCoordinate	Engineering Drawings	Minneapolis
4/29/2022	It is already so difficult for the residents on 14th to get out onto Lyndale. This will make it much more difficult. Has anyone even looked into the history of Lyn Park? This seems to be 100% against everything it was built and designed to be.	PublicCoordinate	Engineering Drawings	Minneapolis
4/30/2022	I fully support the new route of the Blue Line Extension as it will provide more equitable transportation options for the economically disadvantaged populations in North Minneapolis who are more reliant on public transportation and will run through more densely populated areas. This will support higher usage for work and every day transportation needs. I use the Blue Line to go to the airport and with this extension it will be more convenient for me also. Question about the current bridge rebuilding along West Broadway at Theodore Wirth--was this undertaken with the extension in mind and will it accommodate the Blue Line down the center of the corridor? Will route 32 bus line service frequency be increased to accommodate connecting to the Blue Line near North Memorial Hospital for those in Robbinsdale and near Lowry Ave in Mpls? (Or plan to just rely on the C line, Rte 5/D line, and Rte 14? As I am getting older, these lines are several blocks further away from me versus one block from Lowry so more difficult to access.) General questions about the impacts on traffic flow during	Online Survey/Form		Minneapolis
5/1/2022	No extension of any line, bus or light rail should be considered until ridership increases to levels pre pandemic. And until safety, criminal activity, is under control	Online Survey/Form	Safety	
5/2/2022	Public transit demand is very low around lyndale/Plymouth/14th. There are all single families homes and townhomes there that have transportation. Will Lyndale have to be widened to accommodate this?	Online Survey/Form		Minneapolis
5/2/2022	This is a wonderful plan to make Crystal, Robbinsdale, and Brooklyn Park more accessible. Thank you for all your hard work. I hope the project goes through.	Online Survey/Form	blank	
5/2/2022	I watched the April 28th virtual meeting, they stated from lyndale to North Memorial there would be no traffic signal pre-emption it will flow with traffic, then he said from there through Robbinsdale/Crystal to Brooklyn Park... he didnt say no signal pre-emption. Is there a reason he omitted this important detail? Will signal pre-emption occur anywhere through the Blue Line?	Online Survey/Form	Traffic impacts	
5/2/2022	City of Minneapolis just recently modified this intersection to give much needed turn lanes. Having a lightrail stop here would be too choatic.	PublicCoordinate	Engineering Drawings	Minneapolis
5/2/2022	This area is mostly residential, lots of townhomes, residential homes and cul de sacs. Having a station here would make traffic horrendous for people living here. Also, there is no need for a stop here when there will be a stop at Broadway, about a mile away.	PublicCoordinate	Engineering Drawings	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/2/2022	This is a very dangerous intersection. Light Rail should be put here so safety upgrades can be made and reliance on cars in the area is lessened. Light Rail also increases walkability in an area and calms the traffic which should help make this intersection less dangerous and welcoming to people.	PublicCoordinate	Concern	Minneapolis
5/3/2022	will the negative publicity of the southwest lightrail risk defunding this lightrail?	Virtual Open House		Minneapolis
5/3/2022	There is a pedestrian bridge (over Lyndale between 14th and 18th) connecting two parks will this be impacted?	Virtual Open House		Minneapolis
5/3/2022	we missed the presentation can we find it later in the website?	Virtual Open House		Minneapolis
5/3/2022	Another one if you've got the time: because these streets through the Northside are relatively narrow, I am concerned that the installation of LRT will make it more difficult to have planting and landscaping along the route. Will the project consider a grass trackbed in order to help ameliorate this issue?	Virtual Open House		Minneapolis
5/3/2022	How will you be making the decisions about the various option on West Broadway and 21st Street?	Virtual Open House		Minneapolis
5/3/2022	They will be taking away the grass & trees from Broadway to Lyndale to make room for the LRT	Virtual Open House		Minneapolis
5/3/2022	I didn't get a postcard,, my friend did and told me.	Virtual Open House		Minneapolis
5/3/2022	I want to echo that. our community didnt get postcard and they are hearing it from us for the first time only.	Virtual Open House		Minneapolis
5/3/2022	Have another workshop to continue to bring this information out to the community	Virtual Open House		Minneapolis
5/3/2022	Need a community meeting - between Plymouth and Broadway - not enough room for cars. How will emergency vehicles get through? Are you talking with police and fire departments? Seems like it will be a lot of congestions. End of summer and fall there's been drag racing in the night from Lyndale cub parking lot and the freeway. If the RR is going to be dinging in the evening, what will you do about the noise pollution. Noise from Washington/94 to Lyndale, can hear the noise from drag racing. Worried about the noise pollution. Is there going to be a grant to soundproof the homes?	Virtual Open House		Minneapolis
5/3/2022	How long will it be until construction starts? How long will construction last until the light rail is completed? Air pollution and control during construction- how is the city going to work around that to keep families safe? And students in the area. What will you do about noise impact in the community? Will there be more community sessions for interpreters for non-English speakers?	Virtual Open House		Minneapolis
5/3/2022	How are you going to communicate with residents where and what time there will be a community meeting? Only got a postcard about this, no one really knew about this. Signs need to be bigger about getting the word about.	Virtual Open House		Minneapolis
5/3/2022	Please remove park and rides. They are expensive and hostile for creating pedestrian oriented districts. Transit dollars should not go towards car infrastructure. The money would be better used on encouraging new housing along the stations and building proper bike connections. Existing park and ride stations are already under used. Let's focus on building transit with stations that are highly walkable!	Online Survey/Form	Station location	

Date	Comment	Forum	Type/Reply to	City
5/3/2022	I think one of the added benefits to the original blue line going down Hiawatha ave was the addition to the bike path that ran parallel with the lightrail most of the this stretch, if you're already redefining the infrastructure it makes sense to include this if possible.	Online Survey/Form	Ped/bike design	
5/3/2022	This project is a tangible step to lessening the wide income and equity gap in this economically depressed part of our great city that has been experiencing systemic disinvestment	Online Survey/Form	Funding	
5/3/2022	Blue Line should be STOPPED!! What a TERRIBLE WASTE of my taxpayer money!! As if the initial project wasn't expensive enough, this re-route will make it cost even more. Despicable. End Blue Line NOW.	Online Survey/Form	blank	
5/3/2022	The Blue Line Light Rail Extension is a project that hould be left to die a natural death. Let's talk about the money. Where is it coming from? What is the budget? What is this going to cost the taxpayers? A visit to the Blue Line Extension page of the Met Council website today does not talk about the project budget at all. Why is this? The money matters! The 13-mile section of light rail in urban Twin Cities is going to be another expensive boondoggle. When the line is complete a rider STILL will not be able to get directly from Brooklyn Blvd & West Broadway in Brooklyn Park to a job at Arbor Lakes in Maple Grove, a distance less of four miles. This is a failure. Public transportation should resemble a spider web overlaid on the city. there should be many connecting points so that a ride rcan get to all the interior AND outlying points that they wish. Transportation tha looks like a bicycle wheel overlaid on a map, with the downtown as the hub and all arteries as spokes is very outmoded. This is the light rail model. The hub and spoke harkens back to generations	Open House		Brooklyn Park
5/3/2022	I strongly disapprove of any light rail in Brooklyn Park	Open House		Brooklyn Park
5/3/2022	How are people going to cross when traffic is busy? No one stops nown, not even thinking about stuff.	Open House		Brooklyn Park
5/3/2022	Please send me via email, projected ridership.	Open House		Brooklyn Park
5/3/2022	From a social work perspective. This looks great! Well planned.	Open House		Brooklyn Park
5/3/2022	Project to be stopped. No further work to be done until our elected officials vote on yes/no for bunding. Fund needs and buses.	Open House		Brooklyn Park
5/3/2022	(Display board comment at Oak Grove Parkway) Excited to ride to Target Field - safe P&R a must	Open House		Brooklyn Park
5/3/2022	(Display board comment at Oak Grove Parkway) Orient the map north/south	Open House		Brooklyn Park
5/3/2022	I have concerns about current and future criteria on the LRT. What will be done to give aid to the homeless and day drug users who use hte trains? How can LRT be monitored and be cost effective? What has been learned from the closure of the Northstar? How can we keep riders safe from crime?	Open House		Brooklyn Park
5/3/2022	(Display board comment at Oregon Ave and Maplebrook Pwky) Would like bigger trees	Open House		Brooklyn Park
5/3/2022	(Display board comment at Louisiana Ave and 75th Ave) 6' screening wall inadequate based on likely noise impacts to neighbors	Open House		Brooklyn Park
5/3/2022	(Display board comment at West Broadway and 64th Ave)	Open House		Brooklyn Park
5/3/2022	(Display board comment at West Broadway CSAH 103) before CSAH 8	Open House		Brooklyn Park
5/3/2022	(Display board comment Jolly Ln @ West Broadway ) Important access to retail. Retain this connection	Open House		Brooklyn Park
5/3/2022	Is the reduction of Target North Campus employees going to impact the LRT usage and cost?	Open House		Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
5/3/2022	Crossing?	Open House		Brooklyn Park
5/3/2022	Pathway? Trail connection?	Open House		Brooklyn Park
5/3/2022	Expressed need to prioritize pedestrian safety – questioned whether we could implement raised/tailed crosswalks	Open House		Brooklyn Park
5/3/2022	Feeling that many people don't know what's happening with the project and expressed need to engage diverse communities. Suggestions about how to engage Hmong communities that live in Brooklyn Park (the community member said they'd connect with Olu and Sam King).	Open House		Brooklyn Park
5/3/2022	Concerns that this project will result in same things Green Line did – loss of small business and displacement of residents, more market-rate/unaffordable housing	Open House		Brooklyn Park
5/3/2022	Question about what take-aways or lessons-learned do we have from previous light rail projects?	Open House		Brooklyn Park
5/3/2022	Two residents who live on Hampshire in the vicinity of the planned 63 <sup>rd</sup> Avenue station indicated that there is some very concerning gun violence occurring to their east and they hope that the train would not increase the crime	Open House		Brooklyn Park
5/3/2022	Two residents who live on Hampshire in the vicinity of the planned 63 <sup>rd</sup> Avenue station indicated that they would expect that their neighbors would likely drive to the park and ride versus walk to the station.	Open House		Brooklyn Park
5/3/2022	One resident who flies out of MSP a lot cannot wait for the train as a convenient option to get to and from the airport.	Open House		Brooklyn Park
5/3/2022	Apologies if I missed this, but what will be done to ensure that trains do not stop at lights at intersections like the Green Line? What priority measures will be built in? Will crossing arms be considered for some of the diagonal intersections where sightlines may be a problem?	Virtual Open House		
5/3/2022	Has there been any consideration to adding pedestrian bridges or underpasses along CR 81 in Robbinsdale or will that take place later in the planning process?	Virtual Open House		Robbinsdale
5/3/2022	I totally agree. Rail needs to go down Hwy 55!	PublicCoordinate	Concern	Minneapolis
5/3/2022	Okie, Q!!! maybe you should move to Argentina with the rest of the Nazis?	PublicCoordinate		Brooklyn Park
5/3/2022	Are you going to relocate the Mpls Fire Dept Station #4?	PublicCoordinate	Engineering Drawings	Minneapolis
5/3/2022	Just a reminder construction starts at 6am. This will be going on for 4 years. I called 311 and there was nothing I could do about them pounding off of 94. The state will need to should proof our homes.	PublicCoordinate	Engineering Drawings	Minneapolis
5/3/2022	How is it a "waste of opportunity"?	PublicCoordinate	Engineering Drawings	Minneapolis
5/3/2022	Why would it be detrimental to your business?	PublicCoordinate	Concern	Minneapolis
5/3/2022	It WILL get worse. The Rail needs to go down Hwy 55!	PublicCoordinate	Visualizations	Minneapolis
5/3/2022	There is no street parking currently on Broadway in this area. So there will not be any changes.	PublicCoordinate	Visualizations	Minneapolis
5/3/2022	I hope they move the station location to the corner of Broadway @ Penn (would be exceptional location to serve the community)	PublicCoordinate	Visualizations	Minneapolis
5/4/2022	Including West Broadway as a stop would bring more crime on trains, since West Broadway is a high-crime area.	Online Survey/Form		Minneapolis
5/4/2022	No. It seems like a very poorly planned out idea. Why would you run this through a residential area where there is already underutilized public bus transportation. This should be ran up Washington then across Broadway. Also, why was there no outreach to residents impacted by this? Absolutely outrageous there was not active outreach!	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/4/2022	Hopefully I will have moved out of Brooklyn Park before this comes in. I think it should be routed thru Eden Prairie and Edina and end up in Maple Grove.	Email		Brooklyn Park
5/4/2022	More than ten years and \$130 Million dollars were already spent on planning a route by this organization, along with thousands of hours of citizen input throughout the process. That was all wasted because no one really listened to the stakeholder input. Many people feel that this is no longer needed and not a competitive project when it comes to federal funding. Are we just wasting another \$130 million and thousands of hours of citizens' time for another plan that can not be completed?	Online Survey/Form	Funding	
5/4/2022	there is no need for this pathetic light rail. what a waste of money.....	Online Survey/Form	Funding	
5/4/2022	Agree, Lyndale is an access point for the traffic coming to the north area that will be heavily impacted.	PublicCoordinate	Concern	Minneapolis
5/4/2022	Yes they tried using the railroad tracks originally and BNSF refused to negotiate for the right of way usage. It is the reason the project got delayed so many years	PublicCoordinate	Opportunity	Brooklyn Park
5/4/2022	I reside at 1404 Van White Ln, which is right in front of the proposed light rail station at Lyndale and 14th. I wanted to voice my concerns about the route down Lyndale Ave and why I believe it would be to the detriment of everyone to place the Route along Lyndale.	Email		Minneapolis
	Lyn-Park is already served a route to downtown and to the light rail via the 22 bus. I ride this bus frequently and it is has never been above half full.			
	Our bedroom window faces right out on to Lyndale. With the hours the train would run and all of the lights and bells, it would be impossible to sleep. How will the sound be addressed?			
	The crime and drug use at light rail stations is currently out of control. MPD and transit police are not interested in fare checking or patrolling the trains this would bring			
5/5/2022	I agree that coming through Lyn-Park (Lyndale Av) is a horrible plan! It will negatively impact approximately 250 residents which live in a combination of single family homes, townhomes and a Senior Assisted Living complex. This is NOT a zero-car household community - on average we are considered a 2-car household community! This segment of Lyndale has NO businesses to serve by the LRT! This is NOT an industrial or business area where train horns, bell clanging sounds and platform announcements, every 10 mins 7 days a week, would have no impact! We are a RESIDENTIAL area!! Taking the LRT down Washington Av is the only reasonable choice at the point!! Why would you take advantage of OUR residential community like this?!?!	PublicCoordinate	Concern	Minneapolis
5/5/2022	I agree with the previous comment. Washington Av is the only reasonable choice from what has been presented!	PublicCoordinate	Opportunity	Minneapolis
5/5/2022	We don't want light rails in our streets it would be more of a traffic places so we vote no light rails in our streets X	Email		

Date	Comment	Forum	Type/Reply to	City
5/5/2022	How does this improve Public Safety? Impeding further on law enforcement and emergency vehicles and putting the public at higher risk. I'm on Broadway and I was thinking maybe one of the members of the MET Council wants to come pull this bullet out of my wall since these members who make these big decisions aren't even elected officials. And please don't disrespect my community by attaching the word "equity" to this project in any way.	Online Survey/Form	Safety	
5/5/2022	Make sure the track isnt elevated when going through urban corridors. Go to philly, nyc, chicago etc and the areas where the transit lines are elevated are areas where blight becomes rampant. Do it right, make signaling a priority and gates for the line ( so it can exceed 35mph, i know legislature might soon bump it up to 40mph, still too slow in my opinion). Make sure this train from end to end is under 30 minutes—look at how long it takes to get from downtown st paul to downtown minneapolis. Do this right, dont take the path of least resistance for the route. I advocate for this line and am also a civil engineer. On a side note, we need a comprehensive streetcar/LRT network throughout minneapolis and st paul proper. Buses are just not the same, we arent even close to europe or asia in terms of modern transit. Nobody leaves a city talking about what a great bus system a place had lol— they talk about the subways, the trams, and the high speed rail, which morocco now has more of than the entire US. Is there any movement on the Nicollet streetcar? Also why did the B line turn from an excellent	Online Survey/Form	Development opportunities	
5/5/2022	Make it faster, less stops, more freight, less homeless, more respect, less grade crossings, better looking trainz. Unfortunately it's a guarantee that you guys fuck this up	Online Survey/Form	Development opportunities	
5/5/2022	The Bass Lake interchange option is much better. It seems easier for pedestrians and cyclists who would use the train or just need a safe option ot cross Bottineau which does not currently exist. This option would also make traffic faster on Bottineau by removing left turns and a traffic control devise. The at grade option seems like a much poorer option that will only cause traffic problems. The distance needed to take the pedestrian route will result in it not being used. the ramps will also have dark spots and me more likely to cause slips and falls in the winter. the interchange option is the only option!	Open House		Crystal
5/5/2022	Light rail nose. Bus stop on Bass Lake west bound needs to be closer. If accident on whilshire and County Road 81 - how will northbound light rail be warned? Line of sight is blocked by rail raod bridge.	Open House		Crystal
5/5/2022	I like to plan to maintain the 3 lanes for the 1/2 mile since that will help alleviate concerns of congestion at least partially. This will be great to get aruond the metro without a car! I work downtown and would use this almost every day.	Open House		Crystal

Date	Comment	Forum	Type/Reply to	City
5/5/2022	Really really want the light rail! Love the new route that connects the northside. I used to live in norht and better more reliable public transportation is very needed in that area especially as well as connecting Crystal to the city. Looking forward to being able to commute to work downtown on the train and to see concerts and go to restaurants without needed to spend money on expensive parking downtown in both MPLS and STP. We bought our house in Crystal in 2018 to be near possible light rail stops! goals to stay a 1 car family and to bike and use public transit more!	Open House		Crystal
5/5/2022	I don't agree with the route recommendation. I don't want the light rail to come through my neighborhood. It would be to noisy. There is only one road to the residential area anad the light rail will make it difficult to get to our homes. There would be parking issues, crime. I stronlgy disagree with the light rail on Lyndale Avenue North.	Open House		Crystal
5/5/2022	(Display board comment at Bass Lake Road and Welcome Ave ) safe interseccion for pedestrians, park access, name this crystal station	Open House		Crystal
5/5/2022	(Display board comment at Brunswick Ave N) Don't like the trees	Open House		Crystal
5/5/2022	(Display board comment at Welcome Ave and Bass Lake Rd) Name this crystal stop	Open House		Crystal
5/5/2022	(Display board comment at Lakeland Ave and Bottineau Blvd and CSAH 81) Ped bridge over RR to station	Open House		Crystal
5/5/2022	(Display board comment at West Boradway Ave and CSAH 8) Concern for loss of blvd trees	Open House		Crystal
5/5/2022	(Display board comment)- Build for gated fare control q	Open House		Crystal
5/5/2022	(Display board comment)- Park and ride/pedestrain bridge- PED bridgre across RR	Open House		Crystal
5/5/2022	(Display board comment) - Easy park access	Open House		Crystal
5/5/2022	(Display board comment Bass Lake Rd and Bottineau Blvd) - train does not control traffic lights	Open House		Crystal
5/5/2022	What can I do to make sure we go with the safer and smarter option? What gov. officials do I need to write?	Open House		Crystal
5/5/2022	Will native plants and flowers be considered in the plans? To hlep keep maintenance low - gross needs mowing and a lot more water - vs prairie plants can be very beautiful and low maintenance and drought tolerant. How do you help promote this project and help make it happen?	Open House		Crystal
5/5/2022	That previous comment should say 250 homes/residences would be negatively impacted by this plan. If we were counting the number of people who would be impacted in the Lyn-Park Neighborhood then you would have to at least double that number... so 500+ people having OUR community and Peace of mind totally disrupted by horns, bells clanging and platform announcements every 10 mins all day and night 7 days a week!	PublicCoordinate	Concern	Minneapolis



Date	Comment	Forum	Type/Reply to	City
5/5/2022	<p>My name is Alex Stone, I live immediately adjacent to the proposed Plymouth Station of the Blue Line Extension. I was not able to attend Tuesday's community meeting, and am unable to attend tonight's, but I wanted to express my strong agreement with the current Blue Line extension proposal running up Lyndale and Broadway.</p> <p>Before living where I do now, I also lived (in a rental apartment) immediately adjacent to a Blue Line station in South Minneapolis. It was one of the big selling points for choosing that location. The easy access to downtown, the ability to take it to work, and the ability to easily and cheaply reach the airport (when I did travel) were all great benefits. It's one of the things I've missed most about that location.</p> <p>This hasn't even touched on the importance of improving access to the downtown core and nearby areas, where lots of jobs and educational opportunities exist, for the residents of North Minneapolis. This is far more important</p>	Email		Minneapolis
5/6/2022	<p>What does Metro Transit say about Bus #22? Oh wait there can't be a bus going southbound on Lyndale because the Rail is there. So now the people who take the #22 will have to walk to Broadway to catch a bus going downtown to transfer to the #22 because of the rail. What does the Mpls School Board and other school districts say because they use Lyndale as a Bus Stop. This Rail is VERY unsafe for OUR children on Lyndale or Stop on Lyndale.</p>	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	<p>I think this plan would be amazing for the residents and business owners of North Minneapolis. As someone who lives in South Minneapolis, but loves to spend time in North Minneapolis ( with some of my favorite stores and restaurants there), this plan to extend the blue line would be a remarkable gain. This makes me especially happy as it would open opportunities to work, beyond downtown Mpls, that often don't appear feasible to those who do not own a car, like myself.</p>	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	<p>This concept of the light rail running on Lyndale from 18th Av to Plymouth Av would be alarming and detrimental for the residential community of Lyndale Park!! The drawing is deceptive because it doesn't show just how close this Light Rail would run adjacent to the residential homes along this stretch. The Light Rail should be diverted to Washington Av - NO RESIDENTIAL HOMES should be DISTURBED starting 3am - all day long - until Midnight - 7 DAYS A WEEK!!</p>	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	<p>This image is very deceptive??!! Lyndale Av is not wide enough to accommodate this proposal. The building shown on the left is Cub Foods and across Lyndale on the right is a Seniors Assisted Living complex. Having tracks and train traffic would put those Seniors, who depend on crossing Lyndale often, at risk! This plan would be TOTALLY unacceptable for residents from 18th Av to Plymouth Av! Homes are on both sides of Lyndale Av. This proposal ruins a peaceful residential community with a flood of lights, noise and constant vibrations!</p>	PublicCoordinate	Visualizations	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/6/2022	Good afternoon first why wasn't we inform when this plan was first put to action, why was we kept in the dark until now not giving enough time and giving us late meeting when some of us have to work and can't attend these meeting. We do not need anymore violence in or around our community. This don't happen in the suburbs or south without NOTICES...NO WE DONT WANT THE LIGHT RAIL COMING THROUGH OUR NEIGHBORHOOD! Find another ROUTE!	Email		
5/6/2022	Please ensure that the trains have the appropriate right of way and are able to assert their complete dominance over lesser forms of travel, namely the car, which is a cancer on our society.	Online Survey/Form	Development opportunities	
5/6/2022	I read in the North News paper that the blue line could extend to Broadway. I used to live in Corcoran neighborhood and it was easy to use the blue line to get downtown or to the airport. Now I live in Golden Valley and my public transport options feel limited. This would be a welcome improvement.	Online Survey/Form	LRT route	Minneapolis
5/6/2022	My main concern with this project is how the contracts will be negotiated with construction contractors. In short, the contracts should include benefit clauses for contractors to both finish ahead of schedule, as well as penalties if they take longer than they estimate. A few years ago I listed to an informative episode from Freakonomics about why projects typically take longer than expected, including "megaprojects" like rail lines ( <a href="https://freakonomics.com/podcast/heres-why-all-your-projects-are-always-late-and-what-to-do-about-it/">https://freakonomics.com/podcast/heres-why-all-your-projects-are-always-late-and-what-to-do-about-it/</a> ). One finding is that if you incentivize contractors in this way by providing both carrots and sticks, the bids they provide are more accurate and they give more realistic timelines for completing the project. Read more on preliminary findings of the UK transportation department regarding this topic here: <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/576976/dft-optimism-bias-study.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/576976/dft-optimism-bias-study.pdf</a> . Everyone, including contractors, know that these always take longer than expect and cost more than	Online Survey/Form		
5/6/2022	1. There should be a stop here and/or at the Farmer's Market to connect the lines and serve Heritage Park. 2. This intersection is dangerous and embarrassing for any pedestrians and cyclists trying to cross 55 or 94. Please add some pedestrian/bicycle bridges across both roads so downtown is actually accessible. This is also a racial equity issue: folks I have talked to said these pedestrian conveniences were promised via the Hollman Consent Decree yet were never delivered	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	Add a separate pedestrian/bike bridge over 94 to make walking/biking to and from the LRT faster and easier	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	Add some specific secure parking areas for taxis, Uber, and Lyft, along with bikes and scooters, to facilitate last mile connections and options	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	Not having a stop here near Heritage Park makes no sense. This community was designed as a mixed-income model. Reward the vision and make it a more convenient and inviting place to live.	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	For this residential east-west stretch, consider turning one side of 55 into a greenway/parkway. That would allow for a more walkable/bikeable portion (and could even include some local business development, e.g. there are no restaurants, gas stations, shops, etc.) while also having plenty of space for east-west traffic space on the other side	PublicCoordinate	Opportunity	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/6/2022	The entire community engagement strategy has been an epic failure. There is a historical middle class - predominately black neighborhood here that is set in a safe quite area. This will not meet the needs of the community, we are happy with the buses. This feels like a repeat of Rondo. Trees will be torn down, safety for emergency vehicles impacted. There has been no community engagement. A decision to move forward was made at the height of COVID with little to no opportunity to learn the pros/cons of this project.	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	I agree with the previous comment that there is NO need for a stop/platform station on Lyndale at Plymouth ESPECIALLY *NOT* on the north side of Plymouth Av!	PublicCoordinate	Concern	Minneapolis
5/6/2022	This rendering is not accurate. What a terrible idea to run through this quiet neighborhood. The road is not wide enough to accommodate. Not only would running the line here disturb a residential neighborhood but adding a stop here would be pointless. Did they do no research on the utilization of the bus stop currently here? From what I've seen it is no where near popular enough to require a LR stop	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	Was there a study done to home owners where the rail is now to see if there was a problem? (Homes with ONLY a sidewalk away please). If there is where can we access findings?	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	If the Rail is approved is the state going to sound proof our homes? With this Rail comes crime. So people will be able to see the comings & goings of the residents at 14th & 18th because there is only one way in and out. This means our insurance will go up. If graffiti is on our property because of this new rail will the state pay for this?	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	Have you made contact with the MPD & MFD? What does the Park & Rec Board have to say about their plans on LynParks upgrades they're planning, I think in 2022/23?	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	I talked with a few people in my neighborhood today and they knew nothing about the RAIL going down Lyndale. How have you tried to contact these residents who it IMPACTS MOST? It seems this is normal practice until a few weeks out.	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	This is NOT 14th & Lyndale! This part of Lyndale is one of the MAIN route for EMERGENCY vehicles frequently used. The MFD Station #4 is located @ 11th Ave & E Lyndale. If the Rail is on Lyndale vehicles CAN NOT pull over to the side because one side is Rail and other is Bike Lane with an assumed boarder. Also horrible with snow removal. No room for TURN LANES because these are people houses and you will have to TAKE their land to make room for the RAIL right at their back door.	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	You only need one Bus, #14 goes from downtown via Broadway to access business all the way to Crystal EVERY 15 Minutes. And stops at more corners so you don't have to walk as far as the few stops the train will have. You also have Bus # 5, 22, C Line & I think 1 more. No need for a VERY LOUD train running every 10 mins DINGING throughout the NIGHT & day being heard for blocks. <a href="https://youtu.be/xW9RS2m7KzM">https://youtu.be/xW9RS2m7KzM</a> . DO YOU want this next to YOUR HOME!	PublicCoordinate	Visualizations	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/6/2022	Please encourage some small business and mixed-use development around here. There are not enough walkable/bikeable options for people to drink, eat, and shop. Treat this part of the City as you would any other part: neighborhoods needs other things besides just parks and market rate and affordable housing	PublicCoordinate	Visualizations	Minneapolis
5/6/2022	The funding info for FY 2022 HUD Choice Neighborhoods grants should come out soon here in the spring/summer. Please with our elected officials, the City, and MPHA to apply for the planning and subsequent \$30+ Million Choice implementation on behalf of Sumner-Glenwood and Heritage Park. If you look on the website MN has never had a Choice grant, and in other states they have successfully pursued that funding with transit and transit-oriented development as a key component. <a href="https://www.hud.gov/cn">https://www.hud.gov/cn</a>	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	If there were ever a place to consider a freeway lid/cap in Minneapolis, this should be high on the list	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	Why are we not connecting the Blue and Green lines at this stop? It seems like another segregation and racial equity issue: the Green line stops at the Farmers Market, but the Blue Line doesn't. Instead of having the old and exclusionary model of literal "other side of the tracks," why not connect the lines here so everyone is well-served for both transit, health, and convenience of not having to go all the way downtown to connect?	PublicCoordinate	Opportunity	Minneapolis
5/6/2022	I am a resident that lives near Plymouth and Lyndale and I was unable to attend the meetings for light rail comments. David Nedrud 719 Printice Ln, Minneapolis, MN 55411 I had one comment on the placement of the light rail station. There is an option to place the station on the corner of Lyndale and 14th ave and I would instead suggest that the station be placed at Hall Park where there is room to expand the road and not block traffic. The bridge would also allow pedestrians to safely cross the road. Thank you for reading this	Email		Minneapolis
5/6/2022	I am a project manager working on some improvements at Hall Park. I was contacted today by a neighbor who lives adjacent to the park which is divided by Lyndale Ave, the proposed route for the Blue Line. They are very concerned that their community has not been communicated with in regards to this project and they have concerns about this route. This community of Lynn Park has a lot of longtime residents (40+ years), many seniors without ability to drive to a meeting, and others who might not have been able to attend your most recent meeting on May 5th in Crystal.  I know that from my experience doing engagement with this community at the Park Board, designing upcoming improvements to Hall Park, that we have really needed to slow down and work to reach out directly to neighbors with flyers and have in person meetings. I think a lot of people have not been able to attend virtual meetings or can access information from online easily. I also can appreciate how difficult it is to do engagement during the	Email		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/7/2022	Given the project principles, going up Lyndale should not be an option. It is far too narrow and is exclusively car driving single family homes. The access for all of the homes in the Lyn-park neighborhood would be cut off and this area is already serviced to downtown very well and that is not currently utilized. Please go up Washington and turn onto Broadway.	PublicCoordinate	Concern	Minneapolis
5/7/2022	I agree not a safe and viable option to use Lyndale Ave. Let's plan Washington Ave/West Broadway wider industrial streets which makes the choice much safer. What did we learn from the Southwest the LTR planning and construction? Not needed or wanted in a Minneapolis community on Lyndale.	PublicCoordinate	Visualizations	Minneapolis
5/7/2022	I agree the Lyndale Ave plan is not safe to use for LTR. Why devastate a Minneapolis area when a route could be chosen that is more industrial and can safely fit in a LTR line.	PublicCoordinate		Minneapolis
5/7/2022	Disagree, this is the best route and I'm glad the NIMBYs won't win this one.	PublicCoordinate	Concern	Minneapolis
5/7/2022	Oh no, upper class white folks in North Loop aren't getting what they want for a change. Maybe they'll give you BRT here. It's just as good, right?	PublicCoordinate	Opportunity	Minneapolis
5/7/2022	Going up Washington would be much more cost effective, there is room for TOD (Transit Oriented Development) and it would connect businesses on the north end of North Loop with already dense housing to west Broadway and beyond. Washington does not have homes that would be torn up to accommodate the rail. Washington is the clear winner between the 2.	PublicCoordinate		Minneapolis
5/7/2022	Unsafe and unwanted by the community. See previous comments.	PublicCoordinate	Visualizations	Minneapolis
5/7/2022	This area is a Federal Opportunity Zone. Please start working proactively with planners and potential investors to bring in mixed-income and mixed-use housing and local business development near the future LRT stop. If the OZ incentives and Opportunity Funds are used correctly they could greatly benefit the development here for both new tenants and existing community members.	PublicCoordinate	Opportunity	Minneapolis
5/7/2022	I live right here, and have lots of concerns about the safety and livability of having light rail run along Lyndale. Street is not wide enough to accommodate a light rail line. I also have noise/vibration concerns.	PublicCoordinate	Opportunity	Minneapolis
5/7/2022	I live about 1/4 mile away. Wish I was even closer to this future LRT. Going to be very convenient and drive some great future development near the new V3 Sports pool and other facilities.	PublicCoordinate	Opportunity	Minneapolis
5/8/2022	People with disabilities, seeing impairments, or use motorized chairs beware, the side walk you would use is next to the tracks. yeow no room to make any errors or misjudgments. Tether the children to you also. How are all the deaths and accidents going to be reported? Clearly not a good plan for all community members with the Lyndale plan. There is not enough space to insure safety and well being here. Can the city afford more wrong doing lawsuits?	PublicCoordinate	Visualizations	Minneapolis
5/8/2022	NO vote to this proposal. Noise/lights/vibrations all hours of the day and night would ruin the quiet community of LynPark. Move this portion of the route to Washington that could accommodate a large scale project. North Loop would benefit from reduced parking issues, allow visitors to come to local businesses/Target Field, traffic calming and eliminate drag racing. Please DO NOT put this project on Lyndale!	PublicCoordinate	Concern	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/8/2022	I agree. Did we learn anything from the Southwest LTR plans and building? North Minneapolis deserves a safe infrastructure plan that is safe and adds to our community wellness not diminishes it. We deserve better!	PublicCoordinate	Opportunity	Minneapolis
5/9/2022	LRT and Rapid Transit is the future.	PublicCoordinate	Concern	Minneapolis
5/9/2022	Disagree. I love going to Washington or other cities with proper rapid transit and heavy rail systems. We are well behind other nations in our infrastructure and rapid transit systems.	PublicCoordinate	Concern	Crystal
5/9/2022	We need to be mindful of the number of stations that we put on the line. The green line kept adding stations during its development, now it is service is slow due to all the stops.	PublicCoordinate	Opportunity	Robbinsdale
5/9/2022	Don't create too many stations. Too many stations will slow the light rail too much.	PublicCoordinate	Opportunity	Crystal
5/9/2022	If additional complexity serves additional people in North Minneapolis, I'm all for it. This area has been overlooked and underserved for far too long. Plenty of stops and "complexity" were added to the Green Line in order to serve more people in the neighborhoods actually being impacted by the changes. Lessons learned and all	PublicCoordinate	Concern	Minneapolis
5/9/2022	Adding LRT here while also improving safety are not mutually exclusive.	PublicCoordinate	Concern	Minneapolis
5/10/2022	This would really help residents travel and work in downtown and in the northern suburbs.	PublicCoordinate	Visualizations	Minneapolis
5/11/2022	I do not approve of the light rail project. I'm a resident of Brooklyn Park and I do not see the need for this extension.	Online Survey/Form	LRT route	Brooklyn Park
5/11/2022	Disagree with light rail extension project.	Online Survey/Form	LRT route	
5/11/2022	I live here too. I also have concerns about safety, livability and noise/vibration concerns. I would like to see the light rail use Washington between Plymouth and Broadway, rather than Lyndale - which is not wide enough to accommodate the trains and cars.	PublicCoordinate	Opportunity	Minneapolis
5/11/2022	This comment process for this project seems to have been clearly designed to make it very difficult for senior residents to express their concerns.	PublicCoordinate	Concern	Minneapolis
5/12/2022	Please focus on anti-displacement measures to protect and encourage Black owned business in the area	Online Survey/Form		
5/13/2022	Do not approve this project but you don't care as the plan is already set. Hard enough for residents with cars to have roads taken care of and now have to fight a train. You wouldn't even consider a project as this when the north side was predominantly black and there weren't bike lanes- which also make no sense. Lessening traffic lanes has not stopped crime and neither will a train. This survey is only so YOU can say you asked not really take anything into account the community says. Our taxes will go up with no help from state or federal to regulate these charges because you already set that funding aside for your train that's not needed. Residential streets are never properly plowed in winter and barely cared for the rest of the year. But what do I know being born and raised in NORTH MINNEAPOLIS for the 48 years of life I have been alive. This is a pot of jokes to ask for thoughts and opinions because you really don't care. Check your box that you asked the question and proceed with your already made plans	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/13/2022	I do not agree with the Broadway route. I think it should go down Lowry instead. The concerns of businesses on Broadway are valid as to loss of business during construction and the difficulties in building the line down a highly developed street. I feel the line going down Lowry could facilitate the development of new business and other investments in Ward 4. Ward 5, where Broadway is located already has far more businesses and amenities than the Camden area of North Minneapolis. If people are concerned about impacting existing businesses with construction off Broadway, why not build where there are far less businesses so there is less disruption and the encourage the development of new ones with the light rail line.	Online Survey/Form		Minneapolis
5/13/2022	I don't agree with the route going down West Broadway. It will take away from black businesses. It will also take away easy access from Broadway to Hwy 81 and the surrounding cities. It would make more sense to run the route down Olson highway less houses more space and less people that would be affected by the route.	Online Survey/Form		Minneapolis
5/14/2022	Light rail down Lowry, streetcar down Broadway	Online Survey/Form		Minneapolis
5/15/2022	I think extending the Blue Line thru North Minneapolis is a big mistake. It will never be used by paying customers enough to make the money to keep it running. Routing it through a high crime area of Lyndale and Broadway it plain stupid. Do you honestly think you can get construction workers to show up daily there risking lives with the good possibility of being shot by the rival gangs that are freely running the streets there? And who will be brave enough if you do get it built to want to risk their life going back & forth to Downtown to take LRT thru the Northside when they are afraid to drive thru the area. You would be better off with BRT and bypassing that area. Downtown Minneapolis is in the process of dying and the need for LRT is dying with it. Until this city gets the crime under control on the Northside putting a multi-million dollar in the heart of that area is another failure waiting to happen. Please reconsider building it in the first place. The Southwest LRT should be enough of a lesson learned for this Metro area.	Online Survey/Form		Minneapolis
5/15/2022	an elevated train would look ugly! this is not new york or chicago!! having the train run on the ground level would look like it somewhat fit into the environment.	PublicCoordinate	Visualizations	Minneapolis
5/16/2022	This would make this area an area people would want to be in as opposed to what it is now.	PublicCoordinate	Visualizations	Crystal
5/16/2022	Businesses on whichever street the lrt goes down should get assistance during construction.	PublicCoordinate	Concern	Minneapolis
5/17/2022	I think this option is a recipe for disaster. The residents on the west side of Lyndale will not have easy access to their homes from Lyndale. They will be required to maneuver thru the not so safe neighborhood to gain access to their homes. I do not think that was the intention when Lyn Park was created. Also, the LRT invites unwanted attention thru a quiet, family oriented neighborhood. Looking at ridership in this area, you see, there isn't much participation in public transportation. This train should run down Washington where they will have more patron's.	PublicCoordinate	Visualizations	Minneapolis
5/17/2022	W Broadway is narrow and heavily residential, incorporating the light rail to this already narrow stretch of road would require homeowners like myself who live on this road to forfeit my property and maintain the debris/garbage from the traffic. No way!	PublicCoordinate	Opportunity	Robbinsdale



Date	Comment	Forum	Type/Reply to	City
5/17/2022	First off, I think this line should not run down Lyndale. It should run down Washington instead. Lyndale would disrupt a community and Washington is more of a business district. If Metro Transit places the LRT down Lyndale anyway, I'd prefer 2A-B because if the blue line extension would go down Lyndale, this would make a better platform for our community it will keep riders from around N 14th ave hanging out looking around the properties while they wait for the train. That will minimize the possibility of theft/crime while a passenger is waiting for the trains to approach or while they hang out. The bells required to ring three times when approaching and leaving a platform. Having it on the South side of Plymouth will quiet our neighborhood a bit.	PublicCoordinate	Engineering Drawings	Minneapolis
5/17/2022	This platform here will increase theft and crime to our neighborhood. Metro Transit Police do not patrol platforms regularly. This would be the last stop before entering downtown, where the riders are forced off the trains (Target Field) around midnight. Homeless riders will know this and get off on Lyndale because it's quiet. They will sleep on the platform, wonder around the neighborhood looking for things to take while waiting for the 4 a.m. train to start running. Also, homeowners west of Lyndale can not use 14th ave to navigate thru the city. They will be forced to drive thru the neighborhood to access the freeways and downtown. I am 100% against this proposal.	PublicCoordinate	Concern	Minneapolis
5/17/2022	Lightrail is much less noisy than cars. Either traffic will increase or there will be a constant noise that isn't that bad. I live on the green line and the lightrail is the least of the noise I hear as far as (motorized) transportation modes.	PublicCoordinate	Concern	Minneapolis
5/17/2022	I agree. Let's put together a creative solution that is a better fit for needed LTR space. Is there a term that fits here in our Lyndale community—infrastructure disparity? Enough is enough, not on Lyndale.	PublicCoordinate	Concern	Minneapolis
5/17/2022	Thank you so much for all of your hard work! I live just a few blocks away from Broadway Ave. and I am really pleased that the train will be running there. I am so far happy with the anti-displacement steps being taken and really look forward to the Northside becoming more and more connected to the rest of Minneapolis! Public transit is for everyone! Thank you!	Online	Survey/Form	Minneapolis
5/17/2022	Route - of the two routes presented, this is better What else - this will snarl up traffic on several of the routes I often take. One lane each way on Broadway - have you driven it during rush hour now, with 2 lanes? When we moved to the area 7 years ago we were excited for a light rail. Now I see it as a colossal waste of resources and time, especially compared to what could be done with electric busses, running in dedicated busways/flyovers where needed. Improved - Minimize impacts to vehicle traffic and bikes.	Online	Survey/Form	Minneapolis
5/17/2022	The Blue was a bad idea imo when it followed the existing tracks. Now it is a terrible idea. Money - Cost of everything during this time of inflation. Bad timing for costs. Crime - We have to get our crime under control before starting this project. If you don't live in our area, We are in Crystal, you don't understand the increase in evil, violent, self centered crimes people are carrying out. No No No No No Some of the best projects are the ones you don't do.	Online	Survey/Form	Crystal

Date	Comment	Forum	Type/Reply to	City
5/17/2022	The new project line may cause more problems than being helpful. Crime rates could rise dramatically even though metro might consider this transportation safe. The LT system spans greatly already and this will cause metro bus drivers their jobs/careers. Residents will not be happy with the prolonged construction along with detours. How does this do well for our homeless communities? Our city should fund other opportunities and keep the light rail as is.	Online	Survey/Form	
5/17/2022	The route is reasonable. Biggest decision is through North Mpls: Broadway vs Lowry. Lowry has an important advantage in that it will provide a connection to the new Upper Harbor development. I would favor the Lowry route. 2nd major point of discussion needs to be parking near the Downtown Robbinsdale station. What is the plan for this. Public should be informed on how they will get access to the train in terms of park and ride opportunities especially at North Memorial and Robbinsdale stations. Finally, the connection between the Camden neighborhoods and the Robbinsdale area by bus is very very poor. It time for a regular bus routes to connects east/west between Camden into Robbinsdale and on into Crystal and New Hope. Right now there is no way to get from (say) the Webber Library or Webber Pool over to Robbinsdale by bus, without going all the way down to Broadway to catch the 14 bus. This is something that your team needs to document so that it can be included in future conversations about accessibility for the Camden area. <small>Hannv to chat 1:1 on this if you'd like</small>	Online	Survey/Form	Minneapolis
5/17/2022	I don't live in the North Metro neighborhoods, so I will leave specific comments on the route to the residents (and the interactive map has some thoughtful suggestions). I wanted to submit that as someone moving back to the Twin Cities after 20 years on the East Coast, a big reason I was willing to consider the move back from Boston is the investments that the city is making to create accessibility across the metro area. I'm moving to Kenny and would love to someday see an extension down Lyndale to connect Richfield and Downtown.	Online	Survey/Form	Minneapolis
5/17/2022	I do not agree with the light rail at all. It will be going right in front of my house. Crime, noise. No one has thought this threw on how it will actually affect people having to deal with it. We would have no choice but to move. But where would we go in this market and who would want to live with this disaster out side their front door?!	Online	Survey/Form	
5/17/2022	Don't annoy us with anymore light rail projects until you cleanup the mess on the existing lines and on the bus transit systems across the metro area. How long has this blue line extension been in planning now? 15 years? 20 years? Yet to date millions has been spent with nothing to show for it. Has anyone at the MTC ever been to Europe? They have systems that operate on time, with everyone required to pay a fare or be fined on the spot. The MTC is just adding more fans to the hate government club with the stupid mess they have made out of planning the southwest and Blue lines.	Online	Survey/Form	
5/17/2022	Yes, I agree with new route which makes more sense and sets a dramatic scene going into the next decade running the light rail up Hwy 81 center median.	Online	Survey/Form	

