

Appendix B: Summary of Public Outreach Activities During Scoping & Scoping Comments

- Notice of Intent
- Notice of Scoping Booklet Availability in EQB Monitor
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- Public Meeting Poster
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Notice of Intent (January 2012)

the PBA comport in all respects with Federal law.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: January 4, 2012.

Jonathan D. McDade,

Division Administrator, Federal Highway Administration, Albany, New York.

[FR Doc. 2012-296 Filed 1-9-12; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Utah

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by FHWA and other Federal agencies.

SUMMARY: This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed transportation corridor project (Provo Westside Connector) in Provo, Utah County in the State of Utah. These actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the FHWA actions on the highway project will be barred unless the claim is filed on or before July 8, 2012. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For FHWA: Mr. Edward Woolford, Environmental Program Manager, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84129; telephone (801) 955-3524; email: Edward.Woolford@dot.gov. The FHWA Utah Division's regular business hours are Monday through Friday, 7:30 a.m. to 4:30 p.m. MST.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the following highway project in the State of Utah: the Provo

Westside Connector in Provo, Utah County, Utah, project number FHWA-UT-EIS-10-01-F. Federal Lead Agency: Federal Highway Administration.

Project description: The Selected Alternative (1860 South Alternative) implements a transportation project consisting of: (1) A new arterial roadway from the Interstate 15 interchange located at 1860 South/University Avenue (the Interchange) to 3110 West Street near the entrance to the Provo Airport (Mike Jense Parkway) in Provo; (2) three-way intersections located at 500 West, 1100 West, and Mike Jense Parkway; (3) the typical cross-section for the roadway consists of a total of five travel lanes: two travel lanes in each direction, and a center turn lane median, a 2-foot paved shoulder on each side, curb and gutter on the north side of the roadway, and a 10-foot paved trail on the south side of the roadway separated from the paved roadway by a 9-foot vegetated drainage swale (without curb and gutter); (4) three (3) parking pull-out locations are planned for trail access. One of these, at 500 West, replaces and improves an existing recreational access maintained by the Utah Division of Wildlife Resources; and an unpaved roadway accesses would be provided for private and public land parcels south of the roadway.

The actions by the FHWA and other Federal agencies, and the laws under which such actions were taken, are described in the FEIS for the project, approved on October 12, 2011, in the FHWA Record of Decision (ROD) issued on January 3, 2012, and in other documents in the FHWA administrative record. The FEIS, ROD, and other documents in the FHWA administrative record are available by contacting the FHWA at the address provided above. The FHWA FEIS and ROD can be viewed and downloaded from the project Web site at <http://www.provowestsideconnector.com> or viewed at public libraries in the project area.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128];
2. *Air:* Clean Air Act [42 U.S.C. 7401-7671(q)];
3. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303];
4. *Wildlife:* Endangered Species Act [16 U.S.C. 1531-1544 and Section

1536]; Migratory Bird Treaty Act [16 U.S.C. 703-712];

5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*];

6. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209];

7. *Wetlands and Water Resources:* Safe Drinking Water Act [42 U.S.C. 300f *et seq.*]; TEA-21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood disaster Protection Act [42 U.S.C. 4001-129]. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 13112, Invasive Species. Nothing in this notice creates a cause of action under these Executive Orders.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: January 4, 2012.

James C. Christian,

Division Administrator, Salt Lake City.

[FR Doc. 2012-292 Filed 1-9-12; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement on the Bottineau Transitway Project From Minneapolis to Maple Grove in Hennepin County, MN

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: The FTA, as the lead federal agency, the Hennepin County Regional Railroad Authority (HCRRRA), and the Metropolitan Council intend to prepare an EIS for the proposed Bottineau Transitway project located along the Bottineau Transitway Corridor in Hennepin County, Minnesota. The proposed transitway, approximately 13 miles long, would connect downtown Minneapolis with North Minneapolis

and the northwest suburbs of the Twin Cities. The transitway would originate in Minneapolis near the existing Target Field Station, where several existing transit lines converge, and would extend to the following suburbs: Robbinsdale, Golden Valley, Crystal, New Hope, Brooklyn Park, Maple Grove, and Osseo. The EIS will be prepared in accordance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (NEPA) and pursuant to the Council on Environmental Quality's regulations (40 Code of Federal Regulations [CFR] parts 1500–08), as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU). The purpose of this notice is to alert interested parties of the intent to prepare the EIS; provide information on the proposed transit project; invite public participation in the EIS process, including comments on the scope of the EIS proposed in this notice; and serve as an announcement of public and agency scoping meetings.

DATES: Written comments on the scope of the EIS should be sent to Brent Rusco, Bottineau Transitway Project Manager, on or before February 17, 2012. See **ADDRESSES** below for the locations to which written comments may be submitted. Public scoping meetings will be held on the following dates, in order to solicit input on the scope of the EIS:

- January 23, 2012, from 4:30 to 6:30 p.m., at the Theodore Wirth Chalet, 1301 Theodore Wirth Parkway, Minneapolis, Minnesota.
- January 24, 2012, from 6 to 8 p.m., at Brooklyn Park City Hall, 5200 85th Avenue North, Brooklyn Park, Minnesota.
- January 25, 2012, from 5:30 to 7:30 p.m., at the Urban Research and Outreach/Engagement Center (UROC), 2001 Plymouth Avenue North, Minneapolis, Minnesota.
- January 31, 2012, from 6 to 8 p.m., at the Robbinsdale City Hall, 4100 Lakeview Avenue North, Robbinsdale, Minnesota.

An interagency scoping meeting for agencies with interest in the project will be held on the following date:

- January 19, 2012, from 9 to 11 a.m., at the Kimley-Horn and Associates office, 2550 University Avenue West, Suite 238N, St. Paul, Minnesota.

All the scoping meetings will be accessible to persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Brent Rusco (see **ADDRESSES** below) at least 48 hours prior to the meeting. Project information outlining the project purpose and need,

as well as alternatives proposed for analysis, will be available in the form of a scoping information packet, at the meetings and on the project Web site: <http://bottineautransitway.org>. Paper copies of the information may also be obtained from Brent Rusco [see **ADDRESSES** below].

ADDRESSES: Comments on the scope of the EIS will be accepted at the scoping meetings, or written comments should be sent to Brent Rusco, Bottineau Transitway Project Manager, Hennepin County, 701 Fourth Avenue South, Suite 400, Minneapolis, MN 55415, Phone: (612) 543–0579, Email: Brent.rusco@co.hennepin.mn.us, Fax: (612) 348–9710.

FOR FURTHER INFORMATION CONTACT: Lois Kimmelman, Environmental Protection Specialist, FTA Region V, Chicago, Illinois, (312) 353–4060; or Bill Wheeler, Community Planner, FTA Region V, Chicago, Illinois, (312) 353–2639.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA, HCRRA, and the Metropolitan Council invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS for the proposed Bottineau Transitway, including the project's purpose and need, the alternatives to be studied, the environmental impacts to be evaluated, and the evaluation methods to be used. Comments should address: (1) Feasible alternatives that may better achieve the project's purpose and need with fewer adverse impacts, and (2) any significant impacts relating to the alternatives.

"Scoping," as described in the regulations implementing NEPA (Title 40 of CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is during the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an EIS—should be identified. Impacts that are deemed not to be significant need not be developed extensively in the context of the EIS, thereby keeping the EIS focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations: "to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and

the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives * * * [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses." (Executive Order 11991 of May 24, 1977.)

Once the scope of the EIS is defined, and significant environmental issues to be addressed have been identified, an annotated outline of the EIS will be prepared that: (1) Documents the results of the scoping process, (2) contributes to the transparency of the process, and (3) provides a clear roadmap for concise development of the EIS.

Purpose and Need for the Project

The purpose of the Bottineau Transitway is to provide transit service which will satisfy the long-term regional mobility and local accessibility needs for businesses and the traveling public. Residents and businesses in the Bottineau Transitway project area need access to the region's activity centers to fully participate in the region's economy. Access to jobs in Minneapolis, St. Paul, and the University of Minnesota, and the growing Minneapolis suburbs is crucial. Traffic congestion is expected to intensify in the Twin Cities Metropolitan Area through 2030 and beyond, and it cannot be addressed by highway construction alone. Current transit service in the Bottineau Transitway offers a limited number of viable 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 area, and achieve the region's 2030 Transportation Policy Plan (TPP) goal of doubling transit ridership by 2030.

Five factors contribute to the need for the Bottineau Transitway project:

- Growing travel demand resulting from continuing growth in population and employment.
- Increasing traffic congestion and limited funding.
- Growing numbers of people who depend on transit.
- Limited transit service to suburban jobs (reverse commute opportunities) and travel-time competitive transit options.
- Regional objectives for growth.

Project Location of Environmental Setting

The project is located in Hennepin County, Minnesota, and includes

downtown Minneapolis, Minnesota, and its northwest suburbs, including Robbinsdale, Golden Valley, Crystal, New Hope, Brooklyn Park, Maple Grove, and Osseo.

Possible Alternatives

The Bottineau Transitway Alternatives Analysis (AA) Study was completed by HCRRA in March 2010. The AA Study evaluated a no-build alternative and a broad range of build alternatives, including an enhanced bus/transportation system management alternative, as well as commuter rail, light rail transit (LRT), and bus rapid transit (BRT) alternatives. The study progressively narrowed down the build alternatives to a set of 21 alternatives which underwent detailed evaluation. The AA Study is posted on the project Web site.

The following alternatives are currently under consideration for further study in the EIS:

No-Build Alternative. The No-Build alternative serves as the baseline against which environmental effects of the Bottineau Transitway build alternatives are measured. It is defined as the existing transportation system in the Bottineau Transitway Corridor, plus any committed transportation improvements in the region, *i.e.*, those roadway, transit facility, and service improvements that are planned, programmed, and included in the TPP, and that are to be implemented by the year 2030. The No-Build Alternative does not include the Bottineau Transitway project. It does include major regional transit projects such as the Green Line (Central Corridor LRT and Southwest Transitway LRT), Red Line (Cedar Avenue BRT), and the Orange Line (I-35W BRT), as well as minor transit service expansions and/or adjustments in order to continue existing Metropolitan Council service policies.

Enhanced Bus/Transportation Systems Management (TSM) Alternative. The TSM alternative is defined as enhancements and upgrades to the existing transportation system in the Bottineau Transitway Corridor, such that the project's purpose and need would be met as much as possible without a major capital investment. The TSM alternative could include bus route restructuring, scheduling improvements, new express and limited-stop services, intersection improvements, and other focused infrastructure improvements that would heighten the functioning of the current transit system. The specific combination of improvements to be incorporated into this alternative will be developed during EIS process.

Light Rail Transit (LRT) Alternatives. All LRT alternatives would include several station stops between downtown Minneapolis and the Maple Grove/Brooklyn Park area. These alternatives, which would follow West Broadway, the Burlington Northern Santa Fe (BNSF) rail corridor, and Olson Memorial Highway and/or Penn Avenue, would include tracks, stations and support facilities, as well as transit service for LRT and connecting bus routes.

Bus Rapid Transit (BRT) Alternative. The BRT alternative would include a busway in its own dedicated space (guideway) with several stations between downtown Minneapolis and the Brooklyn Park area. This alternative, which would follow West Broadway, the BNSF rail corridor, and Olson Memorial Highway, would include all facilities associated with the construction and operation of BRT, including right-of-way, travel lanes, stations, and support facilities, as well as transit service for BRT and connecting bus routes.

Possible Effects

The purpose of the EIS process is to study, in a public setting, the potentially significant effects of the proposed project on the quality of the human environment. Primary areas of investigation for this project include, but are not limited to: Land use and economic development; land acquisition, displacements, and relocation; neighborhood cohesion and environmental justice; historic resources; parklands; visual and aesthetic qualities; air quality; water quality, wetlands, and floodplains; wildlife/endangered species and ecosystems; noise; vibration; hazardous materials affected by demolition and construction activities; traffic circulation and transportation linkages; parking; pedestrian and bicycle connections; energy use; and safety and security. Effects will be evaluated in the context of both short-term construction and long-term operation of the proposed project. Direct project effects as well as indirect and cumulative effects on the environment will be addressed. The environmental analysis may reveal that the proposed project will not affect, or affect substantially, many of the primary areas of investigation. However, if any adverse impacts are identified, measures to avoid, minimize, or mitigate those adverse effects will be proposed.

Procedures for Public and Agency Involvement

The regulations implementing NEPA, as well as provisions of SAFETEA-LU,

call for public involvement in the EIS process. Section 6002 of SAFETEA-LU (23 U.S.C. 139) requires that FTA, HCRRA, and the Metropolitan Council do the following: (1) Extend an invitation to other federal and non-federal agencies and Native American tribes that may have an interest in the proposed project to become "participating agencies;" (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on) the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other federal and non-federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA, HCRRA, and the Metropolitan Council will not be able to identify all federal and non-federal agencies and Native American tribes that may have such an interest. Any federal or non-federal agency or Native American tribes interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under **ADDRESSES**.

A comprehensive public involvement program for public and agency involvement will be developed for the project and posted on the project Web site. The public involvement program includes a full range of activities including maintaining the project Web site, and outreach to local officials, community and civic groups, and the general public.

Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received before the document is printed, at the latest, FTA and its grantees will distribute only the executive summary of environmental documents in printed form together with a compact disc (CD) that contains the complete environmental document. A complete

printed set of the environmental documents will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on the grantee's Web site.

Other

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508), and with the FTA/Federal Highway Administration

regulations "Environmental Impact and Related Procedures" (23 CFR part 771).

Issued on: January 5, 2012.

Marisol Simon,

Regional Administrator, FTA, Region V.

[FR Doc. 2012–264 Filed 1–9–12; 8:45 am]

BILLING CODE P

Notice of Availability in EQB Monitor (December 26, 2011)

Contact Person: Kate Sedlacek
ksedlacek@co.scott.mn.us
Scott County Government Center
200 Fourth Ave W.
Shakopee, MN 55379
952-496-8351

Allen Frechette
Environmental Health Manger
afrechette@co.scott.mn.us
Scott County Government Center
200 Fourth Ave W.
Shakopee, MN 55379
952-496-8354

NOTICE OF AVAILABILITY - BOTTINEAU TRANSITWAY SCOPING BOOKLET

Project Title: Bottineau Transitway Project

Local Project Proposer: Hennepin County Regional Railroad Authority

Responsible Governmental Unit (RGU): Hennepin County Regional Railroad Authority

Description: The Federal Transit Administration (FTA), the Hennepin County Regional Railroad Authority (HCRRA) and the Metropolitan Council have initiated the environmental review process for the Bottineau Transitway Project. Federal funding will be pursued for this project from FTA. As a result, FTA-designated as the lead federal agency for this project—is undertaking environmental review in compliance with the National Environmental Policy Act (NEPA). As the local public agency sponsoring the project, HCRRA is complying with the requirements of the Minnesota Environmental Policy Act (MEPA). The FTA, HCRRA and Metropolitan Council have determined that the Bottineau Transitway Project may have significant environmental impacts. To satisfy both federal and state requirements, an Environmental Impact Statement (EIS) is being prepared for the Bottineau Transitway Project. A Scoping Booklet has been prepared to serve as the Scoping Environmental Assessment Worksheet for the Bottineau Transitway Project, in compliance with the state environmental review requirements.

The Bottineau Transitway is a proposed project that will provide for transit improvements in the highly traveled northwest area of the Twin Cities. The Bottineau Transitway is located in Hennepin County, Minnesota, extending approximately 13 miles from downtown Minneapolis to the northwest through North Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, New Hope, Brooklyn Park, Maple Grove, and Osseo. Two types of high-frequency transit service are being studied for the Bottineau Transitway: bus rapid transit (BRT) and light rail transit (LRT).

Copies of the Scoping Booklet which documents the project's history, purpose and need of the project, proposed alternatives under consideration for study in the EIS, overall decision-making process/schedule, issues to be covered in the EIS, project schedule, and the public outreach/comment process are available for public review beginning December 23, 2011, at the following locations:

- **Project website** – www.bottineautransitway.org
- **Maple Grove Library** - 8001 Main St., Maple Grove
- **Osseo Library** - 415 Ave., Osseo
- **Brooklyn Park Library** - 8600 Zane Ave. N., Brooklyn Park
- **Brookdale Library** - 6125 Shingle Creek Pkwy., Brooklyn Center
- **Rockford Road Library** - 6401 42nd Ave. N., Crystal
- **Golden Valley Library** - 830 Winnetka Ave. N., Golden Valley
- **North Regional Library** - 1315 Lowry Ave. N., Minneapolis
- **Sumner Library** - 611 Van White Memorial Blvd., Minneapolis
- **Hennepin County Public Library** – 300 Nicollet Mall, Minneapolis

To afford an opportunity for all interested persons, agencies and groups to be informed about the details of the Bottineau Transitway project, four formal public Scoping Meetings are scheduled for the following dates and locations:

Scoping Open House #1

Monday, January 23rd, 2012

4:30 – 6:30 pm

Theodore Wirth Chalet

1301 Theodore Wirth Parkway, Minneapolis

Scoping Open House #2

Tuesday, January 24th, 2012

6:00 – 8:00 pm

Brooklyn Park City Hall

5200 85th Avenue North, Brooklyn Park

Scoping Open House #3

Wednesday, January 25th, 2012

5:30 – 7:30 pm

Urban Research and Outreach/Engagement Center (UROC)

2001 Plymouth Avenue North, Minneapolis

Scoping Open House #4

Tuesday, January 31, 2012

6:00 -8:00 pm

Robbinsdale City Hall

4100 Lakeview Avenue, Robbinsdale

All of the scoping meeting locations are accessible for persons with disabilities.

Government agencies will be invited to a separate Interagency Scoping meeting to be held as follows:

Thursday, January 19, 2012

9:00 – 11:00 am

2550 University Avenue West, Suite 238N, St. Paul

Auxiliary aides, services and communication materials in accessible formats and languages other than English can be provided by contacting Brent Rusco at the contact information provided below.

Copies of the Scoping Booklet are being distributed to agencies on the current Minnesota EQB list. Comments will be accepted through **February 17, 2012**. Comments can be submitted in writing, by U.S. mail, by e-mail, or by fax to:

Contact Person: Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, Minnesota 55415
Phone: 612-543-0579
E-mail: brent.rusco@co.hennepin.mn.us
Fax: 612-348-9710

Comments may also be submitted directly via the Bottineau Transitway website, www.bottineautransitway.org.

Written materials, project updates, and materials presented at the public Scoping meetings will be available on the Bottineau Transitway project website noted above.

AUAR UPDATE

**Project Title: Shenandoah Business Park and Minnesota Valley West, Shakopee, MN
WSB Project No. 1756-06**

Description: The original AUAR was adopted by the City in 2001. Pursuant to Minnesota Rules 4410.3610, Subp. 7, and AUAR must be updated every five years to remain valid. The purpose of this submittal is to update the AUAR so it remains valid for another five years.

Pursuant to Minnesota Rules 4410.3610, Subp. 7, this AUAR Update is being submitted for the required ten-day review. The comment period will end on December 28, 2011. Any comments can be forwarded to:

RGU: City of Shakopee

Contact Person: Mr. Michael Leek
City of Shakopee
129 South Holmes Street
Shakopee, MN 55379
mleek@ci.shakopee.mn.us

Scoping Booklet Distribution Memos

December 22, 2011

Re: Bottineau Transitway Project Scoping Booklet

Bottineau Corridor Librarians and City Hall Administrators:

Enclosed please find the Scoping Booklet for the Bottineau Transitway project located in Hennepin County, Minnesota. The attached document(s) are being submitted to your organization in compliance with the Minnesota environmental review program. We respectfully request that you keep the enclosed document available for public review. During the week of December 27, 2011 a representative from the project will be providing you with additional copies, for public review.

If you have questions regarding the Bottineau Transitway Project and/or the contents of this submittal, please contact me via phone at 612-543-0579 or via email at brent.rusco@co.hennepin.mn.us. You can also find information on the project website at www.bottineautransitway.org

Regards,



Brent Rusco

Hennepin County Regional Railroad Authority
Bottineau Transitway project manager



Regional Railroad Authority
Hennepin County

December 22, 2011

Re: Bottineau Transitway Project Scoping Booklet

Bottineau Corridor Stakeholder Agency:

Enclosed please find the Scoping Booklet for the Bottineau Transitway project located in Hennepin County, Minnesota. The attached document(s) are being submitted to your organization in compliance with the Minnesota environmental review program.

If you have questions regarding the Bottineau Transitway Project and/or the contents of this submittal, please contact me via phone at 612-543-0579 or via email at brent.rusco@co.hennepin.mn.us. You can also find information on the project website at www.bottineautransitway.org

Regards,



Brent Rusco
Hennepin County Regional Railroad Authority
Bottineau Transitway project manager



Regional Railroad Authority
Hennepin County

Press Release



Hennepin County News

Public Affairs • 612-348-3848 • 300 S. 6th St., Minneapolis, MN 55487-0011

Dec. 23, 2011

Contacts: Brent Rusco, Bottineau Transitway Project Manager: 612-543-0579
Cara Lee, Public Affairs: 612-348-6883

Bottineau Transitway open houses in January 2012

The public is invited to attend a series of open houses in January 2012, involving the Bottineau Transitway. The project is in what is called the “scoping phase” and is soliciting public comment through Feb. 17, 2012, on its scoping booklet, which includes:

- The history, purpose and need of the project
- Information about proposed alternatives under consideration for study and other issues that will be covered in the Environmental Impact Statement
- A general timeline for the project, including key decision-making milestones

The Bottineau Transitway is a proposed project that will provide for transit improvements in the highly traveled northwest suburbs of the Twin Cities. The Bottineau Corridor generally follows Bottineau Boulevard (County State Aid Highway 81), extending approximately 13 miles from downtown Minneapolis through North Minneapolis to the northwest suburbs of Brooklyn Park, Crystal, Golden Valley, Maple Grove, Osseo and Robbinsdale.