Date	Comment	Forum	Type/Reply to	City
5/17/2022	Keep going! Just keep going! A British study said that after every project, the next one costs less. How much did we spend on our new Vikings Basilica, and it was replaced in what 18 months? This is absolutely pathetic for a society to give a sports authority this much money when we can't police or teach our children. Here is a link that many of you need to read which is from Quinby to Congress in 1947: <a href="http://www.historyisaweapon.com/defcon2/quinbyswarming/">http://www.historyisaweapon.com/defcon2/quinbyswarming/</a>	Online Survey/Form		
5/17/2022	I like the plan and think it will serve this community well as far a logistics go. My only concern is whether there will be proper oversight once it gets up and running. By this I mean -will it remain safe for all travelers? I have heard many concerns about this factor.	Online Survey/Form		
5/17/2022	You could purchase more than enough buses to have double the service through This route for 10% of the cost of a fixed line rail. Rail that has proven in the last year to be a squalid hellhole of druggies, thugs, and bums. Smart companies are moving out of downtown because of the weak political and moral leadership we have seen from our elected officials.This is a waste of money, and if it ever does get built, it will be subsidized by taxpayers forever and will be an abject failure within 18 months.	Online Survey/Form	Funding	
5/17/2022	NEED "Red Line" Washington to W Broadway route option There is clearly no support here for Lyndale route, The Lyndale option impacts too many residents and doesn't serve people who need LRT	Lyn Park Neighborhood Meeting		Minneapolis
5/17/2022	How will the MET reestablish trust after so much disappointment and broken promises? Who specifically is on the deciding committee? Commissioner Fernando and who else? What is "community support"? Why didn't the Red/Washington line be selected? Why not more rapid bus lines or bus routes?	Lyn Park Neighborhood Meeting		Minneapolis
5/17/2022	Informed and useful comment ^	PublicCoordinate	Concern	Minneapolis
5/17/2022	What are the considerations for pedestrians crossing 81 for the trail? It already is a danger zone for crossing this major intersection as cars speed in excess of 60+ mph.	PublicCoordinate	Visualizations	Crystal
5/17/2022	What are the concepts and considerations for pedestrians/cyclists crossing 81? It appears this drawing divides the neighborhood even more so and makes it a game a frogger to cross the road. This is unacceptable given the trail and access to the lakes is across the south end of 81.	PublicCoordinate	Visualizations	Crystal
5/17/2022	Move back to Lakeville	PublicCoordinate	Concern	Minneapolis
5/17/2022	A crosswalk already exists here. There are thousands of cars that use this intersection daily, driven by a range of drivers that may be inexperienced, unlicensed, under the influence, or distracted. The Blue Line Extension proposes adding a train — running on rails, operated by a trained professional — through this intersection, and you're worried about the train? Pedestrian safety IS a valid concern, but the cars are the problem, not the train.	PublicCoordinate	Concern	Robbinsdale
5/17/2022	Sir, this is a Wendy's... literally	PublicCoordinate	Concern	Crystal
5/17/2022	Also, how will pedestrian safety be addressed/improved at this intersection?	PublicCoordinate	Concern	Crystal
5/17/2022	Please ensure it is easy to access this station from Theo Wirth Pkwy from the south, Victory Pwky from the north, and Lowry from the east. It is difficult to access this area without walking under Broadway bridge - narrow and poor visibility.	PublicCoordinate	Engineering Drawings	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
5/17/2022	If there's not going to be a station closer to the apartments west of 94 then I don't see the point in making more tight turns on the route, slowing the trains down.	PublicCoordinate	Engineering Drawings	Minneapolis
5/17/2022	I like this option the best.	PublicCoordinate	Engineering Drawings	Minneapolis
5/17/2022	This neighborhood is closed off from the rest of Robbinsdale in terms of pedestrian access. No viable access from W Broadway and no access along Bottineau. Will accessible routes be added to allow people to walk/roll to the nearest station?	PublicCoordinate	Concern	Crystal
5/17/2022	This route would be a better connection to the Heritage Park neighborhood and International Market Square, plus make for better redevelopment on the corner.	PublicCoordinate	Opportunity	Minneapolis
5/17/2022	Awful idea, doesn't provide as much benefit as it would cost to do. And having stations set above street level makes them more dangerous and keeps people from being able to see local storefronts. Slowing traffic on Broadway will be a good thing for everyone.	PublicCoordinate	Visualizations	Minneapolis
5/17/2022	I'm very curious what it will actually look like at Broadway and Lyndale. The new route will have a turn there and there doesn't seem to be plans for a station at that intersection. The lights will need to be well engineered to deal with the people turning left in every direction.	PublicCoordinate	Visualizations	Minneapolis
5/17/2022	LRT here will slow down traffic and make walking/biking less dangerous as well	PublicCoordinate	Visualizations	Minneapolis
5/17/2022	These homes aren't overlapping with the stop, so there probably won't be any direct impact when it comes to building the tracks. Developers will probably have eyes on properties near stations to develop multi-family housing, with more of a focus on areas that are already highly commercial or closer to downtown. There may also be more commercial development near stops!	PublicCoordinate	Concern	Brooklyn Park
5/17/2022	What specific conditions (intersections, etc.) will require the light rail trains to use their horns?	PublicCoordinate	Concern	Crystal
5/17/2022	I love that the bike lane could be converted to a fully separated walk/bike path. Would it make sense to omit the left sidewalk in favor of more separation for the right hand path? Presumably snow removal will be critical here.	PublicCoordinate	Visualizations	Minneapolis
5/17/2022	Agree with the previous comment that there is NO need for a stop/platform station on Lyndale at Plymouth ESPECIALLY *NOT* on the north side of Plymouth Av!	PublicCoordinate	Visualizations	Minneapolis
5/17/2022	Pedestrians will need additional opportunities to safely cross both the light rail and vehicle travel lanes besides just the existing bridge over lyndale	PublicCoordinate	Visualizations	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/17/2022	I do not agree with the route proposal or recommendation because routing the train down Lyndale will negatively impact homeowners that have lived in the community for multiple decades. The noise, street closures, potential for increased crime in a community already suffering from unacceptable levels of violent crime, disruption to traffic to local public schools like Franklin Middle School and Hall Elementary, and the possibility of private property being used to make room for the train route on Lyndale creates an undue burden for homeowners. This is particularly unacceptable given that Metro has acknowledged that the majority of riders will not be from this community but from suburbs far from the city. We are being asked to be inconvenienced, endangered, and very likely lose home value to the benefit of those outside our community. In addition to all of this, the community will surely be inundated with drivers looking to park in our neighborhood to ride the train. I, along with many of my neighbors, strongly	Lyn-Park PC Comments		Minneapolis
5/17/2022	First off, I think this line should not run down Lyndale. It should run down Washington instead. Lyndale would disrupt a community and Washington is more of a business district. If Metro Transit places the LRT down Lyndale anyway, I'd prefer 2A-B because if the blue line extension would go down Lyndale, this would make a better platform for our community it will keep riders from around N 14th ave hanging out looking around the properties while they wait for the train. That will minimize the possibility of theft/crime while a passenger is waiting for the trains to approach or while they hang out. The bells required to ring three times when approaching and leaving a platform. Having it on the South side of Plymouth will quiet our neighborhood a bit. I prefer 2A-b because the land just south of plymouth is not really meant for people, but putting the light rail station in that area would improve the walkability of that side and make it safer for pedestrians. I watch people walk across the bridge on lyndale/plymouth and that area	Lyn-Park PC Comments		Minneapolis
5/18/2022	Dear Metro Transit: Having witnessed the construction of the Metro Transit light rail lines from Minneapolis to Bloomington and from Saint Paul to Minneapolis and having ridden both lines, I strongly urge 1) offering busses and Bus Rapid Transit through north Minneapolis and the cities of Robbinsdale, Crystal and Brooklyn Park and 2) ending any further discussion or plans of light rail through these areas. Of particular note, the current light rail line from Saint Paul to Minneapolis (largely running down the middle of city streets) 1) exceedingly dominates and overwhelms its corridor, 2) has led to losses of life and injuries to pedestrians as well as to vehicle drivers (including during winter weather and at nighttime when the sun is down) and 3) severely and unduly impacts intersections. The multi-year construction process (for what is actually a multi-modal transportation corridor and not just for light rail) absolutely and irretrievably affects non-profit organizations, profitable businesses and neighborhoods along and surrounding the corridor. Also the	Online Survey/Form	Safety	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/18/2022	I see another Black community divided and separated similar to Rondo. I see limited accessibility to community members (4 platforms). I see a portal through a community for suburban residents for quick access to downtown. What job opportunities are available for inner city residents. I see congested/controlled/limited traffic for the community. I see small business decline. I see Emergency vehicle access limited to residents homes. I see festival space being taken away from the community. I see an increase in rent and property taxes. I see more accidents. I'd like to know what are the gains for community.	Online	Survey/Form	Minneapolis
5/18/2022	Please please please do not go down Lyndale to get to WBroadway. This is devastating to the LynHall community that is joined by the bridge. Please go down Washington instead. It's wider, more industrial, and the people of LynHall don't need a station!! Listen to the community!!	Online	Survey/Form	Minneapolis
5/18/2022	I think the route recommendation is fine. If you take a look at the recommendaed route, it is coming through areas that are very much needed by the communities. This will provide access to individuals and families to travel without the burden of owning a vehicle. Young minority youth can now have better jobs and businesses along the corridor will also do well. Decisions makers should understand that communities cannot be broken due to the development. Displacement of families and businesses cannot be the a bad product of this good project. The County has to continue to support this initiative. Individuals and families with the potential of being affected must be protected. Businesses with the potential to fail due to this project must be protected. I think it should begin now with education and training.	Online	Survey/Form	Minneapolis
5/18/2022	Yes, I agree with the route recommendation, while Area 3 requires a high level of change and will prove to be very inconvenient to the residents living in the corridor during the construction period, this route will prove to be adventitious upon completion of this project. This is true because more people will have easy access to the BlueLine train, especially people living in the poor areas of Minneapolis. The end result would be that these poor people will have access to more jobs, which ordinarily they would not have the opportunity to connect with these jobs due to lack of transportation. Additionally, because residents of Minneapolis are the poorest economically and will be the most affected by Area 3 construction, I would highly recommend that 50% of Labor employment for this project be granted to those displaced corridor residents and receive priority treatment in employment selection without the red tape.	Online	Survey/Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/18/2022	I think this sounds like a good plan. It would be nice to have routes that line up to these lines so you don't always have to go downtown for everything though. I also would like to see quicker routes from Northtown shopping and Fridley areas around 694 to get out to Brooklyn Park quicker than going downtown. I know there is one bus that runs very infrequently that does that but there is not enough connection. Also would be nice to have from Fridley 694 area again buses that go out to Maplewood area. Now if you want to do these routes you have to go to downtowns and backtrack when everything is really a straight shot on 694 if you drive. It would be nice to have almost like a triangle that connects areas that eventually would run from Maplewood areas through Fridley and out to Brooklyn Park and eventually out to Maple Grove perhaps. Also you need more transit that connects outline suburb areas like Plymouth, Golden Valley, Eden Prairie, Eagan, Rosemount. Just some input. I have taken the bus for over 20 years, not driving, living in areas like Ne Mpls, St Paul Wavzata Fridley and now Anne Valley and its	Online Survey/Form	LRT Route	Brooklyn Park
5/18/2022	I mostly agree with the proposed route and I'm thrilled to see any transit expansion; however, I think the current route should change where it goes once past Brooklyn Blvd. Rather than continue north, the line should extend west along Brooklyn Blvd. This would allow the line to provide access to both HTC and the Shoppes at Arbor Lakes. Homes near the Shoppes at Arbor lakes are already designed with new urbanist philosophy and so the area is denser and more walkable than most neighborhoods in the north metro. Consequently, people living there will be much more inclined to take transit. It is also one of the most popular shopping areas in the north metro and would attract high ridership. Furthermore, students use transit quite extensively due to their limited income so serving HTC with high quality transit should be a priority. Putting the blue line along this route might incentive a road diet for brooklyn blvd and the whole area in general which would be a positive community change. I know this route might not fit with how federal dollars for transit projects are doled out but we should build transit where	Online Survey/Form	LRT Route	Brooklyn Park
5/18/2022	I think the only reason it is ending near Target headquarters is because Target wanted it, so workers can get there. But people are working from home and will likely continue. Plus Target thought a "community" would build around their location. Guess what, haven't seen anything and how many years has Target been there. Probably should have gone with the route ending in Maple Grove, which was another choice. That's where everything is now. I wonder how many students will ride it to North Hennepin Community College. And with the crime escalating, I would never ride light rail. Do not believe there would be enough riders, buses are empty as it is. And I would be scared to ride it through the part of north Minneapolis that is being proposed as the new route. I am totally opposed to the whole project. Unfortunately more crime will follow.	Online Survey/Form	LRT Route	Brooklyn Park
5/18/2022	I am indifferent on the route. However, I am passionate about making the route a busway and not a railway. We need to learn from the disastrous SWLR project. Besides the horrendous cost of rail, it is inflexible and increasingly irrelevant in a world where downtown is no longer the main destination for most commuters and shoppers. I agree that residents from the north should be connected to the system, but buses are the cheaper, faster and more flexible mode.	Online Survey/Form	blank	



Date	Comment	Forum	Type/Reply to	City
5/18/2022	Please consider a cut and cover subway to protect citizens concerns of access, noise, and other factors. They are less expensive than deep tunneling and can use techniques that keep the area above open as construction happens below	Online Survey/Form	LRT design	
5/18/2022	Privately-owned taxis, maybe. But Uber and Lyft are corporations that do not need public subsidies. Providing secure parking areas is not the mission or purpose of public transit.	PublicCoordinate	Opportunity	Minneapolis
5/18/2022	This specific intersection is a huge physical barrier to pedestrians and cyclists as it exists today. Signal times are extremely long for pedestrians meanwhile cars zoom by as if on a 'freeway'. We need traffic calming in the area to prioritize safe pedestrian crossings into downtown Robbinsdale. Two stroads meet in Robbinsdale and I took neither because it is already unsafe.	PublicCoordinate	Concern	Robbinsdale
5/18/2022	Park and rides are proven to induce auto traffic. The purpose of LRT is to allow people to live car-free. A Park and Ride is antithetical to the purpose of public transit. Park and rides only serve to widen gaps in pedestrian accessibility, while consuming a tremendous amount of taxpayer dollars, only for the car-centric half.	PublicCoordinate	Opportunity	Robbinsdale
5/18/2022	This path looks invasive to the current residents. This is a main pathway for emergency vehicles. There is no shoulder in the right lane, vehicles would be forced onto the side walk (causing road & car damage). The left lane cannot move at all & would increase emergency response times for this community.	PublicCoordinate	Visualizations	Minneapolis
5/18/2022	This may be a good location for a future infill station; not right now yet.	PublicCoordinate	Opportunity	Crystal
5/18/2022	Right because the "debris/garbage" you speak of doesn't come from cars. Public transit belongs in close proximity to residential clusters, so as to achieve sufficient ridership and help those without their own car.	PublicCoordinate	Opportunity	Robbinsdale
5/18/2022	People need access to schools and parks via public transit. The Washington Avenue suggestion is a "Not in My Backyard" fallacy. Please keep this alignment for the purpose of increasing access to the numerous small businesses as well as public parks, schools, and health care. Why concern about non-existent "North Loop Parking issues" if you live in North?	PublicCoordinate	Concern	Minneapolis
5/18/2022	The light rail brings noise & vibration that will effect the surroundings area and building infrastructure negatively. The announcements & bells will be constant in 2 directions from 3am-Midnight. The environment, homeowners land, & iconic bridge will have to be uprooted because there isn't enough space to accommodate this project. The multi year construction will adversely impact access to the businesses.	PublicCoordinate	Concern	Minneapolis
5/18/2022	Imagine there's a proposal to put a train line here, allowing many more customers to shop without a car, and you're like "BuT wHeRe WiLL tHe CaRs gO?!?!?!?!?"	PublicCoordinate	Concern	Minneapolis
5/18/2022	In an era when inequality is so denied by the 'haves' why are we still subsidizing privately owned vehicle traffic? All taxpayers are forced to subsidize on-street parking, even if they can't use it. Where is the equality in that? The parking 'concern' is a straw man tactic.	PublicCoordinate	Concern	Minneapolis
5/18/2022	Everything possible needs to be done to make the transfer point to/from the C-Line and the LRT station convenient, physically accessible, and safe for pedestrians. If that means adjusting lanes to accommodate an efficient transfer, that is simply the right thing to do.	PublicCoordinate	Engineering Drawings	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/18/2022	The Minneapolis Parks and Rec department has been working on renovating Hall Park for years! Running the lightrail through this community would cause safety concerns for the children at this park and nearby schools. Do not run the BLRT down Lyndale.	PublicCoordinate	Concern	Minneapolis
5/18/2022	There appears to be an absolutely redundant, tax-payer funded cul-de-sac here. Please remove this subsidized safety issue that only reduces pedestrian safety near the LRT station. Talk about poor design! And all of this extra automobile traffic so near to Franklin Middle School. Please prioritize pedestrian safety as much as possible here!	PublicCoordinate	Concern	Minneapolis
5/18/2022	Agreed with O.P.; there is precedent for creating pedestrian-only areas by eliminating automobile cut-throughs. The data shows that increasing pedestrian space improves property values at the same time increasing safety and equity. Please eliminate the automotive cut-throughs.	PublicCoordinate	Opportunity	Minneapolis
5/18/2022	Adding LRT here will only serve to slow down the line, resulting in lower ridership than possible. Trains are easily the most efficient when NOT routed through 90 degree turns on State Highways.	PublicCoordinate	Concern	Minneapolis
5/18/2022	Will everything (drive lanes, light rail, and existing noise walls) fit within the existing ROW corridor? If the corridor has to be widened, we have concerns about private property impacts. If the train has to be elevated here, how will noise be addressed?	PublicCoordinate	Concern	Crystal
5/18/2022	Its always funny to me that people are so concerned with 'noisy' LRT, but say nothing about the numerous semis using their engine retarders on the 'freeways' that surround them. The noise perception is not in line with reality. Do you want safety? The train needs to be seen AND heard for safety.	PublicCoordinate	Concern	Crystal
5/18/2022	Spare us the troll comments please.	PublicCoordinate	Concern	Crystal
5/19/2022	Original light rail line (Hiawatha) avoided established neighborhoods and ran through an industrial corridor. Why the change? North Washington Avenue and the riverfront is begging for a revitalization and seems to be an opportunity as the future of housing is medium- high density. Don't ruin established neighborhoods-	Online Survey/Form		Minneapolis
5/19/2022	I disagree with the proposed route of the Blue Line. The light rail construction through north Minneapolis is a reenactment of what happened to Rondo Ave and the black community in St. Paul. This is a racist act. Again. The best solution to providing transportation for the largest number of people between Brooklyn Park and downtown Minneapolis is an extensive bus system. Buses can resolve all of these issues of serving the people efficiently and at a realistic cost. Light rail has no redeeming qualities. Do the right thing.	Online Survey/Form		Minneapolis
5/19/2022	I am very nervous for this blue line as crime in Brooklyn park has already increased in the past few years. Light rails are notorious for bringing crime to their routes. I am nervous it will bring more crime, especially since it will go through the most dangerous Minneapolis neighborhoods.	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	Completely disagree with the route. Do not want it in BP due to current crime rates and law enforcement not being able to keep up with current incidents. The lines in the other cities do not provide a safe benefit that is cost effective. MN has a lot of other areas this money can be spent. Cancel every phase of this project and move on to something completely different.	Online Survey/Form	Safety	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
5/19/2022	Please do not put in the blue line. Focus on 252 instead and make it safer. We don't need more traffic and crime in Brooklyn Park coming from Minneapolis. I do not see how the blue line will improve anything in our city.	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	Since Target Corp is no longer downtown, we are no longer in need of the rail line coming up to Brooklyn Park. We do not need the chaos and violence that people use it for and we do not need the effect on our traffic flow.	Online Survey/Form	LRT Route	Brooklyn Park
5/19/2022	I appreciate the huge amount of hard work that has gone into this planning. I think the Blue Line would be a great addition to our community in Brooklyn Park. Although, I also appreciate residents who are concerned about the location of the line, specifically the North Minneapolis residents on Broadway who are voicing concerns of their neighborhood being divided by the line. I believe we need to really listen to those concerns now, as we are developing the plans.	Online Survey/Form	LRT Route	Brooklyn Park
5/19/2022	Noise concerns. The railroad passes through this area (85th Ave.) blaring at all hours. I hope the light rail isn't going to add to that. I do not want to hear more train horns.	Online Survey/Form	Noise impacts	Brooklyn Park
5/19/2022	This route should NOT run through residential areas. (73rd area and W. Broadway) The Fire Dept is here, they need quick access to the roads, and not have to wait for trains. There needs to be pedestrian overpasses if this goes here for safety of citizens. This area is a high crime area of BP central district and the train will bring more. Is our already high taxes going to help pay for this? Property values will plummet.	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	I think it is ridiculous that the Blue Line Extension Project is going forward. All of the problems with the existing light rail lines should be solved before moving forward. Ridership is down. Safety is not guaranteed. The system loses money. Do not extend this as far north as planned. Besides, the Target building is almost empty. There is no reason to bring the light rail to this location. If circumstances change in the future, it could be reconsidered at that time.	Online Survey/Form	Station location	Brooklyn Park
5/19/2022	I have concerns about ridership numbers, cost of construction, and security at LRT stations. Has a survey been conducted to ask how many people expect to use the Blue Line? How many people that live near the proposed route are working downtown AND would use LRT to get there? Now that Target has announced that its workforce is no longer required to work 5 days/week in the office, it isn't necessary, nor fiscally responsible, to have a station built at Oak Grove Parkway. It's plausible that Target will begin to downsize their offices or, at the very least, start selling the extra land they own in Brooklyn Park. The cost of construction for the LRT line is exorbitant when there are already buses offered for transportation. The last (and only) time I used LRT there was no accountability for riders to confirm that they've paid to ride. Why on earth would we build a multi-million dollar transit line and not enforce ridership fares? And even if we enforced fares, no amount of ridership will ever cover the cost of building the line. Security at LRT stations continues to be a concern in the metro area. Will	Online Survey/Form	Funding	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
5/19/2022	The Blue Line route should start at the Target Field Station and continue to 81st, to West Broadway Ave and end at 85th where the Brooklyn Park Library and N Hennepin Community College is located and transportation is needed. There's not much public activities or venues at 95th or Oak Grove, thus there's not a need to take the Blue Line that far north of Brooklyn Park.	Online Survey/Form	LRT Route	Brooklyn Park
5/19/2022	The unintended consequences of light rail will bring crime to our community. It will make travel more convenient to and from cities with more crime. There is already homelessness issues with the light rail in the metro with homeless using the trains as housing and bathrooms. Brooklyn Park has enough crime as it is and the money could be better spent on affordable housing or work programs for the homeless within our own community. I am completely against this. We already have a great bussing system and it is easier to manage smaller groups of people on a bus then within a long light rail train.	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	No I do not!!! This should not run in Brooklyn Park off of West Broadway. This is an area where there are lots of residential houses. This will run too close to housing. Run it along 81 where it should go. It is such a waste of tax payers money.	Online Survey/Form	LRT Route	Brooklyn Park
5/19/2022	I don't know of a single person in favor of this light rail plan. As a home owner in Maplebrook townhomes, I am concerned about a number of things. I fear it will increase the crime in our area. I believe it will increase noise and pollution levels. People may leave their cars on our association streets to get on the light rail since there isn't parking near by. It is already very hard to turn left out of both entrances to our association and the light rail would block one from left turns all together, increasing traffic to an already difficult exit onto 85th. It is a waste of tax payer dollars to help fund this light rail with little demand from the public. There is no demand to go all the way to the end of the current planned route across 610. North Hennepin students have always been commuters. That hasn't been an issue and doesn't justify this route. The current light rails aren't doing great financially and with the stories I've seen and heard, I don't feel safe riding them. Please consider cancelling this light rail route or ending the route sooner than 85th and Broadway.	Online Survey/Form	LRT Route	Brooklyn Park
5/19/2022	With the trend of people working from home, downtown buildings being converted to apartments and the safety concerns regarding the light rail I am opposed to spending this money on something unnecessary. Improve the bus service and/or use the funds to improve overall safety concerns in our northern suburbs. I no longer feel safe in Brooklyn Park day or night! Let's work on decreasing our growing level of crime!	Online Survey/Form	Funding	Brooklyn Park
5/19/2022	Do not agree with any part of this. Target is 100% remote now. No need for this to come to Brooklyn Park. If I wanted to live in the city, I would. I choose to live in the suburbs. This is a complete waste of money, money that we, the tax payers, will ultimately pay for.	Online Survey/Form	Funding	Brooklyn Park
5/19/2022	The light rail is not needed in Brooklyn park	Online Survey/Form	blank	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
5/19/2022	As it stands the line will be too slow to be truly useful for those of us living north of Minneapolis. My neighborhood in New Hope was very excited for this transit option for years, the prospect of a park and ride in Crystal was fantastic. Now not one of them is excited at all thanks to this new route. By going from express to a slow train down city streets it will no longer be a logical option to go to Twins games, the airport, or anywhere really. It is simply easier to drive. We were the crowd that could be converted to transit but not with these changes. Not to mention that the option goes through extremely high crime areas. I wouldn't drive through North Mpls at night, I certainly wouldn't take a train or bus through there. I used to ride the bus on Broadway for many years and the safety level was sketchy at best during the day, I avoided it at all costs at night. So that rules out using it for concerts and sporting events. And it is too slow to logically use to get to the airport or MOA now that it is going to run 30 MPH or less in traffic vs. 55 MPH on its own corridor	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	No I do not. I have repeatedly asked about parking infrastructure at the stops in Brooklyn Park. Currently there are no plans for people to park and catch the light rail. When I have asked, I have been told that there are buses people can take to get to the stations. People in the suburbs do not want to drive to a bus stop, take a bus and than get on light rail. They want to drive to the station and get on the rail. The people doing the planning are completely disconnected as to who is going to use and how it is going to be used. Without parking infrastructure the cars will spill into our neighborhoods making for unsafe conditions for the families who live there. I also think a tremendous amount of tax dollars have been wasted and now more is being wasted on a fruitless plan.	Online Survey/Form	Traffic impacts	Brooklyn Park
5/19/2022	I do not want any more crime in Brooklyn park. I also do not want property value to deteriorate. Why is it that in areas like Plymouth, maple grove or wayzata these projects never take place? I live in the Tessman neighborhood and want things to be well regulated so there are no issues with people overcrowding the area. Are there statistically significant studies to support that public transportation does not increase propensity for crime to occur in a given area?	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	I do not agree with this project or the route recommendations through Brooklyn Park. As a taxpayer and resident, I'm not in favor. I am VERY concerned about the crime that this project will bring with it to the city. This project should have ceased a long time ago.	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	I live on the Green Line in St. Paul. With light rail being so close to homes, you MUST provide zones that are designated "no horn zones". I am woken up as soon as the first train starts in the morning because they relentlessly sit on the horn as it crosses HWY 280. I like the idea of light rail, but make it less disruptive. With housing going up all around stations, you need to be more mindful of the noise pollution the trains cause. Change the law if you have to. Stop polluting my neighborhood with unnecessary noise.	Online Survey/Form	Noise impacts	
5/19/2022	No. No. No. Homeowners should have have to hear bells ringing until past midnight. No one rides them. Taxpayers have no business funding people's rides to Twin games.	Online Survey/Form	Noise impacts	

Date	Comment	Forum	Type/Reply to	City
5/19/2022	What actions or processes will be in place to reduce crime on the rail as this appears to be a gateway to move from Mpls to Brooklyn Park and surrounding communities? Are these lines running only during daylight hours? Will bus lines be reduced? Struggling to see the value in additional static public transportation that's known to be slower and less flexible than other mass transit forms.	Online Survey/Form	Safety	
5/19/2022	We do not want this shoved at us. Workers etc are now working differently than before 2020. Stop draining my pockets on this!	Online Survey/Form	blank	
5/19/2022	End boondoggle now Before any more money spent	Online Survey/Form	blank	
5/19/2022	I am not in favor of this extension. I do not support spending the huge amount of tax payer dollars on a transit line that is neither in demand nor needed. I would rather have the city improve the transit commitments that we already have in place than to add yet one more line to build and maintain. Please invest the resources in fixing HWY 252! The "highway" is broken and dangerous! The road is too small, there are too many accidents, and too much stop and go traffic for the heavy volume on that road. Add the needed bridges and utility roads and build what should have been built in the first place - an actual highway!	Online Survey/Form	Funding	
5/19/2022	Would like a quick route to HCMC downtown like Maple Grove has	Online Survey/Form	blank	
5/19/2022	Let's stop wasting money on this Blue Line Extension. Most residents are against it. Most mayors do not want it. There are way less people working downtown now. We don't need the drug deals, physical attacks and harassment that takes place on light rail. People that need public transportation can ride the bus.	Online Survey/Form	Safety	
5/19/2022	Why would u even consider this? All it will do is bring more crime into the area!! Waste of money and will not increase our house values at all!!	Online Survey/Form	Safety	
5/19/2022	This is a total waste of money. It is not safe for people to use and the bus accomplishes the same thing for much less money. STOP the process.	Online Survey/Form	Funding	
5/19/2022	Light rail is essential for the metro transportation needs in the future. The proposed line is better because it incorporates the hospital. Please make sure that there is ample bike and walking on both sides of the rail to make it easy for people to access the stops and get to wherever they are going next. Please keep pushing this project forward!	Online Survey/Form	Ped/bike design	
5/19/2022	From what I have gleaned so far, I suspect the current plan is to tear up part of 81. I do not know why LRT cannot run along side of the highway instead of crossing. This creates a traffic nightmare and they just finished major updates to it. LRT is a boon-doggle. Might have been useful once; now a crime opportunity in an already crime ridden area.	Online Survey/Form	Traffic impacts	
5/19/2022	Disagree with any LT rail here. Only serves a sliver of bp. Outmoded, expensive, proven uncontrolled law enforcement on rail. Bp is dealing with a strong criminal element, this line won't help.	Online Survey/Form	Safety	Brooklyn Park
5/19/2022	Extending the Blue Line will only exacerbate crime in the metro area. Security issues and effective policing must come first before any extensions are considered. I used to take the light rail downtown on a regular basis, but the crime and general conditions on the trains are so bad that I have not set foot on it in years.	Online Survey/Form	Safety	

Date	Comment	Forum	Type/Reply to	City
5/19/2022	I agree with the route recommendation. Please carefully consider the things around the platforms such as parking, bus routes to connect with, electric bikes, restaurants, etc.	Online Survey/Form	Station Design	
5/19/2022	Not in favor. Live near the end of line. Feel in will bring more crime. To the area which is already bad. I would not feel safe riding it. With all the homeless and crime on all the other lines. Get the crime under control first. Clean up the streets first. This line goes through some of the worst areas in the city. Punishment for the people who commit all the crimes. Instead of letting them go. Then maybe later. Think about this. My priority is spend the money stopping crime and all the gang activities so people will actually feel safe using it.	Online Survey/Form	Safety	
5/19/2022	Met Council: The fact that the "Input" time has been extended speaks volumes to the fact that many of the "stakeholders" are NOT happy with the "plan" (the new route or the old!!). We are watching in horror and disbelief what is going on with the Southwest Line construction. The fact that negatively affected residents living along that line have yet to be made whole again should, without a doubt, put this project on an indefinite hold. The pandemic, remote workers, increased crime, coupled with huge shortage of police and other public safety workers, among other things, has put "commuting" and how Twin Citians prefer to do it in LIMBO!! People are NOT riding light rail (look at the North Star) and MUCH MORE research, investigation, and public input is vital! These are projects that cost astronomical amounts of money, and have yet to be shown to be beneficial. Don't make comparisons to the light rail in St. Paul/Minneapolis. Running the lines through the suburbs is just not the same! MET COUNCIL... YOU CAN and SHOULD DO BETTER!!	Online Survey/Form		
5/19/2022	WASTE OF MONEY	Online Survey/Form	Funding	
5/19/2022	People will forget how much the line cost to build once it's complete. The great good that will be done in the long term by having the light rail network extended throughout the twin cities will greatly outweigh the short term costs of building the lines.	Online Survey/Form	blank	
5/19/2022	No. Stop this nonsense. It's a boondoggle	Online Survey/Form	blank	
5/19/2022	Stop this route. It isn't useful and brings crime to the suburbs.	Online Survey/Form	Safety	
5/19/2022	A downtown robbinsdale station would be great, but would need to ensure there is safe pedestrian corridors and signage to get people up to west Broadway where all the shops and restaurants are	PublicCoordinate	Concern	Robbinsdale
5/19/2022	I agree with this. It is important that all of the small businesses on West Broadway are seen as an attraction and a destination	PublicCoordinate	Concern	Robbinsdale
5/19/2022	Light rail is inflexible, expensive and unnecessary. This line is opposed by many in the very same communities it's supposed to serve. Please scrap and replace with bus rapid transit	PublicCoordinate	Visualizations	Crystal
5/19/2022	DO NOT recommend Lyndale as an option! This would absolutely devastate Lyn Hall residents and would not serve the community! This would ruin people's lives and wealth they have fought so hard for. The option to go down Washington is much more realistic, economically impactful, and less damaging to black communities. Listen to the residents. DO NOT rip through our neighborhood.	PublicCoordinate	Concern	Minneapolis



Date	Comment	Forum	Type/Reply to	City
5/19/2022	The comment about the addition of LRT decreasing wealth is generally incorrect. "The implementation of light rail or other high-frequency transit typically translates to higher property values in those areas." <a href="https://www.southwestjournal.com/focus/real-estate/2019/09/what-light-rail-will-mean-for-property-values/">https://www.southwestjournal.com/focus/real-estate/2019/09/what-light-rail-will-mean-for-property-values/</a> . Further, multiple studies have been done to analyze the impact of LRT in the Twin Cities and have not found them to translate to decreased wealth. A new transit line means increased accessibility to the area which directly benefits residents because they can now reach more opportunities.	PublicCoordinate	Concern	Minneapolis
5/19/2022	I agree run a shuttle service off of Brooklyn Blvd to avoid West Broadway and it running along homes.	PublicCoordinate	Opportunity	Minneapolis
5/19/2022	Not in favor of this!! Seems unfair to cause such disruption to my community and neighborhood for the convenience of others who chose to live outside the metro.	PublicCoordinate	Concern	Crystal
5/19/2022	A park and ride would only induce traffic. This area would be better served with providing safe and secure first- and last-mile options for riders. It would also benefit from being made into a pedestrian-oriented plaza	PublicCoordinate	Opportunity	Robbinsdale
5/19/2022	If the intention is for the light rail to connect the neighborhoods west of 94 this intersection MUST be reworked... bike lane, safer crosswalks, etc. Having the line swing up on Lyndale makes it closer to the farmers market, Sumner library and hopefully other business development on Olson Memorial but the walkability of this intersection must be addressed.	PublicCoordinate	Concern	Minneapolis
5/19/2022	I'd imagine it would work similar to the Blue Line running parallel to 55/Haiwaitha. There should be a emphasis here for pedestrian and bicycle improvements	PublicCoordinate	Concern	Crystal
5/19/2022	The Green Line is right outside my door in a historic district, and it has neither adversely impacted the area with noise/light/vibrations. What HAS impacted noise/light/vibrations have been automobiles. Light rail, even when using the bells and announcements (and announcements are pretty rare for as frequent as the light rail is) is not nearly as disruptive as automobile traffic.	PublicCoordinate	Concern	Minneapolis
5/19/2022	Worried about crime. So many of these lines are not safe to ride on. The areas it goes through aren't safe. I will never use it. The homeless take it over. If you go downtown wouldn't feel safe using it at night. Fix our roads instead. Clean up crime. Punish to people who commit crimes on the light rail. Don't just let them out to terrorize us again. When crime is under control maybe think about later.	PublicCoordinate	Visualizations	Brooklyn Park
5/19/2022	I second this	PublicCoordinate	Opportunity	Minneapolis
5/19/2022	I agree with all of the above	PublicCoordinate	Opportunity	Robbinsdale
5/19/2022	There is no risk to businesses with reducing parking. Creating greater accessibility to the area and increasing the overall pedestrian safety of the area would only benefit businesses. There are opportunities for increased sidewalk space to allow for the storefronts to be extended outside and to include things like outdoor seating. Noticing all of the businesses on this corridor can only be done at a slower speed, otherwise businesses are only being passed over while drivers are too stressed with driving/parking.	PublicCoordinate	Concern	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/19/2022	Similar to the other comment on this area, I support the extension through here with the caveat that it should in no way remove or dislocate the small businesses in this area. This corridor should be enhancing the businesses and improving business through TOD and walkability, not removing them and forcing economic development to start from scratch.	PublicCoordinate	Opportunity	Minneapolis
5/19/2022	I do think it is pertinent add the direct pedestrian connection to the Cub and Target	PublicCoordinate	Opportunity	Minneapolis
5/19/2022	Agreed - traffic calming measures should be put in place to increase pedestrian and bike walk/roll-ability and reduce the danger of traffic	PublicCoordinate	Opportunity	Minneapolis
5/19/2022	More crime. In this already high crime area.	PublicCoordinate	Concern	Brooklyn Park
5/19/2022	Keep the route on 81 away from residential neighborhoods!!!!	PublicCoordinate	Concern	Brooklyn Park
5/19/2022	Why divert here? It seems so obvious that a stop should be placed further down near the 169/81 cross over. There's a unutilized section of real estate that could serve as a ride and go parking, plus there is a fleet farm, walmart, and just north of that is small business walking district of Osseo which people could visit. The current diversion though seems like an wheel and deal with Target who has already planned on abandoning that area, so it's already a loss. The only service this current diversion might provide is some traffic to the college, otherwise it's a dead end at the moment.	PublicCoordinate	Concern	Brooklyn Park
5/19/2022	Why so many acres of surface parking lot? An efficient LRT station should alleviate the need, allowing more space for affordable housing, also near the station. Or, maybe even provide high-quality recreational space for the high school students to get exercise.	PublicCoordinate	Opportunity	Minneapolis
5/19/2022	Second, there is also an opportunity here to reuse the space for a walkable pedestrian plaza with businesses and community amenities.	PublicCoordinate	Opportunity	Minneapolis
5/20/2022	There are a few things getting lost in the mix here: 1. This stop doesn't only serve Lyn Park. There are hundreds of Heritage Park mixed-income homeowners and renters, including low-income subsidized renters, who will be served by this stop. Lyn Park and homeowners shouldn't be deciding to move this stop when there are many more Heritage Park residents who want and need it. Renters should be considered just as much, if not more, than homeowners since over 50% of homes in Minneapolis are rentals. 2. Running the route along Washington will further enrich North Loop and luxury apartment developers at the expense of transit service and development opportunities for North Minneapolis and the Plymouth corridor. 3. This stop will really prime the Plymouth corridor for equitable redevelopment since there are already community-driven orgs, e.g. V3 Sports and Renewable Energy Partners and others, along the corridor. Since there is also a fair amount of government-controlled land, this will ensure that if the land is	PublicCoordinate	Opportunity	Minneapolis
5/20/2022	development for housing that it can include multifamily please we are against putting this light rail in our backyard, we do not approve of this it will be too noisy, there's not enough room on this Lyndale to be adding a train there, the 4 lanes already been reduced to two lanes only. is there a petition we can sign to have this light rail not come through lyndale!!!!!!!!!!!!	Online Survey/Form		Minneapolis
5/20/2022	Yes I agree to the extension of the blue line going to Brooklyn Park it would help out so much	Online Survey/Form	blank	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
5/20/2022	This is not needed in Brooklyn Park. A huge waste of taxpayer dollars. There is plenty of public transportation available. Current light rail lines are incredibly underutilized. Crime and drug use on the trains and in the stations is at an all time high. Unelected people without real jobs telling people what is best for them. Listen to the community. We do not want this here.	Online Survey/Form	Funding	Brooklyn Park
5/20/2022	As a long-time Brooklyn Park resident, I was 100% behind the blue-line years ago and participated on many LRT committees. However, times have changed and I see no advantage to the end station at Oak Grove Park - a residential area. This line was supposed to bring people from the suburbs to the city for work, but times have changed - people are not returning to the city for work. IN addition, the new route will be going through an area known for crime - there is no way I would ride the light rail. As a resident near the last station - I have HUGE concerns over the need to bring people from the city to the suburbs for "jobs" - there are no jobs located in this residential area. I am extremely concerned for my family's safety and well-being. Keep the light rail in the city to transport people to "jobs". I will not support the LRT in any way. The light rail should have connected people to North Hennepin, etc. there is no reason to bring this to Oak Grove. Target employees are not even coming back to the building. Please go back to the drawing board and find a solution - the need/want just no longer seems to be	Online Survey/Form	Safety	Brooklyn Park
5/20/2022	This project is essential for BP's infrastructure and connection to the downtowns. It is an opportunity to improve public transportation and will be utilized frequently. It will also raise property values. Cannot wait for it to be built. Anyone who is against it is a NIMBY and should just move to Maple Grove.	Online Survey/Form	LRT route	Brooklyn Park
5/20/2022	As someone who lives off Brooklyn Boulevard and Zane I think it's awful that the Blue Line is being forced into my neighborhood. The areas they are connecting are already destabilized enough without adding fuel to the fire. There have been so many reports of shots fired I can't even keep track. It's become a daily thing. There are at least 4 memorials that I can walk to within blocks of my place from people who've died from gun violence since 2018. Garbage is literally strewn everywhere by the outlet mall where I live. Linking Brooklyn Park with North Minneapolis will only exacerbate the problems. The people who think this is all being blown out of proportion and exaggerated have their collective heads willfully in the sand. Just like the politicians who ram this nonsense through without a vote, they have the privilege of not living in the areas where everything is going down. Please reconsider making our neighborhood worse than our already is.	Online Survey/Form	Safety	Brooklyn Park
5/20/2022	Why have a station at 93rd there is no public parking even available and no buses. You didn't buy the land when it was a field. So are you buying businesses that spent millions to build? Also no room for buses to go on 93rd as it is Maple Grove's idea of alternate when they race through because on 610 is stop and go because you didn't build it big enough in the first place.	Online Survey/Form	blank	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
5/20/2022	I, like MANY other citizens in Brooklyn Park, am opposed to the route coming right through the heart of our city. It will run within feet of 3 churches, our only shopping area, a kids skating rink, a library which should provide a quiet setting and into the very heart of established neighborhoods. Our voices, from the beginning, have been shut out. After expressing our views in opposition to the plan at City Council and town hall meetings, officials have said they welcomed community input. But then they proceeded to push forward anyway, despite the many voices in opposition. This is a foolish waste of taxpayer money and will bring added issues into a community already struggling with crime.	Online Survey/Form	LRT route	Brooklyn Park
5/20/2022	Personally I think more buses are a cheaper and better option. We also need to look at bus coverage on the east side of Brooklyn Park - can only go downtown mon-Fri and can't go west from points east of 252. I just think that this is something that most of us don't want.	Online Survey/Form	blank	Brooklyn Park
5/20/2022	I do not agree. Although I understand the need for it and the benefits, I feel the cons far outweigh the pros. It has been proven without a doubt that Metro Transit Police cannot properly patrol and address the crime that runs rampant on the LTR and its stations. This crime and those who commit it will only trickle down into our community. Brooklyn Park and Brooklyn Center already struggle with crime and this will just compound it. City police departments are not staffed to handle this probable increase in crime/calls for service associated with this proposed route. If this route is approved, I will sell my home and move out of Brooklyn Park--another taxpayer gone.	Online Survey/Form	Safety	Brooklyn Park
5/20/2022	I do agree with the route recommendation. I am a Brooklyn Park resident and would enjoy light rail access to North Memorial Hospital (for medical appointments) and Target Field (for Twins games and nearby restaurants). I see the value to others in connecting people to jobs.	Online Survey/Form	LRT route	Brooklyn Park
5/20/2022	The absolute WORST idea to ever to come to Brooklyn Park. This will only lead to increased crime just as we have seen at places like MOA since light rail was brought there. There is no accountability for people to buy a ticket to get on the light rail, which is basically providing free rides at a huge cost to the MN tax payer.	Online Survey/Form	Safety	Brooklyn Park
5/20/2022	This is a boondoggle plain and simple. No more tax dollars should go toward this insanity.	Online Survey/Form	Funding	
5/20/2022	The line is totally unneeded. Ridership on existing lines does not cover operation costs even after many years of operation. The cost overruns that plague the SW line will also affect this project.	Online Survey/Form	Funding	

Date	Comment	Forum	Type/Reply to	City
5/20/2022	I disagree with the current route recommendation and believe it is flawed for several reasons: -The ridership study was conducted years ago, is outdated, and does not reflect current (or expected) transit use or demographics, including commutes to the northern Target campus or downtown Minneapolis, both of which are fundamentally altered due to flexible and remote work options at Target and virtually all downtown employers. -The route will divide and displace neighborhoods, an unacceptable issue that will further divide communities, and adversely impact black communities in the Twin Cities, which has happened far too often in the region -The route will have to travel too slowly to be efficient; an inefficient transit system is an ineffective transit system that will not be used -The goals of the Blue Line Extension can be more effectively, efficiently and flexibly accomplished using BRT -BRT and express bus service can be implemented at a fraction of the cost and a fraction of the time in which the Blue Line Extension could be built. -The Met Council needs to stop the process and take a holistic look at transit particularly	Online Survey/Form	Transit information	
5/20/2022	I don't agree that the blue line extension should be light rail. The transit way should be express bus service. Remote working has drastically changed transit. Ridership levels can't justify the cost of light rail. Residents can accept express busses more easily than rail right of way. Express bus routes can be changed to adapt to future needs. Rail is fixed in place. Express bus service is by far the better option	Online Survey/Form	blank	
5/20/2022	I do NOT want the blue line. It will cause even more traffic congestion near my home and it will destroy lots of homes and businesses.	Online Survey/Form	Traffic impacts	
5/20/2022	I currently do not agree with the route recommendation. We are already having multiple safety issues with crime and weapons on a daily basis. I feel that giving an opportunity for more ways to access our city will only bring in more unsafe situations for us as residents and our families.	Online Survey/Form	Safety	
5/20/2022	Are you buying out home owners who don't want the noise of noise mitigation, Many people with health issues including mental health should have the option as noise and traffic sounds will decrease home values.	Online Survey/Form	Noise impacts	
5/20/2022	I do not agree with the route recommendation. Not enough traffic to make it worth it. Plus, it will destroy homes and bring crime.	Online Survey/Form	Safety	
5/20/2022	The Blue Line Light Rail is not the answer. Save the taxpayers money. Utilize bus or small electric buses. This will help we're service is needed now and in future, as we know it will change. Putting on a rail, not much for any option for let's say 5-10 years down and service is really needed in another portion of a city.	Online Survey/Form	blank	
5/20/2022	I want the blue line extension to get back on with constructing the line during the warmer weather.	Online Survey/Form	blank	
5/20/2022	What are you going to do with all the crime on the trains?? Transit PD is understaffed and can't even clean up the current lines. Hold off until have staffing in place, or your just draining the police services from the other cities. Not for it, look at Lake street, and Franklin.... Not safe.	Online Survey/Form	Safety	



Date	Comment	Forum	Type/Reply to	City
5/20/2022	I was excited to find out a light rail station could be opening up close to where I live. Would be even greater if it extended down Winnetka!	PublicCoordinate	Visualizations	Brooklyn Park
5/20/2022	Since you didn't buy land when 93rd had fields, how many millions do you plan on paying to businesses to pay for the millions they spent building there? Maple Grove and others already use 93rd as their shortcut /time saver when 610 is backed up. The state didn't put in enough lanes when it was built. Just have station and parking ramp at Oak Grove and 85th. 93rd is already the go to alternate by media for 610. Also when 252 gets changed to a freeway 93rd will again have more traffic and Hennepin County refuses to get 93rd safe for bikes and pedestrians-too busy spending on Minneapolis and waiting for this project promised what 15-20 years ago.	PublicCoordinate	Concern	Brooklyn Park
5/20/2022	The unintended consequences of light rail will be giving access to criminals to travel back and forth to Minneapolis and to the suburbs. The metro also has issues with their light rail system with the homeless living on the trains and using them as bathrooms. A better use of tax payers money would be to have more affordable housing since the housing market has priced many people out of buying homes and there is currently a housing shortage.	PublicCoordinate	Concern	Brooklyn Park
5/20/2022	Agreed, let this pipe dream go. It serves criminals and drug users and housing for homeless. Affordable housing would be a much better use of the funds. Let Murderapolis keep it's crime where it's at.	PublicCoordinate	Concern	Brooklyn Park
5/20/2022	Washington Ave is a much better option, it is a wider road that would join East and West of highway94 in a way that's not currently offered.	PublicCoordinate	Opportunity	Minneapolis
5/20/2022	Better for who? Many more lower-income riders west of the freeway	PublicCoordinate	Opportunity	Minneapolis
5/20/2022	That previous comment should say 250 homes/residences would be negatively impacted by this plan. If we were counting the number of people who would be impacted in the Lyn-Park Neighborhood then you would have to at least double that number... so 500+ people having OUR community and Peace of mind totally disrupted by horns, bells clanging and platform announcements every 10 mins all day and night 7 days a week! The entire community engagement strategy has been an epic failure. There is a historical middle class - predominately black neighborhood here that is set in a safe quite area. This will not meet the needs of the community, we are happy with the buses. This feels like a repeat of Rondo. Trees will be torn down, safety for emergency vehicles impacted. There has been no community engagement. A decision to move forward was made at the height of COVID with little to no opportunity to learn the pros/cons of this project.	PublicCoordinate	Concern	Minneapolis
5/20/2022	Consider north-south line pairing from Plymouth to Lowry on Fremont and Emerson.	PublicCoordinate	Opportunity	Minneapolis
5/20/2022	Definitely need a station here, especially with C Line BRT transfer opportunities connecting north through Camden to Brooklyn Center.	PublicCoordinate	Desired Station Location	Minneapolis
5/20/2022	A station here would serve Hy-Vee, Lakeview Terrace Park as well as the new apartments in this area	PublicCoordinate	Desired Station Location	Robbinsdale
5/21/2022	General support for the present routing - this would greatly improve mobility in N Minneapolis and the NW metro area, and provide connections to places presently un- or under-served by transit.	Online Survey/Form		Minneapolis