The public meetings are hosted by the Hennepin County Regional Railroad Authority, and are taking place the following dates in January 2012:

- Monday, Jan. 23, 4:30 – 6:30 p.m., Theodore Wirth Chalet, 1301 Theodore Wirth Parkway, Minneapolis
- Tuesday, Jan. 24, 6 – 8 p.m., Brooklyn Park City Hall, 5200 85th Ave. N., Brooklyn Park
- Wednesday, Jan. 25, 5:30 – 7:30 p.m., Urban Research and Outreach/Engagement Center (UROC), 2001 Plymouth Ave. N., Minneapolis
- Tuesday, Jan. 31, 6 – 8 p.m., Robbinsdale City Hall, 4100 Lakeview Ave. N., Robbinsdale

– more –

Bottineau/2

All meeting locations are accessible for persons with disabilities. Materials from the meetings will also be made available on the [project website](#).

The scoping booklet is available for online review at the [project website](#). Copies of the scoping booklet are also available for public reviewing beginning today, Dec. 23, at the following Hennepin County Library locations:

- Maple Grove, 8001 Main St.
- Osseo, 415 Central Ave.
- Brooklyn Park, 8600 Zane Ave. N.
- Brookdale, 6125 Shingle Creek Pkwy., Brooklyn Center
- Rockford Road, 6401 42nd Ave. N., Crystal
- Golden Valley, 830 Winnetka Ave. N.
- North Regional, 1315 Lowry Ave. N., Minneapolis
- Sumner, 611 Van White Memorial Blvd., Minneapolis
- Minneapolis Central, 300 Nicollet Mall, Minneapolis

Auxiliary aides, services and communication materials in accessible formats and languages other than English can be provided by contacting Brent Rusco at 612-543-0579 or [via email](#).

Comments can also be submitted online at the [project website](#), by [emailing Brent Rusco](#), by faxing 612-348-9710, or by U.S. Mail using the address:

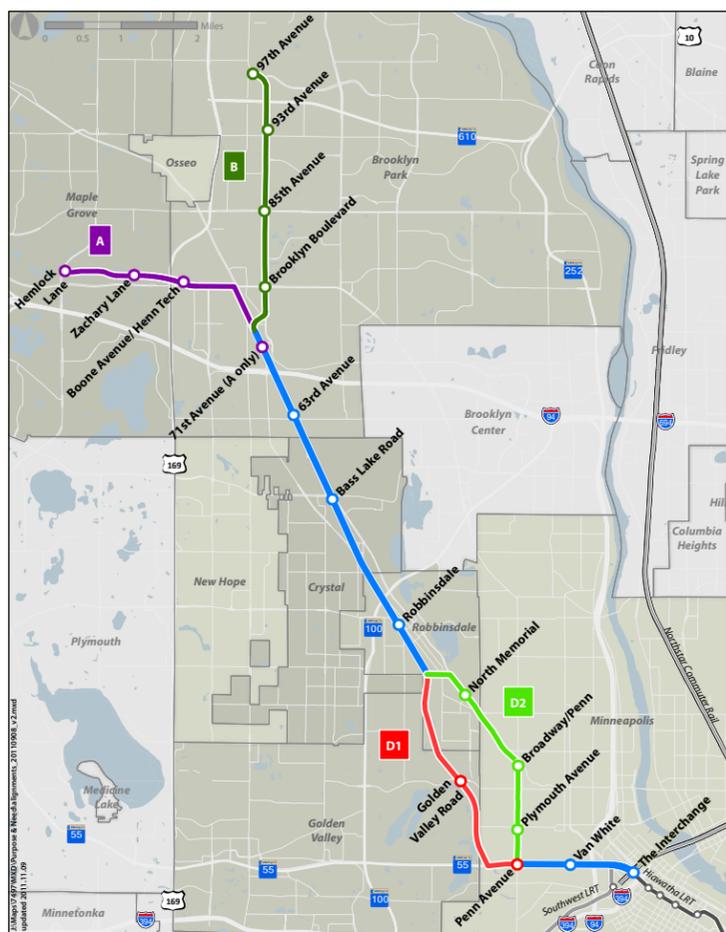
Brent Rusco
Bottineau Transitway Project Manager
701 Fourth Ave. S., Suite 400
Minneapolis, MN 55415

Public Meeting Poster

Bottineau Transitway Public Meetings



DRAFT ENVIRONMENTAL IMPACT STATEMENT



If you are interested in the **Bottineau Transitway project**, we encourage you to take part in the **Scoping process**. Project planners are especially interested in your input on:

- Purpose and need for the project
- The alternatives proposed for study
- Project impacts or benefits that should be evaluated

There are several ways for you to participate and for your voice to be heard.

You can attend a meeting to learn more about the Scoping process and to share your thoughts about the project.

Formal public Scoping meetings are scheduled for the following dates and locations:

Scoping Open House #1:

Monday, January 23rd
4:30 to 6:30 PM

[Theodore Wirth Chalet](#)

1301 Theodore Wirth Parkway, Minneapolis

Scoping Open House #2:

Tuesday, January 24th
6:00 to 8:00 PM

[Brooklyn Park City Hall](#)

5200 85th Avenue N, Brooklyn Park

Scoping Open House #3:

Wednesday, January 25th
5:30 to 7:30 PM

Urban Research and Outreach/Engagement Center ([UROC](#))

2001 Plymouth Avenue N, Minneapolis

Scoping Open House #4:

Tuesday, January 31st
6:00 to 8:00 PM

[Robbinsdale City Hall](#)

4100 Lakeview Avenue N, Robbinsdale

You can submit comments in writing, by U.S. mail, e-mail, or fax, to:

Brent Rusco

Bottineau Transitway Project Manager

Hennepin County

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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Fax: 612.348.9710

Comments may also be submitted directly via the Bottineau Transitway website, www.bottineautransitway.org.

The scoping period closes on February 17, 2012. All comments must be received by that date.

**Public Meeting Handouts
(January 23, 24, 25, & 31, 2012)**

Scoping Booklet

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT



Hennepin County
Regional Railroad Authority
Minnesota

WHAT IS THE PURPOSE OF THIS BOOKLET?

The Federal Transit Administration (FTA), the Hennepin County Regional Railroad Authority (HCRRA), and the Metropolitan Council have initiated the environmental review process for the Bottineau Transitway project. Federal funding will be pursued for this project from the FTA. As a result, the FTA—designated as the lead federal agency for this project—is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the local public agency sponsoring the project, HCRRA and Metropolitan Council must also comply with the requirements of the Minnesota Environmental Policy Act (MEPA). The FTA, HCRRA, and Metropolitan Council have determined that the Bottineau Transitway project may have significant environmental impacts. To satisfy both federal and state requirements, a Draft Environmental Impact Statement (Draft EIS) is being prepared for the Bottineau Transitway project. This Scoping Booklet is the first step in the Draft EIS process.

This Scoping Booklet provides information about the formal “Scoping” process required under both federal and state environmental review. Within this booklet you will find a description of the Scoping process, information on the contents of the Draft EIS, and information on how you can get involved in the Scoping process. You will have the opportunity to review the Scoping information and offer your comments in person at one of four meetings or in writing during the public comment period (please submit written comments using the form included with this booklet, email, or through the project website. Contact information is provided on page 13).

Formal public Scoping meetings are scheduled for the following dates and locations:

Scoping Open House #1:

Monday, January 23rd
4:30 to 6:30 PM
[Theodore Wirth Chalet](#)
1301 Theodore Wirth Parkway, Minneapolis

Scoping Open House #2:

Tuesday, January 24th
6:00 to 8:00 PM
[Brooklyn Park City Hall](#)
5200 85th Avenue N, Brooklyn Park

Scoping Open House #3:

Wednesday, January 25th
5:30 to 7:30 PM
Urban Research and Outreach/Engagement Center ([UROC](#))
2001 Plymouth Avenue N, Minneapolis

Scoping Open House #4:

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WHAT IS THE BOTTINEAU TRANSITWAY?

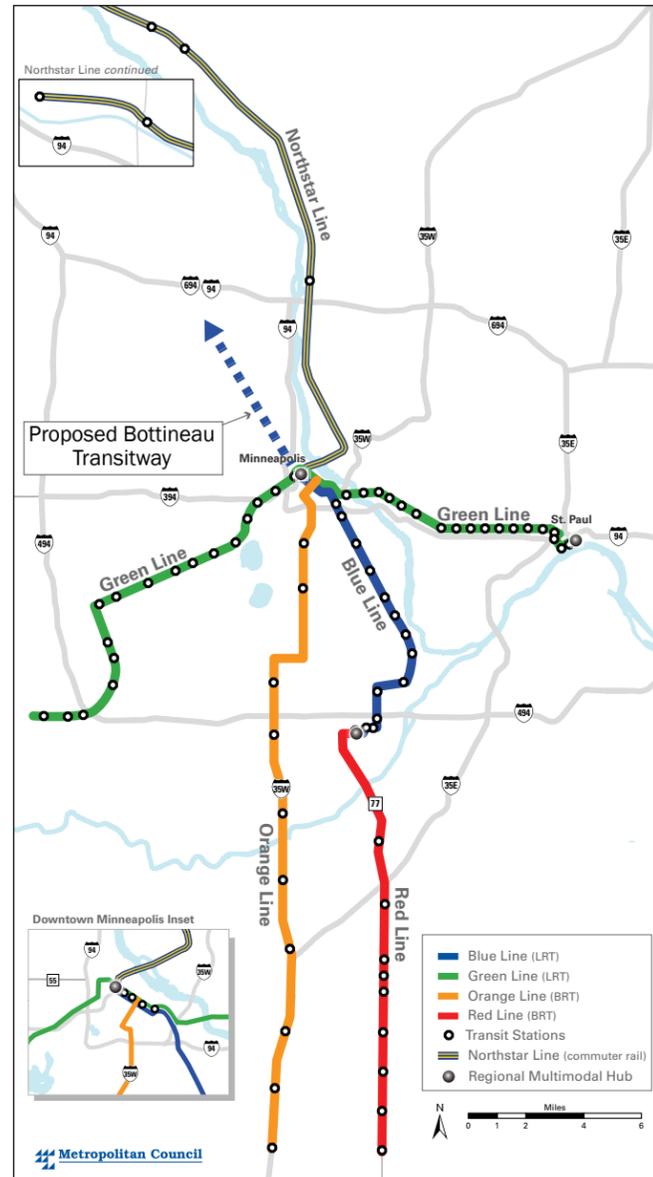
The Bottineau Transitway is a proposed project that will provide for transit improvements in the highly traveled northwest area of the Twin Cities. The Bottineau Transitway is located in Hennepin County, Minnesota, extending approximately 13 miles from downtown Minneapolis to the northwest through north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, New Hope, Brooklyn Park, Maple Grove, and Osseo. The transitway is anticipated to serve a broader area to the northwest, including the communities of Dayton, Rogers, and Hassan Township.

The Bottineau Transitway line would connect North Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing light rail transit on the Blue Line (Hiawatha) and Green Line (Central Corridor and the planned Southwest light rail line), bus rapid transit on the Red Line (Cedar Avenue) and Orange Line (I-35W South), the Northstar commuter rail line, and express bus routes. The transitway investments under study for the Bottineau Transitway would also maintain or enhance local bus service in north Minneapolis and the northwest suburbs.

WHAT WOULD BE BUILT AS PART OF THE BOTTINEAU TRANSITWAY PROJECT?

Two types of high-frequency transit service are being studied for the Bottineau Transitway: bus rapid transit (BRT) and light rail transit (LRT). Both of these types of transit service would provide fast, frequent and reliable transit service. Trains or buses would run every 7.5 minutes during peak periods, 10-15 minutes during the daytime and evening, and every 30 minutes

FIGURE 1: TWIN CITIES REGIONAL TRANSITWAY SYSTEM



during late night and early morning. To support these services, a “dedicated guideway” (road or track serving buses or trains only) would be constructed. Bus or train stations would include shelters, passenger boarding platforms, and ticket vending machines.

WHY IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS) NECESSARY? HOW LONG WILL THE PROCESS TAKE?

Due to anticipated federal funding for the Bottineau Transitway, and the fact that the project may have significant environmental impacts, the FTA is required to prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). The HCRRA and the Metropolitan Council will also conduct this review in compliance with the Minnesota Environmental Policy Act (MEPA) and Minnesota Rules Chapter 4410.

The EIS process occurs in three stages – Scoping, Draft EIS and Final EIS – and culminates in a federal Record of Decision under NEPA and a state Determination of Adequacy under MEPA. Each of the three stages includes publication of a document for public comment and narrows the number of alternatives, with the Final EIS identifying a single Preferred Alternative for the project.

This process typically requires a minimum of 18 months, more commonly requiring 24-36 months to complete. See Figure 7 for the anticipated timelines of the Bottineau Transitway Draft EIS.

WHAT IS SCOPING?

Scoping is the process of determining the content of the Draft EIS. As the first step in the Scoping process, interested members of the public, including individuals and groups, as well as representatives of affected Native American tribes and local, state, and federal governmental agencies, are invited to participate in the evaluation of the Bottineau Transitway's environmental impacts. The purpose of Scoping is to confirm the purpose and need for the project, identify appropriate alternatives that could address project needs, focus on potentially significant issues that should be studied in the Draft EIS, and eliminate issues that are not significant and/or have been addressed by prior studies.

Public participation in the Scoping process for the project is encouraged. Four public meetings will be held to allow for members of the public to learn about the project and voice their opinions about issues that should be considered during Scoping. At the Scoping meetings it would be most helpful to hear your thoughts or concerns about the project's purpose and need, the range of alternatives to be evaluated, the evaluation methods to be used, and the potential impacts of the alternatives considered. Your comments may also propose alternatives that may better meet the project's purpose and need with fewer adverse environmental impacts.

WHY BUILD THE BOTTINEAU TRANSITWAY? WHAT BENEFITS WILL IT PROVIDE? (PROJECT PURPOSE AND NEED)

The purpose of the Bottineau Transitway is to provide transit service which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

Residents and businesses in the Bottineau Transitway project area need access to the region's activity centers to fully participate in the region's economy. 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 area, and achieve the region's goal of doubling transit ridership by 2030.



Typical BRT vehicle



Metro Transit LRT vehicle

Five factors contribute to the need for the Bottineau Transitway project:

- Growing travel demand
- Increasing traffic congestion
- People who depend on transit
- Limited transit service to suburban destinations (reverse commute opportunities) and time-efficient transit options
- Regional objectives for growth

Growing Travel Demand

Over the past two decades, the population has grown significantly in the seven-county Twin Cities Metropolitan Area and growth is expected to continue in the future. Between 2010 and 2030, the Metropolitan Council projects a 31% increase in the region’s population and a 32% increase in the number of jobs—meaning that approximately 900,000 new people and 650,000 new jobs would be added to the seven-county area that consists of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties.

Between 1990 and 2010, Bottineau Transitway communities such as Brooklyn Park and Maple Grove experienced population increases of 34% and 59%, respectively; while communities also potentially served by the transitway such as Dayton, Hassan Township and Rogers, have experienced higher growth rates. In coming decades, these communities will experience the majority of growth in Hennepin County. Between 2010 and 2030, Hennepin County is projected to grow by 242,000 people. Over the same period, communities along the Bottineau Transitway are expected to add 140,000 people. This represents nearly 60% of Hennepin County’s total projected growth. Maple Grove and several communities to the north and west—Osseo, Dayton, and Rogers—are projected to add over 65,000 people alone, outpacing the overall population growth rate for Hennepin County and the Twin Cities Metropolitan Area between 2010 and 2030.

Employment in the Bottineau Transitway project area is also expected to increase in coming years. Approximately half of all jobs in the project area are located in downtown Minneapolis, which is currently

the region’s largest travel demand generator; nearly 65,000 additional jobs are anticipated by 2030. Large employment concentrations outside downtown Minneapolis are located at North Memorial Medical Center in Robbinsdale, the Target North Campus in Brooklyn Park, and at the Arbor Lakes retail complex in Maple Grove.

Growth in population and employment in the project area and beyond is expected to result in increased transportation demand. Significant growth in traffic volumes is anticipated within the project area, particularly in the northern suburbs of Brooklyn Park and Maple Grove, and also just beyond the transitway in Dayton. Traffic volumes are expected to increase in the range of 15 to 20 percent along project area roadways.

Increasing Traffic Congestion

Growing travel demand is expected to increase traffic congestion on the region’s highways and in downtown Minneapolis. In the past, the region responded to increased demand by constructing new roadways or expanding existing ones. In recent years, however, roadway expansion in the Twin Cities Metropolitan Area has not kept pace with mounting travel demand and is not anticipated to keep pace in the future, as growth in demand is outpacing funding. Studies at the state and regional levels have concluded that highway expansion alone is an unsustainable approach to managing transportation demand. Instead, state and regional policy outlined in the *Statewide Transportation Policy Plan* and the *2030 Transportation Policy Plan* recognizes the importance of a balanced approach to meeting travel demand that invests in maintaining the existing transportation system and favors improvement projects such as the Bottineau Transitway.

People who Depend on Transit

The Bottineau Transitway project area is home to a large number of people who depend on transit to meet their transportation needs. Based on U.S. Census information, 14% of households in the project area do not own a vehicle. This is nearly double the metropolitan area average of 8%. In some areas of north Minneapolis, the number of zero-car households exceeds 50%; in areas of New Hope and Brooklyn Park, the number exceeds 22%. The high proportion of people without access to vehicles underscores

the need for transit access in these parts of the Bottineau Transitway project area.

Seniors also represent an important and growing market for public transportation. In the project area communities of Golden Valley, Robbinsdale, Crystal, and New Hope, seniors make up a larger share of the population compared to the share seniors make up of the overall regional population. Moreover, senior populations are expected to grow in Bottineau Transitway communities in the next 20 years by as much as 125%.

Limited Transit Service to Suburban Destinations (reverse commute opportunities) and Time-Efficient Transit Options

The dominant travel pattern during morning commutes in the Bottineau Transitway project area today is toward downtown Minneapolis. A “reverse commute” pattern also exists toward Brooklyn Park, Maple Grove, and beyond into Rogers and surrounding communities to the north. Workers and students commute to major activity centers in the project area, such as North Memorial Medical Center in Robbinsdale, the Target North Campus, North Hennepin Community College, Hennepin Technical College in Brooklyn Park, and the Arbor Lakes retail complex in Maple Grove.

Although communities in the project area are served by a network of local and express bus routes, fast and convenient transit options to access schools and jobs in Maple Grove and Brooklyn Park are limited. Direct bus service from Minneapolis to suburban communities in the Bottineau corridor is provided on two limited-stop and express routes. Accessing this bus service may require a transfer in downtown, and only a few trips are available each day. However, residents of Minneapolis and the inner northwest suburbs have other transit options for accessing activity centers in the outer suburbs of Maple Grove and Brooklyn Park. Three transit centers located within the project area provide a valuable transfer point from express and urban local routes to suburban local routes. Unfortunately, these suburban local routes stop frequently, often require transfers, and travel at lower speeds on arterial streets, resulting in long overall travel times.

Regional Objectives for Growth

The policies guiding the development of the Twin Cities Metropolitan Area are articulated in the *2030 Regional Development Framework*. Most recently

updated in December 2006, the *2030 Regional Development Framework* established four policies for guiding growth in the region:

- Accommodate growth in a flexible, connected and efficient manner
- Plan and invest in multi-modal transportation choices to slow the growth of traffic congestion and serve the region’s economic needs
- Encourage expanded choices in housing locations and types of improved access to jobs and opportunities
- Conserve, protect and enhance the region’s vital natural resources

WHAT PREVIOUS STUDIES APPLY TO SCOPING?

Transportation and land use studies along the Bottineau Corridor began in 1988 with the *Hennepin County Comprehensive LRT System Plan*. The Bottineau Transitway has consistently been included in regional transportation system plans. Many different alignments (routes) and transportation modes, including BRT, LRT, and commuter rail, have been considered and evaluated in plans and studies in the past. These studies provide a valuable base of information for this Draft EIS process.

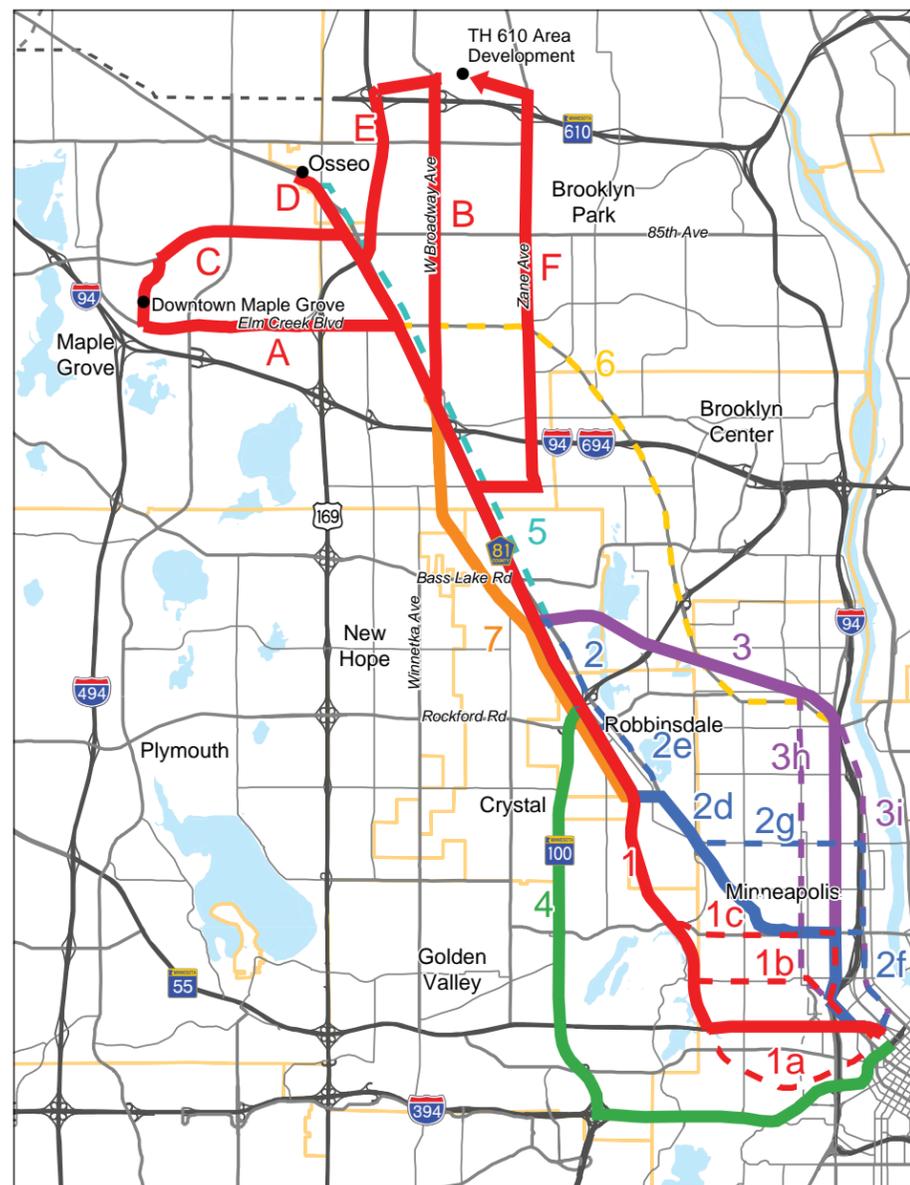
Transit travel demand in the Bottineau Transitway has been consistently identified in regional transportation system plans, including the *Regional Transit Board LRT Plan* (1990), the *Transit 2020 Master Plan* (2000), the *2025 Transportation Policy Plan* (adopted January 2001, amended January 2002), and the *2030 Transportation Policy Plan* (adopted December 2004).