Date	Comment	Forum	Type/Reply to	City
5/21/2022	It will not be used that much More crime. Waste of tax payer money. Someone is lining their pockets to push this through Bus stop at Tessman Parkway and 85 th hardly used Wear Broadway and 85th now has way to much traffic and then you want to put a train stop there. Use our tax money more wisely	Online Survey/Form	Funding	Brooklyn Park
5/21/2022	No, I do not agree with the route modification. Broadway and Bottineau are already congested and the extension will exacerbate that situation. The area would be better served with bus service, which can be adjusted as commuting patterns evolve.	Online Survey/Form	Traffic impacts	Robbinsdale
5/21/2022	If the Met Council is going to run the Blue Line down a major road such as 81 or W Broadway downtown, I would much prefer that the rail was elevated off of street level or buried like in other major cities (like Chicago/Atlanta) so it doesn't create congestion on the street due to narrow lanes, complicated & confusing intersections (sometimes dangerous). That said, my preference is to run it down the existing BNSF rail corridor as originally planned. Get it together!	Online Survey/Form	LRT design	Robbinsdale
5/21/2022	I have always been excited about the extension of the Blue Line and want to see this become a reality. Thank you for your perseverance despite the loud opposition.	Online Survey/Form	blank	
5/21/2022	no more light rail, the cost benefits is out of line	Online Survey/Form	Funding	
5/21/2022	I do not agree with ANY Blue Line Project. I am greatly disturbed by the thousands upon thousands already squandered. I believe the Line will never be close to breaking even! What a waste of taxpayers' money. Who do you think will choose to ride? Nobody I know!	Online Survey/Form	Funding	
5/21/2022	I do not agree with moving forward on this now. Is it even needed anymore with the changes in work environments in this COVID world? The impact on the small town Or Robbinsdale will be horrendous, not to mention an eye sore down 81. I will move before this happens	Online Survey/Form	blank	Robbinsdale
5/21/2022	I do not agree with any light rail extension. Until more public transportation is used consistently and to maximum capacity, this is just wasted dollars. And I am worried about additional needs for policing when it seems it's difficult already to police what is already in existence. This money could be better spent on social programs.	Online Survey/Form	Funding	
5/21/2022	Light rail continues to be an expensive and dangerous option for travel in the Twin Cities. Personal Rail Transit (PRT) seems like a much better and cheaper option. Designed in Twin Cities, you ride in small cars holding 1-4 people. Don't have to worry about crime, above traffic so it doesn't interfere with vehicles, construction is fast and much cheaper. <a href="https://en.wikipedia.org/wiki/Personal_rapid_transit">https://en.wikipedia.org/wiki/Personal_rapid_transit</a>	PublicCoordinate	Concern	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
5/22/2022	We all know the Blue LRT is moving forward. From the beginning, I've NEVER been a supporter of this line. MNDOT, the City, and other regulatory agencies are downplaying the safety, sanitation, and profitability issues of the Blue Line. All we have to do is look at the Green Line. I recall an article that the revenue from the Green Line was way below projections. Furthermore, homelessness and violent crimes were common occurrences. I anticipate the same results on the Blue Line. How many key decision-makers live in Brooklyn Park? If they did I'm confident they would be opposed to the Blue Line. It's easy to make decisions in an area where decision-makers don't live. I'll change my mind if MNDOT can fix what's happening on the Green Line. Otherwise, this is just an attempt to add another revenue generator without taking into consideration the impact it has on the residents.	Online Survey/Form	Safety	Brooklyn Park
5/22/2022	Waste of Money!!!! Brooklyn Park does need anymore crime than they have.	Online Survey/Form	Funding	Brooklyn Park
5/22/2022	I am agreed with the route recommendation. I think it is very good for the surrounding residents and businesses.	Online Survey/Form	blank	
5/22/2022	Do you truly want the tax payers opinion? You know as well as I do that you don't care what the public says. Since you are not elected there is no way for taxpayers to hold you accountable. What is the latest on the audit of the Green Line extension audit? Every single light rail project has run over cost and behind schedule. Ridership is down but you insist on wasting more taxpayers money. This is a form of taxation without representation!	Online Survey/Form	funding	
5/22/2022	This route will hopefully begin to limit some of the pollution from numerous vehicles driving on Lyndale by our homes. Also, with less traffic, it might be quieter and safer for foot traffic.	PublicCoordinate	Opportunity	Minneapolis
5/23/2022	Neighborhood access will be disrupted, causing current easy routes in and out of North Minneapolis to be less efficient and more difficult to access. The light rail on Lyndale would also cut off entrance and exit points at the 14th and 18th streets, proving it difficult for homeowners to enter their complex. Parking will also become difficult because there is no park and ride available for people to park their cars while they hitch a ride to work or to the airport. As a result, our driveways and streets will become their parking lot and who knows how long they will be there for. It's free to park in the neighborhood so expect random cars to park in front of your house. It may even come to a point as one woman shared during her impact statement at the Lyn-Park meeting that the homeowners needed to purchase parking permits in order to park in front of their house. For each party they hosted, they had to purchase a permit for every single one of their guests to park on their street. If they were having work done on their house, they had to purchase a parking permit for their maintenance to park in front of their house. How	PublicCoordinate	Visualizations	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/23/2022	<p>Plymouth and Lyndale for the light rail and as a station is a BAD IDEA. Please let me entertain you the idea of Washington and Lowry. I often access this street for gas, restaurants, local coffee shops and so much more. I really do love this area and believe this would be a great location for the Blue line extension lightrail. It gives North Minneapolis access to the thriving North Loop and it would boost the economy of these more mature businesses. These retailers and restaurants have loyal customers and many of them live in and out of the city. Bringing the lightrail down Lowry and Washington would allow people who don't have access to cars to explore the downtown area or provide a safer transportation route home as there are 100s of bars and restaurants on this strip without having to worry about driving under the influence. Secondly, the Minneapolis Housing Authority is on this strip. What better way to improve our rising homeless population by giving them better access for help and care?</p>	PublicCoordinate	Concern	Minneapolis
5/23/2022	<p>North Minneapolis is full of thriving culture. I see it at Cub Foods. I see it at its places of worship, its restaurants and retailers. I see it at the V3 Center that will hopefully be constructed one day. I see a lot of hope and good will in this community. I know that you can see it to. All of these are huge attractions for bringing the Blue line extension down Lyndale. However, it will be at the expense of the neighborhood. I believe that my neighbors deserve to thrive in their homes and in their businesses, their places of worship - however if the lightrail comes this way, the 4-5 years of construction will crush them. Do you not recall University Ave? 100s of businesses closed and suffered from the seemingly never-ending construction. Local businesses here are small, family owned and cannot withstand such devastation. They won't be able to survive. Please don't do this to our rich historical neighborhood that we have worked so hard to make our own. Here is an article of one store that is sadly now closed (Bonnie's Café)</p>	PublicCoordinate	Engineering Drawings	Minneapolis
5/23/2022	<p><a href="https://www.mprnews.org/story/2011/05/13/central-">https://www.mprnews.org/story/2011/05/13/central-</a> The current proposal takes away private property from home owners and complexes on both sides of Lyndale. North Minneapolis is a predominantly black middle class neighborhood where people have proudly grown their roots into the soil and it is rich in its history. We're proud to be a part of this neighborhood and we also proudly purchased these homes with our hard earned sweat and tears. To have some of our land taken from us without any compensation is an insult to our livelihood.</p>	PublicCoordinate	Concern	Minneapolis
5/23/2022	<p>The lightrail on Broadway will be a great way to bring in more people to the businesses, and it will allow those in the neighborhood who don't have a car another accessible option to get around. Getting rid of the street parking is a good and safe option - many times I've had to swerve around cars improperly parked, or people trying to get out of their cars. If we have the lightrail, that will decrease the need for street parking. There is also plenty of street parking on the side streets if needed.</p>	PublicCoordinate	Visualizations	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/23/2022	What about the existing businesses on Washington? The current businesses on Washington are more mature and will be less effected by the light rail and here's why. A majority of the businesses past the North Loop are gas stations, self storages, garages, cabinet and interior services and a few office buildings. It is not residential and yet for those on the Lyn-Park and North Minneapolis side, it is a 5 min walk to cross over I94 and to reach Washington Ave. This is very doable and with a street that is much larger and can accommodate 2 trains and traffic in both directions it also will have the space to have sidewalks. It may even connect to the new Metro Transit Bus Garage Project! That would be incredible. Those in North Minneapolis would still have excellent access to the Blue Line Extension without the disruption of their homes, parks and small businesses. I plead with you to listen to our concerns and to put yourself in our shoes. Would you want a light rail in your backyard?	PublicCoordinate	Concern	Minneapolis
5/23/2022	Blue line will be an essential transportation option for Crystal. I can't wait to see it happen. The sooner the better!	Online Survey/Form	blank	Crystal
5/23/2022	I agree with the new route because it keeps the train noise further away from residential homes (except for the condos). I would like to see a stronger effort to IMPROVE crossing the railroad tracks, otherwise it will divide the cities further. There are great parkways, lakes, and parks on the East end of Robbinsdale and those on the West end should have easy access to those. Meanwhile downtown Robbinsdale is a great destination for food and drink, and those on the East end deserve a safe walking and biking option to get there. Crossing 4 lane roads are stressful enough, don't make it worse.	Online Survey/Form	LRT design	Robbinsdale
5/23/2022	no. businesses will suffer during construction process. Where will all the heavy machinery go during the process? Fearful Robbinsdale will not regain the momentum it is on currently. I would like to have a BRT option and scrap LRT! Only way to improve would be over pass or tune but again too much disruption during construction	Online Survey/Form	blank	Robbinsdale
5/23/2022	No, I am NOT supportive of this present plan for the Blue Line. Why? Not down highway 81!!! Now that we are aware that downtown Mpls is not as busy with workers actually working there, how about some Electric Buses. Then, we don't need to disrupt highway 81. I can't believe this is the actual idea. You planners are dilutional. Lets get back on budget, be respectful of the Robbinsdale residents and THINK of something nice instead of disruptive. Shame on you.	Online Survey/Form	LRT Route	Robbinsdale
5/23/2022	I do not agree with the route of using 81 is the right choice as it will severely impact the traffic and roads around it. With the hospital being right there and 81 being the most direct route for emergency vehicles we already have some issues with heavy traffic waiting for lights to go back into rotation. Add into that the traffic of employees going to and from the hospital during shift changes and that increases the traffic impact severely.	Online Survey/Form	Traffic impacts	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
5/23/2022	I agree with the route recommendation as a Robbinsdale resident five minutes within the proposed North Memorial station. I'm still not sure I have seen any plans yet for an at grade or elevated station at North Memorial in the proposed route recommendation and am concerned about potential costs versus use of an above ground station there. I also have not heard anything about how the bridge rebuild of West Broadway/Cty Rd 81 takes into account this new route modification. Are there going to have to be changes to a bridge currently being reconstructed right now? I'm also wondering about the station in downtown Robbinsdale and how pedestrian traffic will be connected from both sides of Robbinsdale. I think alot of station design needs to go into this station to help people access all of the commercial areas on both sides of the station. I think there is so much potential at the Bass Lake station for residential and commercial density infill projects, but please keep anti-gentrification efforts strong here so that local small businesses aren't replaced. I know that this is more of a Crystal zoning	Online Survey/Form	Station design	Robbinsdale
5/23/2022	I think we need to focus on improving the cleanliness and safety of the light rail before extending it. Not in favor of extending.	Online Survey/Form	safety	
5/23/2022	This is an incredible waste of tax dollars that needs to stop now!!!!	Online Survey/Form	Funding	
5/23/2022	Would love to see protected bike lines on either 21st or Broadway. I often use my bike, but end up biking on the sidewalk to avoid reckless cars or going out of my way to avoid Broadway, making a longer commute.	PublicCoordinate	Opportunity	Minneapolis
5/23/2022	I'd love to see 21st or Broadway turn into a road for the light rail, bikes and pedestrians only. This way, they are protected from cars and it will encourage more green transportation. And then those who still choose cars will have less in the way to complain about. Prioritizing green transportation is so vital if we are to prevent severe climate change and keep our communities safe.	PublicCoordinate	Opportunity	Minneapolis
5/23/2022	This proposed station and light rail is a terrible idea/location. This brings up the concern of safety and privacy in general of the stations. The Plymouth and Lyndale intersection is prime real estate for car accidents. I personally face that street and typically I will witness car accidents occur 3-4 times a week. It's very unsafe as traffic rules are not often followed. People often get T-boned, use turn lanes illegally to go straight, often leading to hit and runs or totaled cars in the intersection. Last week, one car even hit a tree into the green space where the station is proposed to be. If you put the light rail there, you will see more car accidents because people will not be patient with the light rail and WILL endanger themselves and others at the proposed stop. I do fear for the light rail station if put there as cars have driven up onto the sidewalk and have crashed over the fences. To what length will you jeopardize the safety of light rail goers for the sake of meeting "project principles and goals" (taken from the Lyn-Park Met council meeting nowernoint).	PublicCoordinate	Engineering Drawings	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/23/2022	This lightrail will decrease property value and here's why. Not only will we have less land, as the city will take land from each side of the street minimizing your land ownership, but trash and littering will heighten with the addition of the blue line extension not only on the light rail but INTO the surrounding neighborhood. At the meeting there were countless testimonies of people who had lightrails put into their frontyard and backyard and they would wake up to empty wallets, trash, unhygienic materials scattered throughout their yards. There were even people walking around their neighborhood, peering in windows and trespassing private property. No one wants litter and crime in their backyard and no one wants to feel unsafe in their own home.	PublicCoordinate	Concern	Minneapolis
5/23/2022	To me, this station location is a big mistake. Not only because of the safety aspect, but also logistically. This street is too small to accommodate two light rail trains, traffic from both sides, a bike lane and a sidewalk. That is a tall order for a small neighborhood street. This is the main entrance into North Minneapolis for the 4th precinct that serves this district. Fire trucks and EMS access Lyndale multiple times a day. I know this because I often hear them multiple times a day. This street can barely accommodate its current traffic and to add in a light rail?? It is not wise and prudent to do so.	PublicCoordinate	Concern	Minneapolis
5/23/2022	I don't like this option, unless we can somehow guarantee that it won't be like the Lake Street/Midtown Station. I find that one very difficult to get out of - the elevator is slow and people tend to block the stairwells.	PublicCoordinate	Visualizations	Minneapolis
5/23/2022	When I attended the Lyn-Park Neighborhood Meeting the reasons given for why the West Broadway route was chosen was because it would greatly improve access to regional destinations like Minneapolis Public Schools, the V3 Sports Center, and "1700+ residents, 1,800+ jobs, 50+ destinations of restaurants, places of worship, healthcare". While I am in full support of improving North Minneapolis and access to these great places I believe putting the light rail on the West Broadway route is not the way to boost the welfare and livelihood for those in it. When you place the light rail down Lyndale Ave, you will completely disrupt the neighborhood and the homeowners, renters, and residents within it. Everyone wants to live by public transportation, but no one wants it in their backyard, figuratively and literally. I face that street and often wake up to the blaring noises of the firetrucks and EMS speeding down Lyndale, as that is their main entrance into North Minneapolis. If the light rail comes down Lyndale, there will be two trains literally going back and forth every ten minutes, disrupting the	PublicCoordinate	Concern	Minneapolis
5/24/2022	I absolutely agree with this neighbors comments! I vehemently opposed to the Light Rail running on Lyndale Av - the extension of this Blue Line Light Rail negatively impacts the character/flavor of this, FIRST of its kind, uniquely suburbanized community created within an urban environment. The only acceptable route to minimize deplorable infrastructure & safety impacts to the 250+ residences is using the wide corridor of Washington Av instead of Lyndale Av!	PublicCoordinate	Concern	Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/24/2022	I am glad that you choose the West Broadway route over Lowry. This route hits right in the middle of the North Minneapolis neighborhood and will connect to a ton of retail and homes in that area. To me, it will be a remarkable benefit to that area especially considering this area's demographic. I do hope for one improvement even if I know that it has been shot down numerous times. The current plan has light rail at grade for the entire route which makes getting through this area rather tight. Worst part about this is the conflicts of razing property to make room for transit which people in the area have been upset about. Transit is very important and if there isn't any other way than this then it has to be done, but I do want a grade separated option kept on the table (preferably underground). While this is very expensive to do and there have been cost increases for the Green Line extension currently. In my mind, this can be a win-win for both sides since for the people: the property impacts are lessened to a significant amount, and for light rail being underground can remove some	Online Survey/Form	LRT design	Minneapolis
5/24/2022	Please don't give too much attention to the negative comments. The people with an ax to grind about an issue are always the loudest. I am really looking forward to the Blue Line coming through Robbinsdale and most of the people that I know in the area are too and I would really like to see it happen. It will really improve our access to the citywide public transportation system and I'm sure that we will use it much more if the Blue Line extension is completed. Your team is doing a great job. Thank you!	Online Survey/Form	LRT route	Robbinsdale
5/24/2022	I think it goes out too far to be useful. Will cost millions of dollars only to be abused, mistreated, and riddled with crime.	Online Survey/Form	LRT Route	
5/25/2022	Please build it as soon as possible! I live in zip 55428	Online Survey/Form	blank	Brooklyn Park
5/25/2022	This is the 2nd Robbinsdale community meeting I've attended so far, and want to build off of my original feedback & comments provided. The current report is highly focused on the North MPLS segment of the route. It makes me think that this project is more of a MPLS focused project for numerous reasons, and Robbinsdale may only be a byproduct of the project.. and not receive the same level of attention, planning, and evaluation. I support the project ONLY if it meets what i feel is best in my community (Robbinsdale). I hear planners continuously say that this is a 100 year project. If that is the case then doing it cheaply through Robbinsdale wont work, and wont get my support. I strongly believe the Robbinsdale station needs to be at 41st... not 40th.. and should ideally be a split platform. Also at a minimum i feel the tracks should be elevated starting before 40th and after 42nd to relieve any street level impact through downtown Robbinsdale area. Keeping the train riders in the train area will avoid loitering around the area in general.. and promote long term walkability & reduce	Online Survey/Form	Development opportunities	Robbinsdale
5/25/2022	I do not agree. I think this is a terrible idea. Ridership is low and Target Corp is doing a hybrid work day, so there is no need to waste taxpayers' money on this. Additionally, this will only contribute to the huge problem with crime that is spreading throughout the metro area. Please scrap this project.	Online Survey/Form	blank	Robbinsdale
5/25/2022	I do agree with the route recommendation as it takes the service through the heart of the community. The long construction period, however, will be disruptive as with the University Ave construction some years ago.	Online Survey/Form	LRT Route	



Date	Comment	Forum	Type/Reply to	City
5/25/2022	We fill that it is not a wise decision to build the Metro Blue line extension. It would be a huge waste of money. We would never ride the blue line through North Mpls. I am sure most people would not use it. Not many people are working downtown any more. We don't need another line that is not going to be used. It would never be able to pay for itself. What a huge waste of tax payers money.	Online Survey/Form	LRT Route	Minneapolis
5/25/2022	1) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will not be required to pay 2) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will not be required to obey riding rules and state laws 3) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will be allowed to rob, murder, rape, and harass those who aren't like them ... like they are allowed to do on the Green Line 4) - I oppose the project because the cities / state haven't got the competent officials to curb crime, but they have the time to spend tax payer money to create crime, then campaign against it at election time 5) - I oppose the project because the Met Council isn't interested in the environment ... because the environment includes the land that Transit stations sit on and essentially everywhere a human being goes ... they ignore the environment wh3n figuring in spending tax naver money and the current Blue line Green line and	Online Survey/Form	Safety	
5/25/2022	Absolutely not will cause traffic problems accidents thy don't get used enough how do thy get to the rail we have a good bus service and with more people working from home its the dumbest thing I heard	Online Survey/Form	Traffic impacts	
5/25/2022	Do you agree with the route recommendation, why or why not? NO, despite your staff who are in denial these rails spread crime. They are a city eyesore. What else do you want decision makers to know? Why isn't this being put to a vote in the communities of the people where this is going to be running through their neighborhoods? How can the route continue to be improved through the next phase of the project? Giving up on it entirely and finding a new use for your time.	Online Survey/Form	Safety	
5/25/2022	Hello, I hope before you spend the money to extend the blue line, you do something to address safety. When we bought our house in Mpls 8 yrs ago, we chose it party because of its proximity to a blue line stop, and used it frequently. I no longer ride it because of safety issues. Three times I had incidents where I was fearful for my safety (another rider running his hand up my legs, following me when I moved to a new seat, drug deal happening while waiting for the train, etc). It baffles me that you are able to ride without paying. Countless times when I used to ride, someone would come to check our tickets. Often there was someone who had not paid. I never once saw them ticketed and often they were able to continue riding the train.	Online Survey/Form	Safety	Minneapolis
5/25/2022	Total waste of public funding. Look at the cost overruns on the existing project. The light rail is a hub for criminals to attack people and virtually nobody will ride it. Another example of liberal government waste.	Online Survey/Form	Funding	
5/25/2022	This route can easily be served by a bus. Ridership for rail is not there. You are hearing only from a very few loud individuals that want this project.	Online Survey/Form	Development opportunities	
5/25/2022	Scratch the Blue Line project	Online Survey/Form	blank	

Date	Comment	Forum	Type/Reply to	City
5/25/2022	This route serves no one. It is an impediment to real traffic. If you must waste taxpayer dollars building it at least make it elevated or underground. One only needs to look to Hiawatha or University to see how bad it makes the neighborhoods it runs through. We don't want our area to be like those areas.	Online Survey/Form	Development opportunities	
5/25/2022	Cancel this expensive project. Light rail, except in high density areas, cannot be justified on a cost vs benefit basis. The SW line is an example of something that will never be self sustaining. And building a light rail line through some of the most affluent communities in the TC makes no sense. These people are forever wed to their BMWs and Lexi. Do you really think those are the types of people that will be riding the thing? Don't be crazy. Be fiscally responsible (I know, I know, trying to tell a politician to stop spending money is like....) and rethink or stop this debacle. Buses work. If you want to spend money, put coffee and donut machines on the buses.	Online Survey/Form	Funding	
5/25/2022	The pandemic has changed everything we knew about mass transit and commuting. Remote work and learning will be the future for many jobs, we do not need to spend billions of taxpayer dollars on a train that cannot support itself. The Met Council has also proven recently it cannot handle a project like this. Scrap it before we waste future generations money. BRT makes much more sense, cheaper, easier to deploy/modify, and plenty of green options for busses.	Online Survey/Form	Funding	
5/25/2022	I do not agree with the route. As a student from the University of Minnesota, I have seen first-hand what putting a light rail through a community will do: bring crime and people who do not belong in the area. With Robbinsdale's historic businesses and family-owned restaurants, there is a unique culture that should not be disrupted by a light rail. Considering the few amount of people actually going into the office downtown, I do not feel that a light rail would actually do anything beneficial for our community or be fully utilized by the people it is intended for. Due to the lack of regulation and security on train platforms, I have seen far too many use the light rail as a home or a loitering space and create a hostile environment that does not need to be brought into Robbinsdale. I think that this phase of the project should be eliminated and the money be better spent elsewhere.	Online Survey/Form	blank	Robbinsdale
5/25/2022	Only worry is the increase in homeless people on the Northside and the safety risk involved. This community has seen an increase in crime and violence and drugs and homeless activity.	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/26/2022	Brooklyn Park, and other cities on the proposed LRT route, NEVER got a chance to vote on whether we wanted this project. WE DON'T! This project is nothing but a perk for politicians, the Met Council and Target and vastly misuses tax funds. We will not use LRT. LRT is too expensive. The main reason we do not want LRT in Brooklyn Park is the crime LRT brings, along with large apartment complexes that draw crime. We would rather have a bus system. We want to keep our community of single-family housing. The Met Council is a disaster at pushing high cost projects on local communities. Do you see Maple Grove or other better communities getting crime-ridden projects like LRT and big apartment complexes? Again, get rid of this expensive, crime ridden project of light rail. We already do not feel safe in Mpls. or Brooklyn Park. The crime in Mpls. always spills over into neighboring suburbs like Brooklyn Park. WE WILL NOT USE LRT EVER AND DO NOT WANT IT! What are the ridership statistics for the existing LRT route(s) and cost per person? I'm sure we are losing millions due to non-ridership like with the train route	Online Survey/Form		Brooklyn Park
5/26/2022	I'd be happy if this whole plan was scrapped. We could instead have a top rate bus line. We don't need to waste these millions of dollars and bring in more crime at train stations and destroy the city of Robbinsdale	Online Survey/Form		Robbinsdale
5/26/2022	Any extension to rapid transit is a good thing.	Online Survey/Form	LRT Route	
5/27/2022	I agree with the Broadway selection in Area 3 Minneapolis. I hope the 21st street option is discarded ultimately. This presents the best opportunity for development of WB. I have lived here nearly 40 years and am excited for this area development. The goals given are great - continue with these in your sight. Have you engaged with the Native American Community in this area? I do not see them listed anywhere. Please do so. Improve by converting "good" marks to "excellent".	Comment Form		Minneapolis
5/27/2022	I agree that the West Broadway choice made the most sense and serves the most members of our community as it will bring potential reinvestment into the West Broadway retail spaces and also be very near to much of the housing within our community.	Comment Form		Minneapolis
5/27/2022	Agreed! As a transit planner living in North Minneapolis, it is so important to make sure that new transitways go where the destinations are. The new Blue Line Extension alignment represents a major improvement over the previous option, which would have skipped North Minneapolis in order to serve suburban riders. For similar reasons, West Broadway is the right choice over Lowry: it serves the heart of North Minneapolis' business district and would provide enhanced service to a greater number of low-income, BIPOC, and transit-reliant folks.	Comment Form		Minneapolis
5/27/2022	I agree to use West Broadway, it is a wider roadway and it also really needs the funds to be revitalized, it still has not recovered full from closings from the tornado years ago. Also make sure to have as many stops as possible within North Minneapolis itself as we have the lowest car ownership and the highest need for mass transit in the metro area.	Comment Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/27/2022	<p>You're going to displace me and my community. I live right off West Broadway. Though, I may be a new resident, I'm still part of the community there. Sure, to you people we're seen as problems, nuisances, or what have you. What you don't understand, and never could, is that we're a community. A community which watches out for one another. Our people don't go hungry. We make sure bread is broken and needy hands are fed. We don't deal with and/or have problems of major theft. The people doing this know, you don't pull that withing our community. Yes, I've only been at my current residence for a year, but I've never lived anywhere else is my 40 plus years and felt more like home. A nuisance that gentrification can fix to ya'll, our community to us. Be prepared to hear my voice. I will become a thorn in the sides of anyone supporting this asinine proposition. I will hold out to the cold end. You will not break us. Adam Fagerness 2523 Sheridan Ave N Minneapolis, MN 55411 Property Owner (952) 353-0291</p>	Comment Form		Minneapolis
5/27/2022	<p>I disagree with the current proposal to route the blue line on Broadway. Parking and traffic lanes will be lost. Some Broadway cross streets will be closed. Installing a Fence to prevent Train track / Broadway street crossings will divide a community. Look at University Ave in Saint Paul. An alternative route that was not considered: Olsen Memorial Parkway West to Theodore Wirth Parkway North, and connecting back to the previously approved alignment.</p>	Comment Form		Minneapolis
5/27/2022	<p>I think the route should go down Washington. It wouldn't disturb the few single family homes in the area, had a wider street to begin with, and would not impede people from driving in and out of the lyn park neighborhood.</p>	Comment Form		Minneapolis
5/27/2022	<p>Dear Met Council and Hennepin County Board of Commissioners, I appeal to you, as people who believe in helping others improve their quality of life, to take into account my feedback as well as those of my fellow neighbors to consider the Washington/Lowry Route as a better option for the Blue line Extension. When I attended the Lyn-Park Neighborhood Meeting the reasons given for why the West Broadway route was chosen was because it would greatly improve access to regional destinations like Minneapolis Public Schools, the V3 Sports Center, and "1700+ residents, 1,800+ jobs, 50+ destinations of restaurants, places of worship, healthcare". While I am in full support of improving North Minneapolis and access to these great places I believe putting the light rail on the West Broadway route is not the way to boost the welfare and livelihood for those in it. When you place the light rail down Lyndale Ave, you will completely disrupt the neighborhood and the homeowners, renters, and residents within it. Everyone wants to live by public transportation but no one wants it</p>	Comment Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/27/2022	I am excited for a blue line extension but I am very concerned and against having the line go through Lyndale Ave. I think having the rail go through Washington is going to be significantly safer and logical. Below are my concerns with this light rail going through Lyndale. - The intersection between Lyndale and Plymouth has a lot of car accidents. Usually at LEAST twice a month. There was a three car accident in May. One hit and ran, the other two were totaled and of the two totaled cars, one hit a tree nearest to i-94. Another car crashed into a tree 9 months ago. This car crash occurred at the proposed lyndale station. If this intersection is already car accident prone, it will be even more dangerous putting a light rail there. I have lived on Lyndale (closest to this intersection), and I have never seen any car crashes on Washington. - The proposed street layout will only allow one lane for each direction. Emergency vehicles take Lyndale to go to the North community as it's the most direct route. This layout will not allow any space for vehicles to stop on the side. If a car breaks down on this one lane, this will block	Comment Form		Minneapolis
5/27/2022	I'm okay with the light rail coming through, but I disagree with part of the line being moved to 21st. This would open up 21st to more crime just like Broadway and we already have enough of our own. Let's keep it all on Broadway and that also will cut the lanes to 1 and maybe help control the crazy traffic. No one is obeying the laws around here and it might slow cars down a bit.	Comment Form		Minneapolis
5/27/2022	I strongly suggest the Blue Line extension not be placed along West Broadway Avenue through Minneapolis due to the lack of right of way to make our Mainstreet commercial corridor viable to all individuals. West Broadway is the most narrow road of any light rail line to date that would eliminate both vital, on street parking for businesses, and curtail automotive uses that rely on West Broadway for access to both retail and services provided along this route. Furthermore, based alone on how University Avenue light rail devastated business activity during and after construction, this project will destroy the only viable commercial corridor in North Minneapolis. If you travel down University Avenue today, you do not see any foot traffic lining the sidewalks; this project will kill the interactive dynamic of bringing people to the streets of our community to socialize, conduct business, and create bonds within our local residents by placing a huge concrete infrastructure that will bifurcate our streets and kill the free flow of movements from pedestrians on our corridor. There are other, less intrusive ways, to move	Comment Form		Minneapolis
5/27/2022	I don't agree with the route. While light rail on Broadway would serve a lot of people, it will kill many of the businesses there, like when the green line was constructed on University. It will also cause gentrification in the area. I think there should be bus rapid transit on Broadway instead. It is much cheaper to build and much less disruptive to the neighborhood. The C line is working well and having another line on Broadway would be great.	Comment Form		Minneapolis
5/27/2022	Please do not route the Blue Line Extension on Lyndale Ave, as this would create noise and traffic jams. Route it some place else. Why not Washington Ave Where there are no homes?	Comment Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/27/2022	I couldn't be more supportive of bring the light rail to W Broadway. Growing up, I think most Minnesotans (myself included) have been immersed in a system that equated "cars" with "freedom. Now, I don't think that could be further from the truth. Cars are expensive. Purchase price, repairs, gas, insurance. It's thousands of dollars every year that I can't put towards house repairs, debt repayments, or (god forbid) saving money for a rainy day. Every time I get in my car, I'm fixated on the road, doing my best to be a good driver while being cognizant of people who aren't driving with those standards. I worry about kids and whether we're giving them the safe streets they deserve to grow up on. I have to think about parking, whether it's going to be available, and how much it's going to cost. When I do drive my car to get around Minneapolis, I'm thinking about how choosing to drive means pushing homes and businesses further apart in order to accommodate my own personal 6x15' rolling metal box. Car-centric lifestyles are the antithesis of what "freedom" should look and feel like	Comment Form		Minneapolis
5/27/2022	No, I do not agree with the route recommendation because routing the train down Lyndale will negatively impact homeowners that have lived in the community for multiple decades. The noise, street closures, potential for increased crime in a community already suffering from unacceptable levels of violent crime, disruption to traffic to local public schools like Franklin Middle School and Hall Elementary, and the possibility of private property being used to make room for the train route on Lyndale creates an undue burden for homeowners. This is particularly unacceptable given that Metro has acknowledged that the majority of riders will not be from this community but from suburbs far from the city. We are being asked to be inconvenienced, endangered, and very likely lose home value to the benefit of those outside our community. In addition to all of this, the community will surely be inundated with drivers looking to park in our neighborhood to ride the train. I, along with many of my neighbors, strongly suggest the city reconsider routing this train down Washington Ave where the negative	Comment Form		Minneapolis
5/27/2022	I don't agree with the recommended route as Lyndale Ave is not wide enough to handle traffic. It is an access point to the north side from downtown and restricting flow will create unnecessary traffic. Also as a resident of north area i am concerned about this change as my household will be affected. Including noise.	Comment Form		Minneapolis
5/27/2022	I reside at 1404 Van White Ln, which is right in front of the proposed light rail station at Lyndale and 14th. I wanted to voice my concerns about the route down Lyndale Ave and why I believe it would be to the detriment of everyone to place the Route along Lyndale. Lyn-Park is already served a route to downtown and to the light rail via the 22 bus. I ride this bus frequently and it is has never been above half full. Our bedroom window faces right out on to Lyndale. With the hours the train would run and all of the lights and bells, it would be impossible to sleep. How will the sound be addressed? The crime and drug use at light rail stations is currently out of control. MPD and transit police are not interested in fare checking or patrolling the trains, this would bring crime to an area of Minneapolis that has been nothing but safe for me and my family. There are no businesses along Lyndale that would benefit from having the rail, and this hurts riders too as there is no reason for riders in Brooklyn Park to be visiting our area. Again, placing the line along Lyndale implies the residents here would be well served having	Comment Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/27/2022	No, I do not agree with the route recommendation. I live in the Lyn Park area and it is unnecessary for a LRT to be placed on Lyndale Ave. This area is filled with residential homes, a park and schools. There are huge safety concerns with adding a LRT to Lyndale. Think about pedestrians and the huge number of vehicles that already use the area. This neighborhood feels like a suburb in the city and LRT does not contribute to that.	Comment Form		Minneapolis
5/27/2022	Please don't split the Lyn Park neighborhood with a commercial light rail train. I support the option to route this train line down the commercial district of Washington Avenue.	Comment Form		Minneapolis
5/27/2022	Hello Kjerstin I am a resident of Lyn-Park neighborhood and I am opposed to the plans of the Light Rail to be on this area. I don't want the noise and the inconvenience of 14 th street being the intersection because we have over 50 homes that will be delayed with traffic trying to enter and exit the neighborhoods. This is a very bad idea. Macey Wheeler	Email		Minneapolis
5/27/2022	I am a homeowner in the Lyn-Park neighborhood and my backyard looks directly onto Plymouth Ave. After seeing the new plans for the blue line extension, I wanted to express my concern for the route. I'm actually less concerned with the line going through my backyard - my main objection to the route is that it goes through residential neighborhoods in general. My experience with trains/light rails in the twin cities and in other locations is that they are most effective when servicing commercial corridors. Having lines going through commercial areas makes more sense for riders (and where they want to go) and the noise/traffic associated with the lines is more tolerable when in a business district. Cutting through a residential neighborhood - and in this case actually dissecting a neighborhood into two - doesn't make sense for the line while putting a lot of stress on those that live there.	Email		Minneapolis
5/27/2022	I strongly think that the blue line extension should take the previously evaluated path in Washington Ave and The 5/12 meeting is cancelled. When was the meeting cancelled - and why?	Email		Minneapolis
	My comments: I am opposed to the route through Lyndale Ave between Plymouth and Broadway as currently proposed. I am especially opposed to locating the station between Plymouth and 14th on Lyndale. I would much prefer a route located on Washington between Plymouth and Broadway, turning onto Broadway.			



Date	Comment	Forum	Type/Reply to	City
5/27/2022	I do not support the route change that takes the Blue Line through the middle of Robbinsdale. The route was always proposed to go along the existing rail line into town. This was the proposed route for many years. For some reason that route was no longer available. Then the only alternative was to move the line and cut our town in half. It's like planning to put a new driveway off the alley through the yard to the house and then last minute putting it through the living room instead. Traffic flow along and across Bottineau Blvd defines much about Robbinsdale. Residence cross daily. Fire and police must cross daily to service half the town. Ambulances travel along hourly to North Memorial. Interrupting and reconfiguring this traffic flow would drastically change our town. Our already small business district would be negatively impacted by loss of space and parking. North Minneapolis and increasingly Robbinsdale itself are experiencing rising violent crime rates. This part of town is less safe every few months. Who is going to feel safe traveling on the train in this neighborhood.	Online	Survey/Form	Robbinsdale
5/27/2022	The need for light rail has changed dramatically in the last two years. We need to stop and evaluate what we see this being in 10 years. Downtown isn't and won't be what it use to be. The cost of this project far exceeds the need, as you have seen with the southwest rail. Evaluate what ridership you have now before spending the large amount of time and money on this project. Continue with the electric bus idea up and down the route.	Online	Survey/Form	
5/27/2022	I highly disagree with the route. Has anyone on the team been around the Plymouth-lyndale area or researched the history? Lyn park is a very special place, built to have a private community feel back in the 70s. I have gone door knocking to most of the neighborhood and about 85% we're not aware that this project was going to be right in our backyards and many strongly oppose it. There is no desire for anyone around here for there to be a stop at Plymouth Ave. the street is also not wide enough to have both light rail and two lanes of traffic without the project taking over land from either my neighbors or the townhomes across the street who also had no idea about this project. We all feel blind sided. This was a short time frame as well for commentary with very little transparency from the committee. I have a hard enough time turning from 14th onto lyndale as it is. I can't imagine what that would be with a light rail station there as well.	Comment Form		Minneapolis
5/27/2022	Yes. I do prefer/agree with the Broadway alignment. My main concern as a pedestrian, bus passenger, and occassionally driver on Broadway is how the heck will the LRT fit? Broadway seems to be a narrow avenue! Much skinnier ans with less room than University Ave (green line). I'm glad it's going through the northside and not along the western edge/border of Theo Wirth and Golden Valley.	Comment Form		Minneapolis
5/27/2022	The Broadway option makes more sense, but needs to address crime and safety.	Pueblos de Lucha y Esperanza		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/27/2022	Traffic Concerns: Lyndale is a crucial throughway for Fire and EMS to access North Minneapolis. With the proposed route with one lane of traffic each way with no emergency lanes, this will cut off their access to North Minneapolis and add crucial minutes responding to emergency situations. The proposed route also cuts off our access to NE Minneapolis, with no turn lane onto Plymouth and the traffic crunch that is bound to come at West Broadway with reducing 2 heavily used lanes down to one lane each way, North Minneapolis residents will find it difficult and dangerous to cross the river into NE. With this, Lyn-Park's design has dead ends with 50+ homes on the east side of Lyndale with only one way out - 14th Ave and 18th Ave respectively. These intersections with platforms are a logistical nightmare for residents to have safe access to their homes.	Email		Minneapolis
5/27/2022	I am not in favor of Blue Line Light Rail coming to my neighborhood. I truly believe it's a big waste of money and will not be utilized as much as some people in our city think it will. Additionally, the value of our property will go down, the noise will be tremendous and it will allow more thugs to come to our city. That's how I feel and I know my neighbors feel the same way because we've discussed it at length. I wish someone would put a stop to the plans for construction of the Blue Line light rail before it's too late!!	Email		
5/27/2022	My name is Jamez Staples, lifelong resident of North Minneapolis. Please accept this email in support of the Lyndale route of LRT (also see last paragraph at the bottom).	Email		Minneapolis
	I recognize there has been some resistance to the Lyndale alignment, I am of the mindset that North Minneapolis deserves this transit line and should afford miss out on the opportunity on such a major transit infrastructure improvement along with the career opportunities that come along with it.			
	I too have serious concerns about the issue of gentrification. Independently by ourselves, it is hard ward off gentrification. However gentrification has already started happening. A house half block from mine, I was told sold for \$700k. We (the residents of north Minneapolis) need the help of our policy makers and others in government, philanthropy, along with the private sector to assist and provide us with the necessary			
5/27/2022	Please do not run the BLRT down Lyndale Ave, dividing our community. We do not need the light rail station, we are a 2+ car community who can walk to downtown if needed. Myself and my neighbors do not want the Light Rail going down Lyndale. We want the light rail to go down Washington to West Broadway. It's more viable for construction, it's wider, and will create economic development in tall those businesses and empty buildings!	Email		Minneapolis