The region’s current long-range transportation plan, the *2030 Transportation Policy Plan* (adopted November 2010) identifies the Bottineau Transitway as one of the transit corridors to be developed by 2030. The recommendation for the Bottineau Transitway is based on findings from the Metropolitan Council’s *2030 Transit Master Study* (2008).

Bottineau Transitway Alternatives Analysis Study, March 2010

The HCRRA, in partnership with the Metropolitan Council, Maple Grove Transit, the Minnesota Department of Transportation (MnDOT), and the cities of Minneapolis, Golden Valley, Robbinsdale, Crystal,

FIGURE 2: UNIVERSE OF ALTERNATIVES CONSIDERED IN THE AA STUDY



- Alt 1 – BNSF ROW
- Alt 2 – West Broadway
- Alt 3 – CP Rail ROW
- Alt 4 – TH 100/I-394
- Alt 5 – Bottineau Blvd.
- Alt 6 – Brooklyn Blvd./Osseo Road
- Alt 7 – West Broadway (CSAH 8) in Crystal, New Hope & Brooklyn Park
- Northern Variations
 - A = Elm Creek Blvd.
 - B = West Broadway
 - C = 85th Ave.
 - D = Bottineau Blvd.
 - E = TH 169
 - F = Zane Ave.
- Southern Variations
 - 1 = TH 55
 - 2 = West Broadway
 - 3 = Lyndale Ave.
 - a = BNSF ROW
 - b = Plymouth Ave.
 - c = Golden Valley Rd.
 - d/e = Bottineau Blvd.
 - f = Washington Ave.
 - g = Lowry Ave.
 - h = Emerson/Fremont
 - i = I-94

New Hope, Brooklyn Park, Maple Grove and Osseo, recently completed an Alternatives Analysis (AA) study for the Bottineau Transitway. The Bottineau Transitway AA study evaluated a wide range of transit modes and alignments. The study progressively narrowed the transitway build alternatives from a broad range of alignments for each of the initial modes (the “universe of alternatives” in Figure 2) to a set of 21 alternatives (9 LRT and 12 BRT alignments) to be studied in more detail.

These alternatives were evaluated against a set of defined goals and criteria, with three LRT alternatives emerging as the “most promising.” Additional investigation revealed interest in continued evalua-

tion of a fourth LRT alternative. The most promising BRT alternative is also being evaluated (see Figure 3). The results of the AA study are the starting point for the Draft EIS and are the foundation of this Scoping process. A copy of this study can be found at www.bottineautransitway.org.

WHAT ALTERNATIVES ARE BEING CONSIDERED?

The Draft EIS will evaluate a No-Build alternative, an Enhanced Bus/Transportation System Management (TSM) alternative, and several Build alternatives. The Build alternatives being considered for further study

in the Draft EIS (four LRT and one BRT) are the most promising alternatives identified during the AA study.

No-Build Alternative

The No-Build alternative serves as the baseline against which environmental effects of the Bottineau Transitway alternatives are measured.

The No-Build alternative is defined as the existing transportation system, plus any committed transportation improvements in the region. Committed transportation improvements include roadway and transit facility and service improvements (not including the Bottineau Transitway) planned, programmed, and included in the TPP to be implemented by the year 2030. Major regional transit projects (shown in Figure 1) are included in the No-Build alternative.

Enhanced Bus/Transportation Systems Management (TSM) Alternative

The TSM alternative is defined as enhancements and upgrades to the existing transportation system in the project corridor, attempting to meet the project’s purpose and need as much as possible without a major capital investment. The TSM alternative could include bus route restructuring, scheduling improvements, new express and limited-stop services, intersection improvements, and/or other focused infrastructure improvements that would improve the function of the transit system. The specific combination of improvements to be incorporated into the TSM alternative will be developed during the Draft EIS process.

In addition to the No-Build and TSM alternatives, the following Build alternatives are proposed for inclusion in the Draft EIS:

Light Rail Transit (LRT) Alternatives

LRT alternatives proposed for study include several stations between downtown Minneapolis and the Maple Grove/Brooklyn Park area. Each LRT alternative would include tracks, stations, and support facilities, as well as transit service for LRT and connecting bus routes. The four LRT alternatives under consideration for more detailed study in the Draft EIS consist of the north (Alignments A and B) and south alignment alternatives (Alignments D1 and D2) connected by the central alignment C.

- A-C-D1

- A-C-D2
- B-C-D1
- B-C-D2

Northern variations (alignments):

At the north end of the corridor, there are two alignment options:

- **Alignment A** originates in Maple Grove at Hemlock Lane/Arbor Lakes Parkway, and follows the future Arbor Lakes Parkway and Elm Creek Boulevard to the BNSF railroad corridor located on the west side of Bottineau Boulevard.
- **Alignment B** begins at the Target North Campus (located just north of Highway 610), follows West Broadway Avenue, and crosses Bottineau Boulevard at 73rd Avenue to enter the BNSF railroad corridor.

Center segment:

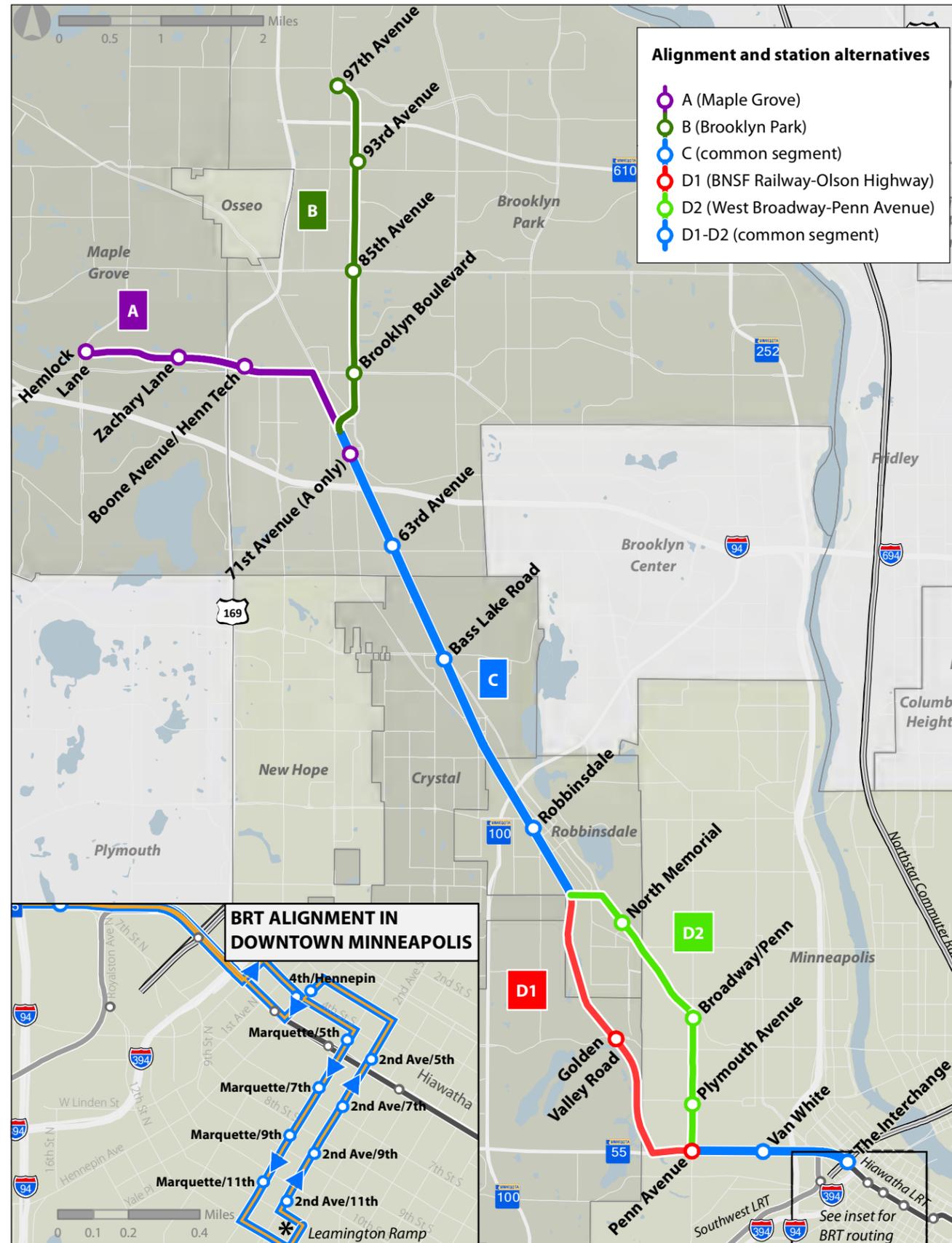
Both the A and B alignments would transition to the C alignment in the BNSF railroad corridor on the west side of Bottineau Boulevard through southern Brooklyn Park, Crystal, and Robbinsdale.

Southern variations (alignments):

There are two alignments under consideration for the transitway south of 36th Avenue in Robbinsdale and into downtown Minneapolis:

- **Alignment D1** continues along the BNSF railroad corridor to Olson Memorial Highway, and then follows Olson Memorial Highway to downtown.
- **Alignment D2** exits the railroad corridor near 34th Avenue, joins West Broadway Avenue, and travels on Penn Avenue to Olson Memorial Highway and into downtown.

FIGURE 3: BUILD ALTERNATIVES PROPOSED FOR STUDY IN THE DRAFT EIS



Bus Rapid Transit (BRT) Alternative

The BRT alternative would include a busway in its own dedicated space (guideway) with several stations between downtown Minneapolis and the Brooklyn Park area on an alignment following Olson Memorial Highway and the Burlington-Northern Santa Fe (BNSF) railroad corridor (alignment B-C-D1, as shown in Figure 3). This alternative would include all facilities associated with the construction and operation of BRT, including right-of-way, travel lanes, stations, and support facilities, as well as transit service for BRT and connecting bus routes. For the Bottineau Transitway, the BRT alternative is the highest quality investment and includes a dedicated guideway for BRT use only, high-amenity stations and speed, reliability, and frequency similar to LRT.

Alignment Refinements

Several refinements to alignments have been and/or will continue to be considered during Scoping:

- **Alignment B:** Since completing the AA study, the HCRRA has been working with the City of Brooklyn Park and Target planners regarding alignments that integrate with master planning activities occurring on the Target North Campus. Coordination will continue on refinements to the northern end of Alignment B near the Target North Campus. A final decision on this refinement is expected during the Scoping process.
- **D2 Penn Avenue options:** Several options (A, B and C) for the D2 alignment were considered for the segment between West Broadway Avenue and Olson Memorial Highway that included Penn and/or Oliver Avenues (see Figure 4). The Bottineau Transitway Policy Advisory Committee decided on November 14, 2011 to continue study of Option C (all vehicle and LRT traffic on Penn Avenue)

FIGURE 4: SEGMENT D2 ALIGNMENT OPTIONS



- **D1 station locations:** The Theodore Wirth Park Master Planning effort has suggested consideration of moving the Golden Valley Station from Golden Valley Road to Plymouth Avenue, potentially providing better access to surrounding residential areas and park facilities. This option is currently under study (see Figure 5).
- **D2 Robbinsdale options:** Additionally, coordination has taken place with the City of Robbinsdale regarding the D2 alignment near the Terrace Mall and North Memorial Medical Center at 34th Avenue. At this time, the City of Robbinsdale has recommended the 34th Avenue option for further study because it minimizes disruption to North Memorial Medical Center, minimizes impacts to streets and traffic, and provides the highest potential for transit-oriented development.

FIGURE 5: POTENTIAL SEGMENT D1 STATION LOCATIONS



HOW WILL THE ALTERNATIVES BE EVALUATED?

Building off the goals and objectives developed during the AA study, the following goals and objectives have been developed to serve as a framework to first develop and then evaluate the alternatives under consideration for the Bottineau Transitway. For an alternative to be advanced for further study, the basic purpose and need of the Bottineau Transitway must be met. This means that any alternative advanced for further study must meet Goals 1 through 3 (outlined below). Goals 4 and 5 reflect sustainability goals of corridor communities, and will be considered in the evaluation of alternatives that meet the basic purpose and need of the project.

Goals Directly Addressing the Primary Project Needs

Goal 1: Enhance regional access to activity centers throughout the Twin Cities via connections to the emerging transitway system and the greater regional transit system.

Goal 2: Enhance the effectiveness of transit service within the Bottineau Transitway project area by connecting key activity centers and providing access to jobs, schools, housing, health care, parks, shopping, and entertainment.

Goal 3: Develop the Bottineau Transitway as an integral component of a cost-effective and financially feasible transit system.

Secondary Goals Addressing Community Sustainability

Goal 4: Promote sustainable development patterns for the long-term viability of Bottineau Transitway communities and the Twin Cities Metropolitan Area.

Goal 5: Support healthy communities and sound environmental practices along the Bottineau Corridor.

HOW MANY ALTERNATIVES WILL BE ANALYZED IN THE DRAFT EIS?

The Draft EIS will review a range of alternatives that best meet the project purpose and need, are most technically and financially feasible, and avoid significant environmental impacts that cannot be easily mitigated. Typically, between two and five alternatives are analyzed in addition to the No-Build alternative. It is expected that some of the alternatives entering

Scoping will be eliminated from further study based on agency and public input.

As illustrated in Figure 6, as the alternatives are refined and advanced through the NEPA/MEPA process, the definition of the project and the analysis completed becomes more refined and defined.

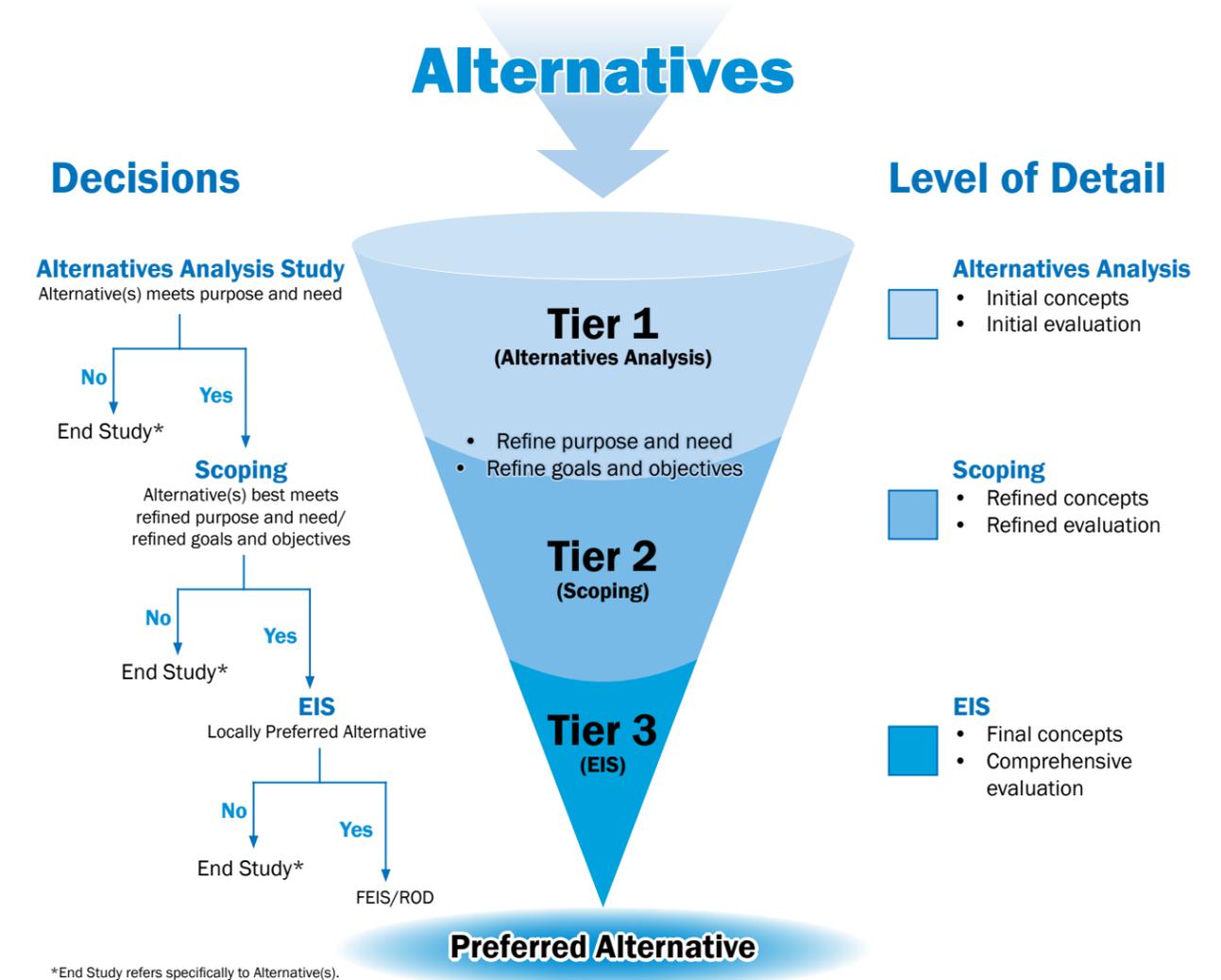
WHAT IS THE DIFFERENCE BETWEEN THE ALTERNATIVES IDENTIFIED AT THE END OF THE SCOPING PROCESS FOR FURTHER STUDY IN THE DRAFT EIS AND THE LOCALLY PREFERRED ALTERNATIVE?

The locally preferred alternative (LPA) will be one of the alternatives identified and studied in the Draft EIS. The identification of an LPA is a critical step to

pursue federal funding. Based on input and technical analysis completed during the Scoping process, the HCRRA and the corridor cities will make an LPA recommendation to the Metropolitan Council. The Metropolitan Council will then consider amending the region's long-range transportation plan, called the Transportation Policy Plan (TPP), to identify the Bottineau Transitway LPA.

The LPA selection process does not replace or override the requirement to fully examine alternatives and determine the adverse impacts that must be avoided or mitigated under the federal and state environmental review process. While there is a provision in the federal environmental review process to identify an LPA in the Draft EIS, the LPA identification and inclusion in the region's long-range transportation plan does not dictate that the LPA be the only "Build Alternative" studied in the Draft EIS.

FIGURE 6: ALTERNATIVES SELECTION PROCESS



WHY DOES AN LPA NEED TO BE IDENTIFIED BEFORE THE EIS ANALYSIS HAS BEEN COMPLETED?

The identification of an LPA is a critical step to pursue federal funding. The selection of an LPA for the Bottineau Transitway marks the end of the Alternatives Analysis phase. Concluding the AA process allows the project to pursue federal funding. The public input received during Scoping along with the analysis conducted during the Scoping process will inform the LPA decision-making.

WHAT TYPES OF ISSUES WILL BE COVERED IN THE DRAFT EIS?

The Draft EIS provides an opportunity for the public and agencies to disclose and explore anticipated project impacts. The Draft EIS will evaluate existing conditions and the significant potential impacts of the No-Build, TSM and Build alternatives on the environment. Environmental effects to be analyzed in the Draft EIS will include:

- **Neighborhood and community resources:** Effects on neighborhoods, social groups, community facilities, and community cohesion in the project area.
- **Environmental justice:** Effects of the proposed alternatives on minority and low-income populations and communities.
- **Noise and vibration:** Effects on noise and vibration on sensitive properties.
- **Historic and cultural resources (Section 106 process):** Effects on historic and cultural resources that include historic districts, buildings, structures, and other objects included in, or eligible for inclusion in the National Register of Historic Places.
- **Parks and public land (Section 4(f) and 6(f)):** Effects on publicly owned parks and recreation lands within the project area.
- **Water resources, wetlands, and habitat:** Effects on water resources, including surface water resources, water quality, wetlands, floodplains, critical areas, and groundwater. It also considers effects on ecosystems and protected plant and animal species.
- **Air quality and climate change:** Effects on climate change and regional air quality.