Date	Comment	Forum	Type/Reply to	City
5/27/2022	<p>I am excited for a blue line extension but I am very concerned and against having the line go through Lyndale Ave. I think having the rail go through Washington is going to be significantly safer and logical. Below are my concerns with this light rail going through Lyndale.</p> <ul style="list-style-type: none"> <li>- The intersection between Lyndale and Plymouth has a lot of car accidents. Usually at LEAST twice a month. There was a three car accident in May. One hit and ran, the other two were totaled and of the two totaled cars, one hit a tree nearest to i-94. Another car crashed into a tree 9 months ago. This car crash occurred at the proposed lyndale station. If this intersection is already car accident prone, it will be even more dangerous putting a light rail there. I have lived on Lyndale (closest to this intersection), and I have never seen any car crashes on Washington.</li> <li>- The proposed street layout will only allow one lane for each direction. Emergency vehicles take Lyndale to go to the North community as it's the most direct route. This layout will not allow any space for vehicles to stop on the side. If a car breaks down on this one lane this will block</li> </ul>	Email		Minneapolis
8/3/2022	Please put the appropriate time and analyses into the environmental study for Washington Ave (pink link on chart shown)	Open House		Minneapolis
8/3/2022	Doing the extension project over Washington Ave then turning into Broadway, possibly getting rid of the Winner gas station and give that space to Kemps Milk company. Let them have it. Making more real jobs and wholesome opportunities for the community. That's good publicity ain't it? That's bona fide.	Public Comment		Minneapolis
8/3/2022	I am a second generation homeowner in Lyn Park and I would highly recommend other options for the LRT. This community has not changed for over 25 years and there is absolutely NO reason to change our community and bring the value and the investments that we (community) have spent years building. Why not Washington!	Public Comment		Minneapolis
8/3/2022	I am a white woman. I have lived in the townhomes for some 30 years. It is absolutely great to see a mostly black neighborhood (Lyn Park) thrive continue improving, and taking great pride in their property, the neighborhood. I have gotten to know many of the neighbors by working on misc projects, neighborhood get together. Facts or perception for my neighbors, routing light rail along Lyndale means another case of the white man taking wealth away from people of color, again.	Public Comment		Minneapolis
8/16/2022	Re: 14th Ave - it is good that proposed station is moved south in Lyndale alignment. I remain concerned about limited access-especially to east side.	PublicCoordinate		Minneapolis
8/30/2022	<p>"The Blue Line Ext seems like a golden opportunity to make these dreams a reality. It may mean a big MnDot project (reconfiguring I-94 ramps from Broadway to Plymouth to about N. 3rd Ave.), but the impact on the area would tremendous, transformative. Now seems like the perfect time to make it happen!</p> <p>Could you and your team make "full buildout" ideas part of the Blue Line conversation?</p> <p>Thank you very much!!!</p> <p>"</p>	Open House	Public Comment	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/30/2022	<p>The Blue Line Ext seems like a golden opportunity to make these dreams a reality. It may mean a big MnDot project (reconfiguring I-94 ramps from Broadway to Plymouth to about N. 3rd Ave.), but the impact on the area would be tremendous, transformative. Now seems like the perfect time to make it happen!</p> <p>Could you and your team make "full buildout" ideas part of the Blue Line conversation?</p> <p>Thank you very much!!!</p>	Public Comment		Minneapolis
9/9/2022	<i>[Lyndale at 18th Ave]</i> Fantastic, love this routing.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> Extremely close to residential housing and would divide and damage the LynHall community.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> Love this design, Lyndale makes the most sense! Washington, north of Plymouth is not residential and would serve less people. Also, that new Aquatic Center will be at Plymouth and Lyndale which makes a prefect spot for a station.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> This is the obviously superior design, and will result in a much safer street than the speedway that N Lyndale is today.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> Disruptive to Hall Park and very dangerous for young children who play on both sides of the park and travel across for school.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)]</i> This is the better option. More direct route.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)]</i> Better option here	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)]</i> This is the better option, there's no reason to cross 7th St twice if you don't have to.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)]</i> This seems like a more efficient option.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)]</i> This is my preferred option between the two. More direct, less turns and slow-downs for LRT operators. There are more building impacts but this area is bound to be redeveloped as construction nears.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue)]</i> This option is hands-down better. Connects the community and is at-grade. Constructing a new structure over I-94 is pointless if there is adequate ROW on Lyndale.	PublicCoordinate		Minneapolis
9/9/2022	<i>[The photo mock ups show how extremely close to the residential homes this lightrail would be and how dangerous it will be for the park. Lyndale is not a good route option. Washington Ave MUST be the answer to connect Target Center to Wbroadway]</i> This section of Lyndale, as it exists today, is incredibly dangerous. Vehicles travel dangerously fast here (45MPH+) as almost the entire right-of-way is given to them. LRT vehicles travel at safer speeds and are predictable. This is why a pedestrian bridge was built over Lyndale, because it is unsafe to cross. LRT will reconnect the park and surrounding neighborhoods while giving residents incredible access to transit.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/9/2022	Lyndale Avenue (recommended route from the Route Modification Study) - Most direct and creates the most access to nearby residential and commercial areas whereas Washington only serves the narrow bit pinned between I-94 and the river	Online Survey/Form		Minneapolis
9/9/2022	Lyndale Avenue (recommended route from the Route Modification Study) - It is the most logical option that would serve the most people.	Online Survey/Form		Minneapolis
9/9/2022	East I-94 (Washington Avenue) - More North Loop focused, access to businesses and newer apartments and feels less disruptive of the tight Lyndale Corridor	Online Survey/Form		Minneapolis
9/9/2022	East I-94 (Washington Avenue) - Having the extension go up Lyndale feels like a missed opportunity to add a station to the growing North Loop neighborhood before heading west on Broadway.	Online Survey/Form		Minneapolis
9/9/2022	West I-94 (not recommended to move forward) - I don't see the benefit to putting the train on Lyndale other than it being a straight line - it puts the train very close to where people live, near traffic, and the nearby residents just don't seem to want it (and there's no station planned there anyway). Similarly, I don't really think the possibility of an additional North Loop station is worth the slow speeds the train would have to travel on the East I-94 section (think Bloomington south of the airport - s o s l o w) West I-94, on the other hand, could be constructed to give trains enough room to get up to 40-50 MPH, making the trip time from Broadway to Target Field much quicker. I don't think this route should be 'not recommended' and frankly Lyndale should have been downgraded prior to this point in the process.	Online Survey/Form		Minneapolis
9/9/2022	East I-94 (Washington Avenue) - This route would be better for redevelopment opportunities along the riverfront and North Loop.	Online Survey/Form		Minneapolis
9/9/2022	Lyndale Avenue (recommended route from the Route Modification Study) - The station at Plymouth and Lyndale would offer good bus connections and also connect to the future sports community center at that intersection. My only concern is the intersection at Lyndale and Broadway which is already a nightmare to deal with as a pedestrian and driver.	Online Survey/Form		Minneapolis
9/9/2022	Option A: Center running light rail along West Broadway Avenue. - Most legible routing, especially at an important transfer point to BRT, plus Broadway gets a diet which is needed	Online Survey/Form		Minneapolis
9/9/2022	Fast service. No split lines.	Online Survey/Form		Minneapolis
9/9/2022	It is important to think about the future of car travel and how best to make the street improvements better overall.	Online Survey/Form		Minneapolis
9/9/2022	Legibility, access, and speed in descending order	Online Survey/Form		Minneapolis
9/9/2022	Option B: Side-running light rail on West Broadway. Traffic split with one lane on West Broadway and two lanes on 21st Avenue N. - W Broadway would be so nice with less traffic.	Online Survey/Form		Minneapolis
9/9/2022	Option C: Side-running light rail and traffic is split between West Broadway and 21st Avenue N. - I think this seems like a good in between of bringing light rail travelers to businesses on Broadway but not making it too challenging to drive. I would be concerned about not having any light rail on Broadway.	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/9/2022	Option C: Side-running light rail and traffic is split between West Broadway and 21st Avenue N. - Personally I think Broadway would benefit from auto traffic being removed entirely for this section (think how successful Washington Ave near U of M has been!) but if that's not in the cards, it doesn't make sense to make such a major road one way. Splitting the train onto Broadway and 21st would be the best of the available choices.	Online Survey/Form		Minneapolis
9/9/2022	Option D: Light rail only on 21st Avenue N and four lanes of traffic on West Broadway (as it exists today). - Option D where both directions of light rail travel on 21st. This keeps Broadway with minimal impacts and maximizes efficiency on 21st.	Online Survey/Form		Minneapolis
9/9/2022	Option D: Light rail only on 21st Avenue N and four lanes of traffic on West Broadway (as it exists today). - This brings much-needed reliable transit to the area without disrupting the businesses along Broadway.	Online Survey/Form		Minneapolis
9/9/2022	What is important to me is light rail access to destinations; safety and access and ease of use for pedestrians and bicyclists; vehicle traffic safety; and supporting local businesses.	Online Survey/Form		Minneapolis
9/9/2022	Which route is the fastest? Which route would spur the most economic development?	Online Survey/Form		Minneapolis
9/9/2022	<i>[A LRT exclusive bridge over 94 is better for a more direct and faster route.]</i> Agreed, whether the blue or green routing is chosen, going ahead and building a new direct bridge will be much more worthwhile than reinforcing the 7th street bridge to enable the LRT to take a slower, more circuitous route.	PublicCoordinate		Minneapolis
9/9/2022	<i>[A LRT exclusive bridge over 94 is better for a more direct and faster route.]</i> Agreed, especially when considering just how many bridges the Green Line Extension has.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> This design looks great!	PublicCoordinate		Minneapolis
9/9/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> As long as there are ample, safe crossings for both the street and railway, I don't think this is going to be any more of a divider than Lyndale already is.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)]</i> I think this would be better, less turns.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue)]</i> Like the station option better.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue)]</i> A station closer to the homes and businesses of this area would be better than a station closer to the freeway.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)]</i> Options A and B (either one) are the best bet - the transit backbone should be on the main commercial street of the area, not shifted over by a block, increasing walking distances for transit users, to allow a few cars to move through the area unimpeded.	PublicCoordinate		Minneapolis
9/9/2022	<i>[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)]</i> This is the worst option for this area - Even if it's marginally politically easier, splitting the LRT between two streets will lessen ridership by increasing confusion and walking distances, as well as significantly increasing construction costs and disruption by rebuilding two streets instead of one.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/9/2022	<i>[The routing along Lyndale will be the most direct, making it a more attractive transportation option for more people and making the the most of the immense public investment, while also reducing traffic speeds and increasing safety along this portion of Lyndale. For comparision, consider the difference between the traffic-choked death trap that was Washington Avenue through the U of M campus pre-Green Line and the pleasant, slow-speed transit and pedestrian mall that it is today.]</i> seconded	PublicCoordinate		Minneapolis
9/9/2022	<i>[This is a bad station location.]</i> This is a terrible station location, not convenient to anything except parking ramps and building backs.	PublicCoordinate		
9/9/2022	<i>[West Broadway at Emerson Ave]</i> Elevated would be amazing to speed up travel time and reliability!!	PublicCoordinate		Minneapolis
9/9/2022	<i>[West Broadway at Lyndale Avenue]</i> Is there anyway to fit a station in here at Lyndale, and push the fremont station far side of fremont for better spacing.	PublicCoordinate		Minneapolis
9/9/2022	All the slow turns in this area would make the overall travel experience of the Blue Line poorer. I get the appeal of a station at the north end of the North Loop, but it would be at the expense of the rest of the line which is hardly equitable.	PublicCoordinate		Minneapolis
9/9/2022	The routing along Lyndale will be the most direct, making it a more attractive transportation option for more people and making the the most of the immense public investment, while also reducing traffic speeds and increasing safety along this portion of Lyndale. For comparision, consider the difference between the traffic-choked death trap that was Washington Avenue through the U of M campus pre-Green Line and the pleasant, slow-speed transit and pedestrian mall that it is today.	PublicCoordinate		Minneapolis
9/9/2022	<i>(reply to: The routing along Lyndale will be the most direct, making it a more attractive transportation option for more people and making the the most of the immense public investment... )</i> seconded!	PublicCoordinate		Minneapolis
9/9/2022	This "not recommended" option would even allow trains to take the turn westward faster than the sharp turn imagined from Lyndale to Broadway. Definitely a bad choice to keep pushing Lyndale over this option.	PublicCoordinate		Minneapolis
9/9/2022	Really not sure why this option is "not recommended". This would allow trains to travel much faster than on Lyndale, without endangering anyone living nearby. There's no station planned for this area anyway, why put the train in mixed traffic if it isn't necessary?	PublicCoordinate		Minneapolis
9/9/2022	<i>(Reply to: Really not sure why this option is "not recommended"...) I like this idea too. why put all that commotion of a train station right next to densely traveled roads and schools?</i>	PublicCoordinate		Minneapolis
9/9/2022	The station at here should be between Emerson and Fremont to make the connection to the D Line as easy as possible.	PublicCoordinate		Minneapolis
9/9/2022	Opportunity for economic development (apartments, restaurants, shops)- this route location on Washington is incredibly more beneficial than the dangerous, disruptive, and racially damaging option along the single family home neighborhood on Lyndale	PublicCoordinate		Minneapolis
9/9/2022	A station at Broadway and Lyndale needs to be considered, it is a too far of a walk from Fremont.	PublicCoordinate		Minneapolis
9/9/2022	Reasonable location for a station for multiple reasons: Health Care clinic access, Minneapolis Public Housing Authority building, and Avivo Village homeless shelter	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
9/9/2022	The photo mock ups show how extremely close to the residential homes this lightrail would be and how dangerous it will be for the park. Lyndale is not a good route option. Washington Ave MUST be the answer to connect Target Center to WBroadway	PublicCoordinate		Minneapolis
9/9/2022	(reply) This section of Lyndale, as it exists today, is incredibly dangerous. Vehicles travel dangerously fast here (45MPH+) as almost the entire right-of-way is given to them. LRT vehicles travel at safer speeds and are predictable. This is why a pedestrian bridge was built over Lyndale, because it is unsafe to cross. LRT will reconnect the park and surrounding neighborhoods while giving residents incredible access to transit.	PublicCoordinate		Minneapolis
9/9/2022	If 21st and Broadway split becomes the recommendation then the pink route makes more sense for getting trains aligned.	PublicCoordinate		Minneapolis
9/9/2022	This would be a better LRT Stop for this area.	PublicCoordinate		
9/9/2022	If trains can travel faster then the green route makes more sense. Speed should be designed for 55 mph here.	PublicCoordinate		
9/9/2022	A LRT exclusive bridge over 94 is better for a more direct and faster route.	PublicCoordinate		Minneapolis
9/9/2022	(reply) Agreed, whether the blue or green routing is chosen, going ahead and building a new direct bridge will be much more worthwhile than reinforcing the 7th street bridge to enable the LRT to take a slower, more circuitous route	PublicCoordinate		Minneapolis
9/9/2022	(reply) Agreed, especially when considering just how many bridges the Green Line Extension has.	PublicCoordinate		Minneapolis
9/9/2022	(reply) Agreed, whether the blue or green routing is chosen, going ahead and building a new direct bridge will be much more worthwhile than reinforcing the 7th street bridge to enable the LRT to take a slower, more circuitous route.	PublicCoordinate		Minneapolis
9/9/2022	This is a better station location for North Loop. A station located on Washington would be even better.	PublicCoordinate		Minneapolis
9/9/2022	This is a bad station location.	PublicCoordinate		
9/9/2022	(reply) This is a terrible station location, not convenient to anything except parking ramps and building backs.	PublicCoordinate		
9/10/2022	[Section 1 (Target Field Station to Lyndale Avenue/Plymouth Avenue)] This is best. Most direct and fewer sharp turns.	PublicCoordinate		Minneapolis
9/10/2022	[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)] I find this to be the best option	PublicCoordinate		Minneapolis
9/10/2022	[The photo mock ups show how extremely close to the residential homes this lightrail would be and how dangerous it will be for the park. Lyndale is not a good route option. Washington Ave MUST be the answer to connect Target Center to Wbroadway ] Affluent white North Loop residents, developers, and business owners should not be allowed to steal the route and stops and the opportunities that come with them. Lyndale is the best route option to ensure wealth-building opportunities for BIPOC residents and business owners	PublicCoordinate		Minneapolis
9/10/2022	Lyndale Avenue (recommended route from the Route Modification Study) - I trust the recommended route.	Online Survey/Form		Minneapolis
9/10/2022	Any route should (1) prioritize placement of stations within walking distance of residents, jobs, retail, amenities, etc.,(2) provide fast and reliable service across the metro region, and (3) minimize the loss of existing properties. If it is possible, the route should be elevated over Broadway	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/10/2022	Option A: Center running light rail along West Broadway Avenue. - This looks to best allow street access to all properties on Broadway, which is usually for emergency vehicles etc.	Online Survey/Form		Minneapolis
9/10/2022	Option B: Side-running light rail on West Broadway. Traffic split with one lane on West Broadway and two lanes on 21st Avenue N. - Of the above options I prefer Option B, in particular Option B-b. This option minimizes the amount of lost properties.	Online Survey/Form		Minneapolis
9/10/2022	Please grade operate the line through North Mpls.	Online Survey/Form		Minneapolis
9/10/2022	Please grade separate the line through north Mpls. Also, practice equity with the community being effected by its development.	Online Survey/Form		Minneapolis
9/10/2022	West I-94 (not recommended to move forward) - Any route should (1) prioritize placement of stations within walking distance of residents, jobs, retail, amenities, etc., and (2) provide fast and reliable service across the metro region. The East I-94 alignment (assuming it runs at grade) utterly fails at providing fast transit. Trains will creep along at grade, stopping for car traffic and emergency vehicles. This will increase travel times and decrease schedule reliability. Between the Lyndale and West I-94 alignments, I prefer the West I-94. Although both options are good, the West I-94 alignment will provide quicker service without sacrificing connectivity.	Online Survey/Form		Minneapolis
9/10/2022	<i>[A LRT exclusive bridge over 94 is better for a more direct and faster route.]</i> I agree too	PublicCoordinate		Minneapolis
9/10/2022	<i>[A station at Broadway and Lyndale needs to be considered, it is a too far of a walk from Fremont.]</i> I agree	PublicCoordinate		Minneapolis
9/10/2022	<i>[All the slow turns in this area would make the overall travel experience of the Blue Line poorer. I get the appeal of a station at the north end of the North Loop, but it would be at the expense of the rest of the line which is hardly equitable.]</i> Agreed. I would rather spend money creating a nice pedestrian experience between the north loop and target field station.	PublicCoordinate		Minneapolis
9/10/2022	<i>[Elevate this section too and provide an easy transfer to the C line]</i> I agree!	PublicCoordinate		Minneapolis
9/10/2022	<i>[The photo mock ups show how extremely close to the residential homes this lightrail would be and how dangerous it will be for the park. Lyndale is not a good route option. Washington Ave MUST be the answer to connect Target Center to Wbroadway]</i> Could a sound barrier be built between the train and hte homes to address the noise concern?	PublicCoordinate		Minneapolis
9/10/2022	<i>[The station at here should be between Emerson and Fremont to make the connection to the D Line as easy as possible.]</i> Agreeing with this comment	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/10/2022	<i>[West Broadway at Emerson Ave]</i> Elevated is the best option! Modern LRT Elevated structures are nothing like the old Elevated lines built in the early 1900s. They are much smaller and not as noisy. If we are considering spending money to elevate the track for greater safety and reliability in Robbinsdale and Crystal you can do the same in North Minneapolis. A faster running time in the route's slowest section is crucial to make this line competitive with driving and really get our money's worth for this. Plus its easier to cross Broadway as a pedestrian with the elevated posts creating a median to allow crossing everywhere instead of just every 3 or so blocks like on University. This connects the community instead of dividing it. Metro Transit please build this part of the line elevated. It will turn this project from good to great.	PublicCoordinate		Minneapolis
9/10/2022	<i>[West Broadway at Emerson Ave]</i> Please elevate the line here!!!	PublicCoordinate		Minneapolis
9/10/2022	<i>[West Broadway at Emerson Ave]</i> The elevated option concerns me in terms of increasing crime and obscuring daylight.	PublicCoordinate		Minneapolis
9/10/2022	<i>[West Broadway at Queen]</i> I love the traffic calming impact of this.	PublicCoordinate		Minneapolis
9/10/2022	Why are we back here again even talking about routes through North Loop over Northside? It seems the white powers-that-be will just continue to pursue stealing this part of the route, stops, and development opportunities from deserving North Minneapolis BIPOC businesses and residents on the "bad" side of 94. Talk about a continuation of the BS status quo. Get rid of this option entirely and commit to a station at/near Plymouth/Lyndale. Once again, from the cheap seats: AFFLUENT WHITE PROPERTY OWNERS/DEVELOPERS AND BUSINESSES IN/NEAR	PublicCoordinate		Minneapolis
9/10/2022	Since this is a surface lot, would it be possible to obtain some of this space, and somehow put a station here?	PublicCoordinate		
9/10/2022	With Heritage Park near here, as well as great redevelopment opportunities along the Plymouth corridor (e.g. V3 Sports plans), this is still a great location for a station. While homeowners near here have concerns, Heritage Park and Sumner-Glenwood deserve a voice in this just as much as anyone else, and many would advocate for a stop here to lower transit costs and increase transit access and options, especially for lower-income BIPOC renters	PublicCoordinate		Minneapolis
9/10/2022	Pedestrian/cyclist access over both 94 and 55 to downtown and North Loop are sorely needed here, in addition to safety and traffic improvements. How about a couple of nice pedestrian/cyclist bridges to help reconnect the neighborhoods?	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/10/2022	(reply) Or better yet, put a stop in this area! 94 is uncrossable but putting a stop here would include big changes to the 94 bridge that is a barrier to everything east of 94.	PublicCoordinate		Minneapolis
9/10/2022	There is still a huge opportunity here to put a station near Heritage Park, which would serve a large and stable mixed-income community. The makeup and design of the community would alleviate gentrification and displacement of other stop locations due to the affordable rental properties here being owned/subsidized by MPHA. This would also mean Heritage Park would be even better as workforce housing with easy and affordable transit for people who work or would work along the Blue Line route.	PublicCoordinate		Minneapolis
9/10/2022	Since the Blue and Green lines do not connect, there should be a stop here to serve Heritage Park, Sumner-Glenwood, and Harrison. Either that or find a way to connect the lines at/near this point for things like easy transfers between lines without going downtown and having good access to a health food option at the Minneapolis Farmers Market. Use the opportunity to redevelop this terrible 94/55 intersection and add a station stop and pedestrian/cyclist bridges/access over both 94 and 55 to reconnect these neighborhoods back together and to downtown.	PublicCoordinate		Minneapolis
9/10/2022	(reply) A stop here would also serve suburban commuters going to the airport. No parking, rather a "kiss and ride" arrangement. Golden Valley also lost access to the Blue Line when the BNSF ROW alignment was discarded.	PublicCoordinate		
9/10/2022	Big ask, but would it be possible to reorient Cub so that the train could have a more space for a gradual turn, thus increasing the over speed of the line?	PublicCoordinate		Minneapolis
9/10/2022	Elevate this section too and provide an easy transfer to the C line	PublicCoordinate		Minneapolis
9/10/2022	(reply) I agree!	PublicCoordinate		
9/10/2022	Would generally and enthusiastically encourage advancing elevated options along the route, which would provide enormous opportunities around speed, station access, and reduction of conflicts, as well as make track crossings easier for pedestrians	PublicCoordinate		
9/10/2022	(reply) Agreed. I would rather spend money creating a nice pedestrian experience between the north loop and target field station.	PublicCoordinate		Minneapolis
9/10/2022	(reply) Agreeing with this comment	PublicCoordinate		
9/10/2022	(reply) I agree	PublicCoordinate		
9/10/2022	(reply) Could a sound barrier be built between he train and the homes to address the noise concern?	PublicCoordinate		
9/10/2022	(reply) Affluent white North Loop residents, developers, and business owners should not be allowed to steal the route and stops and the opportunities that come with them. Lyndale is the best route option to ensure wealth-building opportunities for BIPOC residents and business owners	PublicCoordinate		Minneapolis
9/11/2022	Lyndale Avenue (recommended route from the Route Modification Study) - Provides best service to the north side	Online Survey/Form		Minneapolis
9/11/2022	East I-94 (Washington Avenue) - more economic development, less disruption, and better transit access to North loop, which is currently lacking	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/11/2022	Option B: Side-running light rail on West Broadway. Traffic split with one lane on West Broadway and two lanes on 21st Avenue N. - Don't compromise light rail by splitting up the tracks. Calm Broadway like you did on Washington at the U	Online Survey/Form		Minneapolis
9/11/2022	Option A: Center running light rail along West Broadway Avenue.	Online Survey/Form		Minneapolis
9/11/2022	elevation/ grade separation!	Online Survey/Form		Minneapolis
9/11/2022	Provide the best service. Make light rail fast	Online Survey/Form		Minneapolis
9/11/2022	<i>[Bottineau Blvd (County Road 81) at 40th Ave]</i> Bottineau Blvd only has around 17k-23k Vehicles per Day (VPD) in this section. Why aren't we, or haven't we, considered removing a traffic lane in each direction here? 4-3 conversions are considered potentially viable in this VPD range. If we had some left and right turn lanes around this area as pictured in addition to 1 travel lane in each direction, there should be enough capacity for cars. It would also go a long way to mitigate local concerns about "dividing" the community, and would make Bottineau Blvd much calmer and safer to cross. There is lots of ROW here already, and there should be some mode shift anyways!	PublicCoordinate		Robbinsdale
9/11/2022	<i>[Robbinsdale (Area 2) 47th Avenue to 40th Avenue]</i> All of these traffic lanes would make it harder and more dangerous to access this station, like crossing Hiawatha to access the existing blue line stations from the east.	PublicCoordinate		Robbinsdale
9/11/2022	<i>[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)]</i> This would have larger property impacts and make transit less effective here. If we're going to use a one-way pair to fit cars and LRT into this corridor, we need to prioritize transit and have cars use one-ways. There are plenty of one-way roads for cars already in Minneapolis, and they work perfectly fine.	PublicCoordinate		Minneapolis
9/11/2022	[Since the Blue and Green lines do not connect, there should be a stop here to serve Heritage Park, Sumner-Glenwood, and Harrison. Either that or find a way to connect the lines at/near this point for things like easy transfers between lines without going downtown and having good access to a health food option at the Minneapolis Farmers Market. Use the opportunity to redevelop this terrible 94/55 intersection and add a station stop and pedestrian/cyclist bridges/access over both 94 and 55 to reconnect these neighborhoods back together and to downtown.]	PublicCoordinate		Minneapolis
9/11/2022	<i>[The station at here should be between Emerson and Fremont to make the connection to the D Line as easy as possible.]</i> +1 to this comment	PublicCoordinate		Minneapolis
9/11/2022	<i>[West Broadway at Emerson Ave]</i> Please please please let's elevate this LRT here! It's more affordable and less risky than tunneling, and leaves more space for a variety of transportation modes. If we elevate tracks here, it will be reliable infrastructure for us for 100+ years. If we don't grade separate transit here, we'll have to tear out and replace/upgrade this in the future.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/11/2022	<i>[Why are we back here again even talking about routes through North Loop over Northside? It seems the white powers-that-be will just continue to pursue stealing this part of the route, stops, and development opportunities from deserving North Minneapolis BIPOC businesses and residents on the "bad" side of 94. Talk about a continuation of the BS status quo. Get rid of this option entirely and commit to a station at/near Plymouth/Lyndale. Once again, from the cheap seats: AFFLUENT WHITE PROPERTY OWNERS/DEVELOPERS AND BUSINESSES IN/NEAR DOWNTOWN AND NORTH LOOP DO NOT NEED OR DESERVE ADDITIONAL ADVANTAGES AND PROPERTY VALUE INCREASES. This is a racial equity and community wealth-building issue, plain and simple.]</i> +42 to this comment	PublicCoordinate		Minneapolis
9/11/2022	<i>[85th Avenue]</i> Looks great! I could see this being a busy station with the community college right there...if an elevated track/station makes sense in the busier parts of N Mpls, I think it would make sense here as well. Lots of distracted pedestrians!	PublicCoordinate		Brooklyn Park
9/11/2022	<i>[A LRT exclusive bridge over 94 is better for a more direct and faster route.]</i> maybe reconnect 11th ave and add a station here also?	PublicCoordinate		Minneapolis
9/11/2022	<i>[All the slow turns in this area would make the overall travel experience of the Blue Line poorer. I get the appeal of a station at the north end of the North Loop, but it would be at the expense of the rest of the line which is hardly equitable.]</i> +1 to all the above	PublicCoordinate		Minneapolis
9/11/2022	<i>[Big ask, but would it be possible to reorient Cub so that the train could have a more space for a gradual turn, thus increasing the over speed of the line?]</i> No, this is an unreasonable ask. I think they need to prioritize the existing food infrastructure, which is just as important as transit.	PublicCoordinate		Minneapolis
9/11/2022	<i>[Bottineau Blvd (County Road 81) near the Crystal Airport]</i> Love to see a traffic-calming lane reduction!	PublicCoordinate		Crystal
9/11/2022	<i>[Brooklyn Boulevard]</i> Looks great!	PublicCoordinate		Brooklyn Park
9/11/2022	<i>[Elevate this section too and provide an easy transfer to the C line]</i> yes! ^	PublicCoordinate		Minneapolis
9/11/2022	<i>[Elevate this section too and provide an easy transfer to the C line]</i> +1	PublicCoordinate		Minneapolis
9/11/2022	<i>[Elevate this section too and provide an easy transfer to the C line]</i> +1 +1 to the comment to elevate here as well!	PublicCoordinate		Minneapolis
9/11/2022	<i>[If you want to have the best of both worlds, e.g. serve Northside with a station at Plymouth/Lyndale while also having a stop in North Loop, why not consider bringing the route up through North Loop, then west via N Plymouth, then up Lyndale? That would actually make sense for both communities in terms of adding an additional beneficial stop while not taking away affordable transit and development opportunities from North Minneapolis]</i> this is a good idea!	PublicCoordinate		Minneapolis
9/11/2022	(reply) agree	PublicCoordinate		
9/11/2022	(reply) If we elevate along Broadway, it should be super possible to site a station bewtween Emerson and Fremont!!	PublicCoordinate		Minneapolis
9/12/2022	<i>[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)]</i> People are already concerned with LRT dividing neighborhoods, and this would double that perception, with no positive benefits.	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
9/12/2022	<i>[With Heritage Park near here, as well as great redevelopment opportunities along the Plymouth corridor (e.g. V3 Sports plans), this is still a great location for a station. While homeowners near here have concerns, Heritage Park and Sumner-Glenwood deserve a voice in this just as much as anyone else, and many would advocate for a stop here to lower transit costs and increase transit access and options, especially for lower-income BIPOC renters]</i> Agreed, please continue forward with the Lyndale routing!	PublicCoordinate		Minneapolis
9/12/2022	Lyndale Avenue (recommended route from the Route Modification Study) - Closest to the most people.	Online	Survey/Form	Minneapolis
9/12/2022	East I-94 (Washington Avenue) - Serve more growth neighborhoods	Online	Survey/Form	Minneapolis
9/12/2022	Lyndale Avenue (recommended route from the Route Modification Study) - Better use of Plymouth Ave/7th station area	Online	Survey/Form	Minneapolis
9/12/2022	Option A: Center running light rail along West Broadway Avenue. - least disturbance	Online	Survey/Form	Minneapolis
9/12/2022	Maximizing ridership, minimizing harm to local biz	Online	Survey/Form	Minneapolis
9/12/2022	Option A: Center running light rail along West Broadway Avenue. - Splitting the track increases confusion and doubles security concerns.	Online	Survey/Form	Minneapolis
9/12/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> this separates people from cars and makes cars drive slower. Should make the area quieter also. Id like to see this happen here as it would have similar effects to Washington Ave SE with the greenline. Maybe put the tracks in the middle like washington ave SE if kids being near trains is a concern.	PublicCoordinate		Minneapolis
9/12/2022	<i>[Pedestrian/cyclist access over both 94 and 55 to downtown and North Loop are sorely needed here, in addition to safety and traffic improvements. How about a couple of nice pedestrian/cyclist bridges to help reconnect the neighborhoods?]</i> Or better yet, put a stop in this area! 94 is uncrossable but putting a stop here would include big changes to the 94 bridge that is a barrier to everything east of 94.	PublicCoordinate		Minneapolis
9/12/2022	<i>[Section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue)]</i> I dont like the station by the open air freeway. Also the unnecessary kink to the left of the station in this image	PublicCoordinate		Minneapolis
9/12/2022	<i>[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)]</i> option a or b should be chosen for least impact to properties and keeping the stations close to the commercial areas	PublicCoordinate		Minneapolis
9/12/2022	<i>[Since the Blue and Green lines do not connect, there should be a stop here to serve Heritage Park, Sumner-Glenwood, and Harrison. Either that or find a way to connect the lines at/near this point for things like easy transfers between lines without going downtown and having good access to a health food option at the Minneapolis Farmers Market. Use the opportunity to redevelop this terrible 94/55 intersection and add a station stop and pedestrian/cyclist bridges/access over both 94 and 55 to reconnect these neighborhoods back together and to downtown.]</i> A stop in this area would be a start in repairing the damage done by the reroute to the Harrison and Heritage Park Neighborhoods. This would be an easy connection to Summit Academy still which was a stop for years but is left out in this reroute.	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
9/12/2022	<i>[Since the Blue and Green lines do not connect, there should be a stop here to serve Heritage Park, Sumner-Glenwood, and Harrison. Either that or find a way to connect the lines at/near this point for things like easy transfers between lines without going downtown and having good access to a health food option at the Minneapolis Farmers Market. Use the opportunity to redevelop this terrible 94/55 intersection and add a station stop and pedestrian/cyclist bridges/access over both 94 and 55 to reconnect these neighborhoods back together and to downtown.]</i> Yes, put a stop here!	PublicCoordinate		Minneapolis
9/12/2022	<i>[The blue line should travel through this vacant land so its only a slight turn to line up with Broadway ave to the north. That giant kink to the northwest of this location is unrealistic. There is no built up land in a straight line north of this location to the already proposed alignment on Broadway.]</i> This is a good suggestion!	PublicCoordinate		
9/12/2022	<i>[The station at here should be between Emerson and Fremont to make the connection to the D Line as easy as possible.]</i> agreed!	PublicCoordinate		Minneapolis
9/12/2022	<i>[The station at here should be between Emerson and Fremont to make the connection to the D Line as easy as possible.]</i> +1 to all the above!	PublicCoordinate		Minneapolis
9/12/2022	<i>[The station at here should be between Emerson and Fremont to make the connection to the D Line as easy as possible.]</i> +1 +1 to the above comments!	PublicCoordinate		Minneapolis
9/12/2022	<i>[There is still a huge opportunity here to put a station near Heritage Park, which would serve a large and stable mixed-income community. The makeup and design of the community would alleviate gentrification and displacement of other stop locations due to the affordable rental properties here being owned/subsidized by MPHA. This would also mean Heritage Park would be even better as workforce housing with easy and affordable transit for people who work or would work along the Blue Line route.]</i> 100% agree!	PublicCoordinate		Minneapolis
9/12/2022	<i>[There is still a huge opportunity here to put a station near Heritage Park, which would serve a large and stable mixed-income community. The makeup and design of the community would alleviate gentrification and displacement of other stop locations due to the affordable rental properties here being owned/subsidized by MPHA. This would also mean Heritage Park would be even better as workforce housing with easy and affordable transit for people who work or would work along the Blue Line route.]</i> 100% agree as well!	PublicCoordinate		Minneapolis
9/12/2022	<i>[West Broadway at Emerson Ave ]</i> Please elevate this section, and please consider elevating at other busy intersections! Safety, efficiency, and less perception of neighborhood division all in one feature.	PublicCoordinate		Minneapolis
9/12/2022	<i>[West Broadway at Emerson Ave]</i> An elevated section will save lives. If the LRT remains on grade in this area I think the line will see a number of pedestrian deaths. There is just so much commercial activity here and a need to cross the street that the potential conflict will likely become an inevitability no matter how well it is designed. Save lives, elevate!	PublicCoordinate		Minneapolis
9/12/2022	<i>[West Broadway at Lyndale Avenue]</i> I love this. The traffic calming is ideal	PublicCoordinate		Minneapolis
9/12/2022	<i>[West Broadway at Newton Ave]</i> trees should be added	PublicCoordinate		Minneapolis
9/12/2022	<i>[West Broadway at Queen]</i> Any consideration for a flyover at Penn Ave? Otherwise, looks great!	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/12/2022	<i>[Why are we back here again even talking about routes through North Loop over Northside? It seems the white powers-that-be will just continue to pursue stealing this part of the route, stops, and development opportunities from deserving North Minneapolis BIPOC businesses and residents on the "bad" side of 94. Talk about a continuation of the BS status quo. Get rid of this option entirely and commit to a station at/near Plymouth/Lyndale. Once again, from the cheap seats: AFFLUENT WHITE PROPERTY OWNERS/DEVELOPERS AND BUSINESSES IN/NEAR DOWNTOWN AND NORTH LOOP DO NOT NEED OR DESERVE ADDITIONAL ADVANTAGES AND PROPERTY VALUE INCREASES. This is a racial equity and community wealth-building issue, plain and simple.]</i> 100% agree, stay over on Lyndale, the North Loop is already served by the Target Field Station and future Farmer's Market station on SWLRT.	PublicCoordinate		Minneapolis
9/12/2022	<i>[With Heritage Park near here, as well as great redevelopment opportunities along the Plymouth corridor (e.g. V3 Sports plans), this is still a great location for a station. While homeowners near here have concerns, Heritage Park and Sumner-Glenwood deserve a voice in this just as much as anyone else, and many would advocate for a stop here to lower transit costs and increase transit access and options, especially for lower-income BIPOC renters]</i> Heritage Park would gladly have this stop relocated closer to our neighborhood if this area is not accepting of the stop. We have been promised a stop for 20+ years and this stop is not realistically useable for people living in Heritage Park	PublicCoordinate		Minneapolis
9/12/2022	<i>[Would generally and enthusiastically encourage advancing elevated options along the route, which would provide enormous opportunities around speed, station access, and reduction of conflicts, as well as make track crossings easier for pedestrians.]</i> +1	PublicCoordinate		
9/12/2022	<i>[Would generally and enthusiastically encourage advancing elevated options along the route, which would provide enormous opportunities around speed, station access, and reduction of conflicts, as well as make track crossings easier for pedestrians.]</i> +2	PublicCoordinate		
9/12/2022	Please consider putting a stop in this corner of the plan. Heritage Park was promised a stop in the original plan for 20+ years but is largely left out of the current alignment. The bridge over 94 is unsafe to cross and is a huge barrier to heading to the farmer's market, Twins games, etc. A light rail stop would introduce traffic calming in the area, improve the sidewalks/crossings to make it safe again.	PublicCoordinate		Minneapolis
9/12/2022	The blue line should travel through this vacant land so its only a slight turn to line up with Broadway ave to the north. That giant kink to the northwest of this location is unrealistic. There is no built up land in a straight line north of this location to the already proposed alignment on Broadway.	PublicCoordinate		Minneapolis
9/12/2022	(reply) Better to turn through Lakeland Ave versus taking the Wendys and Uhaul Center which aren't "vacant", not sure where the commenter thought these parcels were vacant but the Council would at a minimum have to take and rip out the Mister Car Wash and Office Liquidators do this.	PublicCoordinate		Robbinsdale
9/12/2022	(reply) This is a good suggestion!	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
9/12/2022	(reply) Heritage Park would gladly have this stop relocated closer to our neighborhood if this area is not accepting of the stop. We have been promised a stop for 20+ years and this stop is not realistically useable for people living in Heritage Park	PublicCoordinate		Minneapolis
9/12/2022	(reply) Agreed, please continue forward with the Lyndale routing!	PublicCoordinate		Minneapolis
9/12/2022	(reply) 100% agree!	PublicCoordinate		
9/12/2022	(reply) 100% agree as well!	PublicCoordinate		
9/12/2022	(reply) A stop in this area would be a start in repairing the damage done by the reroute to the Harrison and Heritage Park Neighborhoods. This would be an easy connection to Summit Academy still which was a stop for years but is left out in this reroute.	PublicCoordinate		Minneapolis
9/12/2022	(reply) 100% agree, stay over on Lyndale, the North Loop is already served by the Target Field Station and future Farmer's Market station on SWLRT.	PublicCoordinate		Minneapolis
9/12/2022	(reply) No, this is an unreasonable ask. I think they need to prioritize the existing food infrastructure, which is just as important as transit.	PublicCoordinate		
9/12/2022	(reply) yes!	PublicCoordinate		
9/12/2022	(reply) +	PublicCoordinate		
9/12/2022	(reply) +1 to the comment to elevate here as well	PublicCoordinate		
9/12/2022	(reply) 10+	PublicCoordinate		
9/12/2022	+1 to all the above	PublicCoordinate		
9/12/2022	(reply) agreed!	PublicCoordinate		
9/12/2022	(reply) +1 to all the above!	PublicCoordinate		
9/12/2022	(reply) +1+1 to the above comments!	PublicCoordinate		
9/13/2022	<i>[With Heritage Park near here, as well as great redevelopment opportunities along the Plymouth corridor (e.g. V3 Sports plans), this is still a great location for a station. While homeowners near here have concerns, Heritage Park and Sumner-Glenwood deserve a voice in this just as much as anyone else, and many would advocate for a stop here to lower transit costs and increase transit access and options, especially for lower-income BIPOC renters]</i> A metro line makes no sense on Lyndale. It should be on Washington as it will serve more purpose.	PublicCoordinate		Minneapolis
9/13/2022	Option A: Center running light rail along West Broadway Avenue. - Broadway is where the current density is, and where zoning allows for increased future density.	Online Survey/Form		Minneapolis
9/13/2022	Continue to consider grade separation for the pinch points along Broadway. If bridges and tunnels are acceptable to relieve pinch points and traffic conflicts in more suburban areas, they should also be acceptable in the city.	Online Survey/Form		Minneapolis
9/13/2022	Lyndale Avenue (recommended route from the Route Modification Study) - North Loop area can be served with transit options along Washington Avenue.	Online Survey/Form		Minneapolis
9/13/2022	<i>[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)]</i> I prefer this option. It has a central location and reduces road lanes with the minimum amount of impact to properties.	PublicCoordinate		Minneapolis

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9/13/2022	[Since the Blue and Green lines do not connect, there should be a stop here to serve Heritage Park, Sumner-Glenwood, and Harrison. Either that or find a way to connect the lines at/near this point for things like easy transfers between lines without going downtown and having good access to a health food option at the Minneapolis Farmers Market. Use the opportunity to redevelop this terrible 94/55 intersection and add a station stop and pedestrian/cyclist bridges/access over both 94 and 55 to reconnect these neighborhoods back together and to downtown.] +1	PublicCoordinate		Minneapolis
9/13/2022	[This is a better station location for North Loop. A station located on Washington would be even better.] Reaches more people that could utilize the service. End goal is to serve the people right? Let's reach much more riders, hey! It is a way to help recoup the 520 million in the red from ya other project in da red.	PublicCoordinate		Minneapolis
9/13/2022	[Would generally and enthusiastically encourage advancing elevated options along the route, which would provide enormous opportunities around speed, station access, and reduction of conflicts, as well as make track crossings easier for pedestrians.] +3	PublicCoordinate		
9/13/2022	(reply) agree	PublicCoordinate		
9/13/2022	(yes) reaches more people that could utilize the service. End goal is to serve the people right? Let's reach much more riders, hey! It is a way to help recoup the 520 million in the red from ya other project in da red.	PublicCoordinate		
9/14/2022	[East I-94 (Washington Ave) Option - Station serves the North Loop neighborhood. Station is readily accessible from the east and north. Station is walkable from Near North and Lyn-Park neighborhoods via Plymouth Avenue bridge across I-94] Good - Excellent	PublicCoordinate	Route Options Draft Eval. Considerations	Minneapolis
9/14/2022	[Lyndale Option - Right of way constraints on Lyndale Avenue require strips of public easement acquisition from adjacent properties] Poor	PublicCoordinate	Route Options Draft Eval. Considerations	Minneapolis
9/14/2022	[West I-94 Option - Recommendation] Impact on residents criteria.	PublicCoordinate	Route Options Draft Eval. Considerations	Minneapolis
9/14/2022	[East I-94 (Washington Ave) Option - Station location could create potential for some redevelopment] Good - Excellent	PublicCoordinate	Route Options Draft Eval. Considerations	Minneapolis
9/14/2022	East I-94 (Washington Avenue) - Less neighborhood impact, more space on Washington for business development	Open House	Comment Form	Minneapolis
9/14/2022	East I-94 (Washington Avenue) - Less invasive into Lyn Park community. Does not tear down homeowner property. This route is not heavily populated residentially. Negative impact on residents. Keeps congestion of traffic out of the community.	Open House	Comment Form	Minneapolis
9/14/2022	The options don't consider alternative routes. Lyndale is not the desired route.	Open House	Comment Form	Minneapolis
9/14/2022	Congestion and pollution from Blue Line impacts to community members.	Open House	Comment Form	Minneapolis
9/14/2022	Proof our voices are being heard. Lyndale homeowners need to be able to cross over. Create a separation of subdivision for Lyn Park	Open House	Comment Form	Minneapolis
9/14/2022	East I-94 (Washington Avenue) - Least detrimental to the Lyn Park (Lyndale) sub-division residential community. Air quality of the community. The single entrance/entry/exit subdivision sections on 14th and 18th street. Impacts to environmental justice issues.	Open House	Comment Form	Minneapolis
9/14/2022	I would like to see center running light rail on West Broadway.	Open House	Comment Form	Minneapolis
9/14/2022	Not disrupting the flavor of the Lyn Park subdivision	Open House	Comment Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/14/2022	East I-94 (Washington Avenue) - The Lyndale route comes too close to residential areas. Lyndale is too narrow to support light rail	Open House	Comment Form	Minneapolis
9/14/2022	"West Broadway between Lyndale and Irving" would be a clearer way to word this.	Open House	Comment Form	Minneapolis
9/14/2022	(Option A - West Broadway Ave from Lyndale to Irving Ave) Maybe widen the interval on the map and write "between 4th and Irving Ave". Getting the word Lyndale off the paper we are reading would eliminate that ambiguity entirely. I know 4th is not involved, but it would get Kim off your back.	Open House	Comment Form	Minneapolis
9/14/2022	[Route from TFS to WB] Not sure about this. Haven't thought out all the possibilities for Broadway. Leaning A because then you only need to redo one street. C seems like the worst because you take up two streets and have trains making noise in 2 blocks.	Open House	Comment Form	Minneapolis
9/14/2022	Least impactful to residential neighborhoods	Open House	Comment Form	Minneapolis
9/14/2022	The bridge over 17th Ave-94-4th street seems like a good idea, would it cost significantly more? Could be worth it. Redeveloping Wendy's - strip mall block would be good and spur economic development in the area, and clean it up too.	Open House	Comment Form	Minneapolis
9/14/2022	East I-94 (Washington Avenue) - Minimal impact on residential area.	Open House	Comment Form	Minneapolis
9/14/2022	East I-94 (Washington Avenue) - This route does not effect residents and the equity of homes. The east I-94 Washington Ave may cost more to built, yet that cost won't come at the expense of local residents in the Lyndale neighborhoods.	Open House	Comment Form	Minneapolis
9/14/2022	East I-94 (Washington Avenue) - I really don't want it all because of my neighborhood would get out of order.	Open House	Comment Form	Minneapolis
9/14/2022	[Route from TFS to WB] We don't need it.	Open House	Comment Form	Minneapolis
9/14/2022	We don't need it in our area.	Open House	Comment Form	Minneapolis
9/14/2022	East I-94 (Washington Avenue) - Good opportunity for transit oriented development on Washington. Lyndale option bad - seniors, residential impact to majority black neighborhood.	Open House	Comment Form	Minneapolis
9/14/2022	[Route from TFS to WB] No intelligent opinion.	Open House	Comment Form	Minneapolis
9/14/2022	Consider residential impact on routes	Open House	Comment Form	Minneapolis
9/14/2022	Best route!	East I-94 Roll Plot		Minneapolis
9/14/2022	This is the best route! Spend the money	East I-94 Roll Plot		Minneapolis
9/14/2022	How can I trust an organization that's a billion in the red and years behind and only 60% built?	East I-94 Roll Plot		Minneapolis
9/14/2022	Wow this is some nice open space! Non-residential and begging for economic opportunity!	East I-94 Roll Plot		Minneapolis
9/14/2022	Traffic /parking snafus. Congested. No to this.	Lyndale Option Roll Plot		Minneapolis
9/14/2022	By #3 - "Not in this area! No! No! No!	Lyndale Option Roll Plot		Minneapolis
9/14/2022	By #4 - Safety issues!!! NO	Lyndale Option Roll Plot		Minneapolis
9/14/2022	By #4 - No! Safety Issues!!!	Lyndale Option Roll Plot		Minneapolis
9/14/2022	Too close to houses, too much noise in a residential area.	Lyndale Option Roll Plot		Minneapolis
9/14/2022	Would the bridge over 17th-94-4th be very expensive? Could be worth the money anyway	Open House		Minneapolis
9/14/2022	Where is parking for commuters who catch the train and Plymouth and Lyndale?	Open House		Minneapolis
9/14/2022	Safety - one lane of traffic. Safety issue for stalled cars and abandoned cars	Open House		Minneapolis
9/14/2022	Safety for seniors in wheelchairs crossing the street to go to the store	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/15/2022	West I-94 (not recommended to move forward)	Online Survey/Form		Minneapolis
9/16/2022	"Have you actually asked Minneapolis residents if they want the Blue Line extension? I live here and every day see empty rail cars because of crime. No one rides the light rail.  I am friends with many people in the area and we all feel the same way, probably 100 young professionals.  Have you polled the Minneapolis community who will pay for this regarding their feelings? This extension seems like a disaster. Would you want to sit and wait for a train on west Broadway???	Open House	Public Comment	Minneapolis
9/16/2022	I'm happy to talk any time. Better yet I'll rent out smack shack and we can have an open forum regarding how North Loop residents feel about this project. "			
9/16/2022	<i>[The photo mock ups show how extremely close to the residential homes this lightrail would be and how dangerous it will be for the park. Lyndale is not a good route option. Washington Ave MUST be the answer to connect Target Center to Wbroadway]</i> I want to consider concerns of folks living in the cul de sacs, and I have a hard time with what people have said so far in neighborhood discussions about their opposition to this route. How would a light rail be "dangerous" to the park? Another commenter already mentioned how bananas the car traffic is on Lyndale...I am not sure how a LRT could possibly make this road louder/more unsafe/etc. I also have been looking at Washington Ave with honest eyes, and it does seem wide enough to easily host a train. AND, the suggested route for Washington on this map doesn't serve people. AND, the Washington route pretty much eliminates any chance for the neighborhoods just south of Plymouth to use the train, and that seems really horrible.	PublicCoordinate		Minneapolis
9/16/2022	East I-94 (Washington Avenue)	Online Survey/Form		Minneapolis
9/16/2022	East I-94 (Washington Avenue) - its a more commercial area with greater development opportunities.	Online Survey/Form		Minneapolis
9/16/2022	Option A: Center running light rail along West Broadway Avenue. - only a single lane to cross to get to the station. Also seems less confusing.	Online Survey/Form		Minneapolis
9/16/2022	Ease of use for train passengers.	Online Survey/Form		Minneapolis
9/16/2022	Option D: Light rail only on 21st Avenue N and four lanes of traffic on West Broadway (as it exists today).	Online Survey/Form		Minneapolis
9/16/2022	<i>[Elevate this section too and provide an easy transfer to the C line]</i> Take the opportunity	PublicCoordinate		Minneapolis
9/16/2022	<i>[Really not sure why this option is "not recommended". This would allow trains to travel much faster than on Lyndale, without endangering anyone living nearby. There's no station planned for this area anyway, why put the train in mixed traffic if it isn't necessary?]</i> I like this idea too - why put all that commotion of a train station right next to densely traveled roads and schools?	PublicCoordinate		Minneapolis
9/16/2022	<i>[Section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue)]</i> I don't think butting you a train station next to a townhome (residential) complex feels right. I like the idea of placing it towards the already existing road infrastructure intersections.	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
9/16/2022	<i>[Section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue)]</i> I like this station option better - could also develop that currently open field.	PublicCoordinate		Minneapolis
9/16/2022	<i>[Since the Blue and Green lines do not connect, there should be a stop here to serve Heritage Park, Sumner-Glenwood, and Harrison. Either that or find a way to connect the lines at/near this point for things like easy transfers between lines without going downtown and having good access to a health food option at the Minneapolis Farmers Market. Use the opportunity to redevelop this terrible 94/55 intersection and add a station stop and pedestrian/cyclist bridges/access over both 94 and 55 to reconnect these neighborhoods back together and to downtown.]</i> Farmers market access would be fantastic. Parking in this area is a nightmare.	PublicCoordinate		Minneapolis
9/16/2022	<i>[The routing along Lyndale will be the most direct, making it a more attractive transportation option for more people and making the the most of the immense public investment, while also reducing traffic speeds and increasing safety along this portion of Lyndale. For comparision, consider the difference between the traffic-choked death trap that was Washington Avenue through the U of M campus pre-Green Line and the pleasant, slow-speed transit and pedestrian mall that it is today.]</i> I agree!	PublicCoordinate		Minneapolis
9/16/2022	<i>[There is still a huge opportunity here to put a station near Heritage Park, which would serve a large and stable mixed-income community. The makeup and design of the community would alleviate gentrification and displacement of other stop locations due to the affordable rental properties here being owned/subsidized by MPHA. This would also mean Heritage Park would be even better as workforce housing with easy and affordable transit for people who work or would work along the Blue Line route.]</i> Yes! Please consider proper access for Heritage Park and Sumner in this plan!	PublicCoordinate		Minneapolis
9/16/2022	I want to consider concerns of folks living in the cul de sacs, and I have a hard time with what people have said so far in neighborhood discussions about their opposition to this route. I don't see how an LRT here poses new and unique threats or inconveniences. Another commenter already mentioned how bananas the car traffic is on Lyndale...I am not sure how a LRT could possibly make this road louder/more unsafe/less welcoming. Also, a bus line already comes down this way, and it could be a transit corridor! I also have been looking at Washington Ave with honest eyes,	PublicCoordinate		Minneapolis
9/16/2022	Has anyone even talked to MNDOT, the fire station, or the school about their use of 10th? Between school buses, fire trucks, and transit buses, I can't imagine a train blocking their access on 10th. This route is a nightmare.	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
9/16/2022	(reply) Yes! Please consider proper access for Heritage Park and Sumner in this plan!	PublicCoordinate		Minneapolis
9/16/2022	(reply) Farmers market access would be fantastic. Parking in this area is a nightmare	PublicCoordinate		Minneapolis
9/16/2022	(reply) Take the opportunity	PublicCoordinate		
9/16/2022	(reply to: <i>The routing along Lyndale will be the most direct, making it a more attractive transportation option for more people and making the the most of the immense public investment...</i> ) +1	PublicCoordinate		Minneapolis
9/16/2022	(reply) I want to consider concerns of folks living in the cul de sacs, and I have a hard time with what people have said so far in neighborhood discussions about their opposition to this route. How would a light rail be "dangerous" to the park? Another commenter already mentioned how bananas the car traffic is on Lyndale...I am not sure how a LRT could possibly make this road louder/more unsafe/etc. I also have been looking at Washington Ave with honest eyes, and it does seem wide enough to easily host a train. AND, the suggested route for Washington on this map doesn't serve people. AND, the Washington route pretty much eliminates any chance for the neighborhoods just south of Plymouth to use the train, and that seems really horrible	PublicCoordinate		Minneapolis
9/17/2022	<i>[All the slow turns in this area would make the overall travel experience of the Blue Line poorer. I get the appeal of a station at the north end of the North Loop, but it would be at the expense of the rest of the line which is hardly equitable.]</i> +2	PublicCoordinate		Minneapolis
9/17/2022	<i>[Elevate this section too and provide an easy transfer to the C line]</i> Outstanding idea!	PublicCoordinate		Minneapolis
9/17/2022	<i>[Lyndale Avenue between 14th and 18th Avenues]</i> Love the separation of traffic from pedestrians and bikers!	PublicCoordinate		Minneapolis
9/17/2022	<i>[West Broadway at Lyndale Avenue]</i> +1 for the traffic calming!	PublicCoordinate		Minneapolis
9/17/2022	<i>[West Broadway at Queen]</i> Looks absolutely fantastic, community friendly! No chance for wild speeding cars and lower accident chances	PublicCoordinate		Minneapolis
9/17/2022	<i>[West Broadway at Queen]</i> Looks great! I like that this slows drivers down making things safer for people outside of cars!	PublicCoordinate		Minneapolis
9/17/2022	<i>[Why are we back here again even talking about routes through North Loop over Northside? It seems the white powers-that-be will just continue to pursue stealing this part of the route, stops, and development opportunities from deserving North Minneapolis BIPOC businesses and residents on the "bad" side of 94. Talk about a continuation of the BS status quo. Get rid of this option entirely and commit to a station at/near Plymouth/Lyndale. Once again, from the cheap seats: AFFLUENT WHITE PROPERTY OWNERS/DEVELOPERS AND BUSINESSES IN/NEAR DOWNTOWN AND NORTH LOOP DO NOT NEED OR DESERVE ADDITIONAL ADVANTAGES AND PROPERTY VALUE INCREASES. This is a racial equity and community wealth-building issue, plain and simple.]</i> Development. There are plenty of buildings to knock down in that area of North Loop but not much to knock down along Lyndale.	PublicCoordinate		Minneapolis
9/17/2022	(reply) Development. There are plenty of buildings to knock down in that area of North Loop but not much to knock down along Lyndale	PublicCoordinate		Minneapolis
9/17/2022	(reply) Outstanding idea!	PublicCoordinate		
9/17/2022	(reply) +2	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
9/18/2022	I do not support number 1) West Broadway from Target Field Station. Number. 2 would be a better route; light rail on 21 Avenue North from approximately Lyndale Avenue North to Irving Avenue North.	Open House	Public Comment	Minneapolis
9/19/2022	<i>[Bottineau Blvd (County Road 81) at 40th Ave] +1</i>	PublicCoordinate		Robbinsdale
9/19/2022	<i>[I want to consider concerns of folks living in the cul de sacs, and I have a hard time with what people have said so far in neighborhood discussions about their opposition to this route. I don't see how an LRT here poses new and unique threats or inconveniences. Another commenter already mentioned how bananas the car traffic is on Lyndale...I am not sure how a LRT could possibly make this road louder/more unsafe/less welcoming. Also, a bus line already comes down this way, and it could be a transit corridor! I also have been looking at Washington Ave with honest eyes, and it does seem wide enough to easily host a train. AND, the suggested route for Washington on this map doesn't serve people. AND, the Washington route pretty much eliminates any chance for the neighborhoods just south of Plymouth to use the train, and that seems really horrible. I think the Lyndale route is the best option, with all of this in mind.] +1</i>	PublicCoordinate		Minneapolis
9/19/2022	<i>[West Broadway at Lyndale Avenue] +1 to a Lyndale Ave Station!</i>	PublicCoordinate		Minneapolis
9/20/2022	Prefer the 21st Street option because it is less impactful to businesses	Community Meeting - Encouraging Leaders		Minneapolis
9/20/2022	Supports the train, helps people see the amenity in MPLS. Would benefit community.	Open House		Minneapolis
9/20/2022	<i>[West I-94 Option] Think you need to study this route.</i>	Open House		Minneapolis
9/20/2022	<i>[West I-94 Option] Homeowner along west 94 prefers this option. Seems less impactful in overall picture, safety, etc.</i>	Open House		Minneapolis
9/21/2022	Lyndale Avenue (recommended route from the Route Modification Study) - It looks like it is the quickest and would serve the highest number of riders	Online Survey/Form		Minneapolis
9/21/2022	Option C: Side-running light rail and traffic is split between West Broadway and 21st Avenue N. - Light rail is running closest to destinations. Discourages through traffic by vehicles, at least westbound through traffic. Less right-of-way impacts than Option A. Otherwise A is my preference	Online Survey/Form		Minneapolis
9/21/2022	Serving important destinations is the most important factor. Speed and reliability are other important factors.	Online Survey/Form		Minneapolis
9/21/2022	<i>[Has anyone even talked to MNDOT, the fire station, or the school about their use of 10th? Between school buses, fire trucks, and transit buses, I can't imagine a train blocking their access on 10th. This route is a nightmare.] Agreed! Routing along 10th seems like a bad idea</i>	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/21/2022	<i>[Since the Blue and Green lines do not connect, there should be a stop here to serve Heritage Park, Sumner-Glenwood, and Harrison. Either that or find a way to connect the lines at/near this point for things like easy transfers between lines without going downtown and having good access to a health food option at the Minneapolis Farmers Market. Use the opportunity to redevelop this terrible 94/55 intersection and add a station stop and pedestrian/cyclist bridges/access over both 94 and 55 to reconnect these neighborhoods back together and to downtown.]</i> A stop here would also serve suburban commuters going to the airport. No parking, rather a "kiss and ride" arrangement. Golden Valley also lost access to the Blue Line when the BNSF ROW alignment was discarded.	PublicCoordinate		Minneapolis
9/21/2022	<i>[The routing along Lyndale will be the most direct, making it a more attractive transportation option for more people and making the the most of the immense public investment, while also reducing traffic speeds and increasing safety along this portion of Lyndale. For comparision, consider the difference between the traffic-choked death trap that was Washington Avenue through the U of M campus pre-Green Line and the pleasant, slow-speed transit and pedestrian mall that it is today.]</i> This route may be more direct, but the trains would have to travel at much slower speeds. University Ave. trains can only travel at 30mph max, Hiawatha trains up to 55mph. What matters is location of the stations. I would vote for green route between Heritage Park and W. Broadway stations.	PublicCoordinate		Minneapolis
9/21/2022	<i>[This is a bad station location.]</i> Agreed. If MnDot ever removes the viaducts, we can revisit the idea, but until then, terrible location for a station	PublicCoordinate		Minneapolis
9/21/2022	<i>[Why are we back here again even talking about routes through North Loop over Northside? It seems the white powers-that-be will just continue to pursue stealing this part of the route, stops, and development opportunities from deserving North Minneapolis BIPOC businesses and residents on the "bad" side of 94. Talk about a continuation of the BS status quo. Get rid of this option entirely and commit to a station at/near Plymouth/Lyndale. Once again, from the cheap seats: AFFLUENT WHITE PROPERTY OWNERS/DEVELOPERS AND BUSINESSES IN/NEAR DOWNTOWN AND NORTH LOOP DO NOT NEED OR DESERVE ADDITIONAL ADVANTAGES AND PROPERTY VALUE INCREASES. This is a racial equity and community wealth-building issue, plain and simple.]</i> A station here would only make sense if they removed the viaducts and opened up the area to redevelopment. So long as the viaducts are there, this will continue to be a dead area. Station should be west of 94	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/21/2022	To avoid traffic (this is an incredibly busy intersection) LRT should wrap around new Metro Transit station, continue north on east side of Lyndale, then cross to Plymouth on dedicated bridge. E Lyndale entrance ramp to I-94 should begin right at 7th and not meander for 1.2 miles north before finally merging with 94. (800-1200 ft. ramp would be fine!!)	PublicCoordinate		Minneapolis
9/21/2022	Dedicated LRT bridge could cross 94 here, just north of Fire Station 4 to W Lyndale N ramp, with station under Plymouth Ave. N, then continue on re-purposed WLN ramp all the way to W. Broadway. Exit from 94 to 7th St. shortened to usual length.	PublicCoordinate		Minneapolis
9/21/2022	LRT should use I-94 ramp (W. Lyndale N) right-of-way from Heritage Park to W. Broadway stations. A normal length (800-1200 ft.) ramp from I-94 to 7th should replace the W Lyndale N lanes.	PublicCoordinate		Minneapolis
9/21/2022	(reply) Agreed! Routing along 10th seems like a bad idea.	PublicCoordinate		Minneapolis
9/21/2022	(reply) A station here would only make sense if they removed the viaducts and opened up the area to redevelopment. So long as the viaducts are there, this will continue to be a dead area. Station should be west of 94	PublicCoordinate		Minneapolis
9/21/2022	(reply to: <i>The routing along Lyndale will be the most direct, making it a more attractive transportation option for more people and making the the most of the immense public investment...</i> ) This route may be more direct, but the trains would have to travel at much slower speeds. University Ave. trains can only travel at 30mph max, Hiawatha trains up to 55mph. What matters is location of the stations. I would vote for green route between Heritage Park and W. Broadway stations.	PublicCoordinate		Minneapolis
9/21/2022	(reply) Agreed. If MnDot ever removes the viaducts, we can revisit the idea, but until then, terrible location for a station	PublicCoordinate		Minneapolis
9/22/2022	There are roughly 15 acres, bounded by Plymouth, N, 3rd St, 10th Ave and 94, within .25 miles of a Plymouth Lyndale IRT station which could be turned into a transit oriented community. MnDOT should close E Lyndale and convert the 3rd and 4th St viaducts into a 4th st boulevard with 94 on and off ramps from north side of Plymouth, then reconnect street grid. A narrower 94 with better connections between Near North and North Loop would improve entire area.	PublicCoordinate		Minneapolis
9/23/2022	East I-94 (Washington Avenue) - Many large areas for development compared to Lyndale, reaches North Loop, improves access for large employers in the area, doesn't disrupt neighborhoods with single family homes.	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/23/2022	Option C: Side-running light rail and traffic is split between West Broadway and 21st Avenue N. - A causes too much property disruption as mentioned (could be a better route if elevated). B moves too much car traffic to 21st st. D seems to be an awkward routing as it moves entirely around Broadway ave. C allowing for two-way traffic on Broadway with turning lanes seems to be the most efficient use of space.	Online Survey/Form		Minneapolis
9/23/2022	Speed of travel and development options in the area.	Online Survey/Form		Minneapolis
9/23/2022	The original "red" routing considered on Washington ave seems better than the new route, not sure why it's no longer considered unless it's extremely slower or something. An elevated rail in this area south of Plymouth could help speed up travel toward Broadway and would be visually appealing.	Online Survey/Form		Minneapolis
9/25/2022	[Section 3 (West Broadway Avenue - Lyndale Avenue to Irving Avenue)] Option A is by far the best. Keep the train running along (or over) Broadway because that is where the destinations are!	PublicCoordinate		Minneapolis
9/25/2022	[West Broadway at Emerson Ave] Elevating the line down Broadway, like others have mentioned will increase speed, reliability, and safety for all users and will allow the neighborhood to grow around the light rail without expensive and disruptive construction later.	PublicCoordinate		Minneapolis
9/26/2022	[Robbinsdale (Area 2) 47th Avenue to 40th Avenue] Ensure the crossing is IMPROVED for pedestrians and cyclists alike. The top right corner of this intersection is a primary bike path that connects to Crystal Lake, Lakeview Terrace, and other trails.	PublicCoordinate		Robbinsdale
9/27/2022	Some have mentioned elevating the track here to preserve pedestrian accessibility to both sides of the track, and I do remember seeing this section in the report to have a relatively high amount of pedestrian access closures. I would also like to bring up the possibility of a cut and cover tunnel as well (as a potentially? more affordable alternative).	PublicCoordinate		
9/28/2022	East 94 - not impacting value of homes	Community Meeting - Franklin Middle School		Minneapolis
9/28/2022	Don't just do what is easy	Open House		Minneapolis
9/28/2022	Spelling out impacts in evaluation	Open House		Minneapolis
9/28/2022	Dividing Lyn Park - dividing community	Open House		Minneapolis
9/28/2022	Planning principle, wouldn't separate it at that point. Would go around residential community.	Open House		Minneapolis
9/28/2022	Was created with intention - the specific feel of the neighborhood.	Open House		Minneapolis
9/28/2022	Greening important	Open House		Minneapolis
9/28/2022	Cul-de-sac	Open House		Minneapolis
9/28/2022	Roadway crossing	Open House		Minneapolis
9/28/2022	Need dedicated crossign for kids and seniors	Open House		Minneapolis
9/28/2022	Flavor of Lyn Park	Open House		Minneapolis
9/28/2022	Promise of a sign that said suburb in the city	Open House		Minneapolis
9/28/2022	Suggestion of pedestrian overpass	Open House		Minneapolis
9/28/2022	For overall traffic operation - buses/cars, etc	Open House		Minneapolis
9/28/2022	Worry of extra traffic	Open House		Minneapolis
9/28/2022	Noise of train passing schools	Open House		Minneapolis
9/28/2022	Engage on the transit benefit - the why	Open House		Minneapolis
9/28/2022	Talked about the people in the benefits and impacts	Open House		Minneapolis
9/28/2022	Benefit more of travel through	Open House		Minneapolis
9/28/2022	Where are riders coming from? What are they doing?	Open House		Minneapolis
9/28/2022	Your reasons to drop the green are the same as the purple	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/28/2022	Pink - school with IPO students - 200 employees	Open House		Minneapolis
9/28/2022	Students also coming from Lyn Park area	Open House		Minneapolis
9/28/2022	Impacts to buses and student loading	Open House		Minneapolis
9/28/2022	School only has two exits	Open House		Minneapolis
9/28/2022	[North Memorial] Please don't build any elevated station platforms!	PublicCoordinate		Robbinsdale
9/29/2022	Some business preference for 21st. Folks have been through a lot, additional impact is had	Open House		Minneapolis
9/29/2022	West Broadway feels like there are more eyes	Open House		Minneapolis
9/29/2022	An option that works for buses	Open House		Minneapolis
9/29/2022	Station access	Open House		Minneapolis
9/29/2022	Splitting the train creates the most impact - 1/2 and 1/2	Open House		Minneapolis
9/29/2022	Impact of on-street parking	Open House		Minneapolis
9/29/2022	Parking solutions needed	Open House		Minneapolis
9/29/2022	Desire for more stations	Open House		Minneapolis
9/29/2022	Construction disruption	Open House		Minneapolis
9/29/2022	Good detour routes needed, alley access	Open House		Minneapolis
9/29/2022	Funding	Open House		Minneapolis
9/29/2022	System security	Open House		Minneapolis
9/29/2022	All stops to be safe	Open House		Minneapolis
9/29/2022	21st doesn't feel as safe to walk	Open House		Minneapolis
9/29/2022	Lyndale Avenue (recommended route from the Route Modification Study) - As a transit user, it's easier for more people to access (from all directions, not cut off by a freeway) and it's easier to understand where it goes.	Online Survey/Form		Minneapolis
9/29/2022	It has to work as transit, for transit riders, to be worth the investment. Transit on Lyndale and Broadway work because the streets were originally built around transit, and that's where transit-supporting uses exist, where people expect to find it, and where it belongs.	Online Survey/Form		Minneapolis
9/29/2022	Walk spacing - seems like there is a big gap	Open House		Minneapolis
9/29/2022	Bus impact to traffic and how it works together	Open House		Minneapolis
9/29/2022	Importance of local service	Open House		Minneapolis
9/29/2022	Making sure it benefits the community	Open House		Minneapolis
9/29/2022	Impact to property value	Open House		Minneapolis
9/29/2022	Roadway access	Open House		Minneapolis
9/29/2022	Importance of connecting service	Open House		Minneapolis
9/29/2022	All modes = works well	Open House		Minneapolis
9/29/2022	Want to make sure the project benefits the people	Open House		Minneapolis
9/29/2022	Traffic flow and left turns - concerns about intersections backing up	Open House		Minneapolis
9/29/2022	Manage budget - keep it simple	Open House		Minneapolis
9/29/2022	Consider community specific safety needs	Open House		Minneapolis
9/29/2022	Building construction - this roadway (Newton) is closed. Illion reopening	Open House		Minneapolis
9/29/2022	Getting off the train on 21st would seem weird	Open House		Minneapolis
9/29/2022	Option A would be the best to me because it impacts less residential homes.	Open House		Minneapolis
9/29/2022	Option D	Open House		Minneapolis
9/29/2022	Option B	Open House		Minneapolis
9/29/2022	Option A: Center running light rail along West Broadway Avenue. - As a transit user, it goes where I want to go: the commercial corridor. It's easy to understand - splitting it between two streets leaves me confused about which one I want to be on and makes transfers confusing. Putting it on a residential street means I have to use a map to figure out where it is, and it's not where I expect to find transit.	Online Survey/Form		Minneapolis



Date	Comment	Forum	Type/Reply to	City
9/30/2022	East I-94 (Washington Avenue) - Much closer access for NE residents from Broadway or Plymouth without having to cross 94, assuming there would be a station somewhere between 6th Ave and 94. All of NE has extremely poor transit connectivity, especially closer to the river, and lightrail access on the east side of 94 would make a significant difference, compared to having to cross 94. Personally I'm already used to biking across Broadway and Plymouth to access destinations on the west side of the river and I would easily do that to access the lightrail, but if I have to cross 94 it changes the calculation and I'd be much less likely to choose that option.	Online	Survey/Form	Minneapolis
9/30/2022	Option A: Center running light rail along West Broadway Avenue. - Everyone is already accustomed to the center-of-street LRT design on the Green Line, it makes sense to use that in a similar context here. It's also important to maintain two-way traffic on Broadway, changing it to one-way traffic will cause mayhem and even if drivers adapt to it, it will be unnecessarily inconvenient. It's also not appropriate to displace through-traffic to a residential street on 21st. Option C would also be acceptable with maintaining two-way traffic on Broadway. Part of the purpose of the Broadway route is or should be rehabilitating and revitalizing Broadway, both in terms of physical infrastructure and beyond. Option D defeats the purpose of this, including by diverting riders and foot traffic away from Broadway businesses. Even if they're not near a station, just seeing the properties on Broadway from the train is valuable advertising and encourages riders to come back and patronize them. For these reasons it's also preferable to have the route run along Broadway to the east side of 94 instead of only	Online	Survey/Form	Minneapolis
9/30/2022	Option A: Center running light rail along West Broadway Avenue. - Option A is the superior choice due to the current trend of making pedestrian-first oriented right of ways; the current road-diet project of Highway 55 is an excellent example. Traditionally Broadway in this section was a streetcar oriented alignment. Bringing the streetcar (or light rail) back is simply correcting a long-accepted wrong for the inclusion of all peoples and modes of transportation. The majority of the buildings on this section of Broadway were intended for pedestrian and streetcar traffic. A return to this, however painful—real or imaginary—is necessary, and will generate long term growth. The left turn lanes should be eliminated when necessary to prevent demolition of adjacent buildings. There are plenty of opportunities for turning left and accessing businesses through the parallel streets. This alignment option could create more space for business through larger outdoor areas and much slower traffic patterns. Currently the outside lanes are used as parking for seemingly permanently disabled vehicles and snow	Online	Survey/Form	Minneapolis
9/30/2022	Option A: Center running light rail along West Broadway Avenue. - Traffic in this area is already impacted by people utilizing the outer two lanes as street level parking, most use Broadway as a thoroughfare for interstate access when there are many alternative options. Reducing Broadway back to two lines and keeping the LRT consolidated along the same corridor will improve pedestrian/bike access and safety as well as return the "neighborhood feel" to the corridor.	Online	Survey/Form	Minneapolis



Date	Comment	Forum	Type/Reply to	City
9/30/2022	Our family lives in North Minneapolis off Golden Valley Road. I preferred the original route that went down Olson and past Theo Wirth park. The new route will cause many disruptions to businesses on West Broadway.	Online Survey/Form		Minneapolis
9/30/2022	After attending the public forum at Franklin Middle, I wish to thank all of the officials who spoke for their time and patients as speaking to development plans in front of communities is not always easy. Listening is important but so is controlling the conversation. The NIMBY folks should not have been allowed to monopolize so much of the meeting. I would encourage officials to come armed with more information to mitigate misinformation and irrational fears. For example -- Decibel information for the LRT trains to dismiss concerns of excessive noise. The training and certification LRT drivers go through to dismiss the bogus complaint that the trains might hit folks in cross walks and automobiles along intersections. (rolling my eyes) I believe the example given in meeting was that a senior citizens' power chair might fail mid cross walk... Traffic counts of impacted streets and alternative routes to ease concerns of traffic congestion along proposed routes. The amount of environmental impact the trains have on pollution (one person commented trains negatively impacted pollution because cars had to stop	Online Survey/Form		Minneapolis
9/30/2022	I think service times, service areas to the greatest number of residents and businesses should be considered a priority as well as development patterns for the corridor in the coming decades. Higher density development for business and housing will surely follow the LRT, stations along business areas and walk able residential areas are important both for commuters and folks who could benefit utilizing mass transit for everyday goods and services errands.	Online Survey/Form		Minneapolis
9/30/2022	Lyndale Avenue (recommended route from the Route Modification Study) - The Lyndale alignment has the greatest potential to serve the most number of riders as it is on the same side of I94 as the residential area. The other alignments will preclude a large section of potential ridership due to being cut off by I94. This alignment also offers the fewest number of service speed reductions by offering fewer and much broader curves than the other alignments along with keeping the one necessary sharp curve (at the Cub store) near grade-level intersections that require slower speeds. The Lyndale Ave option provides for the ability to add future stops if needed to serve residential riders as car ownership becomes increasingly unattainable for younger generations—sighting the route to the east of the interstate would automatically and permanently prevent this neighborhood-future and current-from benefiting from the light rail. During the meeting for the Lyndale alignment section, the opponents to this alignment were nebulous about the reasons they were opposed: when	Online Survey/Form		Minneapolis
9/30/2022	Maintaining existing traffic patterns. Why can't W Broadway be like University in Saint Paul: two lines down the middle with two vehicle lanes on either side. Options A-C above are impossible to comprehend; a divestment in the future of North Minneapolis on such an important corridor. Why isn't there an option for Target Field to W Broadway that heads straight East along the Northstar line before turning North to follow Washington Ave?	Online Survey/Form		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/30/2022	Option D: Light rail only on 21st Avenue N and four lanes of traffic on West Broadway (as it exists today). - It is idiotic to shrink such a busy street like W Broadway from 4 traffic lanes, 1 turn lane, and parking on either side to anything less. Options A-C shrink W Broadway to one lane in both directions, which seems to be the worst possible management of this stretch of roadway.	Online Survey/Form		Minneapolis
9/30/2022	Perspectives of business proprietors and residents should be prioritized, considering longterm as well as construction impacts. Lessons learned from previous LRT projects must be put into practice to protect residents and businesses from adverse impacts and maximize benefits. The designs as presented here don't indicate anything about bike infrastructure. While space is limited and maintaining two-way traffic on Broadway is a priority, bikes already use the street despite its condition and will continue to, whether they're accounted for or not, so they need to be.	Online Survey/Form		Minneapolis
9/30/2022	The immediate availability of the light rail to residents and the future availability of the light rail is the most important consideration. Unfortunately real life is not like in the movies: "Build it and they will come" is not how things work out. Placing the light rail in traditional patterns of movement between residential and commercial/industrial still seem to be the best practice when creating less car-centric and more walkable/pedestrian/mobile communities.	Online Survey/Form		Minneapolis
9/30/2022	Lyndale Avenue (recommended route from the Route Modification Study) - This route will serve the most people, provide limited impact to private property, and the design is the most straight forward with limited curves which will increase speed/service times of the light rail. The washington/broadway route makes no sense, it impacts many private properties and doesnt address concern about the heavy traffic congestion of that area along the eastern side of I-94, those bottlenecks would certainly impact LRT service times. I attended the public meeting at Franklin Middle and was surprised by the ill informed concerns to the immediate properties along Lyndale. The section of Lyndale between Plymouth to 18th Streets has large embankments on either side which would shield adjacent properties to any such sound pollution that was raised as a concern. I would like to see officials include decibel ratings for the light rail trains as means to disprove this unfounded belief that somehow the trains are any louder than the standard traffic already found on this street. Do not be dissuaded by the NIMBY	Online Survey/Form		Minneapolis
10/25/2022	Consideration to keep access to Bottineau onto Lakeland from the north. Mai Thai customers have been "trained" to access this way.	Open House		Robbinsdale
10/25/2022	Make sure intersection considers bike path and pedestrian.	Open House		Robbinsdale
10/25/2022	Station north of 40th. Park and ride on the west side.	Open House		Robbinsdale
10/25/2022	Specical attention to bicycle and pedestrian safety at 40th.	Open House		Robbinsdale
10/25/2022	Do we really need a parkign garage this size?	Open House		Robbinsdale
10/25/2022	Can the ramp be 1/2 this big open lot?	Open House		Robbinsdale
10/25/2022	Concern of lake water quality.	Open House		Robbinsdale
10/25/2022	3860 Lakeland - historic house built in 1917.	Open House		Robbinsdale
10/25/2022	Pro - I get on the train to the airport! No bus transfer.	Open House		Robbinsdale
10/25/2022	Save my exit on Lakeland Ave.	Open House		Robbinsdale
10/25/2022	This park floods.	Open House		Robbinsdale
10/25/2022	This is handicap housing - wheelchairs!	Open House		Robbinsdale

Date	Comment	Forum	Type/Reply to	City
10/25/2022	Dangerous intersection (42nd) as it is. Concerns of it during construction activities. Consistent conflicts with bikers/sunset/sight distance.	Open House		Robbinsdale
10/25/2022	We lose this access from one direction.	Open House		Robbinsdale
10/25/2022	Don't get rid of Broadway Pizza or Video Universe!	Open House		Robbinsdale
10/25/2022	Pro: people could ride the train to our great restaurants. Right now, there's no parking on weekends.	Open House		Robbinsdale
10/25/2022	Yukon? Name changed?	Open House		Robbinsdale
10/25/2022	Old Montgomery Auto lot - potential hazardous materials.	Open House		Robbinsdale
10/25/2022	How do ambulances access during construction?	Open House		Robbinsdale
10/25/2022	Park and ride needed?	Open House		Robbinsdale
10/25/2022	Safety concern of grade separated platform. How is it protected?	Open House		Robbinsdale
10/25/2022	This intersection is extremely dangerous. Adding more traffic to it is crazy. No shoulder on Lakeland and it is a bike lane.	Open House		Robbinsdale
11/7/2022	Security is already an issue, with increased foot traffic, security will become more of an issue.	Open House		Minneapolis
11/7/2022	Comment time to give by November 7 is too short.	Open House		Minneapolis
11/7/2022	School playground is close, it impacts: recess for kids, pollution, construction for children, attract traffic, students exposed to drug people in the area, community should be involved	Open House		Minneapolis
11/7/2022	The crime rates in Minneapolis will continue to rise if this project happens. Brooklyn Park is known for its horrible crime rate and imagine connecting the two cities.	Open House		Minneapolis
11/7/2022	It's not good for the safety of the children. The train makes noise and the other way. When you build the train station it is going to effect the safety of the students.	Open House		Minneapolis
11/7/2022	I think one of the impacts that this might have will include the safety. There are kids that go to this school and there are a lot of people using the Blue Line so it might effect them. Please reconsider again and look for the safety of small kids that go to this school Twin Cities International.	Open House		Minneapolis
11/7/2022	Serious safety concerns with the Blue Line effecting Twin Citie International Schools. It will effect student safety and ability to learn in a space free of construction noise, train noise every 10-15 minutes. Where will staff park? Students play ground will be ruined and not have a place to play. It will effect busing and students having access to the school. It will bring an uptick in crime to an already vulnerable community! Please consider mvoing the route to a different location or the station location.	Open House		Minneapolis
11/7/2022	As a parent of children at the Twin Cities International Schools I have concerns for my child's safety and being safe at school.	Open House		Minneapolis
11/7/2022	Parents of students at TCIS I don't want it by the school. There will be no parking, no place to play. I have concerns about safety for kids and staff. Not safe for the school and the kids future. It scares me as a parent. There is pollution that will effect learning. Pleae don't build it.	Open House		Minneapolis
11/7/2022	As a parent of the kids at Twin Cities International Schools I don't want the line impacting my kid's safety or how they will do in school. The busing and staff will be effected.	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
11/7/2022	I am a parent of students at TCIS. I am worried about safety, cost and how it will hurt my kid's learning. We do not want the line at all! It is not fair to the community. The pollution will hurt our kids. The teachers won't come to teach. It is not okay to build by any school. These kids are our future.	Open House		Minneapolis
11/7/2022	Do not build. Safety, pollution, no playground. These are my kids it effects	Open House		Minneapolis
11/7/2022	I have a kid at TCIS I am worried for their safety. I am worried for where the stop is, who will come and bring crime. IT will hurt our kids learning, community, and businesses. It will take our palyground, it will take away teachers to teach our kids. The safety of taking away bus parking and over crowding the small space. Please DO NOT build htis line here. It is not fair to the community that lives, work, and sends our kids here every day.	Open House		Minneapolis
11/7/2022	Parent of kids at the local school Twin Cities School, community member, I have seen this built by my house and it is unsafe by my house. Now by where my kids go ot school, I do not think it's safe or fair that you build by a school of kids that already feed vulnerable. We know facts of other areas, brings concern of cost for the school, and crive, and where we will park. Construction affects learning and testing. Ruin the new building and hte community all around.	Open House		Minneapolis
11/7/2022	I am a parent of kids at TCIS. No student should have to worry about the safet yconcerns. I have seen the impact by Cedar Riverside. It has only hurt our community and this will make even our kids school day unsafe. No teachers, pollution and crime. No build option is my vote.	Open House		Minneapolis
11/7/2022	I am a parent of children at Twin Cities Schools. I don't want the line. The safety of my kids and the community.	Open House		Minneapolis
11/7/2022	Crime rates in Minneapolis will continue to rise if this project happens. Brooklyn Park is known for its horrible crime rate and imagine connecting the two cities.	Open House		Minneapolis
11/7/2022	We need more time.	Open House		Minneapolis
11/7/2022	I am a parent and I don't want the blue line. It effects safety and buses and whre my kids play. Do not build this near the school or in the community. It will create crime just like by my house.	Open House		Minneapolis
11/7/2022	Is having the tracks raised to run parallel with Hwy 94 an option? (Safety vs cost)	Open House		Minneapolis
11/7/2022	Where would the students play if the tracks go through the playground?	Open House		Minneapolis
11/7/2022	Would a parking ramp be built to replace the parking lot?	Open House		Minneapolis
11/7/2022	What safety measures will be put in palce if the tracks run parallel to the school building?	Open House		Minneapolis
11/7/2022	Will there be any businesses and locations that will be affected by this new route?	Open House		Minneapolis
11/7/2022	Why did you not look at the other side? You can find a solution instead to be close to Twin Cities International.	Open House		Minneapolis
11/7/2022	How can we guarantee safety for the students and staff at Twin Cities International Schools?	Open House		Minneapolis
11/7/2022	Where will staff park?	Open House		Minneapolis
11/7/2022	Have you considered that this will effect a marginalized population?	Open House		Minneapolis
11/7/2022	What is the thinking of addign ot the air pollution levels in North Minneapolis area?	Open House		Minneapolis
11/7/2022	What mitigations will be put in place to take care of that?	Open House		Minneapolis
11/7/2022	What is the mitigations for safety in the two routes for safety for communities?	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
11/7/2022	What was the result of traffic camera monitors? Can you share this?	Open House		Minneapolis
11/7/2022	Being an old part on the north metro, what have you discovered regarding the environmental impact?	Open House		Minneapolis
11/7/2022	What are the security risks for a station at Plymouth? Do you have data on this after a station has been built? I.e. Franklin/Lake; Cedar - Impact on community.	Open House		Minneapolis
11/7/2022	How much public money do you have so far?	Open House		Minneapolis
11/7/2022	My name is Lypran Mawbi. I am a teacher at TCIS and a board member. My suggestion is please use the Lyndale option but still make plans to boost safety and plans to ease traffic along Plymouth Avenue.	TCIS		Minneapolis
11/7/2022	I have deep concerns surrounding the Blue Line east I-94 option. I am concerned for safety - putting a station so close to the school will bring more traffic and crime. The light rail will take away parking for parents and staff. It also will take away property space for recess and busing. The school serves a marginalized community and it seems like this is only affecting the school community more! How will students learn when there is construction noise, or safety concerns or lack of space to feel safe to play at recess. Or where will staff park? Please consider changing routes!	TCIS		Minneapolis
11/7/2022	Elementary school parent - Concerned about school safety, propose no build option, lastly, Lyndale Route option if we have to build.	TCIS		Minneapolis
11/7/2022	yes	Online Survey/Form	EQB Comments/Questions	Minneapolis
11/7/2022	I want transit that is efficient and effective, and that is a good fit for our transit users and our community. Taking the proposed LRT line through Robbinsdale lacks in all these areas and will have negative social, economic, and environmental impacts. The design will physically split our town and make it harder for both pedestrians and those using other modes of transportation to get around. In some places along CR 81 the LRT will be very close to homes and with horns blaring at the downtown Robbinsdale stop, it will be heard across our entire community multiple times each hour (added noise pollution). The construction will bring significant disruption to our community (the other LRT projects have taken years to complete, and some still are not finished and are over budget). It will also have a negative economic impact. The construction disruption will make it difficult to get to places of business easily will cause some business to go out of business. This has happened along the University and SW LRT lines. I have found it hard to find people that would want or need to ride the proposed	Online Survey/Form	EQB Comments/Questions	Brooklyn Park
11/7/2022	The paragraph titled "Bottineau Boulevard (County Road 81) / Southern Brooklyn Park and Crystal" does not at all mention that the number of lanes will be evaluated. The attached City Council resolutions express the city's consistent concerns regarding the number of lanes, and this is at least as great a matter of concern to the city as the question about whether the Bass Lake Road intersection should be grade separated. For this reason, the number of lanes should also be mentioned in this paragraph in addition to the Bass Lake Road intersection.	Online Survey/Form	EQB Comments/Questions	Crystal

Date	Comment	Forum	Type/Reply to	City
11/7/2022	<p>The city requests the following changes to this paragraph describing the scope, with strikeouts indicating deletions and underlining indicates additions:            Bottineau Boulevard (County Road 81) / Southern Brooklyn Park and Crystal            A change in LRT alignment to run within the median on Bottineau Boulevard will be evaluated. Stations at 63rd Avenue and Bass Lake Road remain at similar locations as the 2016 preferred route; however, they are moved from the BNSF corridor to the median of Bottineau Boulevard, with corresponding changes in station access and design. The Supplemental EIS will also evaluate changes to Bottineau Boulevard needed to accommodate the LRT, including a conventional intersection at Bass Lake Road with a pedestrian bridge, or an elevated structure carrying Bottineau Boulevard over Bass Lake Road; and the number of lanes necessary to accommodate existing and forecast vehicular traffic volumes in the corridor.            Blue Line Project Office - John Sutter- City of Crystal-</p>	Online Survey/Form	EQB Comments/Questions	Crystal
11/7/2022	<p>There are so many thoughts regarding why this route - or even having another line in the city - is not appropriate. Timing - right now there is no one I know that would take this line from north of the city to downtown because of safety. Cost - you are pursuing a project that has a high cost using dollars that are desperately needed in more appropriate areas. Ridership - you have not yet seriously determined how many riders you would most likely have in the first 2 years. Route - beside going through a dangerous area (or 2), you are going through Robbinsdale which is known for it's 'small town historic' feel. Stations - at present, anytime I've asked members of this Light Rail project about stations, it seems to be a non-chalant up-in-the-air situation. You are considering 40th &amp; 81. That is a residential area, and would not be a place that anyone would use to get on or off. 41st &amp; 81 would be common sense. So just this type of lack of reasoning has become serious to our neighborhood and others. At this point, regarding city transport needs, this isn't a project that should be having money &amp; time poured into it. It's already</p>	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	<p>I am opposed to the route of the Blue Line, specifically going down Bottineau Blvd, due to the negative impact to our roadways/thoroughfares, adjacent properties and neighborhoods. I'm very concerned about vibrations from the train in such close proximity to Crystal Lake, where our neighborhood is already plagued with house foundation issues due to the sandy nature of this habitat. Not to mention the wildlife disruption this would cause. I'm also aware of low ridership and poor stats from other train lines and even buses in the metro due to our post pandemic society. The percent of our population now working from home is likely here to stay. Expanding the transit line does not seem a prudent use of public funding at this time.</p>	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	<p>The project in total is a waste of taxpayer money, to build it and then to operate it. The ridership demand is not there. The Met council is the only real supporter. It also will not fit physically down route 81 and it does not belong on hwy 81.</p>	Online Survey/Form	EQB Comments/Questions	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
11/7/2022	Blue Line information is from pre-pandemic surveys and this info has not been updated. \$2 Billion to build. The line would not travel on the existing railroad tracks that travel through the impacted communities, but rather tracks would be added down the middle of existing thoroughfares. These tracks would be within 100 yards from my back yard and I do not want that. There is no mobility upside with the Blue Line. For comparison purposes, the Green Line, which runs down University Ave in Mpls/St. Paul, moves people at 16-17 MPH. The Blue Line would move people at 10-15 MPH. The NorthStar line lost 90% of its riders during the pandemic and is on the verge of closure. One of the goals of the light rail for the Met Council is to 'urbanize the suburbs'. This comes through Transit Oriented Development, which is the term for the redevelopment that would occur along the rail line, most notably building apartments/condos and parking. Along that note, there is a sizable transit center at 694 and cty rd 81 which has closed due to 'underutilization' So the answer of "WHY" build this is not	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Thanks for holding the open house on 10/25 in Robbinsdale. My comments: 1. I suggest locating the Rdale station just north of 40th Avenue North. 2. Place the park and ride on the WEST side of Bottineau in the USBank parking lot. When people park on the west side of Bottineau, they will be more likely to walk-to/support Rdale retail district. If the ramp is on the east side of Bottineau, people will be less likely to cross the busy highway to visit Rdale businesses. They will be more likely to get in their car and drive away. 3. The North Memorial station needs designated parking space (even if it is small.) People will end up parking in residential neighborhoods without it. 4. I was surprised at the rail/station elevation at North. Any options for putting the station at-/below-ground and connect with the North tunnel system? This would help with accessibility issues.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I would like to know how it is considered that there are no major concerns with pedestrian, light rail and vehicular traffic along the West Broadway corridor. Has anyone driven along the Hiawatha Light Rail and what a pain that has been since it started up? I imagine this alignment being a twin to that. Many people have concerns about pedestrian traffic and vehicular traffic impacts, specifically in Robbinsdale, but apparently those are not valid? Also, has a study been done to see the volume of traffic accidents on CR-81 through Robbinsdale and how many street lights and trees get taken out along this stretch of roadway yearly? I do not see how putting in a light rail will help remedy this. How will the light rail be constructed to prevent collisions with vehicles between intersections, and will it look pleasing?	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Yes - the planned path through Downtown Robbinsdale is through a street that is already very busy but has residential buildings right next to it. The plans should incorporate some sound & visual barriers to the road to improve both safety and comfortability of the neighbourhood.	Online Survey/Form	EQB Comments/Questions	Robbinsdale



Date	Comment	Forum	Type/Reply to	City
11/7/2022	I was very disappointed to see the updated plans for downtown Robbinsdale at the 10/25/22 meeting at Elim Church. I was a supporter of the line originally, but it think that the impact to Robbinsdale becomes worse and worse with every new rendering that is released. I think the LRT station would only make sense at 41st if the entire station/track was elevated (at least, from before 40th past 42nd). Therefore I am not in favor of a station at 41st as rendered. ESPECIALLY with a park and ride garage right in downtown Robbinsdale at the site of the current Broadway pizza. This will harm the town for generations to come, and create a dead zone of commerce + greatly increase the presence of cars in the core area of town. This is a HORRIBLE idea and a mistake. Robbinsdale doesn't need a park and ride in the center of its small town, there are other park and ride options along the line that are more suburban. If the line does need to run at grade.. I would propose the station at the 42nd ave intersection, on the north. This would essentially be a better version of the original 40th street station	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	The LRT will ruin the small town atmosphere of Robbinsdale. It is not needed nor wanted and will disrupt the small amount of green space we have and add to congestion already on hywy 81. Your ridership numbers are totally off. People work from home. There is no need for LRT here !!!	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Several concerns: cost, ridership way down, safety issues, dividing Robbinsdale by going down the middle of Bottineau Blvd, bus transit is a better solution	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Please please please rethink spending this much money on a project that is going to take away from the small town feel of Robbinsdale. I've enjoyed living in Robbinsdale for over 25 years after growing up in a small town. I put roots here because I felt safe and it felt like a community. It reminded me of home. The light rail has been shown to be dangerous, offer opportunities to people to show up in our town with less than great intentions. Please keep our town safe and for our community to feel special. PLEASE rethink this.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Should not go down the middle of 81 Bottineau in Robbinsdale, light rail has been proven not to be safe. More people working remote. Cost, Cost. How is that Southwest line to Eden Prairie	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	If this was going along the railroad tracks, outside of the main road through Robbinsdale, that would be a better option. To go through the main road through Robbinsdale is NOT a solution when spending that much money. PLEASE, don't ruin Robbinsdale with adding this through our community.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I oppose the Bottineau route. There is not enough room for the train. It will cut Robbinsdale in half and people will be afraid to ride through North Mpls. A woman riding on a bus was hit by a stray bullet last week in North Mountain Mpls. The original route was good but this change will doom the project. Ridership will not support the line and it is a huge waste of money. Please stop this route	Online Survey/Form	EQB Comments/Questions	Robbinsdale

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
11/7/2022	When Federal reports come out stating that MN light rail is dangerous I don't know why Robbinsdale would want this in their City. They have worked so hard to improve the City (restaurants, housing, Hyvee, etc) and the light rail will ruin it. There is no reason, other than political gain, to put this through Robbinsdale. This route should go around Robbinsdale, not through it. <a href="https://www.americanexperiment.org/federal-data-shows-twin-cities-light-rail-is-the-most-dangerous-in-america/">https://www.americanexperiment.org/federal-data-shows-twin-cities-light-rail-is-the-most-dangerous-in-america/</a>	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Would like to try pushing again to use existing railroad. concerns is congestion along the path going from one side of Robbinsdale to the other. Other concern is preservation of the downtown area and businesses, as well as the accessibility to the local park off 36th.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	ANY scope is too large because this is already ill-fated. Too much money to move minimal people around. Takes away from Robbinsdale's tax base. Brings noise and vibration to a quiet neighborhood. The bus terminal in Robbinsdale is already a bust, so we DON'T NEED THE BLUE LINE. This will lower our property values!!!	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I have lived in Robbinsdale for 15 years. I love the small community and being close to the city without being part of the city. I like the restaurants and local businesses that the light rail would remove. I want them to stay. I do NOT want extra stops on 81 due to train traffic and I do NOT want the years of construction that would take place on 81 as it would be detrimental to local businesses. I live very close to HWY 81 and am also concerned about the noise of construction and operation of the line once completed. This line brings nothing to Robbinsdale other than tax debt and should not be part of our community	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	As a resident of Robbinsdale, I have significant concerns about the Blue Line being built.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	The cost. My understanding is it is estimated 30,000 people would ride the train per day. This is significantly overstated and a new study needs to be completed post-pandemic. We know the world of work has changed. There are not as many people working in downtown Minneapolis as there were in the year before the pandemic. If we do a cost per rider analysis on the number of riders that would take the train on a daily basis, we would see something that looked more like Northstar. It is not sustainable to spend \$2Billion on a train and then not have paying users.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	The noise. Robbinsdale is a quiet suburb. As a resident, I enjoy the peace and quiet. If I wanted more noise pollution, I could move closer to the airport or closer to a freeway. I am not interested in hearing a train come through every 5 minutes. Development and urbanization. If I wanted to urbanize my community, I would move. Not all communities want to be urban. People need affordable single-family housing. Building more multi-family housing is not what our community needs. Owning a home is one of the greatest ways for families to build wealth.	Online Survey/Form	EQB Comments/Questions	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
11/7/2022	Crime. According to federal data, people who decide to step on light rail in the Twin Cities are at more risk for being injured by an assailant than any other light rail system in America. Because Minnesota has degraded anyone in a position of authority, we are going to have trouble hiring Metro Transit and any type of police officer. Even if someone wanted to take light rail, the crime for a law abiding person is going to keep that person away. Even if they are not subject to a personal crime, there are drugs openly being administered on the train. For people who do not partake in this behavior, this is unacceptable. Public transportation is something that can be accomplished through other avenues including busses. Our state does not need another light rail line particularly one that connects Brooklyn Park Target with downtown Target. Their employees aren't planning to return to downtown. This is a boondoggle project that needs to be dropped.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	As a 37 year citizen of Robbinsdale where we have raised a family and built our lives I can't think of anything that could be worse or more detrimental to our beautiful little city than this proposed project. Bottineau is the main artery through our small city, and the thought that it will be torn up for years during construction along with the commotion, noise and constant motion as trains run continuously down that road will change our lives forever. The ridiculous cost and waste of taxpayers money is hard to comprehend. There are so many other ways that this money could be used to improve the lives of the people that live along the proposed route. Not least of all making this area safer for all. The idea that this route will stop in one of, if not the highest crime area in the state and then continue on to Robbinsdale and Crystal is very worrisome. Our lakes and parks are adjacent to the blue line route, these areas are frequented by families, mother's walking their children to playgrounds and baseball practice. Are they going to feel safe once this project is complete. Are riders going to feel safe	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I own a business in downtown Robbinsdale and live in Golden Valley. Initially I was positive on it, but since the crime has escalated so drastically over the last 2 years, I think it will bring more crime through and be riskier for both my business and home. Also, ridership has been significantly down and with Target pulling out/decreasing their focus in downtown Minneapolis I think this line will have low ridership (other than crime) and a high expense. Also will cut Robbinsdale into -literally- the "right" and "wrong" side of the tracks.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I have not heard one word of support from any resident in this community. This small historic city will never be the same and will be worse for this project. Consider the negative impact on Robbinsdale and it's residents .....we are citizens and taxpayers and we would like our interests to be represented. We do not need or want this transit option in this small town.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	It is over priced. It is going to disrupt the atmosphere of our city. It is taking forever to finish the one going through St. Louis Park and Eden Prairie. Our metro area should complete one before thinking about starting a new one. Our city does not need a debacle like that when we just started to turn our city around. It was a good idea before covid when downtown was more vibrant and people commuting, not so much anymore. Too expensive and not enough upside.	Online Survey/Form	EQB Comments/Questions	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
11/7/2022	It will be a detriment to Robbinsdale businesses. It will not add anything to Robbinsdale except an increase in crime- this I have real statistics and knowledge of what goes on on light rails and light rail platforms. I work in a major ED right across from the light rail. The passengers on these light rails are not "suburban commuters." This will increase crime and decrease our small businesses. Robbinsdale is doing very well- this will not help. The NorthStar lost 90% of its riders- why are we adding more and spending more money?	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I've grown up in Robbinsdale and spent tons of time on the lake and at the playgrounds near the proposed line. I still go waterskiing with my friends. It's a huge bummer to think that I might have to be listening to the sound of light rail and see the ugliness of it from our lake.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I'm surprised there's still a push when there could be significant rider change since the pandemic and the amount of people still able to work from home. I'm curious why it wouldn't travel down existing railroad tracks. Rather, constructing new tracks, significantly impacting traffic in town down our main road. Another transit system is closed due to underutilization, spending \$2 billion on something that's not being used in other places doesn't seem like a wise use of our dollars.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Like idea of park & ride matching the feel of our historic downtown and accommodating mixed use/bus routes. Park & ride locations should consider traffic in and out during rush hour.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	We support LRT and want to maintain the feel of a cute downtown, community, and lake town.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	We walk around town extensively. Value the lakes, trees, trails and the local businesses.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Why park & ride in Robbinsdale? Is it needed? Streets like Bass Lake Road Station is a better fit for park & ride.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Hello. I am a resident of Robbinsdale and have been for the last 5 years. I will not be able to attend the upcoming meeting on 10/25 due to work commitments.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	The proposed location of the light rail will drastically change the rhythm, flow, and energy of Robbinsdale.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	If the light rail project moves forward I think you will see crime rise in Robbinsdale and you will housing prices drop and quality citizens move away.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I'm not opposed to a lightrail but the proposed location is terrible and will not go over well with the residents the large majority of residents do not want to move forward with this proposal.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Please listen to all the people telling you we do not want this. Please don't assume because they don't come to the meeting means that they want the light rail.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	At every block party or city gathering the large majority of people talk about how they don't want the light rail in its proposed location. Please reconsider.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	We are against the route being considered on Bottineau Blvd and West Broadway. It makes no sense other than to try to fixed the problem created with BNRR, who has stated from the beginning they were not going to allow use of their railway system. This route offers no benefits to the City of Robbinsdale or to me as a homeowner. You will be creating one big mess worse than the one you have now.	Online Survey/Form	EQB Comments/Questions	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
11/7/2022	According to the present plan, as a resident of Robbinsdale, I'm not in favor of the Blue Line proposed running thru our city. We are not Minneapolis and don't want to look as an urban environment by removing our trees and other greenery. This needs to be relocated at the very least.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I am 100% opposed to going forward with this alignment through Robbinsdale. I fell very strongly that this alignment will do far more harm than good. The simple fact that this was not an option for Robbinsdale is just the beginning.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	This is a critical misuse of tax dollars. Millions have been spent studying this corridor without any form of agreement with the BNSF railroad. How can this happen?	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	I strongly encourage Hennepin County and Metro Transit/Met Council to do a side-by-side ridership study of bus rapid transit and the Blue Line Extension as currently proposed. If BRT is comparable, it should be considered as a better solution than the LRT project. BRT is more cost-effective, scalable, and flexible than LRT and can be built and deployed more quickly.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Suggestion: LRT ride tour for seniors to show safety and access	Online Survey/Form	EQB Comments/Questions	
11/7/2022	This light rail is a very bad idea! By the time it gets built new technology will be better and cheaper. Do not spend this money please!	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Regarding "appropriate lighting": From space it's clear the Earth is lit up pretty well already. Also, firefly populations are rapidly declining world-wide. Please make sure lighting is pointed downward, and we're not lighting up the skies, and please consider orange tinted lighting for the benefit of wildlife.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	If the environmental review finds that some natural place will have to be destroyed in the construction process, please offer local municipalities compensation for improvements for their natural places. Much work is already needed in this regard already.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	At the park and rides: Please ensure EV charging availability. Level 2 charging should be enough.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Please provide trash, recycling, and organics recycling at park and rides.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Solar panels, please! Along the route will decrease loss of electronics due to distance.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Is there currently federal funding available to reduce the cost, locally?	Online Survey/Form	EQB Comments/Questions	
11/7/2022	I have a hard time visualizing the concept designs via the images provided, due to a brain injury. Would it be possible to actually bring these concept designs to the existing places? Like a bus tour?	Online Survey/Form	EQB Comments/Questions	
11/7/2022	<a href="#">Blue Line Project Office - Charlie Lippert-Attachment.pdf - All Documents (sharepoint.com)</a>	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Fix route canceling	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Please include the following issues in your Environmental Impact Study and when comparing the routes from Target Field to Broadway:	Online Survey/Form	EQB Comments/Questions	Minneapolis
11/7/2022	Loss of trees and vegetation, loss of carbon sink: Please study the impact of removing many trees, vegetation, and bushes:	Online Survey/Form	EQB Comments/Questions	
11/7/2022	* As they affect the habitats of the species living in the area.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	(Birds, eagles, owls, egrets, and many other small mammals.)	Online Survey/Form	EQB Comments/Questions	



Date	Comment	Forum	Type/Reply to	City
11/7/2022	* Effect on storm water runoff.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	* Net gain or loss of Greenhouse Gas emissions.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	On behalf of the 60 employees that work for Cord-Sets and all of our Customers, Vendors and Stakeholders, please take this in to consideration:	Online Survey/Form	EQB Comments/Questions	Minneapolis
11/7/2022	Our main fear is that the major business disruption caused from the construction and additional traffic caused by the light rail, would have a negative financial impact on our company. We have upwards of 20 to 40 semi-trailers that either deliver raw material or pick up finished goods, that back up from 10th Avenue each and every business day. Without that access, we can not operate our daily business.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	<a href="#">Blue Line Project Office - Kathy Neitzke- Attachments - All Documents (sharepoint.com)</a>	Online Survey/Form	EQB Comments/Questions	
11/7/2022	The Minnesota-Wisconsin Ecological Services Field Office reviewed this NOI (ER22/0449). We have no comments.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	This proposal should be rescoped based on significant changes to commuter and other user transit requirements. The project as envisioned utilizes user data that is no longer current and is based on projections that don't adequately consider changed circumstances. Alternative modes of transit that that can be flexibly sized and scoped to meet changing transit needs (e.g. reduced emission bus service, rideshare) should be evaluated. The Purpose and Need statement in the project Scoping Booklet states that the project is needed because: "Access to jobs in Minneapolis, St. Paul, the University of Minnesota, and growing suburbs is crucial. Traffic congestion is expected to intensify in the Twin Cities Metropolitan Area through 2030 and beyond. Current transit service in the Bottineau Transitway project area offers a limited number of travel-time competitive alternatives to personal vehicles. Without major transit investments, it will be difficult to effectively meet the transportation needs of people and businesses in the corridor manage highway traffic congestion in the project	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Irrespective of environment - this projects costs are massive and you've done nothing to establish the genuine need for light rail in a post-pandemic economy - especially when other, cheaper and SCALABLE options exist! Please show some humility and concern. When you only give people a choice of A or B, for example, why are they not able to express, "Neither!" Please consider other options to light rail and the Blue Line	Online Survey/Form	EQB Comments/Questions	
11/7/2022	This route is entirely ineffective in serving as a form of transit. The trains will not travel at a speed of more than 15 miles an hour and will be not be flexible enough to be easily changed to meet service needs as they change. As for safety, statistically 1 to 2 people will be killed by this train every year and there will be at least 1 accident every 1-3 months.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Too expensive and disruptive.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Far too expensive for technology that is showing not to be useful, too noisy, too many trains, too slow, will cause horrible traffic issues in areas, not necessary urbanization of communities, too much additional hardscape, no end point with Northstar utilization non-existent	Online Survey/Form	EQB Comments/Questions	

Date	Comment	Forum	Type/Reply to	City
11/7/2022	Yes. Study and present alternative modes. Particularly BRT or Ride share. Ridership data is outdated and we can not justify the expense of LRT system that won't provide timely service to desired locations. Post COVID data must be used. How will crime be handled differently than it is now on current LRT system?	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Yes - I am STRONGLY opposed to conducting any further work on this project until another research can be done now that we are post-pandemic. It seems the project is relying on data from a pre-pandemic research report. It is obvious to see that	Online Survey/Form	EQB Comments/Questions	
11/7/2022	1. Ridership has changed dramatically since 2019 yet unemployment has remained the same (3.6% nationally and even better in MN) 2. It is highly likely that ridership has changed for 3 main reasons	Online Survey/Form	EQB Comments/Questions	
11/7/2022	A. The nature of how we work has changed dramatically 25% of all professional jobs are remote/hybrid. 16% of companies have gone completely remote. B. Lightrail safety is far below the national average (we are more dangerous here than the national average) C. The way we shop for clothes, groceries, food, etc. continues to move towards Amazon and apps like GrubHub, UberEats, Etc. I think it would be hugely irresponsible to press forward on this project until A. Crime can be controlled and we can align our Light Rail safety numbers with the national average. B. Once we can get control of crime, then we need to look again at ridership data. Assuming we see an uptick in ridership due to safer trains then C. Evaluate core drivers for ridership. Is it work, school, shopping, travel, etc? D. THEN compare ridership today to the pre-pandemic report	Online Survey/Form	EQB Comments/Questions	
11/7/2022	I really think this is overpriced and will disrupt our town.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Carbon footprint during this extensive project will be overwhelming. Have you looked into the environmental impact of just the production of cement, let alone the impact of putting it in place? This whole project is too expensive, too disruptive and unnecessary. Have you done a post Covid ridership study? If so, and probably not done, what are the revised numbers?	Online Survey/Form	EQB Comments/Questions	
11/7/2022	The project does not align with the views, wants or needs of the actual people living in the vicinity of the proposed (or any) light rail route, those who would be most negatively affected. Rather, it is being bulldozed through by those at the Met Council and a handful of politicians deaf to the opinions of the people and spearheading what equates to a vanity project so they can say 'look what I did'. Get over yourselves, listen to the people - both the affected citizens in the vicinity of the route and the 90% who stopped using public transit either because of worries over rider safety or the novelty wore off and it doesn't get people to where they need to be in a timely manner, consider the \$100s of millions I'm sure already wasted on research as sunk costs and shelf the project. We live in the suburbs, stop trying to urbanize an area created as an alternative option to the urban city. No one wants it, no one will use it, it brings crime, not people to the suburbs. But let's be honest, someone or some group high enough up has already decided it's happening and you're just humoring the good people with a feedback	Online Survey/Form	EQB Comments/Questions	



Date	Comment	Forum	Type/Reply to	City
11/7/2022	With the issues re: the Southwest Light Rail, crime rate in the area, and lack of ridership on other transit areas, I believe this Blue Line Light Rail needs to be tabled. Perhaps the money can be used for other more pertinent issues. Doesn't the North Metro already have the North Star? I've lived in Boston & loved their rail system...used it all the time, but it had also been there for many, many years...Bostonians grew up with the T-System. We are not there yet. If people aren't safe or don't feel safe, they aren't going to use the system. Low ridership doesn't make a profit. What other infrastructure can we use the money for? Perhaps more bike trails would be more advantageous.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	<a href="#">Joseph Willging- Attachment.docx (sharepoint.com)</a>	Online Survey/Form	EQB Comments/Questions	
11/7/2022	I Chaired the CAC for this project for 13 years and support LRT when properly placed and vetted by the public. This alignment was not.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Met Council's resent display of skill and competence on other projects scares and disappoints me. Serious cost over runs and delays are like nothing I have ever witnessed. Similar problems on Highway 81 would be crippling to our cities and cities along this corridor.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	The business community is against this. Most residents are against this and yet it chugs along.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	My biggest concern is need. Since Covid19 people working downtown simply are not any were close to the same numbers. If you study anything on this project redo the ridership projections before doing ANY further wasting of tax dollars.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	The FTA should remove the alignment from the New Starts program as it is not in keeping with anything close to the original alignment supported by most of Robbinsdale.	Online Survey/Form	EQB Comments/Questions	Robbinsdale
11/7/2022	Stop wasting money now!	Online Survey/Form	EQB Comments/Questions	
11/7/2022	The USGS has no comment at this time. Thank you.	Online Survey/Form	EQB Comments/Questions	
11/7/2022	<a href="#">Blue Line Project Office - Jason Zimmerman- City of Golder Valley-Attachment.pdf - All Documents (sharepoint.com)</a>	Online Survey/Form	EQB Comments/Questions	
11/7/2022	Yes, as per the school's position, we would rather not have the 94 west option as this will impact in the school's west side. The tracks construction will disrupt hearing, students palying, and buses coming to school. Avoid the school if possible - east 94, avoid the Plymouth station, Avoid 10th and the back of the school, consider the Lyndale option - 7th St to Lyndale.	Open House	Comment Card	Minneapolis

Date	Comment	Forum	Type/Reply to	City
11/7/2022	<p>Adding a route to Plymouth Avenue poses safety and security threats to the Twin Cities International Schools. This is seen as the Metro Blue Line Light Rail will bring an increase to crime outside and very near to the school full of hundreds of students ages five to twelve. Not only will the security be an issue but the increased amount of construction noise and pollution will impact the students education. According to the American Experiment, "Federal Data shows Twin Cities light rail is the most dangerous in America." Putting this light rail in front of the school poses a mass amount of security threats to the school and students. As a teacher, my job is to educate my students and keep them safe. How am I able to do this when the city chooses to put the students and staff constantly at risk? With the Twin Cities becoming increasingly more dangerous, a lot of my students already feel unsafe at home, so coming to school is supposed to be an escape, where they can feel safe. Schools are supposed to be a spot where children feel secure, where they have six hours everyday knowing they can learn and</p>	Online	Survey/Form	Minneapolis
11/7/2022	<p>I have a kid at TCIS I am worried for their safety. I am worried for where the stop is, who will come and bring crime. IT will hurt our kids learning, community, and businesses. It will take our palyground, it will take away teachers to teach our kids. The safety of taking away bus parking and over crowding the small space. Please DO NOT build this line here. It is not fair to the community that lives, work, and sends our kids here every day.</p>	Online	Survey/Form	Minneapolis
11/7/2022	<p>I have concerns about the location of the extension effecting the community school Twin Cities International Schools. I am concerned for safety of the students, as well as how it will impact their parking for families and staff. It has raised concern that the line will take away their playground space. This seems to be taking away the right of children to play and have a space to do this without worrying about space to do this and pollution or noise.</p>	Online	Survey/Form	Minneapolis
11/7/2022	<p>My name is Donna Sanders and I am the Business Specialist for the West Broadway Business and Area Coalition. (WBC) I am the business point person for the West Broadway BLRT process and I am currently on the Business Advisory Committee. WBC is currently doing outreach to the businesses on West Broadway regarding the BLRT meetings, routes and process. Our Communications Specialist Julia Moturi has been communicating updates and meeting times through Social Media to the WB businesses and I have been going door to door to encourage them to go to the BLRT meetings and voice their concerns regarding the WB BLRT. The feedback I have received from the businesses listed below are as follows:  The businesses I spoke to directly from Lyndale - Irving unanimously want the LRT to run down 21st Avenue, both directions, not West Broadway.  Businesses in between Lyndale and Irving  322 West Broadway: 4th St Saloon, 400 West Broadway: Friedmans 710 WR: Sanctuary Church 927 WR: Tri</p>	Online	Survey/Form	Minneapolis