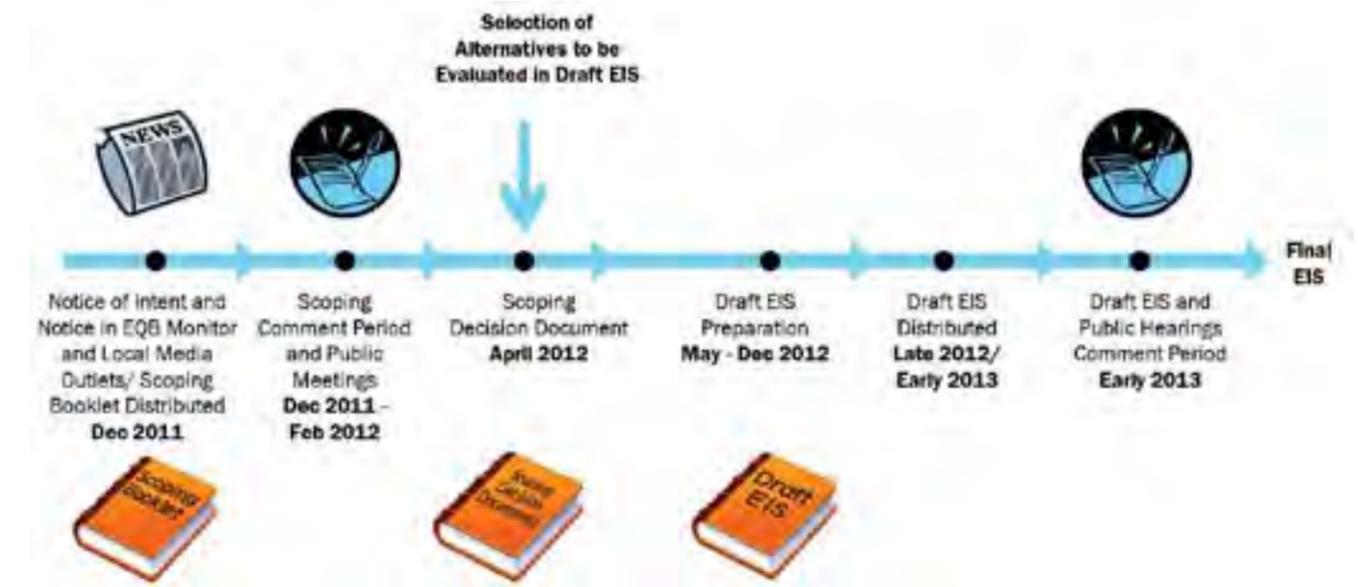
Other potential impacts to be addressed in the Draft EIS include:

- Land use and zoning
- Consistency with local plans
- Right-of-way impacts
- Economic development and redevelopment
- Visual and aesthetics
- Transportation (including transit, roads and highways, railroads and pedestrian/bicycle facilities)
- Safety and security
- Hazardous material/contamination
- Soils and geologic resources
- Utilities
- Energy
- Secondary and cumulative effects

During the EIS process, refined capital cost estimates will also be prepared, along with operating and maintenance cost estimates, and ridership forecasts.

The schedule for the Draft EIS is shown in Figure 7.

FIGURE 7: EIS SCHEDULE AND MILESTONES



How can I voice my opinion in the process?

Anyone interested in the Bottineau Transitway project is encouraged to take part in the Scoping process. Project planners are especially interested in your input on:

- Purpose and need for the project
- The alternatives proposed for study
- Project impacts or benefits that should be evaluated

There are several ways for you to participate and for your voice to be heard.

You can attend a meeting to learn more about the Scoping process and to share your thoughts about the project.

Formal public Scoping meetings are scheduled for the following dates and locations:

Scoping Open House #1:

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1301 Theodore Wirth Parkway, Minneapolis

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For your convenience, a public comment sheet is included with this booklet. Comments may also be submitted directly via the Bottineau Transitway website, www.bottineautransitway.org.

The scoping period closes on February 17, 2012. All comments must be received by that date.

Government agencies will be invited to a separate interagency Scoping meeting to be held as follows:

Interagency Meeting:

Date: Thursday, January 19
Time: 9:00 to 11:00 AM

Auxiliary aides, services and communication materials in accessible formats and languages other than English can be provided **if notice is given at least 14 calendar days before the meeting** by contacting Brent Rusco at the address, telephone number, or e-mail address above.

Written materials, project updates, and materials used at the public Scoping meetings will be available on the Bottineau Transitway project website: www.bottineautransitway.org.

How will my comments be used? Will they make a difference?

Your comments can make a difference. Comments received during the Scoping period will be used to finalize the Bottineau Transitway purpose and need, refine the proposed alternatives, and identify environmental topic areas to be analyzed in the Draft EIS and their method of analysis. You can find out how all comments were addressed by reviewing the Scoping Decision Document, which is a summary of the Scoping process, comments received, and response to comments that is published after the Scoping public comment period ends. This report will be made available to the public and interested agencies.

What does the Scoping Decision Document tell us?

The Scoping Decision Document is a summary of the Scoping process, comments received, and responses to comments, published after the Scoping public comment period ends. It tells how comments received during the Scoping process were addressed and presents the final Bottineau Transitway purpose and need, the alternatives to be studied, and the environmental topic areas and the methods of analysis in the Draft EIS.

What happens after Scoping? Can I still be involved?

The Scoping process is just the beginning of the environmental review process. Although the formal Scoping period ends on February 17, 2012, opportunities for involvement in the Draft EIS will continue. Additional community meetings will be scheduled during the preparation of the Draft EIS and materials will be posted to the project website for community review and comments.

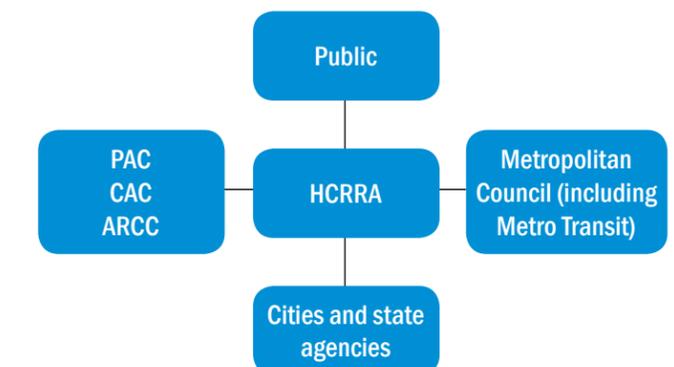
Following publication of the Draft EIS another series of formal public hearings will be conducted to receive your comments on the findings of the Draft EIS and the recommendation for the preferred alternative.

Who is involved locally in the process?

A number of other local groups are included in the Scoping and Draft EIS process (see Figure 8). A complete list of the federal, state, and local agencies involved in the Draft EIS process is available in the Bottineau Transitway Coordination Plan. Some of the most active local agency partners participate on the Bottineau Transitway Policy Advisory Committee (PAC), Citizen Advisory Committee (CAC) and the Advise, Review, and Coordinate Committee (ARCC):

- **Policy Advisory Committee (PAC):** PAC members are elected officials, key policy leaders for participating agencies, business leaders, and institutional leaders, convened to review project development progress and advise progress toward identifying a Locally Preferred Alternative.
- **Community Advisory Committee (CAC):** Members represent communities, businesses, and institutions in the Bottineau Transitway study area. CAC members provide a conduit for integrating the values and perspectives of citizens, communities, businesses and institutions into the study process.
- **Advise, Review, and Communicate Committee (ARCC):** ARCC members are technical staff from agencies convened to advise project development. The ARCC provides advice regarding local governmental perspectives, issues of concern, technical methodologies, and study process details. The ARCC is comprised of staff from Hennepin County; the cities of Brooklyn Park, Crystal, Golden Valley, New Hope, Maple Grove, Minneapolis, Osseo, and Robbinsdale; Maple Grove Transit; the Metropolitan Council, MnDOT; and project consultants.

FIGURE 8: DRAFT EIS PARTNERS





Bottineau *Transitway*

DRAFT ENVIRONMENTAL IMPACT STATEMENT

SCOPING BOOKLET | December, 2011

Prepared for **Hennepin County Regional Rail Authority**
by Kimley-Horn and SRF Consulting Group, Inc.

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

■ The alternatives proposed for study

■ Project impacts or benefits that should be evaluated

■ Other comments

Name: _____

Address: _____

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Guide to Bottineau Transitway Scoping Meetings

Thank you for participating in tonight's Scoping Meeting. Tonight we want to share with you the evaluations completed to date regarding possible transit modes (bus rapid transit and light rail), route alternatives and the potential transportation benefits of a Bottineau Transitway. We also request your input on the alternatives to be studied in the upcoming Environmental Impact Statement.

Specifically, we are interested in your input on:

- Purpose and Need for the project
- The alternatives proposed for study
- Project impacts or benefits that should be evaluated

We ask that you participate in the following activities tonight:

- Watch the video presentation to get an overview of the project and summary of the Scoping Booklet.
- Review the Scoping Booklet and information displays
- Talk to project staff about any questions or concerns you might have
- Provide your input!

You can provide your input in several ways:

- Speak to the comment recorder available at tonight's meeting. The reporter will transcribe your comments word for word for the project record.
- Write your comments on the comment form provided and leave in the comment box tonight or mail **before February 17**. The form is set up with the mailing address on the back – just fold, secure with tape and add a stamp.
- Submit your comments from home or the local library through the project website: www.bottineautransitway.org.

Please remember all comments must be received by February 17, 2012.

Also, feel free to share this information with your neighbors, co-workers or friends who are unable to attend these meetings. All information available at tonight's meeting (including the video presentation) is available on the project website.

Auxiliary aides, services and communication materials in accessible formats and languages other than English can be provided if notice is given at least 14 days in advance by contacting Brent Rusco, Bottineau Transitway Project Manager at 612-543-0570 or brent.rusco@co.hennepin.mn.us.



Your comments can make a difference!

Build Alternatives Proposed for Study in the Draft EIS

? What are Your Thoughts?