Date	Comment	Forum	Type/Reply to	City
11/7/2022	Parent of kids at the local school Twin Cities School, community member, I have seen this built by my house and it is unsafe by my house. Now by where my kids go to school, I do not think it's safe or fair that you build by a school of kids that already feed vulnerable. We know facts of other areas, brings concern of cost for the school, and drive, and where we will park. Construction affects learning and testing. Ruin the new building and the community all around.	Online Survey/Form		Minneapolis
11/7/2022	The Lyndale alignment will help people near the Fremont area access the train and walkshed so much more than I-94 East. Do what's right for not just the next 5 years, but the next 50-100 years.	Online Survey/Form		Minneapolis
11/7/2022	This is will have a negative impact on a school (Twin Cities International School) this line will be next too. There is already limited space for important and necessary outdoor time. Noise pollution from construction affects learning. Increased foot traffic means increased safety concerns. The buses parking stalls will be blocked. Teachers and staff will lose parking areas.	Online Survey/Form		Minneapolis
2/27/2023	(reply) I'm having a hard time understanding how LRT on Lyndale will cause net new disruption once complete. Traffic is scary dangerous and looking at existing examples across the rest of the city, it really seems to me that the LRT would slow down traffic and make the corridor more walkable.	PublicCoordinate		Minneapolis
3/2/2023	Are there barriers to becoming a preferred contractor?	Open House		Minneapolis
3/2/2023	Does it include topics directly related to people or just deals with the environment as we would imagine? (trees, water, air, etc.)	Open House		Minneapolis
3/2/2023	How does station planning get divided between design/engineering and environmental?	Open House		Minneapolis
3/2/2023	Is list of preferred construction contractors updated to include BIPOC/minority-owned?	Open House		Minneapolis
3/2/2023	What does environmental study include?	Open House		Minneapolis
3/2/2023	Which aspects go into 30% planning/design and which go into environmental?	Open House		Minneapolis
3/2/2023	Who decided to destroy our communities?	Open House	Comment Form	Minneapolis
3/7/2023	Why not just rely on BRT for N. MPLS service? LRT quicker? How much?	Open House		Minneapolis
3/7/2023	Concerns on parking	Open House		Minneapolis
3/7/2023	Concerned about excavations impacting church on 21st	Open House		Minneapolis
3/7/2023	Concern on displacement	Open House		Minneapolis
3/7/2023	Concerns on impacts to existing business	Open House		Minneapolis
3/7/2023	Protect trees - private and public. Flood (address)	Open House		Minneapolis
3/7/2023	Concerns about impacts along Lyndale within screening easement	Open House		Minneapolis
3/7/2023	Concerns for existing bus stops on Lyndale	Open House		Minneapolis
3/7/2023	Positive: access to V3 center	Open House		Minneapolis
3/7/2023	Positive: improved pedestrian area on new 7th bridge	Open House		Minneapolis
3/7/2023	Concern for C Line / Blue Line connectivity	Open House		Minneapolis
3/7/2023	Concern for bike and pedestrian connections	Open House		Minneapolis
3/7/2023	Target Field Station	Open House		Minneapolis
3/7/2023	Removal of parking on 4th and 10th will improve pedestrian safety and sight lines for vehicles	Open House		Minneapolis
3/7/2023	One benefit includes residents able to connect to light rail with bus that runs down Plymouth	Open House		Minneapolis
3/7/2023	Corner of 22nd and Dupont, have not received info or door hangers about this project!	Open House		Minneapolis
3/7/2023	Who first brought the idea to the table to destroy the Black community?	Open House		Minneapolis
3/7/2023	Who said "let's mess up / break up homes and displace people, Black people?"	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/7/2023	Income disparities are egregious, how can Black residents retain housing when the racial wealth gap is wide?	Open House		Minneapolis
3/7/2023	Question on contaminated sites	Open House		Minneapolis
3/7/2023	What does environmental study include? Does it include topics directly related to people or just deals with the environments we would imagine? (trees, water, air, etc.)	Open House		Minneapolis
3/7/2023	How does station planning get divided between design/engineering and environmental? Which aspects go into 30% planning/design and which go into environmental?	Open House		Minneapolis
3/7/2023	Are transit dependent populations (people that don't own cars) being considered?	Open House		Minneapolis
3/7/2023	Cultural impacts - how are they between 2 alignments?	Open House		Minneapolis
3/7/2023	Parking - suggested that parking should not be a priority if transit is being introduced.	Open House		Minneapolis
3/7/2023	EJ and Justice 40	Open House		Minneapolis
3/7/2023	Why is a tunnel not being considered down 21st to West Broadway or elevated guideway?	Open House		Minneapolis
3/7/2023	Long-term (10+ years) physical, noise, add vibration impacts	Open House		Minneapolis
3/7/2023	There will be business impacts no matter which alternative is chosen. How will small businesses stay open during planning/construction disruptions?	Open House		Minneapolis
3/7/2023	Is list of preferred construction contractors updated to include BIPOC/minority-owned? Are there barriers to becoming a preferred contractor?	Open House		Minneapolis
3/7/2023	Clipper Cuts - wants a mid-block crossing on West Broadway for pedestrian access because people park in Capri and walk across	Open House		Minneapolis
3/7/2023	Least safe for residents, teh 3 primary schools within a block of Lyndale and teh senior (don't have a gate)	Open House		Minneapolis
3/7/2023	High rise	Open House		Minneapolis
3/7/2023	Senior high rise - concern about slow down for EMS services and could result in ADA issues	Open House		Minneapolis
3/7/2023	International school has a gate around playground	Open House		Minneapolis
3/7/2023	Park crossing needs to be safe and ADA compliant - wish list for Lyndale to be feasible	Open House		Minneapolis
3/7/2023	Elevated route for seniors to cross Lyndale with elevators for wheelchairs	Open House		Minneapolis
3/7/2023	Lyndale is a main artery for fire station to North Minneapolis	Open House		Minneapolis
3/7/2023	Concern about no access lane or shoulder for EMS	Open House		Minneapolis
3/7/2023	Cub Foods - trucks won't be able to make a right turn	Open House		Minneapolis
3/7/2023	0.5 minutes faster than east of 94 option = better for long-distance rides	Open House		Minneapolis
3/7/2023	Neighborhood resistance has been a big problem for the Green Line extension - be careful	Open House		Minneapolis
3/7/2023	V3 is a great investment in the community - makes sense to have a station that serves it	Open House		Minneapolis
3/7/2023	No building impacts to residential buildings	Open House		Minneapolis
3/7/2023	Interested in more community engagement with the Lao community	Open House		Minneapolis
3/7/2023	Concern that this will divide the neighborhood. For that reason, protect east of I-94 (by the businesses over there)	Open House		Minneapolis
3/7/2023	When will there be RFPs for public art?	Open House		Minneapolis
3/7/2023	People need to know complete impacts. When MT asks questions, people need to know information to answer those. People won't be in the frame of mind to listen directly from staff. Find someone who is a part of the community.	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/7/2023	Two stations from a walker perspective are good, but those two are at the most unsafe locations. As a rider 1 station works better. (Noted by Neha for a person after having discussion with them.)	Open House		Minneapolis
3/7/2023	Concerns about walking distance to station	Open House		Minneapolis
3/7/2023	D-Line BRT/LRT connection	Open House		Minneapolis
3/7/2023	Want key connections to businesses	Open House		Minneapolis
3/7/2023	I would love to see an elevated station between Fremont Ave and Emerson Ave and a focus on connections to the D-Line	Open House		Minneapolis
3/7/2023	Efficient connection from BRT to LRT is key	Open House		Minneapolis
3/7/2023	More stops are better for future density (slowing down for curves anyway)	Open House		Minneapolis
3/7/2023	Existing single residential adjacent to new LRT and stations is problematic	Open House		Minneapolis
3/7/2023	Better on Broadway than 21st because it's the heart of neighborhood where growth should be	Open House		Minneapolis
3/7/2023	Save mature trees by building LRT on Broadway	Open House		Minneapolis
3/7/2023	Significant impacts to housing on the north side of 21st with either option	Open House		Minneapolis
3/7/2023	If LynnPark doesn't like the "noise + traffic", why are you forcing it on a more vulnerable neighborhood?	Open House		Minneapolis
3/7/2023	18th & Lyndale (600 18th) is senior living à would still have high demand for bus to go to Hennepin County building and Nicollet Walgreens	Open House		Minneapolis
3/7/2023	Opportunity to develop a second commercial corridor along 21st	Open House		Minneapolis
3/7/2023	Bridges are future burdens and should be a last resort	Open House		Minneapolis
3/7/2023	Development and density should be on Broadway, not 21st	Open House		Minneapolis
3/7/2023	Compensation concerns – relocation package	Open House		Minneapolis
3/7/2023	Broadway is already narrow; how will transportation adapt because of this development?	Open House		Minneapolis
3/7/2023	Buildings – demolished buildings and opportunities to redevelop	Open House		Minneapolis
3/7/2023	More stops could be beneficial	Open House		Minneapolis
3/7/2023	Opportunities for more grocery stores	Open House		Minneapolis
3/7/2023	Minimize displacement	Open House		Minneapolis
3/7/2023	No charge for train fare in northside – airport model à charging criminalizes people, can lead to fights, etc.	Open House		Minneapolis
3/7/2023	Train running down Lyndale is a problem - concern	Open House		Minneapolis
3/7/2023	Property worth going down due to train	Open House		Minneapolis
3/7/2023	Stations 10-14 blocks apart	Open House		Minneapolis
3/7/2023	Should be talking to business owners, not just property owners	Open House		Minneapolis
3/7/2023	One lane on both sides of the train WILL become congested	Open House		Minneapolis
3/7/2023	Minority owned buildings being demolished – concern	Open House		Minneapolis
3/7/2023	Crime problems already existing	Open House		Minneapolis
3/7/2023	Senior highrise, train interrupting them to Cub à emergency response times will be longer	Open House		Minneapolis
3/7/2023	Station between Emerson-Fremont, and on Penn no station by Hy-Vee	Open House		Minneapolis
3/7/2023	Multiplex zoning will become a housing concern	Open House		Minneapolis
3/7/2023	55 – wider like University + has the needed right of way	Open House		Minneapolis
3/7/2023	55 à 100 over the freeway or 55 à 169 bridge 11 to 169 bridge	Open House		Minneapolis
3/7/2023	Broadway – no place for Metro Mobility to stop, too far to leave other vulnerable adults on the bus while taking one rider to their appointment	Open House		Minneapolis
3/7/2023	Train stops on 21st Ave propose a safety risk	Open House		Minneapolis
3/7/2023	Should be investing in infrastructure as well – electrical	Open House		Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/7/2023	What is the plan for empty lots? Will valuable businesses be replaced or rebuilt? à Opportunities for union jobs, livable wage jobs	Open House		Minneapolis
3/7/2023	Use option "A" Washington	Open House		Minneapolis
3/7/2023	What happens during the 3 years of construction? For business owners	Open House		Minneapolis
3/7/2023	18 <sup>th</sup> & Lyndale (600 18 <sup>th</sup> ) is senior living → would still have high demand for bus to go to Hennepin County building and Nicollet Walgreens	Open House		Minneapolis
3/7/2023	55 – wider like University + has the needed right of way	Open House		Minneapolis
3/7/2023	55 → 100 over the freeway or	Open House		Minneapolis
3/7/2023	55 → 169 bridge 11 to 169 bridge	Open House		Minneapolis
3/7/2023	Better on Broadway than 21 <sup>st</sup> because it's the heart of neighborhood where growth should be	Open House		Minneapolis
3/7/2023	Bridges are future burdens and should be a last resort	Open House		Minneapolis
3/7/2023	Broadway – no place for Metro Mobility to stop, too far to leave other vulnerable adults on the bus while taking one rider to their appointment	Open House		Minneapolis
3/7/2023	Broadway is already narrow; how will transportation adapt because of this development?	Open House		Minneapolis
3/7/2023	Buildings – demolished buildings and opportunities to redevelop	Open House		Minneapolis
3/7/2023	Compensation concerns – relocation package	Open House		Minneapolis
3/7/2023	Concerns about walking distance to station	Open House		Minneapolis
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3/7/2023	Development and density should be on Broadway, not 21 <sup>st</sup>	Open House		Minneapolis
3/7/2023	D-Line BRT/LRT connection	Open House		Minneapolis
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3/7/2023	Minimize displacement	Open House		Minneapolis
3/7/2023	Minority owned buildings being demolished – concern	Open House		Minneapolis
3/7/2023	More stops are better for future density (slowing down for curves anyway)	Open House		Minneapolis
3/7/2023	No charge for train fare in northside – airport model → charging criminalizes people, can lead to fights, etc.	Open House		Minneapolis
3/7/2023	One lane on both sides of the train <u>WILL</u> become congested	Open House		Minneapolis
3/7/2023	Opportunities for more grocery stores	Open House		Minneapolis
3/7/2023	Opportunity to develop a second commercial corridor along 21 <sup>st</sup>	Open House		Minneapolis
3/7/2023	People need to know complete impacts. When MT asks questions, people need to know information to answer those. People won't be in the frame of mind to listen directly from staff. Find someone who is a part of the community.	Open House		Minneapolis
3/7/2023	Property worth going down due to train	Open House		Minneapolis
3/7/2023	Save mature trees by building LRT on Broadway	Open House		Minneapolis
3/7/2023	Senior highrise, train interrupting them to Cub → emergency response times will be longer	Open House		Minneapolis
3/7/2023	Should be investing in infrastructure as well – electrical	Open House		Minneapolis
3/7/2023	Should be talking to business owners, not just property owners	Open House		Minneapolis
3/7/2023	Significant impacts to housing on the north side of 21 <sup>st</sup> with either option	Open House		Minneapolis
3/7/2023	Station between Emerson-Fremont, and on Penn no station by Hy-Vee	Open House		Minneapolis



Date	Comment	Forum	Type/Reply to	City
3/7/2023	Stations 10-14 blocks apart	Open House		Minneapolis
3/7/2023	Train running down Lyndale is a problem - concern	Open House		Minneapolis
3/7/2023	Train stops on 21 <sup>st</sup> Ave propose a safety risk	Open House		Minneapolis
3/7/2023	Two stations from a walker perspective are good, but those two are at the most unsafe locations. As a rider 1 station works better. (Noted by Neha for a person after having discussion with them.)	Open House		Minneapolis
3/7/2023	Use option "A" Washington	Open House		Minneapolis
3/7/2023	Want key connections to businesses	Open House		Minneapolis
3/7/2023	What happens during the 3 years of construction? For business owners	Open House		Minneapolis
3/7/2023	What is the plan for empty lots? Will valuable businesses be replaced or rebuilt? → Opportunities for union jobs, livable wage jobs	Open House		Minneapolis
3/7/2023	Better on Broadway than 21st because it's the heart of neighborhood where growth should be	Minneapolis Comments		Minneapolis
3/7/2023	Opportunity to develop a second commercial corridor along 21st	Minneapolis Comments		Minneapolis
3/7/2023	Development and density should be on Broadway, not 21st	Minneapolis Comments		Minneapolis
3/7/2023	Train stops on 21st Ave propose a safety risk	Minneapolis Comments		Minneapolis
3/7/2023	Broadway – no place for Metro Mobility to stop, too far to leave other vulnerable adults on the bus while taking one rider to their appointment	Minneapolis Comments		Minneapolis
3/7/2023	Train running down Lyndale is a problem - concern	Open House		Minneapolis
3/7/2023	Use option "A" Washington	Open House		Minneapolis
3/9/2023	With the closure of the Walgreens on  WBroadway, this opens an opportunity for the Washington route option to be successful. This parcel of land was addressed as being a concern in a previous community meeting and now that it's available that should help the MET Council with making the Washington option more feasible.	PublicCoordinate		Minneapolis
3/9/2023	This whole strip of land is wide open for development. It would not create any residential displacement or disruption.	PublicCoordinate	Opportunity	Minneapolis
3/9/2023	In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection.	PublicCoordinate		Minneapolis
3/9/2023	This whole strip of land is wide open for development. It would not create any residential displacement or disruption.	PublicCoordinate		Minneapolis
3/15/2023	(reply) Alternative that I prefer is to address safety and traffic concerns at this intersection by adding light rail. This is currently an unpleasant unsafe route into downtown for Northside residents	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
3/15/2023	(reply) There are actually people who live here and have been promised light rail for 20 years. There is next to nobody except very high income new residents on the north loop side. Equity says the stop belongs on the "north" side of 94 while addressing specific residents issues next to the line	PublicCoordinate		Minneapolis
3/15/2023	(reply) Nope not equitable. How does this serve heritage park residents. This is the neighborhood that was labled "N.." slums on early city maps yet we are consistently left out of light rail investments and got 55 as a 8 lane highway to divide our neighborhood. Heritage park and north Minneapolis residents deserve access to this line and this location doesn't work	PublicCoordinate		Minneapolis
3/19/2023	NIMBY homeowners should not be dictating access to affordable mass transit options when Minneapolis is over 50% renters, and much higher in North Minneapolis. Why deny an asset that will help your lower-income renter neighbors	PublicCoordinate	<i>Comment Reply (With the closure of the Walgreens on WBroadway, this opens an opportunity for the Washington route option to be successful. This parcel of land was addressed as being a concern in a previous community meeting and now that it's available that should help the MET Council with making the Washington option more feasible.)</i>	Minneapolis
3/19/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) Minneapolis is over 50% renters, and much higher than that in North Minneapolis. Lower-income and workforce residents of Heritage Park and the surrounding neighborhoods deserve a station here. It will also drive community-lead wealth generation through the East Plymouth Innovation Corridor (EPIC), e.g. V3 Center, Renewable Energy Partners, buildings that could be sold to developers of color for mixed-use housing such as MPS building, Hennepin County building, etc. The rich white developers on the west side of the freeway will welcome this station with open arms; North Minneapolis should be fighting for this asset, not giving it away to speed development of North Loop 2. Correction: rich white developers on the east side of the freeway	PublicCoordinate		Minneapolis
3/19/2023	(reply to: With the closure of the Walgreens on WBroadway, this opens an opportunity for the Washington route option to be successful. This parcel of land was addressed as being a concern in a previous community meeting and now that it's available that should help the MET Council with making the Washington option more feasible.) NIMBY homeowners should not be dictating access to affordable mass transit options when Minneapolis is over 50% renters, and much higher in North Minneapolis. Why deny an asset that will help your lower-income renter neighbors?	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
3/20/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) This practically destroys the neighborhood on both sides of Lyndale. There are options that do not have large impacts on residential areas and those should be considered. Residents should be more important than businesses	PublicCoordinate		Minneapolis
3/22/2023	21st Ave option protects most businesses	Minneapolis	Open House	Minneapolis
3/22/2023	Thoughts about Lyndale Ave : Minneapolis is 46% 25 and under Creates school hazard Devalue homes Decreases senior safety + children Generational wealth	Minneapolis	Open House	Minneapolis
3/22/2023	21st option takes away very few homes. West Broadway will still be reconstructed with or without the light rail	Minneapolis	Open House	Minneapolis
3/22/2023	Having the station on Lyndale complicates transportation/quality of life for residents living on it	Minneapolis	Open House	Minneapolis
3/22/2023	West Broadway already needs development	Minneapolis	Open House	Minneapolis
3/22/2023	If placed on Broadway it would make transportation easier for people in the community	Minneapolis	Open House	Minneapolis
3/22/2023	No Lyndale Option	Minneapolis	Open House	Minneapolis
3/22/2023	Lyndale serves the most people!	Minneapolis	Open House	Minneapolis
3/22/2023	Lyndale not an option! Go down Washington	Minneapolis	Open House	Minneapolis
3/22/2023	Yes, like 21st design + 2 stations	Minneapolis	Open House	Minneapolis
3/27/2023	(reply) +3	PublicCoordinate		
3/27/2023	(reply) This entire area is zoned for light industry. Sure, the 2040 plan rezones the area East of Washington Ave to mixed-use high-density residential. But even then, investing in light rail infrastructure does NOT guarantee re-development in areas that are currently underdeveloped. Ridership numbers are already in decline as it is. This route would be a tremendous waste of tax dollars. An "opportunity for development" which Near North desperately needs right now, on Lyndale Ave.	PublicCoordinate		Minneapolis
4/3/2023	Couldn't you just run this straight down the middle of N 5th street and avoid disrupting one of the only entrances to Downtown from North Minneapolis? Why is North 7th even being considered? Cross the freeway straight on to north Lyndale- on it's own right of way and avoid the traffic nightmare both during and after construction.	PublicCoordinate	Opportunity	Minneapolis
4/3/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) An additional setback of 10 feet hardly destroys a neighborhood.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/14/2023	I believe they are doing it this way because the long term plan is to run another line down olson memorial hwy (55) towards Plymouth. This gives them a stub to connect to thats already in the middle of the highway	PublicCoordinate	Comment Reply ( <i>Couldn't you just run this straight down the middle of N 5th street and avoid disrupting one of the only entrances to Downtown from North Minneapolis? Why is North 7th even being considered? Cross the freeway strait on to north Lyndale- on it's own right of way and avoid the traffic nightmare both during and after construction.</i> )	Minneapolis
4/14/2023	<i>(reply to: Couldn't you just run this straight down the middle of N 5th street and avoid disrupting one of the only entrances to Downtown from North Minneapolis? Why is North 7th even being considered? Cross the freeway strait on to north Lyndale- on it's own right of way and avoid the traffic nightmare both during and after construction.)</i> I believe they are doing it this way because the long term plan is to run another line down olson memorial hwy (55) towards Plymouth. This gives them a stub to connect to thats already in the middle of the highway	PublicCoordinate		Minneapolis
4/20/2023	A friend lives in South Minneapolis – used to take the bus downtown but now it only runs once in the morning and then during rush hour. Now must walk 9 blocks to get to the train or drive and park in the neighborhood because there’s nowhere else to park.	Listening Session		Minneapolis
4/20/2023	Adding LRT in our area doesn’t add a transit option for us, it adds transit for people in Brooklyn Park who want to go to a Twins game.	Listening Session		Minneapolis
4/20/2023	Am a transit user but also have a car. Use the bus and LRT to get to the airport and the university.	Listening Session		Minneapolis
4/20/2023	Anti-displacement group – group members don’t live in North Minneapolis.	Listening Session		Minneapolis
4/20/2023	As a mother – worked hard to own my own and am concerned about the home value – generational wealth.	Listening Session		Minneapolis
4/20/2023	Broadway Business Association took a strong opposition to this.	Listening Session		Minneapolis
4/20/2023	Brooklyn Park people won’t support our businesses here. They just come here for work and then leave; they don’t live here.	Listening Session		Minneapolis
4/20/2023	Bus would be better and safer than a train.	Listening Session		Minneapolis
4/20/2023	Businesses along University Ave are not thriving – something that was promised.	Listening Session		Minneapolis
4/20/2023	Concern for children and residents if the train goes down Lyndale – there are other options.	Listening Session		Minneapolis
	Oppose the alignment.			
4/20/2023	Concerned about safety, drug users, Lyndale and West Broadway intersection, kids going to the park. We have a good bus system, it won’t be a pleasant environment with the train, don’t want to hear train bells.	Listening Session		Minneapolis
4/20/2023	Disruption of construction and the train running so close is coming at the expense of our neighborhood – this isn’t going to happen.	Listening Session		Minneapolis
4/20/2023	Don’t approve transportation breaking down neighborhoods.	Listening Session		Minneapolis
4/20/2023	Don’t understand why you would put LRT close to a school and park. Lyndale is dangerous for children to cross.	Listening Session		Minneapolis
4/20/2023	Don’t want the road to be extended into backyards, doesn’t want violence or crime in their neighborhood.	Listening Session		Minneapolis
4/20/2023	Don’t want to see another repeat of Rondo.	Listening Session		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/20/2023	Equity group meeting next week – Tuesday 4-7pm – Reva Chamblis went to the last meeting.	Listening Session		Minneapolis
4/20/2023	Going down Lyndale is a bad idea.	Listening Session		Minneapolis
4/20/2023	Grew up in Alabama with a train behind my house. If the train goes down Lyndale, will have to move.	Listening Session		Minneapolis
4/20/2023	Grew up in North Minneapolis and raised children here – they were able to walk to school. If the train went down Lyndale, young people would be crossing the tracks. Was told there would be buttons to push to active lights – kids won't wait for the lights.	Listening Session		Minneapolis
4/20/2023	Had to call the emergency vehicle last week – worried that when emergency vehicles need to come through, the train will be in the way and delay them.	Listening Session		Minneapolis
4/20/2023	If the train comes through here, it will destroy a community that's been here for many years. The neighborhood shows other Black people they can be homeowners. You will disrupt the neighborhood. Allow people to keep what they've worked for.	Listening Session		Minneapolis
4/20/2023	Interviewed 2 times for the anti-displacement working group and got denied – you pick people who agree with you.	Listening Session		Minneapolis
4/20/2023	LRT will destroy property, bring crime, change the dynamics of North Minneapolis.	Listening Session		Minneapolis
4/20/2023	Metro Transit should up the security on the trains, just see security sitting in their cars, used to see them more often on the trains.	Listening Session		Minneapolis
4/20/2023	Moved back to North Minneapolis because of family support and how great transportation is. Being in the heart of the city, could get anywhere.	Listening Session		Minneapolis
4/20/2023	Not opposed to mass transit, it can be a benefit, but this process has been flawed.	Listening Session		Minneapolis
4/20/2023	One year ago, this was not on our radar.	Listening Session		Minneapolis
4/20/2023	People will still use drugs; they will still put the train in and make money from it.	Listening Session		Minneapolis
4/20/2023	Talked to the Robbinsdale mayor and he said there are two options – sell your house or live next to the LRT.	Listening Session		Minneapolis
4/20/2023	The city should be taking care of its businesses.	Listening Session		Minneapolis
4/20/2023	The jobs promised are for white people.	Listening Session		Minneapolis
4/20/2023	The process hasn't been equitable – fear that the decision has been made but these meetings are performative measures. Don't feel that there's sound data, analysis, and explanation why Washington isn't a viable option.	Listening Session		Minneapolis
4/20/2023	The surrounding area will also be impacted. There are things we can do to fix things, but LRT won't solve anything.	Listening Session		Minneapolis
4/20/2023	The train will further traumatize the community – destroying a community that's been loved for so many years. We have businesses that the train will destroy.	Listening Session		Minneapolis
4/20/2023	The train would disrupt Black homeowners.	Listening Session		Minneapolis
4/20/2023	There are schools, seniors, mosques – seniors get their food from the mosque.	Listening Session		Minneapolis
4/20/2023	There was a flyer that didn't include Northside meeting dates.	Listening Session		Minneapolis
4/20/2023	There was a plant set up in a recent meeting.	Listening Session		Minneapolis
4/20/2023	There's a huge opportunity missed. Damage and harm have been done.	Listening Session		Minneapolis
4/20/2023	This is an all-Black neighborhood. Don't understand running the train down Lyndale – there are parks and schools less than 50 yards from Lyndale. There are churches. Don't want to see anyone get hurt.	Listening Session		Minneapolis
4/20/2023	This is racist and disrespectful.	Listening Session		Minneapolis
4/20/2023	This train won't take me to the doctor or the grocery store – will have to walk more or take a bus.	Listening Session		Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/20/2023	Those who want this project don't care about the businesses and residents.	Listening Session		Minneapolis
4/20/2023	Transit user every day. Have witnessed bad things on the train – drug users. Have to use the train or bus because I don't own a car. Worried for his daughter's safety.	Listening Session		Minneapolis
4/20/2023	Want to hear CM Lilligren thoughts on this.	Listening Session		Minneapolis
4/20/2023	Want to hear from your leaders and representatives for this area.	Listening Session		Minneapolis
4/20/2023	Watched a video of the train coming from St Louis Park – not one time did it go through a neighborhood, school, or park.	Listening Session		Minneapolis
4/20/2023	We all have cars, and we work from home. I like what I have. I like that I can leave something in the yard and know it'll be there the next day. I want to leave something for my family. It's comfortable the way it is here.	Listening Session		Minneapolis
4/20/2023	We are a car state – right now LRT is a failure of mental health.	Listening Session		Minneapolis
4/20/2023	We have a meeting scheduled with the mayor.	Listening Session		Minneapolis
4/20/2023	We have worked hard to get our businesses; we want to be left alone.	Listening Session		Minneapolis
4/20/2023	We know the government is in control of all of this. You think it's easier to go through the Black neighborhood.	Listening Session		Minneapolis
4/20/2023	We met with the mayor, and he turned us to his assistant.	Listening Session		Minneapolis
4/20/2023	We reached out to CM Lilligren – no response.	Listening Session		Minneapolis
4/20/2023	We want to meet with Irene Fernando next week. We want time to notify the community.	Listening Session		Minneapolis
4/20/2023	We want to talk to your policy makers.	Listening Session		Minneapolis
4/20/2023	We want your leaders to come hear us.	Listening Session		Minneapolis
4/20/2023	When is the decision going to happen?	Listening Session		Minneapolis
4/20/2023	Why can't the train run where there are tracks by Humboldt or Olson Memorial Highway?	Listening Session		Minneapolis
4/20/2023	Why do we have to keep moving around to accommodate for white people?	Listening Session		Minneapolis
4/20/2023	Why do we have to pay taxes for Brooklyn Park people to come through.	Listening Session		Minneapolis
4/20/2023	Why not invest in buses?	Listening Session		Minneapolis
4/20/2023	Work as a housing advocate – (referencing packet) people have to qualify for relocation – the amount it says to be given for a person per room is disrespectful.	Listening Session		Minneapolis
4/20/2023	Worried about siblings.	Listening Session		Minneapolis
4/20/2023	You can put LRT on Washington/east I-94 but if going down Lyndale it has to be BRT – won't be disruptive and it seems it would be the same thing and would make more sense.	Listening Session		Minneapolis
4/20/2023	You destroy a neighborhood by going down Lyndale.	Listening Session		Minneapolis
4/20/2023	You know the impact this will have on our community.	Listening Session		Minneapolis
4/20/2023	Oooooh HOW CONVENIENT!!!! LIKE YA'LL DIDN'T PLAN THIS. Please. We may be broke but we're not stupid	PublicCoordinate	Comment Reply ( <i>With the closure of the Walgreens on WBroadway, this opens an opportunity for the Washington route option to be successful. This parcel of land was addressed as being a concern in a previous community meeting and now that it's available that should help the MET Council with making the Washington option more feasible.</i> )	Minneapolis

Date	Comment	Forum	Type/Reply to	City
4/20/2023	(reply to:With the closure of the Walgreens on WBroadway, this opens an opportunity for the Washington route option to be successful. This parcel of land was addressed as being a concern in a previous community meeting and now that it's available that should help the MET Council with making the Washington option more feasible.) Ooooooh HOW CONVENIENT!!!! LIKE YA'LL DIDN'T PLAN THIS. Please. We may be broke but we're not stupid	PublicCoordinate		Minneapolis
4/27/2023	Consideration for the residents who live in Robbinsdale & close to North Memorial Hospital would have been appreciated. I am Totally opposed to the Cnty Rd 81 option.	PublicCoordinate		Robbinsdale
5/2/2023	Evaluate moving the terminus of the Blue Line Extension towards the Oak Grove Parkway and Hampshire Ave to allow for ridership capture of new apartments and access to shopping and retail centers which are key regional destinations in developing Brooklyn Park.	PublicCoordinate		Brooklyn Park
5/2/2023	(reply) The businesses, freight generators, light industrial and other non-residential uses here need to be considered if the East 94 Option moves forward. Currently trucks, delivery vehicles and other users heavily use this route to gain access to the trunk highway and to gain access to local businesses. The comment that this would be less beneficial or dangerous isn't really supported with facts.	PublicCoordinate		
5/9/2023	The size and shape of this land area has little to no potential for redevelopment	PublicCoordinate	Comment Reply ( <i>This whole strip of land is wide open for development. It would not create any residential displacement or disruption.</i> )	Minneapolis
5/9/2023	Cut and cover tunnels should be used in this area to allow wide pedestrian areas and minimize long-term disturbance. You Met Councillors are smoking crack if you think that just digging and replacing the roadway is more disruptive than this monstrosity!	PublicCoordinate		
5/9/2023	The station spacing in this area is whack! Need stops at Emerson/Fremont, Lyndale/broadway, ilion, penn/26th and then Plymouth only! Why are you putting stations in the middle of nowhere where transfers are impossible!?	PublicCoordinate		Minneapolis
5/9/2023	(reply to:This whole strip of land is wide open for development. It would not create any residential displacement or disruption.) The size and shape of this land area has little to no potential for redevelopment	PublicCoordinate		Minneapolis
5/10/2023	Putting the blue line down 21st ave is such an unnecessary waste of tax dollars. The MPS board (which is tax exempt) recently had it's property reappraised as if to increase any asking cost for land taken by the extension. This route is impactful to private property and will severely increase the expense associated with the construction. .Did we learn nothing from the boondogles of the Green Line Extension?!	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
5/10/2023	The proposed route along 21st Ave is severely impactful to private land owners. We are considering alternative, more expensive routes to the Lyndale Option because the neighborhood there is claiming it will impact their land values and quality of life and the alternative is to run the line further north impacting a more vulnerable and less vocal neighborhood? Shame on you! Broadway was built as a trolley line back in the day, put the train back in the commercial corridor that was built for it.	PublicCoordinate		Minneapolis
5/10/2023	This proposed fly over above Victory Memorial / Broadway is a ridiculous waste of money. Since this is a four lane highway that will be reduced and it is on two separate bridges I recommended at a public meeting that car traffic be moved to the far lane and the lane closer to the hospital could bear the tracks and a station for the hospital / greenway. I am disappointed to see my comments weren't included.	PublicCoordinate		Minneapolis
5/10/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) This route makes the most financial sense and will positively impact this neighborhood the most. This section of Lyndale has a high embankment on both sides and would should the neighborhood from hearing the train. After attending several public meetings the neighborhood concerns about this route are bogus. The amount of additional costs associated with using the route east of 94 is absurd.	PublicCoordinate		Minneapolis
5/10/2023	Placing the route east of the interstate will not only block use of the road for a public school as outlined at a public meeting but the impact to traffic at the Washington/Broadway intersection is substantial. The amount of money it will take to build the proposed flyer over above the interstate is an unnecessary expense both initially and in terms of ongoing maintenance.	PublicCoordinate		Minneapolis
5/16/2023	W Broadway should entirely remove vehicle traffic and become a LRT/Bus/Bike path/Walking Plaza with police substation to monitor the area and protect business.	PublicCoordinate	Opportunity	Minneapolis



Date	Comment	Forum	Type/Reply to	City
5/16/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) I believe the Lyndale option will help bring development and much needed redevelopment dollars to a corridor which strongly needs better access to transit. The washington option is too far away from the	PublicCoordinate		Minneapolis
5/16/2023	Consider moving LRT line to Golden Valley RD and then North on Penn to Broadway	PublicCoordinate		Minneapolis
5/16/2023	There's not enough width to have 30 Ft of tracks along with the 2 lane roadway like the Excelsior Blvd Green Line Ext. Will you make an overhead bridge like in Hopkins? How will that impact Crystal and Twin Lakes?	PublicCoordinate		Robbinsdale
5/16/2023	W Broadway should entirely remove vehicle traffic and become a LRT/Bus/Bike path/Walking Plaza with police substation to monitor the area and protect business	PublicCoordinate		Minneapolis
5/17/2023	(reply) Reducing traffic to 1 lane in each direction won't kill you. In fact, it's probably save some lives by reducing peoples driving speeds	PublicCoordinate		
5/17/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) This stretch of Lyndale encourages drivers to speed (few crossings, wide 2-lane road). Reducing to 1 lane each direction and adding the light rail line would calm traffic, be less of a hazard, and is a better option for transit-oriented development for the future.	PublicCoordinate		Minneapolis
5/24/2023	(reply)New construction is likely needed due to weight and safety. I'm supportive of whatever is needed to get it built.	PublicCoordinate		Minneapolis
5/24/2023	(reply) I agree. Reducing to one lane will help !	PublicCoordinate		
6/5/2023	Absolutely! get rid of metal death machines (cars) and everyone will feel safer	PublicCoordinate	Comment Reply (W Broadway should entirely remove vehicle traffic and become a LRT/Bus/Bike path/Walking Plaza with police substation to monitor the area and protect business)	Minneapolis

Date	Comment	Forum	Type/Reply to	City
6/5/2023	(reply) Less lanes is always the move!	PublicCoordinate		
6/5/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) Making the street two lanes instead of four and adding transportation options makes Lyndale much more attractive as a street to live on and around. This will only drive development and make the whole area more attractive --something that also reflects in higher property values. The other route would mean we lose a lot of ridership because the route becomes disconnected from the people it is supposed to serve	PublicCoordinate		Minneapolis
6/5/2023	(reply to: Placing the route east of the interstate will not only block use of the road for a public school as outlined at a public meeting but the impact to traffic at the Washington/Broadway intersection is substantial. The amount of money it will take to build the proposed flyover above the interstate is an unnecessary expense both initially and in terms of ongoing maintenance.) to add to that it is going through an area where much less people will have access to it/use it	PublicCoordinate		Minneapolis
6/5/2023	(reply) Absolutely! get rid of metal death machines (cars) and everyone will feel safer	PublicCoordinate		Minneapolis
6/5/2023	(reply) Agreed	PublicCoordinate		Minneapolis
6/12/2023	Going down 5th would be hard to pull off without relocating the firestation that is currently there or building a new bridge. 7th is also very dangerous to cross at the moment and light rail would bring a lot of improvements to the bridge that would increase safety through traffic calming	PublicCoordinate	Comment Reply ( <i>Couldn't you just run this straight down the middle of N 5th street and avoid disrupting one of the only entrances to Downtown from North Minneapolis? Why is North 7th even being considered? Cross the freeway straight on to north Lyndale- on it's own right of way and avoid the traffic nightmare both during and after construction.</i> )	Minneapolis
6/12/2023	I wish this was an actual option because it would be amazing!	PublicCoordinate	Comment Reply ( <i>W Broadway should entirely remove vehicle traffic and become a LRT/Bus/Bike path/Walking Plaza with police substation to monitor the area and protect business</i> )	Minneapolis

Date	Comment	Forum	Type/Reply to	City
6/12/2023	(reply to: Placing the route east of the interstate will not only block use of the road for a public school as outlined at a public meeting but the impact to traffic at the Washington/Broadway intersection is substantial. The amount of money it will take to build the proposed flyer over above the interstate is an unnecessary expense both initially and in terms of ongoing maintenance.) Unless there is data that shows a large proportion of workers around this station area are coming from other parts of the blue line, it seems wasteful to put a blue line stop in an	PublicCoordinate		Minneapolis
6/12/2023	<i>(reply to: Couldn't you just run this straight down the middle of N 5th street and avoid disrupting one of the only entrances to Downtown from North Minneapolis? Why is North 7th even being considered? Cross the freeway strait on to north Lyndale- on it's own right of way and avoid the traffic nightmare both during and after construction.)</i> Going down 5th would be hard to pull off without relocating the firestation that is currently there or building a new bridge. 7th is also very dangerous to cross at the moment and light rail would bring a lot of improvements to the bridge that would increase safety through traffic calming.	PublicCoordinate		Minneapolis
6/12/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection)Bringing lightrail down Lyndale will help address some of the traffic issues that make the area hard to travel due to speeding cars, subpar crosswalks, and nearly extinct bike path (have you seen the 3-4 bike lane poles that managed to survive this past year?). The Washington option serves businesses one one side of the street, while the Lyndale option serves people, families, and communities.	PublicCoordinate		Minneapolis
6/12/2023	(reply) 100%	PublicCoordinate		Minneapolis
6/12/2023	(reply) I wish this was an actual option because it would be amazing!	PublicCoordinate		Minneapolis
6/28/2023	This is a bad idea. it would affect all of the businesses on Broadway which would hurt the community. This is not a good idea for the people that live in the community. The light rail is not for everyone. This excludes the elderly, people with disabilities, people with strollers, wheel chairs. The police substations do not protect anyone.	PublicCoordinate		Minneapolis
6/29/2023	Keep enough of the existing railway right of way along Co Rd 81 to accommodate future express rail along that corridor, perhaps all the way to Monticello or St. Cloud.	PublicCoordinate		Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
6/30/2023	It also doesn't really serve anybody and only allows people from east of the station to access the stop compared to the Lyndale route where people can access from all directions. Half the station area would literally be the interstate. No other stations on the line are flanked by an interstate without access from both sides.	PublicCoordinate	Comment Reply ( <i>This whole strip of land is wide open for development. It would not create any residential displacement or disruption.</i> )	Minneapolis
6/30/2023	(reply) Trolley lines ran with traffic, light rail does not. Light rail needs its own right of way.	PublicCoordinate		
6/30/2023	This church doesn't have adequate access to the parking lot during construction of the Blue Line; the rear exit out of the parking lot is single lane into employee access for area businesses, NOT actual public roads. To close down a church's access during construction is highly unethical. This is not a good plan.	PublicCoordinate		Brooklyn Park
6/30/2023	(reply to: This whole strip of land is wide open for development. It would not create any residential displacement or disruption.) It also doesn't really serve anybody and only allows people from east of the station to access the stop compared to the Lyndale route where people can access from all directions. Half the station area would literally be the interstate. No other stations on the line are flanked by an interstate without access from both sides.	PublicCoordinate		Minneapolis
7/20/2023	A stop here would connect much of the the residential portion of the north loop neighborhood NE of Washington Ave.	PublicCoordinate		Minneapolis
7/20/2023	This is a fantastic idea that holds so much potential to further livability in the community	PublicCoordinate	Comment Reply ( <i>W Broadway should entirely remove vehicle traffic and become a LRT/Bus/Bike path/Walking Plaza with police substation to monitor the area and protect business</i> )	Minneapolis
7/20/2023	(reply to: Placing the route east of the interstate will not only block use of the road for a public school as outlined at a public meeting but the impact to traffic at the Washington/Broadway intersection is substantial. The amount of money it will take to build the proposed flyer over above the interstate is an unnecessary expense both initially and in terms of ongoing maintenance.) The sub option for east of 94 has better accessibility for more people. No one is using a light rail on the side of a highway.	PublicCoordinate		Minneapolis
7/20/2023	(reply) It would be nonsense to run it down 26 as land and buildings would have to be razed! Keep it on Broadway, and calm down the Broadway traffic!	PublicCoordinate		



Date	Comment	Forum	Type/Reply to	City
7/20/2023	Do a Cost benefit analysis (independent with a third part) on these routes! Let's then give feedback on that data.	PublicCoordinate		Minneapolis
7/20/2023	This is a fantastic idea that holds so much potential to further livability in the community.	PublicCoordinate		Minneapolis
7/20/2023	(reply to: Placing the route east of the interstate will not only block use of the road for a public school as outlined at a public meeting but the impact to traffic at the Washington/Broadway intersection is substantial. The amount of money it will take to build the proposed flyer over above the interstate is an unnecessary expense both initially and in terms of ongoing maintenance.) Agreed! West is best!	PublicCoordinate		Minneapolis
7/21/2023	Opportunity to have access through Highway 100	PublicCoordinate		Robbinsdale
7/21/2023	the vast majority of we the people do not want this Blue Line at all. look at costs. look at maintenance. Look at existing crime problems. Look at existing illegal drug use,abuse and dealing. We volunteer at Salvation Army No Loop. When these guys fall off the wagon, they go to the light rail to buy. one guy got stabbed on the light rail platform. I live in Crystal. No one I know of in my neighborhood wants the Blue Line. Will you listen to the majority, many blacks Hispanic and whites agree? thank you	PublicCoordinate		Robbinsdale
7/21/2023	(reply) That concentrates three large overpasses in that space and will poorly impact the surrounding neighborhoods. Is there a way to shield them somehow? I agree with the above post suggesting alternatives	PublicCoordinate		
7/21/2023	(reply to: In this visualization you can clearly see the negative impact on residential neighbors and their property lines. You can see the houses and property lines clearly and it's clear the displacement that will come from choosing this Lyndale route option. Washington is clearly a better option for the Target Field to WBroadway connection) Agree! Put it down Washington where there are more businesses and fewer residential areas.	PublicCoordinate		Minneapolis
7/21/2023	(reply to: Placing the route east of the interstate will not only block use of the road for a public school as outlined at a public meeting but the impact to traffic at the Washington/Broadway intersection is substantial. The amount of money it will take to build the proposed flyer over above the interstate is an unnecessary expense both initially and in terms of ongoing maintenance.) Disagree. the alternative is to run it down a residential street and dig up people's yards. Incredibly disruptive for the people living in the area. Keep it on the commercial thoroughfares.	PublicCoordinate		Minneapolis
7/21/2023	(reply) I agree. this plan is ridiculous. Put it where the businesses are not the residential area.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/21/2023	(reply) All the business is on Broadway. What the hell are you thinking?	PublicCoordinate		Minneapolis
7/22/2023	Where and how would cars cross the tracks?	Open House		Minneapolis
7/22/2023	Has it been considered the safety and security of placing a station a block away from a school (both designs) with many young children attending?	Open House		Minneapolis
7/22/2023	Has North Community (actual residence, not businesses) had input on this? Like meetings where that community can attend? (Being that they will directly be affected)	Open House		Minneapolis
7/22/2023	Have you worked with the state?	Open House		Minneapolis
7/22/2023	How often would trains go through? How long would they stop for?	Open House		Minneapolis
7/22/2023	How would businesses thrive if the West Broadway parking is taken away?	Open House		Minneapolis
7/22/2023	If the community does not support train going down Lyndale, why even consider it?	Open House		Minneapolis
7/22/2023	What speed would the trains travel?	Open House		Minneapolis
7/22/2023	Who have you been working on these plans with? (City, MnDOT, etc) When did you start working with these other agencies?	Open House		Minneapolis
7/22/2023	This would be awesome	PublicCoordinate	Comment Reply (A stop here would connect much of the the residential portion of the north loop neighborhood NE of Washington Ave.)	Minneapolis
7/22/2023	(reply)This would be awesome	PublicCoordinate		Minneapolis
7/23/2023	Do a Cost benefit analysis (independent with a third part) on these routes! Let's then give feedback on that data	PublicCoordinate	Comment Reply (W Broadway should entirely remove vehicle traffic and become a LRT/Bus/Bike path/Walking Plaza with police substation to monitor the area and protect business)	Minneapolis
7/23/2023	(reply) I don't see how the third overpass would impact the neighborhood. Seems like the whole area is shielded from the neighborhood. Go for it as purposed and get it done	PublicCoordinate		
7/23/2023	(reply) That is a bold statement to say the vast majority don't want this project done. I have fully supported the project since it was proposed and know many people who feel the same way. It's time to do what is right for the area and stop the unjust complaining being done by a few vocal individuals. Time to get out of the past and move forward.	PublicCoordinate		Robbinsdale
7/23/2023	(reply) Lyndale route would divide the neighborhood. No reason to have LRT divide an area again. Echos of destruction and disruption like Rondo and Olson Memorial Hwy. should not be allowed to occur in residential neighborhoods.	PublicCoordinate		Minneapolis
7/23/2023	(reply) Add BRT please versatile, cost savings in construction dollars easily change routs as needed maybe have LTR in 10-20 years. Crime and economics outlook could improve by then	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
7/25/2023	Is there any discussion of adding additional stations prior to Washington Ave so riders can access businesses between TFS and Plymouth Ave?	Open House		Minneapolis
7/25/2023	No clue why I-94 option would be preferred over Washington Ave option but Lyndale option is still the best for transit riders (faster, more direct, more legible). 21st better than Broadway because less impactful. Do not let the naysayers and doomers win. Get this done.	Open House		Minneapolis
7/25/2023	What is the timing for the decision for the connection from TFS to West Broadway or 21st?	Open House		Minneapolis
7/25/2023	What will access for businesses and homes look like from 10th Ave? Will roadways crossing or "T-ing" into 10th result in dead ends?	Open House		Minneapolis
7/25/2023	What will the average speed of the LRT traveling down 21st Ave vs West Broadway be?	Open House		Minneapolis
7/25/2023	Who are the policy/decision makers for this project?	Open House		Minneapolis
7/25/2023	Will there be a 25' wall obstructing the view from residential homes to the rest of the community?	Open House		Minneapolis
7/25/2023	Will there be concrete barriers preventing pedestrians from crossing the roadway?	Open House		Minneapolis
7/25/2023	Would there be any fencing (similar to that being included in Brooklyn Park, potentially on Lyndale, or on Hiawatha) or screening on 21st?	Open House		Minneapolis
7/26/2023	I support the Lyndale routing. It's less circuitous and serves more people (superior walkshed).  The "crime" concerns are offensive and should not be taken seriously!	PublicCoordinate		Minneapolis
7/27/2023	21st will reduce impact on Broadway, but the area near Capri on Broadway will still have a fair amount of building takings. Do I understand this correctly?	Open House		Minneapolis
7/27/2023	Can you clarify what you mean by "if it can be narrowed to one option" for E of 94?	Open House		Minneapolis
7/27/2023	Can you go through the short-term timeline? When will a decision be made about whether to narrow 1 E of 94 option? What is the timeline for the SDEIS- and will both Broadway and 21st options heading west be included?	Open House		Minneapolis
7/27/2023	For 10th Ave- if one lane of northbound traffic verses a transitway, do you know if there would be impacts to pedestrians and bicycle safety with the alternatives? What would be the easiest if you are walking, biking or rolling	Open House		Minneapolis
7/27/2023	What are the travel duration changes between the different alignments?	Open House		Minneapolis
7/27/2023	What is going into the decision of whether to choose one of the E of 94 routes or is it just the Lyndale route as the alternative?	Open House		Minneapolis
7/27/2023	When I looked on your website map of the Blue Line going on Washington, I saw the line going north of 160th Ave turn slightly west of Washington on the way to Broadway. What is that about?	Open House		Minneapolis
7/27/2023	Will the SDEIS include anything about advantages to connections to the larger transit and transportation network?	Open House		Minneapolis
7/27/2023	Will you be able to access the Blue Line without crossing 94?	Open House		Minneapolis
7/27/2023	Will you eventually hand over engineering work to AECOM (the consulting firm)?	Open House		Minneapolis



Date	Comment	Forum	Type/Reply to	City
7/27/2023	Why, with all the concern about noise and land availability, has nobody considered routing the Blue Line extension down the middle of I-94? That would greatly reduce the noise concerns, make the freeway more of a uniting force than dividing neighborhoods, and there's plenty of space in the I-94 right of way. Furthermore, that might unlock more federal dollars (since it would be converting a road to multimodal use). If BRT is later routed up I-94, the stations could be shared (reducing costs) and giving passengers seamless transfers.	PublicCoordinate		Minneapolis
7/28/2023	This visualization doesn't match up with the map lines of any of the different options - this shows both light rail track directions running straight through 7th street intersection. The different lines on the map all have some aspect of at least one rail curving / turning from N 6th Ave to N 7th St.	PublicCoordinate	7th Street Visualization Reply	Minneapolis
7/28/2023	Love the expanded trails and sidewalks for more enjoyable walking/biking. I tried to use 7th Street this summer to commute downtown by bicycle when the Plymouth Avenue bridge was closed, and I had too many close calls with car traffic to justify using it, even though it was the fastest way to work.	PublicCoordinate	7th Street Visualization Reply	Minneapolis
7/28/2023	You are taking away too many much-needed vehicle traffic lanes.	PublicCoordinate	7th Street Visualization Reply	Minneapolis
7/28/2023	There should be a stop here to serve the heritage park neighborhood. There is great need to offer high quality public transit for airport access, mall access, healthcare access, grocery access (this is a food desert), access to education, access to legislative and bureaucratic entities. Leaving the neighborhood out of consideration is a mistake. The future is so bright for this neighborhood and with vision we can create an equitable, happy, multi-modal accessible future.	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	This intersection is incredibly unsafe as is. My entire family was nearly killed here. There are multiple terrible accidents per week. From an equity stand point Heritage park deserves to have this intersection made safe with light rail included	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	Agree, why isn't Heritage Park getting more consideration? Serving a model mixed-income community should have more weight in these calculations.	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	There's space to put a stop here that Heritage Park would welcome. Why isn't this being considered?	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	There should be a stop here for Heritage Park. Does running up 7th to Emerson and Fremont make more sense than Lyndale?	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	This divide and conquer land acquisition scheme is obvious....and disgusting.	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	Please consider a stop for the Heritage Park community. We feel left behind after the former Blue Line extension route was abandoned, and our mixed-income community could be well served by this line.	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/28/2023	I believe this area is a great candidate for the light rail. I also would like to add I agree with the current comments about making safety improvements to this intersection, I saw someone nearly get T-Boned here over the weekend. Heritage park improvements should go hand in hand with this light rail development.	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	This would be the route I would choose to ensure more citizens have access to LRT. There will be more development in the area from Glenwood north and Lyndale west in the coming years. There are already 5 new apartment buildings.	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	This intersection is pretty worn down and has small sidewalks as of now. I hope that the light rail here would improve and widen sidewalk conditions	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	It will 100% narrow sidewalks at first, until they gentrify the neighborhood completely and then they'll fix it so people can go to Crossfit at North Commons	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	Also, with the move to return Olson Memorial to a calmer neighborhood street as opposed to a mini freeway for suburban commuters, some thought should be given to commercial development on OMH that could happen. Work together.	PublicCoordinate	7th Street/Lyndale Avenue Visualizations Reply	Minneapolis
7/28/2023	Take a look at the map and tell me where the people are. Lyndale N & W. Not so much on the east of 94 section up to Broadway. Displacing those small businesses east of 94 wouldn't be worth the time or money. Put it where the people are.	PublicCoordinate	Target Field Station to West Broadway via Lyndale Option Engineering Drawings Reply	Minneapolis
7/28/2023	I'm pretty sure the 2 is lined up incorrectly here - on the big background map, shouldn't it be kitty-corner to where it is marked now? Like, closer to the I-94 side?	PublicCoordinate	Target Field Station to West Broadway via Lyndale Option Engineering Drawings Reply	Minneapolis
7/28/2023	Would love to see some more study options centered on the people of heritage park and connecting these residents to resources and services across the cities. If I may dream big, it would be great to see a young talented architect take the reigns in pursuing a land bridge/transit corridor on top of I-94 to hide its ugly-ness away replaced by beautiful transit on top servicing heritage park and the wonderful residents of north. We are in desperate need of higher quality non-road centered transit options. Please do not leave us behind again.	PublicCoordinate	Target Field Station to West Broadway via Lyndale Option Engineering Drawings Reply	Minneapolis
7/28/2023	With the V3 center going in here this stop and route is a no-brainer vs running on the other side of the freeway. This will lead to much needed redevelopment of the East Plymouth Innovation Corridor (EPIC) as well as walking distance access to the LRT for the many lower-income and workforce residents of Heritage Park. Some homeowners may be opposed, but many aren't, and Minneapolis is over 50% renters who also need public transit to make ends meet!	PublicCoordinate	Target Field Station to West Broadway via Lyndale Option Engineering Drawings Reply	Minneapolis
7/28/2023	Love the stop at the V3 center. This would make the facility much more accessible for individuals that utilize public transit. Additionally is close enough to Heritage Park to be utilized by that community that was supposed to be supported by the former Blue Line route before it was scrapped..	PublicCoordinate	Target Field Station to West Broadway via Lyndale Option Engineering Drawings Reply	Minneapolis
7/28/2023	Bringing the light rail will help this area by providing more incentive for investment. More people flowing through this area and more development being spurred by the LRT will help reduce crime	PublicCoordinate	Lyndale at 18th Ave Visualization Reply	Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/28/2023	The light rail going down Lyndale would only hurt the neighborhood. It would bring more crime and put the neighbors in danger. This would only be good for the people that live in the suburbs that get to view the inner city while on they way home. They don't care about the people that live in the northside community and how the light rail will bring more crime and un-wanted activity to the area.	PublicCoordinate	Lyndale at 18th Ave Visualization Reply	Minneapolis
7/28/2023	You're out of your minds if you think extending light rail into Thugville is a good idea. Great way to expedite crime!	PublicCoordinate	Lyndale at 18th Ave Visualization Reply	Minneapolis
7/28/2023	I think cutting through a neighborhood will create risks for children. I like the east of I-94 option better, as it would not disrupt neighborhoods with high levels of children	PublicCoordinate	Lyndale Avenue between 14th and 18th Avenues Visualization Reply	Minneapolis
7/28/2023	The Lyndale option is better than Washington. It actually serves people rather than the wasteland that is East of I-94. Currently Lyndale is a 4 lane road which cars can drive way to fast on, adding LRT and reducing travel lane width and amount will help with traffic calming. People deserve walkable, liveable streets to live by. Additionally, the costs of building a flyover over I-94 are not justified at all.	PublicCoordinate	Lyndale Avenue between 14th and 18th Avenues Visualization Reply	Minneapolis
7/28/2023	I agree with serving the neighborhood supporting Lyndale option. I assume the roadway could be to the west of the train line, alt to illustration. Lyndale is busy now with traffic, hazard for children, train is far more predictable. Will walk bridge remain in place?	PublicCoordinate	Lyndale Avenue between 14th and 18th Avenues Visualization Reply	Minneapolis
7/28/2023	This turns Lyndale into an actual community space that is safe to exist and walk/bike through instead of the raceway many people treat it like currently.	PublicCoordinate	Lyndale Avenue between 14th and 18th Avenues Visualization Reply	Minneapolis
7/28/2023	Broadway is a distressed area with many abandoned and blighted buildings. The LRT will help spur redevelopment and bring more mixed-use, mixed-income developments. This will benefit business owners by increasing accessibility to their shops and increase business. W Broadway is the best option for the LRT.	PublicCoordinate	West Broadway at Lyndale Avenue Visualization Reply	Minneapolis
7/28/2023	This is great. Broadway is a redundant east-west corridor and has way more unnecessary traffic than other routes.	PublicCoordinate	West Broadway at Lyndale Avenue Visualization Reply	Minneapolis
7/28/2023	Broadway has a parking problem and has for a long time. Off street parking is needed, as has been done in other communities. Entirely removing on street parking is a benefit. Having access to Broadway sans auto can also be a boon to Broadway businesses. Infusion of capital spent wisely can really transform this central hub of our community.	PublicCoordinate	West Broadway at Lyndale Avenue Visualization Reply	Minneapolis
7/28/2023	Yes! Please do the Broadway option. It will be much better overall and I agree that the city should build off-street parking in the form of a municipal ramp on a vacant or poorly used lot; could also have it be a mixed-use project with a ramp and space for affordable housing, local businesses, etc.	PublicCoordinate	West Broadway at Lyndale Avenue Visualization Reply	Minneapolis
7/28/2023	Expensive and unnecessary. Just put the station at the corner of lyndale and broadway at grade with signal priority!	PublicCoordinate	East of I-94 Option on 21st Ave Visualization Reply	Minneapolis
7/28/2023	In reality the whole line should just be elevated, but since that won't happen, I'll take whatever segments they do want to elevate... It's faster, safer, and less disruptive to those nearby.	PublicCoordinate	East of I-94 Option on 21st Ave Visualization Reply	Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/28/2023	What if instead of adding car traffic to this new bridge at 21st, where there is no car access now, you instead located another LRT station on the bridge (and then only provided one LRT station near Fremont/Emerson west of here instead of 2). That could add more neighborhood connectivity and open up the potential for a future transfer to transit (e.g. BRT) on I-94 itself.	PublicCoordinate	I-94 Crossing to 21st Ave Visualization Reply	Minneapolis
7/28/2023	This should be a flyover bridge over Broadway and 94 as drawn in the other schematic to 21st ave. Why don't we want to make this a proper junction focused on transit. Level crossings are less safe, and less convenient for all users.	PublicCoordinate	I-94 Crossing to 21st Ave Visualization Reply	Minneapolis
7/28/2023	I think these concepts are better than some of the previous iterations that elevated the LRT so high that it needed significant ramping west of I-94 to get back down to grade that would have created a wall in the middle of the neighborhood for the LRT tracks. These more level crossings will be much less obtrusive in the neighborhood.	PublicCoordinate	I-94 Crossing to 21st Ave Visualization Reply	Minneapolis
7/28/2023	Perhaps a combination of the lowered 94 ramp to allow for less of a wall in the neighborhood, but then a flyover bridge over Washington Ave? and then start the downslope earlier to remove the large wall west of 94. That should remove the traffic conflicts while avoiding the division of the neighborhood.	PublicCoordinate	I-94 Crossing to 21st Ave Visualization Reply	Minneapolis
7/28/2023	I think that it would be nice for the lightrail to continue up the east side of I-94 to bring businesses up in that area and then you would not disrupt neighborhoods that are already trying hard to stay above water	PublicCoordinate	Flyover Bridge starting south of 17th Ave Visualization Reply	Minneapolis
7/28/2023	If there's a choice between 21st and West Broadway I think Broadway is the better choice; less disruptive to neighborhoods and keeps lightrail on a commercial strip.	PublicCoordinate	Flyover Bridge starting south of 17th Ave Visualization Reply	Minneapolis
7/28/2023	The additional costs of building a flyover over I-94 to serve an area that is mostly industrial (self storage, really??) with little potential for redevelopment (I-94 takes up an entire half of this corridor) is not worth it at all. The Lyndale option is much better as it actually serves people and doesn't involve an expensive flyover.	PublicCoordinate	Flyover Bridge starting south of 17th Ave Visualization Reply	Minneapolis
7/28/2023	It seems like the Washington Ave to Broadway Ave option is the best. It's the least disruptive to people's homes and offers good transit opportunities for existing and upcoming businesses in the area.	PublicCoordinate	Flyover Bridge starting south of 17th Ave Visualization Reply	Minneapolis
7/28/2023	I think it would be nice for the lightrail to go through the communities who are transit dependent. We should not let short term disruption fears distract us from the long term investment and infrastructure that comes from light rail that would help communities in the long run.	PublicCoordinate	Flyover Bridge starting south of 17th Ave Visualization Reply	Minneapolis
7/28/2023	This is the option that should be used. Why do we want to keep putting trains at unnecessary level crossings with cars. That decreases safety, and reliability, and inconveniences everyone. Spend the extra money to make a better transit system. Also quit using signalized intersections, and use gated crossings when level crossings are required. They are safer, and will save money in repairs in the long run.	PublicCoordinate	Flyover Bridge starting south of 17th Ave Visualization Reply	Minneapolis
7/28/2023	This option makes more sense. Broadway is already incredibly busy.	PublicCoordinate	Flyover Bridge starting south of 17th Ave Visualization Reply	Minneapolis
7/28/2023	Will North Minneapolis still benefit from the massive resources allocated for extension if east of 94 is approved?	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings Reply	Minneapolis
7/28/2023	Gonna add more anti-homeless infrastructure on this too?	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings	Minneapolis

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
7/28/2023	Routing path blocks entry of employee parking at the new North Loop Garage. Many buses cross intersection of 10th. Ave. N./ 5th. St. N. to/ from this facility. Path will be disruptive to bus operations, particularly during peak hours.	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings Reply	Minneapolis
7/28/2023	The station on the other side of the freeway is preferable, as it will drive Black-owned development east through the Plymouth corridor in North Minneapolis vs primarily white-owned development on this side of the freeway, which is basically waiting to become North Loop 2.	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings Reply	Minneapolis
7/28/2023	Going via Washington to Broadway/21st is a worse choice than Lyndale. There is not much over here but industry, a self-storage place, a gas station convenience store. While this normally would allow future development, an entire half of this corridor is taken up by I-94. Little if no development will happen and this corridor will be practically useless, not to mention the additional costs of building a flyover over I-94.	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings Reply	Minneapolis
7/28/2023	Who is this station supposed to be serving? Doesn't seem to best serve north side residents or nearby businesses very well. Unless there are plans for redevelopment in this area, this will be a lightly used station.	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings Reply	Minneapolis
7/28/2023	like we don't know what you're doing.....way to RONDO the North side	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings Reply	Minneapolis
7/28/2023	If this route is chosen this is the correct way to get over I-94 and Broadway. Limit the interaction between cars and trains, and give the trains as much priority, and as high of track speed as possible.	PublicCoordinate	Target Field Station to West Broadway via East of I-94 Option Engineering Drawings Reply	Minneapolis
7/28/2023	i think the route is better than the Lyndale option. Because it wont displace the Lyn park neighborhood or long time home owners and bring un-wanted people in the quiet neighborhood. This route affects less people in the community and can still connect with the areas leading to maple grove	PublicCoordinate	East of I-94 south of Plymouth Visualizations Reply	Minneapolis
7/28/2023	This route includes a congested area by the Salvation army where parking etc is already sparse	PublicCoordinate	East of I-94 south of Plymouth Visualizations Reply	Minneapolis
7/28/2023	No need to park if you take the light rail	PublicCoordinate	East of I-94 south of Plymouth Visualizations Reply	Minneapolis
7/28/2023	Not a good idea. Very little room for housing expansion. The area is just small businesses. Lyndale would serve more people and have room for development.	PublicCoordinate	East of I-94 south of Plymouth Visualizations Reply	Minneapolis
7/28/2023	There seems to be more open real estate to use with this option.	PublicCoordinate	East of I-94 south of Plymouth Visualizations Reply	Minneapolis
7/28/2023	There is too much going on in that area already. Please don't add more.	PublicCoordinate	10th Ave Visualizations Reply	Minneapolis
7/28/2023	Busy area with a myriad of bus, car, and pedestrian activity, especially at night, and on weekends. I personally consider this part of the Gay 90s corridor of downtown Minneapolis	PublicCoordinate	10th Ave Visualizations Reply	Minneapolis
7/28/2023	The side running looks great, but would making the sidewalks narrower allow for the removal of fewer buildings? More space dedicated to bikes and peds is always good, but it is also a narrow area.	PublicCoordinate	10th Ave Visualizations Reply	Minneapolis
7/28/2023	This visualization doesn't match up with the map lines of any of the different options - this shows both light rail track directions running straight through 7th street intersection. The different lines on the map all have some aspect of at least one rail curving / turning from N 6th Ave to N 7th St	PublicCoordinate	7th Street Visualizations Reply	Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/28/2023	Building on the last comment, if the Blue Line goes down 7th street heading Northwest to Brooklyn Center from this intersection, could it run along the middle of the road, a la how the Green Line runs through the dead center of University Avenue for the bulk of its run through East Minneapolis into St Paul?	PublicCoordinate	7th Street Visualizations Reply	Minneapolis
7/28/2023	Love the expanded trails and sidewalks for more enjoyable walking/biking. I tried to use 7th Street this summer to commute downtown by bicycle when the Plymouth Avenue bridge was closed, and I had too many close calls with car traffic to justify using it, even though it was the fastest way to work.	PublicCoordinate	7th Street Visualizations Reply	Minneapolis
7/28/2023	This route alternative would be disruptive to Metro Transit Bus Transit Control Center and ongoing bus operations at the new North Loop Bus Garage. Many bus pull ins/ pull outs cross the 10th Ave. N/ 5th. St. N. intersection trains will cause operational delays/ traffic backups at peak periods. Station location on Washington Ave. would be good for North Loop	PublicCoordinate	East of I-94 Sub Option Engineering Drawings Reply	Minneapolis
7/28/2023	Transit mall is a good option	PublicCoordinate	10th Ave Sub-Option Visualizations Reply	Minneapolis
7/28/2023	Love it!!! cleans up a bad street and good transportation option for residents/workers in the area.	PublicCoordinate	10th Ave Sub-Option Visualizations Reply	Minneapolis
7/28/2023	Hate it. Just trades one traffic problem for another.	PublicCoordinate	10th Ave Sub-Option Visualizations Reply	Minneapolis
7/28/2023	Option 1 would be better since bikes have access to their respective sides better. Option 2 is also at a relatively similar level of my support. Option 3 is just a big no.	PublicCoordinate	10th Ave Sub-Option Visualizations Reply	Minneapolis
7/28/2023	I love this transit mall option.	PublicCoordinate	10th Ave Sub-Option Visualizations Reply	Minneapolis
7/28/2023	I'm in favor of this transit mall.	PublicCoordinate	10th Ave Sub-Option Visualizations Reply	Minneapolis
7/28/2023	Shifting to two LRT stations on this section seems to be a poor decision. The two station option has shifted the LRT stations far away from Fremont & Emerson, so transfers between the D Line and the Blue Line Extension are significantly worse for transit riders. We need to build a transit network where transfers are prioritized. Also property takings by the government and impacts are more significant at stations so by having two stations in this section you have significantly increased the number of properties that will be taken and demolished. It is unwise to demolish more buildings on the commercial corridor in the name of providing more access to the commercial corridor.	PublicCoordinate	Light rail on West Broadway Visualizations Reply	Minneapolis
7/28/2023	Shifting to two LRT stations in this area has moved the stations far away from Fremont & Emerson and transfers to the D Line. A seamless transfer from Blue Line to D Line should be a high priority of this project; what this is shown is a terrible connection for transit riders. The success of transit in this area will be in quality connectivity between bus and LRT.	PublicCoordinate	Light Rail on 21st Ave Visualizations Reply	Minneapolis
7/28/2023	You already bought up all the property around it, might as well use it, eh? This divide and conquer land acquisition scheme is obvious....and disgusting.	PublicCoordinate	West Broadway at Newton Ave Visualizations Reply	Minneapolis
7/28/2023	Please use the money the LRT will bring to make the area have trees and provide for urban renewal. Make mixed-use buildings and bring day care business, adult education business, youth and adult programming, gyms and health/wellness business, and safety improvements to the corridor.	PublicCoordinate	West Broadway at Newton Ave Visualizations Reply	Minneapolis
7/28/2023	ew	PublicCoordinate	West Broadway at Newton Ave Visualizations Reply	Minneapolis



Date	Comment	Forum	Type/Reply to	City
7/28/2023	beautiful	PublicCoordinate	West Broadway at Newton Ave Visualizations Reply	Minneapolis
7/28/2023	Nice!	PublicCoordinate	West Broadway at Newton Ave Visualizations Reply	Minneapolis
7/28/2023	Excited	PublicCoordinate	Penn Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	As the LRT gets built please think of the surrounding neighborhoods and current residents who will be attempting to walk to the LRT to use it for transit means. Penn Ave and the surrounding streets are currently not able to support the increased foot traffic because of degraded infrastructure and lack of safety for residents to feel like they can move freely through this area. Bike and Pedestrian traffic know to stay away from Penn Ave because vehicle traffic is indifferent to the safety of others and it is dangerous.	PublicCoordinate	Penn Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	I think this will improve the area.	PublicCoordinate	Penn Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	Great place for a station! Strongly support!	PublicCoordinate	Penn Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	Excited for it	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	West Broadway down to one lane?!?!?	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	where's the station.....	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	Why not just build cut and cover and do landscaping!? This way has no room for separation of pedestrians and cars! Safety!	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	Because cut and cover is expensive. fewer lanes = calmer traffic.	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	This will help with traffic calming	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	Has the potential to calm traffic. Plus we can hope that car traffic decreases due to people using lightrail.	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	I support this! The traffic here is crazy today and tunneling (though a MUCH better option, I agree) is just too expensive and would destroy any chance of this line being built.	PublicCoordinate	West Broadway at Queen Visualizations Reply	Minneapolis
7/28/2023	ANTI DISPLACEMENT MONEY, WHERE IS IT?!?! You're building market rate condo/apartments in the hood and claiming that it'll benefit us. Please	PublicCoordinate	Penn Ave to Lowry Ave Engineering Drawings Reply	Minneapolis
7/28/2023	Looking forward to the benefits this will bring the community	PublicCoordinate	Penn Ave to Lowry Ave Engineering Drawings Reply	Minneapolis
7/28/2023	Hi I love this route and think it does the most good but question if a stop at 29th is all that important given the stop at Penn and Lowry. Seems like fewer, well thought out stops would be the most efficient. I feel this way for the whole line that having it on major bus routes would be better than stopping every other block. Thank you for your time.	PublicCoordinate	Penn Ave to Lowry Ave Engineering Drawings Reply	Minneapolis
7/28/2023	Lame	PublicCoordinate	Lowry Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	Why is this station not in the middle of the intersection? Trains will have to slow considerably and lose time!	PublicCoordinate	Lowry Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	I'm very wary of an elevated station due to the way it looks over time (run down), the noise, and the no-go zone that develops underneath the area.	PublicCoordinate	Lowry Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	So we are going to have to replace the Lowry Avenue bridge again? Great planning.	PublicCoordinate	Lowry Avenue Station Engineering Drawings Reply	Minneapolis



<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
7/28/2023	I think the route should not go in the middle of Bottineau, but on the Southwest side for at least all the stops in Robbinsdale. This could prevent having to bulldoze the newly built bridge over the parkway. I am excited to have more transit options near my home in Robbinsdale.	PublicCoordinate	Lowry Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	Support this station! It's obvious based on the drawings that they are designing this so nobody will have to "bulldoze" the new bridge--the LRT bridge will fly over the other bridges	PublicCoordinate	Lowry Avenue Station Engineering Drawings Reply	Minneapolis
7/28/2023	I worry about the ability to get to the hospital in a timely manner. I know that on Hiawatha, the lightrail gets the right-of-way and forces cars to stop when the lightrail is approaching, this would cause people trying to get to the hospital delays	PublicCoordinate	Bottineau Blvd (County Road 81) near North Memorial Visualizations Reply	Robbinsdale
7/28/2023	One of the best things transit can do is help people have a sustainable, safe, and affordable means of transportation for people to access healthcare. Please keep this station here and make it well-connected to the hospital.	PublicCoordinate	Bottineau Blvd (County Road 81) near North Memorial Visualizations Reply	Robbinsdale
7/28/2023	Looks a tad unrealistic. A person would have to put a tape measure on the ground to see what is going to be sacrificed to execute this plan.	PublicCoordinate	Bottineau Blvd (County Road 81) near North Memorial Visualizations Reply	Robbinsdale
7/28/2023	the middle grassy area between the lanes is NOT THAT wide. Where will the space be taken to fit this in the middle of the road? This section of Bottineau is already a busy road that needs 2+ lanes each way	PublicCoordinate	Bottineau Blvd (County Road 81) near Crystal Lake Visualizations Reply	Robbinsdale
7/28/2023	Great!	PublicCoordinate	Bottineau Blvd (County Road 81) near Crystal Lake Visualizations Reply	Robbinsdale
7/28/2023	Will there be barriers on either side of the LRT tracks to prevent direct collisions between vehicles and the trains?	PublicCoordinate	Bottineau Blvd (County Road 81) near Crystal Lake Visualizations Reply	Robbinsdale
7/28/2023	Love it! Leaves enough lanes in each direction for traffic, but provides needed transit.	PublicCoordinate	Bottineau Blvd (County Road 81) near Crystal Lake Visualizations Reply	Robbinsdale
7/28/2023	Build it!	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	I think there will need to be more pedestrian friendly entries to this stop	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	I see a "short cut" happening through the parking lot to the East of this as impatient drivers try avoid waiting at the 40th Ave light. Is there traffic calming that could also double as opportunities for adding some greening/beautification/pollinator habit along the West side of the parking lot?	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	The residential area between Bottineau Blvd and Crystal lake is already getting high noise levels, trash and additionally risk of crashes into the front yards of the building as is with current traffic. A barrier that would both block noise and visual to the Bottineau Blvd will be needed to protect the neighborhood. We are pro Blue line and believe it will be beneficial for the neighborhood but it has to be built responsibly.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	Where are the roundabouts? More roundabouts please!	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	This proposal is great! The only issue here is that this area needs to be more pedestrian-friendly once the LRT gets built here. Avoid tunnelling trains anywhere in the BLRT corridor, it'll only cost more and take longer.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale

<b>Date</b>	<b>Comment</b>	<b>Forum</b>	<b>Type/Reply to</b>	<b>City</b>
7/28/2023	Forcing riders to cross busy stroads is cause for concern. I hope the stops can be placed to the side of the road so atleast one direction will not require crossing car traffic.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	I think there's a great opportunity here to make it more pedestrian friendly to cross Bottineau, which is pretty bad right now. A ped tunnel, ped bridge, or even just a road diet with taking out turn lanes would do wonders in connecting the west and east half of Robbinsdale. I live just East of Bottineau, and walk over to downtown Robbinsdale often, but I would do it far more if Bottineau were easier to cross.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	Can this area get a flyover or tunnel?	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave Visualizations Reply	Robbinsdale
7/28/2023	This will cause motor vehicle gridlock. Better idea would be BRT rather than LRT, but Metro Transit and Met Council never listen to citizen input.	PublicCoordinate	Bottineau Blvd (County Road 81) from Hwy 100 to Lowry Avenue Station in Robbinsdale Engineering Designs Reply	Robbinsdale
7/28/2023	We want LRT! BRT is for chumps!	PublicCoordinate	Bottineau Blvd (County Road 81) from Hwy 100 to Lowry Avenue Station in Robbinsdale Engineering Designs Reply	Robbinsdale
7/28/2023	I strongly support the downtown Robbinsdale station! Those who are clamoring for "BRT" are asking for a lower-quality transit mode that would be likely slower than LRT and not provide fully level boarding for those in wheelchairs, etc., and overall, those folks would be just as opposed to BRT if that was the proposal.	PublicCoordinate	Bottineau Blvd (County Road 81) from Hwy 100 to Lowry Avenue Station in Robbinsdale Engineering Designs Reply	Robbinsdale
7/28/2023	All of these options are OK for downtown Robbinsdale, but connectivity for the heart of the business district on Broadway is better when the station is further north on Bottineau Boulevard.	PublicCoordinate	Bottineau Blvd (County Road 81) from Hwy 100 to Lowry Avenue Station in Robbinsdale Engineering Designs Reply	Robbinsdale
7/28/2023	I think the park and ride structure is important in the plan for the Downtown Robbinsdale station. Sometimes it can already be difficult to find parking in downtown Robbinsdale to visit the businesses and it would be very messy if additional commuters park all around Robbinsdale and then leave their cars all day.	PublicCoordinate	Bottineau Blvd (County Road 81) from Hwy 100 to Lowry Avenue Station in Robbinsdale Engineering Designs Reply	Robbinsdale
7/28/2023	I love this. As someone looking to find a greener and cheaper way to get into the city I think this extension will be extremely beneficial and convenient.	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	i use cr 81 to get to and from work everyday. others are not as lucky as i am. reducing lanes on 81 makes it harder for dangerous maneuvers made frequently by drivers attempting to enter and exit highway 100, which is usually the only cause of traffic in this location anyway. on top of that the simple environmental benefits as well as the economic gains that come from an easier commute for those that do not have access to reliable transportation. under the current infrastructure this is the only longterm solution to the ever expanding cityscape of the twin cities.	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	This is a terrible location. I live on this road. It will cause added noise, severe traffic. I reject this proposal and so does all my neighbors. I will get a petition together if needed.	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	This is an amazing location. I drive on this road everyday. It will reduce automobile traffic and reduce pollution. I fully accept this proposal and so do a majority of my neighbors.	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	Would love it if you can remove as many lights North/South as possible to offset the removal of lanes. Just wish it could be already done today!	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal

Date	Comment	Forum	Type/Reply to	City
7/28/2023	So are you just going to cut down all the trees and dig out all the shrubs currently living in the median? Would prefer if they were replanted along the sides to break up the industrial look and feel and not kill the natural elements entirely in this area.	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	I understand many concerns made by residents but taking cars off the road by reducing lanes and putting them onto public transit will do more good than harm. This will be great as long as the entire corridor becomes more friendly to pedestrians-bikes and transit alike. Don't forget vegetation and trees!	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	To the commenter who thinks that this basic graphic represents the FINAL landscaping: Spoiler alert: It doesn't! This is just a schematic to give people an idea of what the LRT ITSELF will look like and mostly, where it will go on the street--not a be all and end all. I agree with other commenters and think this will make 81 better and provide much needed transit here.	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	Take lanes from cars and build the train in the median!	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	How often do you ride the light rail now with all the crime? You think it will change? No chance	PublicCoordinate	Bottineau Blvd at 48th Ave Visualizations Reply	Crystal
7/28/2023	Love it	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road Visualizations Reply	Crystal
7/28/2023	Love this concept! Would love it if you can remove as many lights North/South as possible to offset the removal of lanes. Just wish it could be already done today!	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road Visualizations Reply	Crystal
7/28/2023	This will be the station closest to my home. I think it looks great. I cannot wait!	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road Visualizations Reply	Crystal
7/28/2023	Would prefer an option where the light rail is at a different grade than car traffic for major intersections throughout the line. This will make for more efficient traffic flow. It will also be less confusing to car traffic and therefore safer.	PublicCoordinate	Bottineau Blvd (County Road 81) from 62nd Avenue N to Hwy 100 in Crystal Engineering Drawings Idea	Crystal
7/28/2023	Please put the station at-grade here! Above-grade stations in this suburban context are car infrastructure and create safety issues due to rider separation from street (easier for any possible illicit activities like at Lake St. vs. eyes on the street and people visible at street level). Also, having a bridge will create a visual and perceptual barrier here which isn't good.	PublicCoordinate	Bottineau Blvd (County Road 81) from 62nd Avenue N to Hwy 100 in Crystal Engineering Drawings Idea	Crystal
7/28/2023	Love this option the best! and Would love it if you can remove as many lights North/South as possible to offset the removal of lanes. Just wish it could be already done today!	PublicCoordinate	Bottineau Blvd (County Road 81) from 62nd Avenue N to Hwy 100 in Crystal Engineering Drawings Idea	Crystal
7/28/2023	better use of public right of ways	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport Visualizations Reply	Crystal
7/28/2023	This is great!	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport Visualizations Reply	Crystal
7/28/2023	I like this! It keeps just enough ROW for traffic while preserving the bike trail and the green strip. Far better than today!	PublicCoordinate	Bottineau Blvd (County Road 81) near the Crystal Airport Visualizations Reply	Crystal
7/28/2023	This will add to much congestion and confusion, I do not think the blue line is needed.	PublicCoordinate	63rd Avenue to Hwy 52/94/694 Engineering Drawings Reply	Brooklyn Park
7/28/2023	Would be nice if it could swing over to the Park and Ride and directly attach to it. Would love it if you can remove as many lights North/South as possible to offset the removal of lanes. Just wish it could be already done today!	PublicCoordinate	63rd Avenue to Hwy 52/94/694 Engineering Drawings Reply	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
7/28/2023	More density in this area will be needed in addition to potential commuters using this line. Otherwise, easier access via foot and bike will also be amazing!	PublicCoordinate	63rd Avenue to Hwy 52/94/694 Engineering Drawings Reply	Brooklyn Park
7/28/2023	This is a great station location and will really help local residents access quality, frequent transit. Please keep this station! There is potential for gradually greater density over the coming decades.	PublicCoordinate	63rd Avenue to Hwy 52/94/694 Engineering Drawings Reply	Brooklyn Park
7/28/2023	I think this will reduce congestion and reduce confusion. Please build the Blue Line!	PublicCoordinate	63rd Avenue to Hwy 52/94/694 Engineering Drawings Reply	Brooklyn Park
7/28/2023	Wish there was a station here for job access + general access, but this looks good	PublicCoordinate	West Broadway Avenue to 73rd Avenue Engineering Drawings Reply	Brooklyn Park
7/28/2023	If the station is placed in the middle of the road, care is going to need to be taken to ensure that the cars driving by are slowing down adequately. Drivers are not going to slow down just because the speed limit is lower. Make sure to narrow all the roads and bring them each down to one lane. Don't allow turning on red. Etc. This area will hopefully see redevelopment though, as it doesn't seem like the station is currently in a very walkable spot	PublicCoordinate	Brooklyn Boulevard Visualizations Reply	Brooklyn Park
7/28/2023	The concepts for both the station and the street look good, but as the commenter said below, pedestrian concerns must be met--it is super dangerous now and without the flashing beacons or high-visibility crosswalks, I am worried about injuries and deaths here.	PublicCoordinate	Brooklyn Boulevard Visualizations Reply	Brooklyn Park
7/28/2023	Looks good here! Work with city to facilitate better zoning and opportunities for future redevelopment and denser housing (small-scale apartments maybe up to 30 units)	PublicCoordinate	Brooklyn Park (Area 1) 92nd Avenue to 75th Avenue Engineering Drawings Idea	Brooklyn Park
7/28/2023	Wonderful idea, would breathe life and opportunity into the area, connecting it with the rest of the metro in a way that doesn't require a car.	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	we do not need this	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	Very bad idea!	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	We absolutely need this. Car-centric communities are dull and full of pavement, public transportation brings life to communities and gives people the freedom of not needing to spend tens of thousands of dollars for car just to have opportunity.	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	I like that it is close to the library & within walking distance.	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	Contrary to the negative comments, the city DOES need this! It's not mobility "freedom of choice" (as some would argue) to force everyone to access a car of some type to get to college and to the library and other places.	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	We need this and three more LRT lines because they are awesome	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	Wow, make sure that the pedestrian access and visibility is top-notch here; probably need flashing lights and more here	PublicCoordinate	85th Avenue Visualization Reply	Brooklyn Park
7/28/2023	Why the little divot near the substation in the center of the image?	PublicCoordinate	Brooklyn Park (Area 1) 101st Avenue to 92nd Avenue Engineering Drawings Reply	Brooklyn Park
7/28/2023	What a joke	PublicCoordinate	Oak Grove Parkway Visualizatons Reply	Brooklyn Park
7/28/2023	Looks good to me! My family of 6 lives near here, and we would use the Blue Line ALL the time!	PublicCoordinate	Oak Grove Parkway Visualizatons Reply	Brooklyn Park
7/28/2023	This entire route could be covered by electric bus's at a fraction of the cost. (Both initial and long term cost) Plus be flexible to change routes as demands constitute overtime.	PublicCoordinate	Oak Grove Parkway Visualizatons Reply	Brooklyn Park

Date	Comment	Forum	Type/Reply to	City
7/28/2023	Fixed infrastructure like light rail lines and subways encourage more development along routes than more temporary things like bus lines. As you said, why build a big apartment building or new store if the bus line can be moved without notice? That cost is not just money being thrown in a hole and burned, it is being paid to employees and suppliers in minnesota	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	Absolutely agree with the response to the comment against fixed infrastructure. busses are vital to provide local transportation to the main transit corridors in a city, but are inadequate to serve those main corridors themselves.	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	Hey, I'm down! I've always been an advocate for expanding public transport!	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	This stop does not bring people to the heart of where they are building businesses on Zane Ave. There is nothing in this section to drop people. Target owns all of this land and there is no development. I would see this better served with going up Zane instead of West Broadway.	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	Fantastic idea!	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	This is not "a joke" to me, and I strongly support this station, although I hope that a TON of TOD and mixed-use development occurs in the station area in the coming decades. This is a great idea! In response to the comment that "this doesn't bring people to businesses" on Zane Ave., I assure you that the Met Council has been working with Target for a long time on facilitating TOD and all types of development in the general station area. (And yes, some number of Target employees will use the train.) The plan below shows potential TOD all around the station. Also, micromobility, ride-hailing, a last-mile shuttle, or microtransit could be used if people really need to access the businesses at Zane.	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	cant wait to start walking on needles and have crime increase which is why you people are trying to push this cancer	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	Why not try to make these stations "feel" more like the neighborhood with A-frames and metal roofing? Flat roofs are also more costly to maintain.	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	In response to the previous comment: It is not feasible or cost-effective to boutique-engineer local stations to "look and feel" exactly like single-family homes that may be located near them! That is how you get cost overruns and operational issues. Plus, pitched roof "A-frames" would require extensive drainage infrastructure and winter maintenance to make sure they didn't clog or drop snow and ice on waiting customers. Also, the entire point of the "flat roofs" is to help provide a modicum of shade and shelter for the waiting passengers. Can't get that with a pitched roof unless you built an (expensive, unnecessary) entirely enclosed waiting area with a pitched roof.	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	Keep this a center platform for the terminus!	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply
7/28/2023	looks ok	PublicCoordinate	Oak Grove Parkway Visualizatons	Brooklyn Park Reply

Date	Comment	Forum	Type/Reply to	City
7/28/2023	This is fine--I don't think that it's a good idea in light of post-COVID commuting trends locally and nationally to spend millions of \$ on a parking structure! Have a smaller surface parking lot for P & R that takes up half the space of the garage and do more TOD, and/or have two levels of structured P& R parking below a slightly taller TOD building (6-8 stories).	PublicCoordinate	Oak Grove Parkway Visualizatons Reply	Brooklyn Park
7/28/2023	Since this LRT line is clearly just a shuttle system between the Target HQ and their BP campus, why not just integrate a large red circle into the design?	PublicCoordinate	Oak Grove Parkway Visualizatons Reply	Brooklyn Park
7/28/2023	(reply to: This station location would mean that drunk people returning to the station from bars and restaurants on Washington would need to cross Plymouth Ave. That's dangerous.) Agree, this station is way out of the way, who would use it?	PublicCoordinate		Minneapolis
7/28/2023	(reply to: This station location would mean that drunk people returning to the station from bars and restaurants on Washington would need to cross Plymouth Ave. That's dangerous.) Terrible station location. No!	PublicCoordinate		Minneapolis
7/28/2023	(reply to: This station location would mean that drunk people returning to the station from bars and restaurants on Washington would need to cross Plymouth Ave. That's dangerous.) This station gives an option for those on the other side of 94. I support this.	PublicCoordinate		Minneapolis
7/28/2023	(reply to: This station location would mean that drunk people returning to the station from bars and restaurants on Washington would need to cross Plymouth Ave. That's dangerous.) What if we make Plymouth Ave safer to cross for people doing normal acceptable things. The difference in walking time between these two stops is ~58 seconds (corner to corner). Taking the train down 10th will likely add more than 58 seconds travel time to all riders, instead of just those getting off at Plymouth, due to the extremely slow track speeds needed for those corners. Sharp corners are also much louder	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
7/28/2023	(Target Field Station to West Broadway via Lyndale Option) Would love to see some more study options centered on the people of heritage park and connecting these residents to resources and services across the cities. If I may dream big, it would be great to see a young talented architect take the reigns in pursuing a land bridge/transit corridor on top of I-94 to hide its ugly-ness away replaced by beautiful transit on top servicing heritage park and the wonderful residents of north. We are in desperate need of higher quality non-road centered transit options. Please do not leave us behind again.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street Visualization) This visualization doesn't match up with the map lines of any of the different options - this shows both light rail track directions running straight through 7th street intersection. The different lines on the map all have some aspect of at least one rail curving / turning from N 6th Ave to N 7th St.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street Visualization) Building on the last comment, if the Blue Line goes down 7th street heading Northwest to Brooklyn Center from this intersection, could it run along the middle of the road, a la how the Green Line runs through the dead center of University Avenue for the bulk of its run through East Minneapolis into St Paul?	PublicCoordinate		Minneapolis
7/28/2023	(7th Street Visualization) Love the expanded trails and sidewalks for more enjoyable walking/biking. I tried to use 7th Street this summer to commute downtown by bicycle when the Plymouth Avenue bridge was closed, and I had too many close calls with car traffic to justify using it, even though it was the fastest way to work.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street Visualization) You are taking away too many much-needed vehicle traffic lanes.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) Agree, why isn't Heritage Park getting more consideration? Serving a model mixed-income community should have more weight in these calculations.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) Also, with the move to return Olson Memorial to a calmer neighborhood street as opposed to a mini freeway for suburban commuters, some thought should be given to commercial development on OMH that could happen. Work together.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) I believe this area is a great candidate for the light rail. I also would like to add I agree with the current comments about making safety improvements to this intersection, I saw someone nearly get T-Boned here over the weekend. Heritage park improvements should go hand in hand with this light rail development.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) It will 100% narrow sidewalks at first, until they gentrify the neighborhood completely and then they'll fix it so people can go to Crossfit at North Commons	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) Please consider a stop for the Heritage Park community. We feel left behind after the former Blue Line extension route was abandoned, and our mixed-income community could be well served by this line.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) There should be a stop here for Heritage Park. Does running up 7th to Emerson and Fremont make more sense than Lyndale?	PublicCoordinate		Minneapolis



Date	Comment	Forum	Type/Reply to	City
7/28/2023	(7th Street/Lyndale Avenue Visualizations) There should be a stop here to serve the heritage park neighborhood. There is great need to offer high quality public transit for airport access, mall access, healthcare access, grocery access (this is a food desert), access to education, access to legislative and bureaucratic entities. Leaving the neighborhood out of consideration is a mistake. The future is so bright for this neighborhood and with vision we can create an equitable, happy, multi-modal accessible future.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) There's space to put a stop here that Heritage Park would welcome. Why isn't this being considered?	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) This divide and conquer land acquisition scheme is obvious....and disgusting.	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) This intersection is incredibly unsafe as is. My entire family was nearly killed here. There are multiple terrible accidents per week. From an equity stand point Heritage park deserves to have this intersection made safe with light rail included	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) This intersection is pretty worn down and has small sidewalks as of now. I hope that the light rail here would improve and widen sidewalk conditions	PublicCoordinate		Minneapolis
7/28/2023	(7th Street/Lyndale Avenue Visualizations) This would be the route I would choose to ensure more citizens have access to LRT. There will be more development in the area from Glenwood north and Lyndale west in the coming years. There are already 5 new apartment buildings.	PublicCoordinate		Minneapolis
7/28/2023	(East of I-94 Option on 21st Ave) In reality the whole line should just be elevated, but since that won't happen, I'll take whatever segments they do want to elevate... It's faster, safer, and less disruptive to those nearby.	PublicCoordinate		Minneapolis
7/28/2023	(East of I-94 Option on 21st Ave) Expensive and unnecessary. Just put the station at the corner of lyndale and Broadway at grade with signal priority!	PublicCoordinate		Minneapolis
7/28/2023	(Flyover Bridge starting south of 17th Ave) I think it would be nice for the lightrail to go through the communities who are transit dependent. We should not let short term disruption fears distract us from the long term investment and infrastructure that comes from light rail that would help communities in the long run.	PublicCoordinate		Minneapolis
7/28/2023	(Flyover Bridge starting south of 17th Ave) I think that it would be nice for the lightrail to continue up the east side of I-94 to bring businesses up in that area and then you would not disrupt neighborhoods that are already trying hard to stay above water	PublicCoordinate		Minneapolis
7/28/2023	(Flyover Bridge starting south of 17th Ave) It seems like the Washington Ave to Broadway Ave option is the best. It's the least disruptive to people's homes and offers good transit opportunities for existing and upcoming businesses in the area	PublicCoordinate		Minneapolis
7/28/2023	(Flyover Bridge starting south of 17th Ave) The additional costs of building a flyover over I-94 to serve an area that is mostly industrial (self storage, really??) with little potential for redevelopment (I-94 takes up an entire half of this corridor) is not worth it at all. The Lyndale option is much better as it actually serves people and doesn't involve an expensive flyover.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/28/2023	(Flyover Bridge starting south of 17th Ave) This is the option that should be used. Why do we want to keep putting trains at unnecessary level crossings with cars. That decreases safety, and reliability, and inconveniences everyone. Spend the extra money to make a better transit system. Also quit using signalized intersections, and use gated crossings when level crossings are required. They are safer, and will save money in repairs in the long run.	PublicCoordinate		Minneapolis
7/28/2023	(Flyover Bridge starting south of 17th Ave) This option makes more sense. Broadway is already incredibly busy.	PublicCoordinate		Minneapolis
7/28/2023	(I-94 Crossing to 21st Ave) I think these concepts are better than some of the previous iterations that elevated the LRT so high that it needed significant ramping west of I-94 to get back down to grade that would have created a wall in the middle of the neighborhood for the LRT tracks. These more level crossings will be much less obtrusive in the neighborhood.	PublicCoordinate		Minneapolis
7/28/2023	(I-94 Crossing to 21st Ave) Perhaps a combination of the lowered 94 ramp to allow for less of a wall in the neighborhood, but then a flyover bridge over Washington Ave? and then start the downslope earlier to remove the large wall west of 94. That should remove the traffic conflicts while avoiding the division of the neighborhood.	PublicCoordinate		Minneapolis
7/28/2023	(I-94 Crossing to 21st Ave) This should be a flyover bridge over Broadway and 94 as drawn in the other schematic to 21st Ave. Why don't we want to make this a proper junction focused on transit. Level crossings are less safe, and less convenient for all users.	PublicCoordinate		Minneapolis
7/28/2023	(I-94 Crossing to 21st Ave) What if instead of adding car traffic to this new bridge at 21st, where there is no car access now, you instead located another LRT station on the bridge (and then only provided one LRT station near Fremont/Emerson west of here instead of 2). That could add more neighborhood connectivity and open up the potential for a future transfer to transit (e.g. BRT) on I-94 itself.	PublicCoordinate		Minneapolis
7/28/2023	(Lyndale at 18th Ave) Bringing the light rail will help this area by providing more incentive for investment. More people flowing through this area and more development being spurred by the LRT will help reduce crime	PublicCoordinate		Minneapolis
7/28/2023	(Lyndale at 18th Ave) The light rail going down Lyndale would only hurt the neighborhood. It would bring more crime and put the neighbors in danger. This would only be good for the people that live in the suburbs that get to view the inner city while on their way home. They don't care about the people that live in the northside community and how the light rail will bring more crime and un-wanted activity to the area.	PublicCoordinate		Minneapolis
7/28/2023	(Lyndale at 18th Ave) You're out of your minds if you think extending light rail into Thugville is a good idea. Great way to expedite crime!	PublicCoordinate		Minneapolis
7/28/2023	(Target Field Station to West Broadway via Lyndale Option) I'm pretty sure the 2 is lined up incorrectly here - on the big background map, shouldn't it be kitty-corner to where it is marked now? Like, closer to the I-94 side?	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/28/2023	(Target Field Station to West Broadway via Lyndale Option) Love the stop at the V3 center. This would make the facility much more accessible for individuals that utilize public transit. Additionally is close enough to Heritage Park to be utilized by that community that was supposed to be supported by the former Blue Line route before it was scrapped..	PublicCoordinate		Minneapolis
7/28/2023	(Target Field Station to West Broadway via Lyndale Option) Take a look at the map and tell me where the people are. Lyndale N & W. Not so much on the east of 94 section up to Broadway. Displacing those small businesses east of 94 wouldn't be worth the time or money. Put it where the people are.	PublicCoordinate		Minneapolis
7/28/2023	(Target Field Station to West Broadway via Lyndale Option) With the V3 center going in here this stop and route is a no-brainer vs running on the other side of the freeway. This will lead to much needed redevelopment of the East Plymouth Innovation Corridor (EPIC) as well as walking distance access to the LRT for the many lower-income and workforce residents of Heritage Park. Some homeowners may be opposed, but many aren't, and Minneapolis is over 50% renters who also need public transit to make ends meet!	PublicCoordinate		Minneapolis
7/28/2023	(West Broadway at Lyndale Ave) Broadway has a parking problem and has for a long time. Off street parking is needed, as has been done in other communities. Entirely removing on street parking is a benefit. Having access to Broadway sans auto can also be a boon to Broadway businesses. Infusion of capital spent wisely can really transform this central hub of our community.	PublicCoordinate		Minneapolis
7/28/2023	Complete streets with bike lanes would be better/should be part of the design	Open House		
7/28/2023	Displacement concern: concern that light rail will make the area unaffordable and does not trust that Hennepin County will work to prevent that	Open House		
7/28/2023	Interest in Lowry Route due to concern for parking at a dance studio just NE of West Broadway and Queen Avenue	Open House		Minneapolis
7/28/2023	Interest in Lowry Route due to potential for redevelopment between 94 and the river- seems like an under used space right now. Connection the Upper Harbor could be really great.	Open House		Minneapolis
7/28/2023	Interest in West Broadway Route because that section of could use some much needed	Open House		Minneapolis
7/28/2023	Seamless connection BRT would be good	Open House		
7/28/2023	(West Broadway at Lyndale Ave) Broadway is a distressed area with many abandoned and blighted buildings. The LRT will help spur redevelopment and bring more mixed-use, mixed-income developments. This will benefit business owners by increasing accessibility to their shops and increase business. W Broadway is the best option for the LRT.	PublicCoordinate		Minneapolis
7/28/2023	(West Broadway at Lyndale Ave) This is great. Broadway is a redundant east-west corridor and has way more unnecessary traffic than other routes.	PublicCoordinate		Minneapolis
7/28/2023	(West Broadway at Lyndale Ave) Yes! Please do the Broadway option. It will be much better overall and I agree that the city should build off-street parking in the form of a municipal ramp on a vacant or poorly used lot; could also have it be a mixed-use project with a ramp and space for affordable housing, local businesses, etc.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/28/2023	(Flyover Bridge starting south of 17th Ave) If there's a choice between 21st and West Broadway I think Broadway is the better choice; less disruptive to neighborhoods and keeps lightrail on a commercial strip.	PublicCoordinate		Minneapolis
7/29/2023	This is a perfect area to build mixed-use mid-rises that will host apartments, condos, small offices, retail, and other businesses! Remember to also plan for pedestrians and bikes alike!	PublicCoordinate		Brooklyn Park
7/31/2023	Much agreed, although this is an older satellite image, it's now a redeveloping and growing part of the North Loop neighborhood in Minneapolis. Many new apartments, businesses, and offices are now here. By having the LRT go through here, it would be better served than Lyndale. Although Lyndale is still a great option as well.	PublicCoordinate	Comment Reply ( <i>A stop here would connect much of the the residential portion of the north loop neighborhood NE of Washington Ave.</i> )	Minneapolis
7/31/2023	(reply) This should go along 21st Ave, the more separation between cars and LRT, the better. Utilizing a transit mall will be safer for all, especially with gated crossings, as opposed to signalized intersections. It will allow for better connectivity, and quieter neighborhoods (LRV's are far quieter than cars or motorcycles). Separate traffic calming measures can also be taken along Broadway to make the entire area better	PublicCoordinate		Minneapolis
7/31/2023	Do you know how many drugs are transported on roads and highways? Just because societal problems are also on transit systems doesn't mean they aren't also in other places outside of transit. Many people support this project, and the cities are in need of effective public transit.	PublicCoordinate		Robbinsdale
7/31/2023	I think the final plan should consider eliminating one of the proposed stops in Near North. One of the biggest drawbacks to the Green Line is that it stops so often that it isn't a particularly efficient way for anyone to travel. With the improved amenities for walking and riding bikes, I'd prefer to prioritize speed for the light rail.	PublicCoordinate		Minneapolis
7/31/2023	Improve and build sidewalks/bike lanes down 63rd + 62nd Ave, W Broadway, and other surrounding collector/local streets. This will allow people who prefer to walk/bike to homes, businesses, and jobs to better connect with the station!	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
7/31/2023	Much agreed, although this is an older satellite image, it's now a redeveloping and growing part of the North Loop neighborhood in Minneapolis. Many new apartments, businesses, and offices are now here. By having the LRT go through here, it would be better served than Lyndale. Although Lyndale is still a great option as well.	PublicCoordinate		Minneapolis
7/31/2023	Why not have the light rail run south along Lakeland to this point and then have a smoother and faster transition to side running LRT on Bottineau Blvd, just before the I-94 ramps, and then utilize a flyover bridge further down Bottineau when the LRT transitions to Center running. This should be less impactful and also allow for faster track speeds.	PublicCoordinate		Brooklyn Park
8/2/2023	While it is unlikely that will occur with Broadway, you guys are aware there is a proposed alignment that would create exactly what you're talking about on 21st, right? Run it down 21st, and over time That will likely turn into a very nice street. It will be a little inconvenient for the time being to get to the business on Broadway, but over time 21st may become the new Broadway! Also it affects fewer properties and buildings by going down 21st.	PublicCoordinate	Comment Reply ( <i>W Broadway should entirely remove vehicle traffic and become a LRT/Bus/Bike path/Walking Plaza with police substation to monitor the area and protect business</i> )	Minneapolis
8/2/2023	While it is unlikely that will occur with Broadway, you guys are aware there is a proposed alignment that would create exactly what you're talking about on 21st, right? Run it down 21st, and over time That will likely turn into a very nice street. It will be a little inconvenient for the time being to get to the business on Broadway, but over time 21st may become the new Broadway! Also it affects fewer properties and buildings by going down 21st	PublicCoordinate		Minneapolis
8/2/2023	Eventual final terminus to connect with Northstar in Anoka, to allow for trips to St. Cloud when that is extended?	PublicCoordinate		Minneapolis
8/3/2023	Agree	PublicCoordinate	Comment Reply ( <i>A stop here would connect much of the the residential portion of the north loop neighborhood NE of Washington Ave.</i> )	Minneapolis



Date	Comment	Forum	Type/Reply to	City
8/3/2023	Any stop on Washington in North Loop should be as close to the bars and restaurants on Washington (and Acme Comedy) as possible to minimize the distance drunk people need to walk to board the light rail.	PublicCoordinate		Minneapolis
8/3/2023	I support eliminating or minimizing automobile traffic on W Broadway. LRT, walking and biking should be prioritized.	PublicCoordinate		Minneapolis
8/3/2023	I think there should be an alignment option running down 5th. This eliminates many twists and turns which really slow the train down. This alignment option could go straight over I-94 and continue up Lyndale. Most direct route.	PublicCoordinate		Minneapolis
8/3/2023	Strongly support the Broadway option, not 21st!! Give access to jobs, businesses, amenities, cultural resources, as in, what transit is meant to do. People already have to walk farther to get to LRT stops than from local bus stops, so they shouldn't (especially elderly) be meant to walk an extra block or more just to get to their final destination--when the MAIN commercial corridor is wider and the best option!	PublicCoordinate		Minneapolis
8/3/2023	If the line stays East of 94 until Broadway then the first station doesn't matter. Connecting to a potential line on highway 55 makes sense only if the line hypothetically gets built some day. I agree with the original commenter - going on 7th is out of the way if you're going to stay east of 94.	PublicCoordinate	Comment Reply ( <i>Couldn't you just run this straight down the middle of N 5th street and avoid disrupting one of the only entrances to Downtown from North Minneapolis? Why is North 7th even being considered? Cross the freeway strait on to north Lyndale- on it's own right of way and avoid the traffic nightmare both during and after construction.</i> )	Minneapolis
8/3/2023	(reply) I am sure this could have been done better if the recent construction had considered the requirements of the LRT, but they were not defined at the time. The space under the two new over passes is as nice as it can be. If a third overpass is necessary for engineering standards, I do not think it will cause any major problems. I hope the connection of the park trails and station will be considered with this overpass to create a nice flow for bike+LRT riders!	PublicCoordinate		

Date	Comment	Forum	Type/Reply to	City
8/3/2023	<p>21st Ave option is ill-considered and terrible! I agree with the other comment. 21st Ave is more residential than Lyndale and even as a transit supporter, it would be somewhat ridiculous to run the LRT down a parallel, narrow residential street instead of the major commercial corridor where all the destinations are!</p>	PublicCoordinate		Minneapolis
8/3/2023	<p>Although it is disappointing that the station won't be right in downtown Robbinsdale, still having a station here is a huge opportunity to make this whole part of the city more walkable, with more housing and amenities hopefully to follow over time. Downtown Robbinsdale is already great and will only get better with the Blue Line. Although there are valid concerns about crime, Metro Transit is putting a huge plan into action to address this, and also, most "crime" that is recorded on transit is vandalism and petty crime or people smoking cigarettes. I hate the cigarette smoking (and the drug use</p>	PublicCoordinate		Robbinsdale
8/3/2023	<p>HUGE opportunity for residents to access the shopping destinations of the Starlite Center, connect with local buses at the transit center, and overall provide the basis for potential transit-oriented, mixed-use development or redevelopment in the coming decades, especially of the oversized parking lots and as commercial buildings continue to age. This is a really important station for the city</p>	PublicCoordinate		Brooklyn Park
8/3/2023	<p>I am a resident of Robbinsdale and support the Blue Line Extension. Trains do not cause "illegal drug use, abuse, and dealing." Those problems must be solved in other ways. Public transportation can cause increased pedestrian traffic, a benefit to any local shops.</p>	PublicCoordinate		Robbinsdale



Date	Comment	Forum	Type/Reply to	City
8/3/2023	I am going to echo the opportunity comment on the other side of Bottineau here--build sidewalks for the surrounding neighborhoods!! Hundreds and hundreds of residents will then better be able to walk to the station. This is going to be a game changer for these suburbs and their residents--there is no transit service today that even approaches the level that the BLRT will bring (every 10-15 minutes).	PublicCoordinate		Crystal
8/3/2023	If the light rail goes East of 94 it doesn't make sense to go from 5th St down to 7th st and then back up past 5th St. The current plan to stay E of 94 is shaped like a U and it doesn't make any sense because there are no stops at the bottom of the U. I don't want my taxes going to pay for several extra blocks of track which serve no purpose other than to slow down the light rail and impede extra car traffic. The only reason I can see why it's designed like this is because the planners haven't had time to figure out how a route down 5th St would work. Don't let this be the final plan if you stay	PublicCoordinate		Minneapolis
8/3/2023	Majority want the Blue Line. Please build it soon!	PublicCoordinate		Robbinsdale
8/3/2023	Obviously this won't work for everyone, but for Northside, Robbinsdale, and other Minneapolis residents, this station could help improve access to jobs in all of the light industrial and business centers around here! Highly consider adding in more sidewalks--a huge opportunity--and maybe even implementing a Metro Transit micro zone or some other last-mile solution to get people up to the Northcross Business Park and the farther located buildings.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/3/2023	The Lyndale routing is clearly the better option– –it will safely serve neighborhoods that (contrary to fear-mongering arguments) really could use a high-quality transit investment like this one, are relatively walkable, and generally have an established pattern of transit usage. Also, it would be less logistically challenging than having to take properties on the east side of 94; I am highly concerned about that option, as it would cost far more, add many construction complications, and not really serve areas that need or use transit today. (Unless the	PublicCoordinate		Minneapolis
8/3/2023	This station location would mean that drunk people returning to the station from bars and restaurants on Washington would need to cross Plymouth Ave. That's dangerous.	PublicCoordinate		Minneapolis
8/3/2023	This would negatively impact surrounding residential homes and block access to these homes that only have 1 entrance/exit. Not safe for emergency vehicles!	PublicCoordinate		
8/3/2023	<i>(reply to: Couldn't you just run this straight down the middle of N 5th street and avoid disrupting one of the only entrances to Downtown from North Minneapolis? Why is North 7th even being considered? Cross the freeway strait on to north Lyndale- on it's own right of way and avoid the traffic nightmare both during and after construction.)</i> If the line stays East of 94 until Broadway then the first station doesn't matter. Connecting to a potential line on highway 55 makes sense only if the line hypothetically gets built some day. I agree with the original commenter going on 7th is out of the way if you're going to stay east of 94.	PublicCoordinate		Minneapolis
8/3/2023	(reply) Agree on this	PublicCoordinate		Minneapolis
8/3/2023	I am extremely concerned about what it would take to logstically route the Blue Line Extension on the east side of 94. It looks like, based on the drawings, that it would require several takings of businesses and even housing, would have many turns that would slow trains down, and could even harm the streetscape on either Broadway or 21st due to the need to bring the train down from the elevated bridge over 94, thus creating a block-long barrier on whichever of those roads is chosen before the train gets down to street level. I think this is both the path of least AND most resistance--least from the angry homeowners in Lyn-Park, but most from all other points of view. Plus, I really don't think the station(s) east of 94 would get much use. They just don't serve very much and don't jive with established travel patterns.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/3/2023	This is one of the most important stops of the entire blue line extension! Students at North hennepin have really poor transit today, and it takes them forever to get here. Opportunity to greatly improve transit access and educational mobility for students. Also, highly, highly consider building a second sidewalk for students to access the front (main) building entrance by the Bottineau parking lot. Very far to walk to the rear entrance.	PublicCoordinate		Brooklyn Park
8/3/2023	This station does not make sense to me. If this alignment is chosen eliminate this station for better LRT travel time and performance.	PublicCoordinate		Minneapolis
8/3/2023	Unsafe to have lightrail transit and cars this close to a preschool/elementary school children's park. Kids run across from either side of the park.	PublicCoordinate		Minneapolis
8/3/2023	Looks like this building would need to be demolished to fit the LRT here. Don't do this!	PublicCoordinate		Minneapolis
8/3/2023	This is a great place for a station! There are already walkable apartments and housing in general around here, and there is clear potential for positive transit-oriented mixed use development, which would provide amenities for area residents while greatly improving transit access.	PublicCoordinate		Crystal
8/4/2023	Any Plymouth Ave Station should add E-W connecting service between North and Northeast.	PublicCoordinate	Opportunity	Minneapolis
8/4/2023	If a second station is desired on Broadway, a location closer to the intersection of Broadway and Washington would be better than the 2 station options currently depicted which create a poor transfer to the D Line because of station placement. A station closer to Washington could create more access to jobs in this general area as well as better river access.	PublicCoordinate	Opportunity	Minneapolis
8/4/2023	I agree. Aligning down this wide stretch would present an opportunity for new activation and development while taking advantage of a huge ROW.	PublicCoordinate	Comment Reply ( <i>I think there should be an alignment option running down 5th. This eliminates many twists and turns which really slow the train down. This alignment option could go straight over I-94 and continue up Lyndale. Most direct route.</i> )	Minneapolis
8/4/2023	I agree	PublicCoordinate	Comment Reply ( <i>I think there should be an alignment option running down 5th. This eliminates many twists and turns which really slow the train down. This alignment option could go straight over I-94 and continue up Lyndale. Most direct route.</i> )	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/4/2023	I agree with the above statement	PublicCoordinate	Comment Reply ( <i>If a second station is desired on Broadway, a location closer to the intersection of Broadway and Washington would be better than the 2 station options currently depicted which create a poor transfer to the D Line because of station placement. A station closer to Washington could create more access to jobs in this general area as well as better river access.</i> )	Minneapolis
8/4/2023	<i>( reply to: I think there should be an alignment option running down 5th. This eliminates many twists and turns which really slow the train down. This alignment option could go straight over I-94 and continue up Lyndale. Most direct route.)</i> I agree. Aligning down this wide stretch would present an opportunity for new activation and development while taking advantage of a huge ROW	PublicCoordinate		Minneapolis
8/4/2023	<i>(reply)</i> A major downside to the east of 94 options is the loss of this station and the access it would provide to the new V3 center. It's not very close, but this station also would provide some access for Heritage Park residents	PublicCoordinate		Minneapolis
8/4/2023	One of the issues with the LRT routes that take 10th is that it would at a minimum take away one direction of travel for general purpose cars, and potentially both directions. While we shouldn't only build for car access, this portion of the North Loop has a remarkably interrupted street grid currently for cars, and 10th is one of the few streets that connects through. There are significant superblocks, and unless the City cuts new ROW through some of these superblocks, this route would only disrupt car travel patterns more. You have to go all the way to 6th Ave N for a street that connects	PublicCoordinate		Minneapolis
8/4/2023	<i>(reply)</i> I agree	PublicCoordinate		Brooklyn Park
8/8/2023	Disagree. Might as well just admit to the continued gentrification via redevelopment along the River rather than serving communities where LTR would be more beneficial west of I-94. This is all about the desire of big money developers wanting to redevelop the land between Washington and the River from 10th to Broadway. Let's be real.	PublicCoordinate	Comment Reply ( <i>A stop here would connect much of the the residential portion of the north loop neighborhood NE of Washington Ave.</i> )	Minneapolis



Date	Comment	Forum	Type/Reply to	City
8/8/2023	Get an Uber. No one at ACME is going to stumble drunk, zigzagging 5 blocks to this station.	PublicCoordinate	Comment Reply ( <i>Any stop on Washington in North Loop should be as close to the bars and restaurants on Washington (and Acme Comedy) as possible to minimize the distance drunk people need to walk to board the light rail</i> )	Minneapolis
8/8/2023	(reply) Disagree. Might as well just admit to the continued gentrification via redevelopment along the River rather than serving communities where LTR would be more beneficial west of I-94. This is all about the desire of big money developers wanting to redevelop the land between Washington and the River from 10th to Broadway. Let's be real.	PublicCoordinate		Minneapolis
8/11/2023	I like this option best of all. Along the way to North Mpls, run it through a neighborhood where people who would use it to go north or south would use it	PublicCoordinate	Comment Reply ( <i>A stop here would connect much of the the residential portion of the north loop neighborhood NE of Washington Ave.</i> )	Minneapolis
8/11/2023	If this route is selected a station should be added in the vicinity of West Broadway. This is a vibrant intersection and street. Providing a station here would facility transfers to and from route 30 providing connections along both West Board, but also to NE Minneapolis. This represents one of largest stretches' of alignment without a station. So the neighborhood residents and businesses wouldn't be receiving the benefits of LRT, but they experience the disruption from construction and trains traveling through their community. Because of the connections to both I-94 and across the river this makes area to focus development. But that needs to be accompanied by increased capacity to move people to and from the area not just through it.	PublicCoordinate	Opportunity	Minneapolis
9/9/2023	Avoiding slow 90 degree turns. The area on the existing Blue Line south of the airport is dreadfully slow and making similar design choices here, at the heart of the line, would be a mistake. Both I-94 options remove what would be a terribly slow turn from the Lyndale option, but the East I-94 potentially reintroduces several of them in order to try and fit in another North Loop station. Please don't do that.	Online Survey/Form		Minneapolis
9/11/2023	elevating or putting the line underground will save people's lives in the long run, and make the line run faster. invest in the community, please!	Online Survey/Form		
9/11/2023	If you want to have the best of both worlds, e.g. serve Northside with a station at Plymouth/Lyndale while also having a stop in North Loop, why not consider bringing the route up through North Loop, then west via N Plymouth, then up Lyndale? That would actually make sense for both communities in terms of adding an additional beneficial stop while not taking away affordable transit and development opportunities from North Minneapolis	PublicCoordinate		Minneapolis
9/12/2023	Could this be elevated?	Online Survey/Form		
8/11/2023	(reply) A metro line makes no sense on Lyndale. It should be on Washington as it will serve more purpose.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
9/16/2023	Don't give up. This all needs to be done.	Online	Survey/Form	
9/21/2023	I'd like detailed evaluations of right-of-way impacts to be released, if not in public meetings, at least to be included in EIS documents.	Online	Survey/Form	
9/30/2023	Is this Blue Line Extension really necessary? Can it be connected to the Northstar in any way to get to Brooklyn Park? It seems like the Rapid Transit C (I think) bus route to Brooklyn Center covers similar territory. Could a Rapid Transit bus route go from Target Field to Target offices in Brooklyn Park? This light rail seems like an overreach.	Online	Survey/Form	Brooklyn Park
9/30/2023	Consideration should be given during the design phase for giving each community an unique style of street furniture, catenary and service poles, lighting fixtures, styles of lighting (color, etc) in order to promote the diversity and give each neighborhood and ability to feel some sort of buy-in. While adding a small amount of cost at the front, the dividends will pay for generations. The goal should be that there is a "secret book" of knowing where one is on the light rail system based on the style of street furniture and lighting fixtures in order to generate a feeling of neighborhood inclusiveness while also sharing a common feature among the communities along the light rail lines.	Online	Survey/Form	
Fall 2022	Putting a light rail in a neighborhood on schools areas is wrongdoing for the community. Air quality and safety near station locations will only grow in negative numbers. This fits for both Lyndale route and East 94 location.	EQB	Comments/Questions	Minneapolis
Fall 2022	I have concerns about the impact on HEALTH North Mpls already has some of the highest rates of ASTHMA, and I believe the construction of the train close neighborhoods on the Lyndale route would jeopardize health. I'm also concerned with the amount of TREES that would be cut down which help to clean our air, they also provide a sense of privacy for the residents on Lyndale Avenue. It remains my desire to see the train take a different route and not cut through a neighborhood/community that overwhelmingly does NOT want the Lyndale route. I support the train for the Northside, and understand the long term economical opportunities it can bring but the route is NOT ideal. Please engage more with other stakeholders for an alternative route.	EQB	Comments/Questions	Minneapolis
Fall 2022	The Lyndale to West Broadway is the best option, please don't succumb to a few NIMBYS and put the rail where people don't live. Having a station at Plymouth and Lyndale provides future connections to the new Aquatic Center and many surrounding neighborhoods. North Loops residents already have an LRT Station at Target Field and Royalston on SWLRT, let other neighborhoods have this once in a lifetime investment.	EQB	Comments/Questions	Minneapolis
Fall 2022	I strongly think the light rail should run on 21st and not on Broadway. The Green Line disrupted and killed a lot of businesses on University and I don't want the same thing to happen on Broadway. It's unfortunate that some houses will be affected but ultimately 21st is better for the neighborhood as a whole	EQB	Comments/Questions	Minneapolis

Date	Comment	Forum	Type/Reply to	City
Fall 2022	<p>Lyndale Avenue is the best option. While the community needs to have their feedback listened to, as someone who lived next to a light rail for a year in Los Angeles, I know that a lot of the concerns to crime and traffic take care of itself. I believe that the bike lane should be moved so that less property taking is needed on Lyndale, but if people are concerned about pedestrian safety, then the Lyndale alignment will make the area safer. It will increase property values and benefit those who are worried about losing property value. If LRT is meant to be used, then we should allow for as much redevelopment as possible. The Lyndale alignment will help people near the Fremont area access the train and walkshed so much more than I-94 East. Do what's right for not just the next 5 years, but the next 50-100 years.</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>Please include the following issues in your Environmental Impact Study and when comparing the routes from Target Field to Broadway:</p> <p>Safety: The Blue Line Extension route from Lyndale to West Broadway will pose safety threats to the immediate and surrounding neighborhoods. Lyndale Ave is used by emergency vehicles services, cars, buses, pedestrians and bikers. It is not wide enough to safely accommodate these transportations and will negatively impact. Another reason it is not safe because there is only two access streets from Lyndale Ave into the Lyn Park neighborhoods, 14th &amp; 18th. In both cases these are streets are the only access into the North and South sides of the neighborhood respectively.</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>Noise and Vibration: The noise and vibration impact could greatly affect the homes that would border the line. Many property owners would face having the line as apart of their back yards. Lyn Park homes were not built and On behalf of the 60 employees that work for Cord-Sets and all of our Customers, Vendors and Stakeholders, please take this in to consideration:</p> <p>Cord-Sets Inc., which has been operating in Minneapolis since 1952, is located on 10th Avenue on the route of the proposed East of I-94 option. The light rail would be a disruption to our factory specifically with deliveries. With the high level of traffic already, large trucks struggle with backing up to our loading dock. With the addition of the frequency of trains in addition to traffic, it will be extraordinarily difficult for large trucks to make deliveries. We are also concerned with the construction traffic, accessibility, and parking for our employees and frequent visitors. We also have employees that walk to work and we are also concerned about their safety and ability to continue to walk to the office during construction and after completion.</p> <p>Our main fear is that the major business disruption caused</p>	EQB	Comments/Questions	Minneapolis



Date	Comment	Forum	Type/Reply to	City
Fall 2022	<p>I object to the East of I94 option. I am an employee of Cord-Sets Inc. 1015 N. 5th Street, Minneapolis, MN 55411. The light rail passing directly in front of our business will have a direct impact on our 20+ daily semi-truck deliveries who all use 5th street as the entry point into our parking lot. Due to city street parking on 10th Avenue semi-trucks cannot use this entry point into our parking lot as they cannot make the turning radius due to parked cars. Also concerning is the increased traffic that this change will have on 5th Street. The giant new Metro Transit (building (on 5th Street) will be opening anytime, this will drive hundreds of cars, trucks and buses onto 5th street further impacting our business. The increase in traffic is concerning for our employees who all park in front of our building or walk to nearby bus stops. For these reasons among others, I urge you to reconsider the new METRO Blue Line Extension project to take another route that will not impact 5th Street. Thanks for your consideration.</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>My place of business is on 10th Avenue on the route of the proposed East of I-94 option. The light rail would be a disruption to our factory specifically with deliveries. With the high level of traffic already, large trucks struggle with backing up to our loading dock. With the addition of the frequency of trains in addition to traffic, it will be extraordinarily difficult for large trucks to make deliveries. I'm also concerned with the construction and traffic and accessibility and parking for myself and other employees. I have coworkers that walk to work and I'm also concerned about their safety and ability to continue to walk to the office during construction and after completion.</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>Our business, Cord-Sets Inc, is located at 1015 N 5th St – at the corner of N 10th Ave and N 5th St. We are writing today because we are seriously concerned about the hazards which will be encountered daily by our 50+ employees and delivery/pick up drivers coming and going into our business should the Target Field Station to West Broadway – East of I-94 option for the light rail be approved. We are now able to provide free parking to our employees - which is a benefit that many companies downtown cannot provide. Many of our employees could not afford to work downtown without the option of free parking. The loss of any of our parking lot would seriously impact our business if our employees had to find other parking options or chose to find jobs elsewhere. Our dock doors face 10th Ave and semi drivers struggle to maneuver around the automobile traffic now – many times blocking both lanes of traffic while they back into these doors from the street. Shortening the area they have to move back and forth in (if our lot is shortened) will seriously hamper the safe way they interact with the</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>The one thing that worries me is the amount of drug trafficking that this will allow to come directly to the Broadway/Lyndale area that is already overly populated right in the bus shelters. This will allow more and more criminal activity to have faster distribution to this area which WE DO NOT NEED. The fact that we have news of Pedofiles using public transportation to be in areas of our young is also concerning</p>	EQB	Comments/Questions	Minneapolis

Date	Comment	Forum	Type/Reply to	City
Fall 2022	Through Lyndale Avenue creates many challenges for the Lyn Park Community we already have water sewage backup in the cul da sec. Limited street parking due to the MPHA building that only has 10 car parking lot so all the cars park on our streets. The air quality would be a huge risk for us between the 94 interstate and Lyndale Ave and we have a lot of homeowners with adults and children that have Asthma. The safety for our children that have to currently Public school buses on the corner of Lyndale Ave will no be safe with the LRT being there with limited access with their routes. Not having an emergency lane in Lyndale for the ambulance and fire trucks will be very dangerous and unsafe for us homeowners need emergency attention. The crime rate is at a all time high and having the light rail on Lyndale will bring the crimes and drug traffic into Lyn Park community which we currently don't see in our neighborhood.	EQB	Comments/Questions	Minneapolis
Fall 2022	The lightrail going on Lyndale will have an impact on the safety and enrollment of 4 schools, Franklyn,Acension, Hall and North high. This lightrail brings high crime, and it will make student walk miles around during its construnction in the dark of the morning. Emergency vehicles will be cut off from getting to this neighborhood. A traffic study was not done to look at traffic flow for school busses and parent drop off. AGAIN , leadship was not looking at those directly effected and who has the most to lose.	EQB	Comments/Questions	Minneapolis
Fall 2022	As a homeowner that would be impacted by the Blue Line near Lyndale, I'm concerned primarily for crime at the proposed stations. I've seen drug use at downtown light rail stations without any regard for others. I'm worried about traffic with the senior apartment building with them constantly crossing Lyndale to get to Cub. The noise and traffic issues from construction is also worrisome since there is only one entrance onto 18th Ave. And I understand that a stop would line along 94 on either side. I am requesting that if that stop comes to fruition that it be placed on the northbound side by the Holiday gas station. My townhome property butts up against the southbound side and I fear for my property value declining. Put the route down Washington Ave as putting down Lyndale would disrupt many homeowners quality of life and our property.	EQB	Comments/Questions	Minneapolis
Fall 2022	The water and sewage back up when it rains causing flooding in the streets in Lyn Park in the cul-da sec. Also there is alot of congested parking On Lyn Park Ave from the MPHA building if the lightrail is on Lyndale it will cause more congestion for homeowners getting in and out. The better option is the Pink Line not Lyndale	EQB	Comments/Questions	Minneapolis
Fall 2022	What impact does having a LTR on Lyndale affect the backyards of residents that live along that stretch? Many residents spend and use their backyards for leisure, recreational activities like bar b queing, outdoor games, and gardening. How does have a light rail running 15 feet from backyards affect the residents quality of life? Most are used to the traffic noises not a train running every 10 minutes. What will happen to the residents privacy and enjoying their green spaces? I estimate 20-30 matures trees will be replace dwith "baby ya ya" size trees. How will people enjoy and relax in their own back yards with a light rail so close? Place the line in a business and growth area, it won't disturb people's relaxing and enjoying their outdoor spaces.	EQB	Comments/Questions	Minneapolis

Date	Comment	Forum	Type/Reply to	City
Fall 2022	<p>Due to the lack of resistances and workplaces over on Plymouth avenue the extension onto the blue line is unnecessary. 10th Ave and I-94 route would suffice and not have an effect on the students and faculty at TCIS. That being said in recent studies done by americanexperiment.org found that the light rail in the twin cities is one of the most dangerous metro transits across the country. With children ages 5 all the way through 14 years old being next to this transit makes it extremely unsafe for all of the students attending this charter school. Further more with the increased construction and pollution surrounding the area at which the city is planning on putting this extension will affect all of these students learning and prevent the teachers from having a safe and secure classroom. The amount of money it would cost to go the 10th Ave I-94 route would be sufficient rather than affecting the TCIS's students from what all kids want to do, learn. Overall the light rail extension is not in the best interest for the students and faculty at TCIS and will effect the school and the</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>I am a teacher at Twin Cities International School and I am concerned about the proposed route (10th Ave/I-94 route and Plymouth Ave transit station) for these reasons: 1. Noise and pollution: construction dust and noise will affect learning for students. 2. Neighborhood safety: the new station will bring lots of foot traffic which could be unsafe for our students outside. 3. Bus traffic and parking: the tracks will block our bus route and use our parking areas. 4. Playground space: we'll lose green space and two playgrounds. Please consider alternate options for this route and station. Thank you for your consideration.</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>I am a teacher at Twin Cities International School and I am concerned about the proposed route (10th Ave/I-94 route and Plymouth Ave transit station) for these reasons: 1. Noise and pollution: construction dust and noise will affect learning. 2. Neighborhood safety: the new station will bring lots of foot traffic. 3. Bus traffic and parking: the tracks will block our bus route and use our parking areas. 4. Playground space: we'll lose green space and two playgrounds. Please consider alternate options for this route and station. Thank you for your consideration.</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>I am an instructional coach at Twin Cities International School, and I am concerned about the proposed route (10th Ave/I-94 route and Plymouth Ave transit station) for these reasons: 1. Noise and pollution: construction dust and noise will affect learning. 2. Neighborhood safety: the new station will bring lots of foot traffic. 3. Bus traffic and parking: the tracks will block our bus route and use our parking areas. 4. Playground space: we'll lose green space and two playgrounds. Please consider alternate options for this route and station. I appreciate your consideration. Thank you!</p>	EQB	Comments/Questions	Minneapolis
Fall 2022	<p>I am a teacher at Twin Cities International School and I am concerned about the proposed route (10th Ave/I-94 route and Plymouth Ave transit station) for these reasons: 1. Noise and pollution: construction dust and noise will affect learning. 2. Neighborhood safety: the new station will bring lots of foot traffic. 3. Bus traffic and parking: the tracks will block our bus route and use our parking areas. 4. Playground space: we'll lose green space and two playgrounds. Please consider alternate options for this route and station. Thank you for your consideration</p>	EQB	Comments/Questions	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/28/2023	The proposal to run the Blue Line Extension between 7th and Washington is a disaster and makes NO SENSE!!! 10th is an essential thoroughfare in and out of the North Loop providing easy access to 55 and 94. This corner is dangerous enough and adding anything else here is frankly stupid. More than that, the Blue Line needs to directly connect to North Minneapolis where LRT is needed. There are very few residents or foot traffic businesses along this stretch where as the housing complex on 55 with a school and library really NEED LRT.	PublicCoordinate		Minneapolis
8/23/2023	This route make no sense. N. 10th ave is a busy road into and out of the North Loop. With all of the talk off cutting off neighborhoods this would do the exact same, remove road access and replace with LRT??? What about all of the residents and those that DRIVE to this area for events, sports, concerts, food etc? Putting the LRT on 10th is effectively a death sentence to continued investment and growth in this vibrant Neighborhood.	PublicCoordinate		Minneapolis
8/19/2023	Our building is over 100 years old next year. How is Metro Transit going to insure against any structural and noise impact? The homeowners are not willing to assume that risk.	PublicCoordinate		Minneapolis
8/17/2023	Both sides of 10th ave here are residential; one side being a 100+ year old condo building. If this route is being considered, you need to meet with these residents and homeowners!	PublicCoordinate		Minneapolis
8/13/2023	People up here don't want to pay for your transportation nonsense in the Twin Cities. Just get rid of the idea of adding more trains and use the more mobile and cost-effective bus routes.	PublicCoordinate		Minneapolis
8/13/2023	I'm not necessarily opposed to running the blue extension down 21st Ave and then connecting to W Broadway, however, I question the location choice and required land acquisition needed to connect 21st to Broadway in this design. Is it possible to use Irving Ave as a more direct option to minimize the need for such a large acquisition of land?	PublicCoordinate		Minneapolis
8/30/2023	Isn't this the MPS HQ parking lot? How is this going to work as I think they just built that building 10 or 12 years ago?	PublicCoordinate		Minneapolis
8/16/2023	If the recommendation is to have stops at James and Lyndale in Near North, could an additional station be added here to provide transfers to/from the D Line? If planners deem convenient transfers worth the time penalty for an additional stop.	PublicCoordinate		Minneapolis
8/30/2023	Running the line through this area to Washington would promote a more walkable community and reduce the amount of traffic allowed, encouraging more transit ridership. The station along Washington is similar to the environment at the U of M being primarily transit oriented, limiting cars in a very walkable area and servicing those coming back from restaurants and the bars. This would also serve the NE Minneapolis area more with a centralized station.	PublicCoordinate		Minneapolis

Date	Comment	Forum	Type/Reply to	City
		PublicCoordinate	The proposed route along 21st Ave is severely impactful to private land owners. We are considering alternative, more expensive routes to the Lyndale Option because the neighborhood there is claiming it will impact their land values and quality of life and the alternative is to run the line further north impacting a more vulnerable and less vocal neighborhood? Shame on you! Broadway was built as a trolley line back in the day, put the train back in the commercial corridor that was built for it.	Minneapolis
8/26/2023	Is this why you're takin people's homes?			
	This route and station location will be less disruptive to roads servicing residential and commercial business. The corner of Washington and 10th should be left alone due to the heavy traffic there.	PublicCoordinate	This station location would mean that drunk people returning to the station from bars and restaurants on Washington would need to cross Plymouth Ave. That's dangerous.	Minneapolis
8/23/2023				
		PublicCoordinate	10th avenue is already very congested with traffic. Any reduction to this will have significant impacts on travel into and out of the North Loop. Additionally given the businesses, parking, school, and multiple residential properties on 10th avenue this route does not make sense. As we have learned with the Green Line extension, putting LRT trains next to historic buildings is extremely problematic. The residents along 10th avenue vehemently oppose placing trains on this street.	Minneapolis
8/23/2023	Agree. <a href="https://www.fox9.com/news/one-continuous-problem-swlr-construction-causes-cracking-flooding-at-nearby-condo-building.amp">https://www.fox9.com/news/one-continuous-problem-swlr-construction-causes-cracking-flooding-at-nearby-condo-building.amp</a>			
		PublicCoordinate	This station does not make sense to me. If this alignment is chosen eliminate this station for better LRT travel time and performance.	Minneapolis
8/19/2023	Best possible option			
	Lots of buildings will structurally damage or demolished.	PublicCoordinate	Looks like this building would need to be demolished to fit the LRT here. Don't do this!	Minneapolis
8/19/2023	Less access to fire trucks and MPD			

Date	Comment	Forum	Type/Reply to	City
8/19/2023	Why ruin people's lives! SMH e my dale does not have historical or residential buildings. There is so many other good options. E Oy dale is wide open and can better handle the load without doing so much damage on 10th.	PublicCoordinate	10th Ave is an extremely narrow and busy street (we have had at least one tenant hit by a car at this intersection) and it is the only through street from Washington to Olson Highway and the 94 connections. Diverting the light rail onto and then off of 10th makes no sense to us. In addition, the effects on our parking ramp, the school, residences and businesses along 10th will out weigh any benefits of a rail system on this particular street. Why not run it on Washington Avenue, the widest and most logical location? I also think we should be converting these so called "light rail" systems to a streetcar system	Minneapolis
8/19/2023	Adding lane separated LRT does not increase traffic due to the opposite effect of induced demand, removing lanes and providing a reliable alternative like LRT will ease congestion as seen with many other projects around the world.	PublicCoordinate	Congestion in this area is already increased with the new bus garage. Adding LRT to 10th avenue will only increase congestion and slow the travel of busses and cars.	Minneapolis
8/13/2023	Please consider running up 2nd and staying off Washington. The Broadway/Wash intersection is insanely traversed by vehicles for moat of the day, including a lot of industrial vehicles. 2nd would also be that much closer to NE and major populas areas just over the bridges and really apeal to a large area of NE. The parking on 2nd is rarely used nor is there signals to worry about for a large stretch.	PublicCoordinate	Placing the route east of the interstate will not only block use of the road for a public school as outlined at a public meeting but the impact to traffic at the Washington/Broadway intersection is substantial. The amount of money it will take to build the proposed flyer over above the interstate is an unnecessary expense both initially and in terms of ongoing maintenance.	Minneapolis
8/13/2023	I agree. Running the track down 7th St doesn't appear to serve much purpose if it has to join back up with the already existing blue line on 5th St. I question the reason for why 5th St isn't being considered here.	PublicCoordinate	If the light rail goes East of 94 it doesn't make sense to go from 5th St down to 7th st and then back up past 5th St. The current plan to stay E of 94 is shaped like a U and it doesn't make any sense because there are no stops at the bottom of the U. I don't want my taxes going to pay for several extra blocks of track which serve no purpose other than to slow down the light rail and impede extra car traffic. The only reason I can see why it's designed like this is because the planners haven't had time to figure out how a route down 5th St would work. Don't let this be the final plan if you stay East of 94. It'll be	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/12/2023	This whole plan is ridiculous, there should be no light rail construction to an already congested, crime filled are; this construction project will only bring the more crime and drugs into the neighborhood, causing more mayham that we do not need!! My tax dollars are not going to cover this project	PublicCoordinate	Cut and cover tunnels should be used in this area to allow wide pedestrian areas and minimize long-term disturbance. You Met Councillors are smoking crack if you think that just digging and replacing the roadway is more disruptive than this monstrosity!	Minneapolis
8/12/2023	Why not BRT? Disruption	PublicCoordinate	Cut and cover tunnels should be used in this area to allow wide pedestrian areas and minimize long-term disturbance. You Met Councillors are smoking crack if you think that just digging and replacing the roadway is more disruptive than this monstrosity!	Minneapolis
8/12/2023	They just got finished building a parkway overpass, and now they're planning on building more overpasses. This is going to disproportionately change the whole entire atmosphere of the northside and Robbinsdale, and bring more crime and congestion which we do not need to our already existing infrastructure, this whole entire line shouldn't be placed where it is nor exist and is not going to help the communities in any way shape or form	PublicCoordinate	This proposed fly over above Victory Memorial / Broadway is a ridiculous waste of money. Since this is a four lane highway that will be reduced and it is on two separate bridges I recommended at a public meeting that car traffic be moved to the far lane and the lane closer to the hospital could bear the tracks and a station for the hospital / greenway. I am disappointed to see my comments weren't included.	Robbinsdale
8/12/2023	This whole entire project is going to change the whole entire atmosphere of the neighborhood, which is already low maintenance at sometimes and laid-back. We do not need more congestion and more traffic which this project is going to cause bringing more crime and more drugs into the neighborhood which is not going to help our already existing problems on the north side. It's just going to ignore all of the unemployed and homeless people adding more flame to the fire.	PublicCoordinate	I think the final plan should consider eliminating one of the proposed stops in Near North. One of the biggest drawbacks to the Green Line is that it stops so often that it isn't a particularly efficient way for anyone to travel. With the improved amenities for walking and riding bikes, I'd prefer to prioritize speed for the light rail.	Minneapolis
8/26/2023	Stop here. Talk to the public. Do not pass go.	PublicCoordinate	I-94 Crossing to 21st Ave	Minneapolis
8/26/2023	This makes absolutely no sense other then to gentrify a community	PublicCoordinate	Light rail on West Broadway	Minneapolis
8/23/2023	No Having the Robbinsdale Station just south of the 41st Ave/Bottineau Blvd intersection is ideal, as it's closer to the central business district.	PublicCoordinate	I-94 Crossing to West Broadway Ave	Minneapolis
8/23/2023	the central business district.	PublicCoordinate	Bottineau Blvd (County Road 81) from Hwy 100 to Lowry Avenue Station in Robbinsdale	Robbinsdale
8/14/2023	This option seems to best fit the needs of the project but the bridge should start all the way back at 15th Ave, then start a downslope in the curve to be back at grade abeam the kemps plant, just prior to the kemps driveway. This wouldn't obstruct anyone's view of the highway or build any "walls" in the city as someone described (all the highways are surrounded by walls for noise already) it simply avoids a ton of traffic conflict points. In fact I bet the bridge will pay for itself in the number of accidents that will be avoided between trains and cars.	PublicCoordinate		Minneapolis
			I-94 Crossing to 21st Ave	



Date	Comment	Forum	Type/Reply to	City
8/14/2023	<p>Absolutely do NOT do this. Are we trying to make the train as slow as possible. Every 10 mph corner adds 20 seconds to the route time over a 30 mph corner. In reality this should be the elevated option over the 94 ramp, and the bridge should probably start all the way back at N 15th Ave. Then put a pedestrian and bicycle bridge as shown in the other drawing. We don't need to make more ways for cars to get into the city, they can use Broadway for that. 21st was supposed to be a transit mall, and this has cars on half of it.</p>	PublicCoordinate	I-94 Crossing to 21st Ave	Minneapolis
8/12/2023	<p>This whole project is going to demolish, small and local business changing the whole entire atmosphere on the northside and isn't going to help our already existing congestion and traffic problems with you guys really need to do is fix the bottlenecks of buses that end up behind each other during transfers at local stops or to get rid of so many stops so close to each other</p>	PublicCoordinate	Light rail on West Broadway	Minneapolis
8/12/2023	<p>The roads do not need to be changed to one ways nor this whole entire line existing in the first place. It just ignores the underlying problems that the northside faces, bringing more drugs, crime, and congestion to an already ignored part of the metro this whole entire scheme as a money, laundering land grabbing scam that undermines and still ignores the already facing problems that the northside and Robbinsdale have, crushing the whole entire atmosphere, and crippling the small local businesses and economy by taking their land. They are already trying their hardest to get by and we do not need this land, grabbing money, laundering scheme that the city is trying to "help" with; just adds a bandaid to a flesh wound that the city is still carelessly trying to do with</p>	PublicCoordinate	Light rail on 21st Ave	Minneapolis
8/12/2023	<p>This whole entire line is useless. The stations are too close to each other. No one is going to use any of the stations adequately there's going to be a more influx of crime, drugs, and congestion into these neighborhoods which is already seeing really bad issues with all three this whole entire project is just a Lang grab money laundering scheme, which does not need to be built in or around this working class neighborhood and Robbinsdale combined. It just disproportionately ignores the underlying problems that these communities have, and the people that live in them bringing more crime and more problems from other parts of the metro into the north side.</p>	PublicCoordinate	Penn Avenue Station	Minneapolis
8/30/2023	<p>How is this project designed to run through the MPS HQ parking lot? Shouldn't it be on 22nd?</p>	PublicCoordinate	Light rail on 21st Ave	Minneapolis
8/26/2023	<p>No one asked for this</p>	PublicCoordinate	<p>Strongly support the Broadway option, not 21st!! Give access to jobs, businesses, amenities, cultural resources, as in, what transit is meant to do. People already have to walk farther to get to LRT stops than from local bus stops, so they shouldn't (especially elderly) be meant to walk an extra block or more just to get to their final destination-- when the MAIN commercial corridor is wider and the best option!</p>	Minneapolis

Date	Comment	Forum	Type/Reply to	City
8/26/2023	They already lost their lease. Now everyone can see what pre-construction gentrification looks like. Thank you for your post	PublicCoordinate	A lot of people on the NOrthside are opposed to this route because it would affect Dimensions in Hair, a salon here. I think that is a concern, but the dozens of empty store fronts on Broadway surrounding Dimensions in Hair are more of a problem. Developing this area with transit will bring business and economic development	Minneapolis
8/23/2023	I hope you do not spend any more money or time on building out this light rail without fixing the issue of safety on board first.	PublicCoordinate	Any stop on Washington in North Loop should be as close to the bars and restaurants on Washington (and Acme Comedy) as possible to minimize the distance drunk people need to walk to board the light rail.	Minneapolis
8/19/2023	This would not be a great option says folks who are not renters. We have an old building and the damage can and will be costly not to mention the decrease on property value. E my dale is the best path.	PublicCoordinate	A stop here would connect much of the the residential portion of the north loop neighborhood NE of Washington Ave.	Minneapolis
8/19/2023	Best possible option away from neighboring residential buildings and next to metro where it belongs.	PublicCoordinate	The Lyndale Option represents an opportunity for economic benefits and increased accessibility. Not only will this route provide more convenient access to Sumner Glenwood and Near North residents, this route avoids increased costs associated with deigning and constructing new bridges as required by the East of I-94 option.	Minneapolis
8/18/2023	Original Comment	PublicCoordinate	A lot of people on the NOrthside are opposed to this route because it would affect Dimensions in Hair, a salon here. I think that is a concern, but the dozens of empty store fronts on Broadway surrounding Dimensions in Hair are more of a problem. Developing this area with transit will bring business and economic development	Minneapolis
8/16/2023	As the Senior Pastor of Prince of Peace Lutheran Church at 7217 W Broadway Ave., I hope that accessibility to our campus and the impact of noise on our worship services is considered.	PublicCoordinate	Keep enough of the existing railway right of way along Co Rd 81 to accommodate future express rail along that corridor, perhaps all the way to Monticello or St. Cloud.	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
		PublicCoordinate	The Lyndale Option represents an opportunity for economic benefits and increased accessibility. Not only will this route provide more convenient access to Sumner Glenwood and Near North residents, this route avoids increased costs associated with deigning and constructing new bridges as required by the East of I-94 option.	Minneapolis
8/15/2023	Original Comment	PublicCoordinate	Although it is disappointing that the station won't be right in downtown Robbinsdale, still having a station here is a huge opportunity to make this whole part of the city more walkable, with more housing and amenities hopefully to follow over time. Downtown Robbinsdale is already great and will only get better with the Blue Line. Although there are valid concerns about crime, Metro Transit is putting a huge plan into action to address this, and also, most "crime" that is recorded on transit is vandalism and petty crime or people smoking cigarettes. I hate the cigarette smoking (and the drug	Robbinsdale
8/12/2023	North Metro			
8/26/2023	People will lose their homes	PublicCoordinate	East of I-94 Option on 21st Ave	Minneapolis
8/26/2023	There's literally a bridge right next to it....	PublicCoordinate	I-94 Crossing to 21st Ave	Minneapolis
	Just another contract for one of your preferred contractors. Please stop paying architects that build pipelines to do infrastructure work.	PublicCoordinate	I-94 Crossing to 21st Ave	Minneapolis
8/26/2023	Is 922 parking spaces really necessary? From what many parking lots these things are never full and cost a huge amount of money. Design the place with T.O.D. in mind and give good bus access and less people will use cars!	PublicCoordinate		Brooklyn Park
8/25/2023	This parking is VERY expensive to build!		Oak Grove Parkway	
	If there is good bus service to the station, then you do not need so much parking.	PublicCoordinate	Oak Grove Parkway	Brooklyn Park
8/25/2023	Pares down access to the businesses south of Broadway in this section to 4th St and Lyndale. This could improve flow by eliminating some left turns for westbound Broadway traffic.	PublicCoordinate		Minneapolis
8/23/2023	I agree with others, run the LRT on Broadway.	PublicCoordinate	East of I-94 Option on West Broadway	
8/23/2023	Of the options East of 94, the transit mall as envisioned in Option one, running directly up 10th Ave and directly on Washington Ave makes the most sense. I still believe Lyndale is the best option, but this option is much better than a route running along the no-man's land alongside I-94. The transit mall option definitely feels safer than the one way option and would be my preference	PublicCoordinate	East of I-94 Option on 21st Ave	Minneapolis
8/22/2023	The Broadway option is absolutely the way to go! I agree with others who have suggested a mixed use parking structure with affordable housing on a currently vacant or underutilized lot. I agree that a street running alignment, supplemented by the parking ramp and a major upgrade to the bike infrastructure along 21st Ave is the best layout.	PublicCoordinate	10th Ave Sub-Option	Minneapolis
8/22/2023			West Broadway at Lyndale Avenue	

Date	Comment	Forum	Type/Reply to	City
8/22/2023	Lyndale definitely feels like the most sensible option. While I can definitely understand and empathize with the concerns of the property owners along Lyndale, the Lyndale route is the one that will best serve the neighborhood and the city as a whole. It connects the most people to the most places of the options available while minimizing costs overall. Plus, as others have mentioned, there's the added traffic calming benefits from reduced travel lanes.	PublicCoordinate	Lyndale Avenue between 14th and 18th Avenues	Minneapolis
8/19/2023	This is the worst idea. You are cause structural damage to some of the historical buildings. E Lu dale is the mos appropriate path. This is the only few arteries connecting both sides. There is a lot of residential buildings in that area. Please consider other options with less residential buildings.	PublicCoordinate	10th Ave Sub-Option	Minneapolis
8/19/2023	Traffic will be backed up if you take away one of the lanes. Also I'm concerned about people parking in our neighborhoods in the area by Bass LK intersection. They made the roads more narrow and only allow one car to pass if someone is parked. Will there be "No Parking" signs up?	PublicCoordinate	Bottineau Blvd (County Road 81) South of Bass Lake Road	Crystal
8/19/2023	Traffic in this area is already heavily congested ,adding a light rail will increase the backup and make it worse to get on 94w	PublicCoordinate	West Broadway at Lyndale Avenue	Minneapolis
8/18/2023	There isn't that much space between the existing lanes. So what gets moved? Where are you planning on grabbing the extra space? From the green space on the west or the parking lot on the right?	PublicCoordinate	Bottineau Blvd (County Road 81) near Crystal Lake	Robbinsdale
8/16/2023	Center running LRT is dangerous to both passengers trying to cross traffic and tracks. There's more collision points with center running rail versus side running. You know this after the green line disaster yet you're doubling down on it?!?	PublicCoordinate	Bottineau Blvd (County Road 81) near Crystal Lake	Robbinsdale
8/16/2023	This is a light rail train, not a tram! How many more people does MTC want to harm or kill by placing tracks in the center of major roadways?!? Compare incidents between the current Green Line and Blue Lines. Dropping light rail in the middle of a roadway is flat out dangerous and the wrong direction to take.	PublicCoordinate	West Broadway at Queen	Minneapolis
8/13/2023	The stop should be just be on 41st as opposed to 40th. This could also be a good opportunity to add a pedestrian bridge that goes over Bottineau. To the west side of Bottineau, there's a parking lot that's already slightly elevated above the grade of Bottineau, which could make that design of the bridge easier. Could also double up efforts of the pedestrian bridge such that people can access the lightrail platform via the bridge and avoid pedestrians crossing Bottineau altogether. This will 1) provide safety to pedestrians in that they need not be concerned about traffic, and 2) help with flow of traffic, both for cars and for the lightrail itself. Alternatively, this stop could be between 41st and 42nd. This will provide people on the lightrail easier access to downtown Robbinsdale businesses. Seems like something that should be considered more closely.	PublicCoordinate	Bottineau Blvd (County Road 81) at 40th Ave	Robbinsdale

Date	Comment	Forum	Type/Reply to	City
8/13/2023	An elevated alignment on West Broadway is way out-of-scale. West Broadway is wide enough for an elevated alignment....there would be total darkness under the elevated structure. Instead, think of the benefits of an at-grade alignment: a) wider sidewalks and enhanced pedestrian environment, b) elimination of on-street parking, and c) as part of the project's capital costs, include development of appropriately sized and located off-street parking facilities. Initially build as ground-level parking, and, as parking demand increases, build second levels above the ground-level.	PublicCoordinate	West Broadway at Lyndale Avenue	Minneapolis
8/12/2023	This whole entire light rail project is going to change the whole entire atmosphere of Robbinsdale, bringing more congestion and more traffic, which we do not need and bringing more of an urban atmosphere rather than a small local community, bringing more crime and drugs into the neighborhood which we do not need	PublicCoordinate	Bottineau Blvd (County Road 81) near North Memorial	Robbinsdale