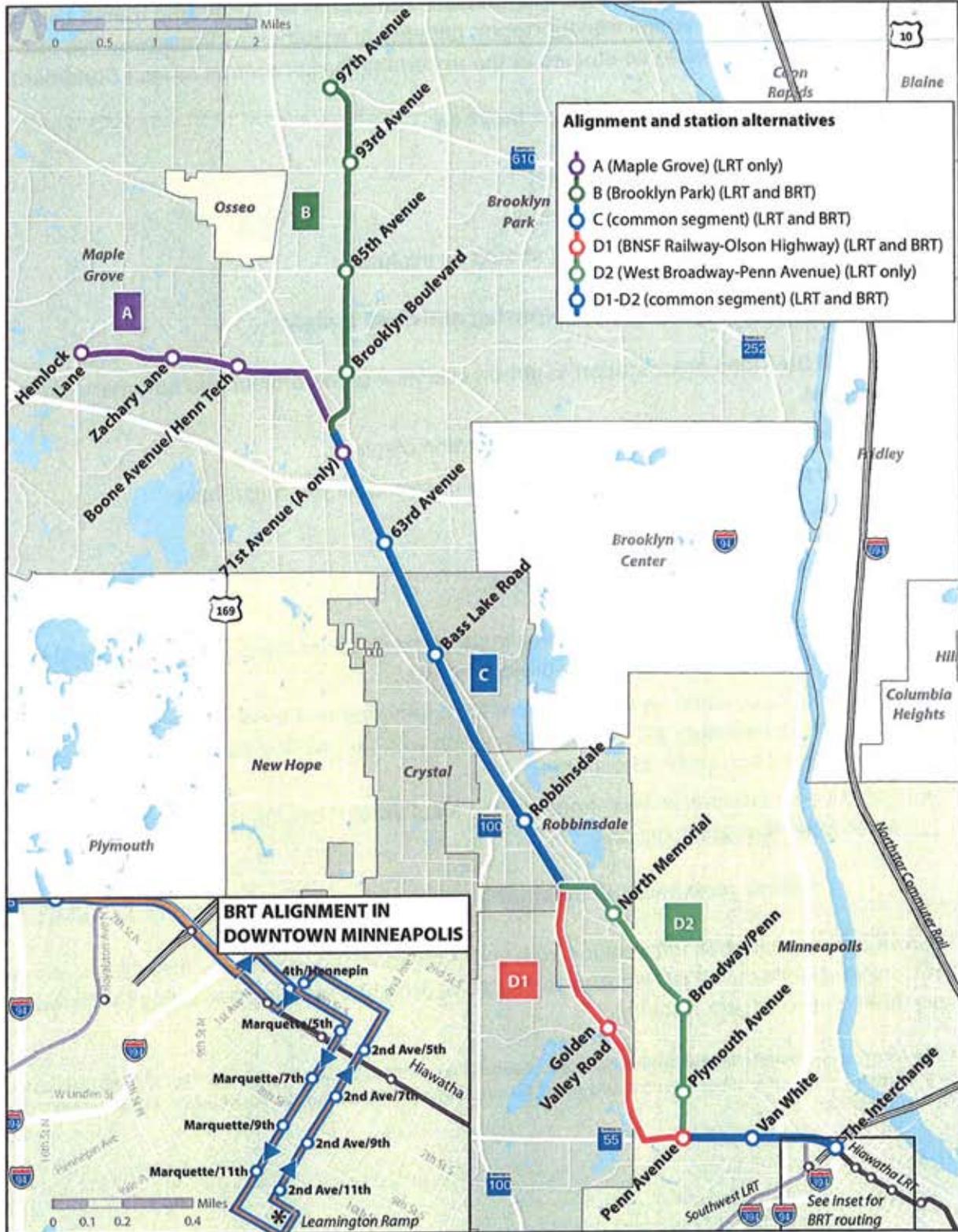
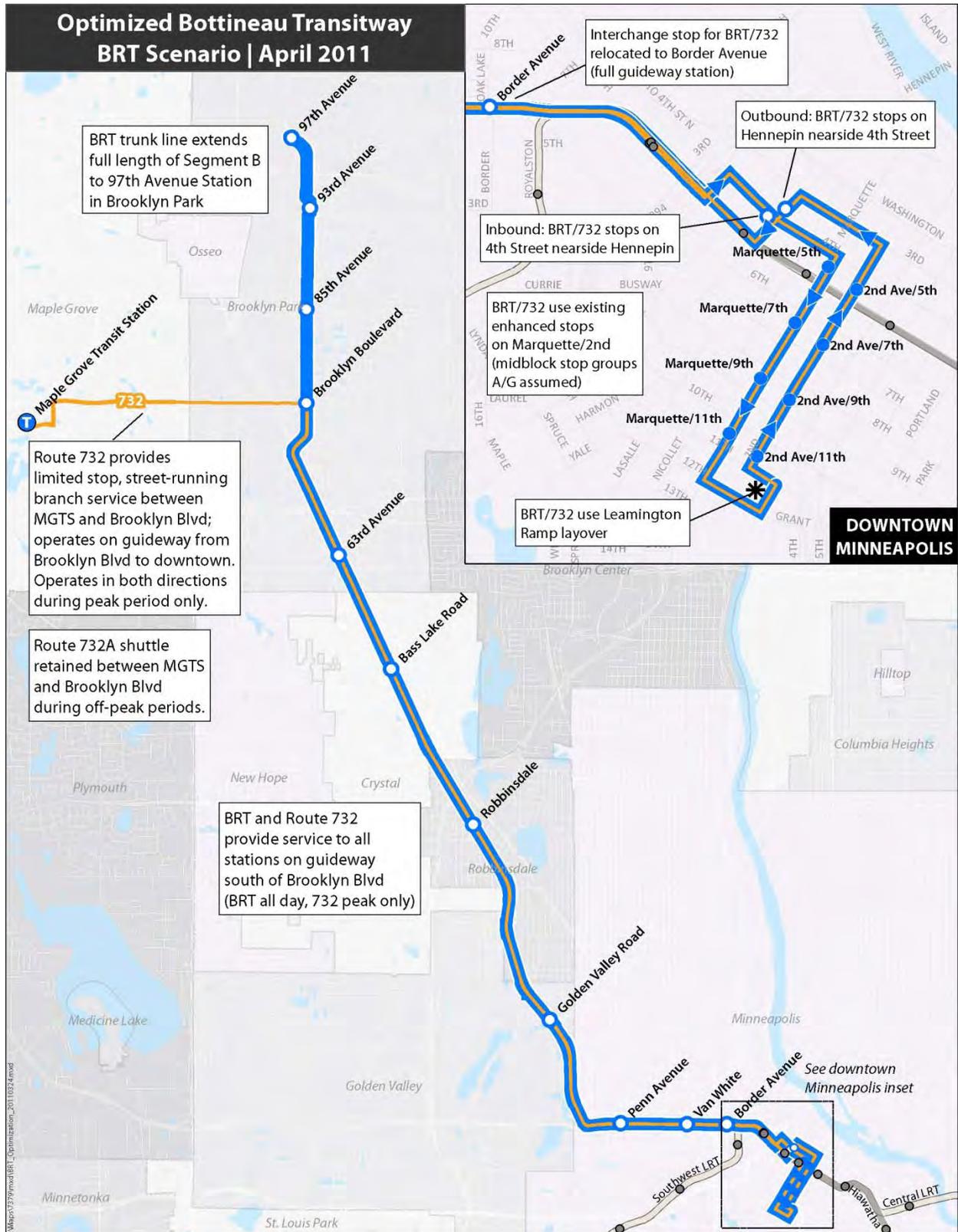


Figure 1: Optimized BRT Scenario Overview



Summary of Public Comments During Scoping Process



Hennepin County
 Regional Railroad Authority

Summary of Public Comments during the Bottineau Transitway Scoping Process

May 21, 2012

Overview

This document provides a summary of public comments received during the Scoping period (December 26, 2011 through February 17, 2012) for the Bottineau Transitway Draft Environmental Impact Statement (Draft EIS). Comments received during the Scoping period will be used to finalize the Bottineau Transitway purpose and need, refine proposed alternatives, and identify environmental topic areas to be analyzed in the Draft EIS and their method of analysis. Comments will be addressed in the Scoping Decision Document, which is a summary of the Scoping process, comments received, and response to comments that is published after the Scoping public comment period ends. This report will be made available to the public and interested agencies.

One interagency Scoping meeting and four public Scoping Open Houses were held during the Scoping period to gain stakeholder input. At the interagency meeting on January 19, 21 participants representing municipalities and local, state, and federal government agencies reviewed and discussed concerns relative to the proposed project. The dates, locations, and number of people attending each of the open house meetings are provided in [Table 1](#).

Table 1 : Open House Meeting Attendance

Location of Open House	Date	Attendees*
Theodore Wirth Chalet	January 23, 2012	127
Brooklyn Park City Hall	January 24, 2012	44
Urban Research and Outreach/Engagement Center	January 25, 2012	47
Robbinsdale City Hall	January 31, 2012	165
Total	--	383

* Number of people who signed the sign-in sheet

Public and Agency Outreach

An extensive outreach effort was used to solicit public and agency comments for the Bottineau Transitway project during the formal Scoping period, which extended from December 26, 2011 to February 17, 2012. The Scoping Booklet, which contained a list of Scoping Open House locations, was provided to members of the Bottineau Transitway Advise, Review, and Communicate Committee (ARCC), Community Advisory Committee (CAC), and Policy Advisory Committee (PAC) and other interested stakeholders on the project mailing list. An extensive e-mail list of more than 600 individuals, neighborhood groups, special interest groups, agencies, businesses, churches, elected officials, and media outlets was used to distribute the Scoping Booklet. The Scoping Booklet was also posted on the project website and hard copies were provided to libraries and community centers in the project area. Notice of the Scoping Open Houses was sent via e-mail to Maple Grove Transit riders and posters were put up at the transit station. Notices of the meetings were also sent to more than 500 property owners within approximately 350 feet of the Bottineau Transitway alignments in Robbinsdale.

Comments Received during the Scoping Process

Open house attendees were encouraged to provide input on the purpose and need for the project, the alternatives proposed for the study, and the project impacts or benefits that should be evaluated or any other areas of interest or concern. Comments represent public comments plus those from organizations, groups, municipalities, and agencies. Nearly 300 comments were received via the various formats described below. Comments were forwarded to one central location where they were tabulated, analyzed, coded, and summarized.

Written Comments: As part of the Scoping process, Scoping comment forms were prepared and included with the Scoping Booklet (see attached comment form), available on the project website and at each of the public meetings. Interested individuals were invited to submit written comments, either in letter format, on the Bottineau Transitway Scoping comment form, or electronically, to the project manager or the project email address. Comments were also received by city officials and forwarded for inclusion in the scoping input.

Verbal Comments: A court reporter was available at each open house to record verbatim statements.

Table 2: Summary of Comment Types

Type of Comment	Number
Comment forms submitted at open houses	84
Verbal statements received at open houses	45
Written comments (mail and electronic) and additional comment forms	166
Total	295

As shown in [Table 2](#), 295 comments were received through February 17, 2012. Of these, 84 written comments and 45 verbal comments were received at the Scoping open houses. The balance was received by mail or e-mail prior to the end of the comment period and one person commented by phone. A few individuals provided comments using more than one format (e.g., email and comment form), or submitted comments to more than one recipient (e.g., project website and the city council). In addition to comments from the general public, written statements were also received from the following municipalities, agencies, and organizations: City of Crystal, City Brooklyn Park, City of Robbinsdale, City of Golden Valley, City of Maple Grove, City of Minneapolis, Minneapolis Park &

Recreation Board, Metropolitan Council’s Transportation Accessibility Advisory Committee, Minnesota Pollution Control Agency (MPCA), U.S. Fish and Wildlife Service, Mille Lacs Band of Ojibwe, Shingle Creek Watershed Management Commission, Bassett Creek Watershed Commission, West Broadway Business and Area Coalition, Transit for Livable Communities, Alliance for Metropolitan Stability, North Loop Neighborhood Association, Harrison Neighborhood Association, ISAIAH, BNSF Railway, and the Bottineau Transitway CAC.

Comments by Topic

Purpose and Need for the Project

The Scoping comment form asked people to respond to the *purpose and need for the project*. General responses to this question indicated a need for better public transportation in the northwest portion the Twin Cities Metropolitan Area that would serve future growth in the northwest suburbs, support economic development, provide access to employment and school, and reduce traffic congestion and pollution. Responses to the purpose and need question, as well as other questions, provided information reflecting support or opposition to the transitway and preferences for LRT or BRT. The following tables summarize input received at the open houses (verbally and in comment forms) as well as in additional comments received during the Scoping process.

Comments that offered support for or opposition to the transitway are shown in [Table 3](#). The majority of comments indicated general support for the transitway.

Table 3: Public Comments – Support or Opposition to Transitway

Comment Source	Support	Oppose
Theodore Wirth Chalet Open House	12	--
Brooklyn Park City Hall Open House	9	--
UROC* Open House	6	2
Robbinsdale City Hall Open House	15	8
Additional comments	43	13
TOTAL	85	23

* Urban Research and Outreach/Engagement Center

Support for Transitway Project: Specific comments indicating support for the transitway included: economic growth, environmental sustainability, reduction in traffic congestion, and providing access to non-car owners and non-drivers (e.g., young, elderly, and disabled persons).

Opposition to the Transitway Project: Specific comments indicating opposition to the transitway included: social and environmental impacts, tax increases (including subsidies to maintain the transitway), much of the current plan is redundant to the existing transit system, the existing public transportation is underutilized, and the plan assumes people will actually use the transitway.

Comments pertaining to preferences for BRT or LRT are summarized below and in [Table 4](#).

Mode Preferences

Table 4: Public Comments – LRT or BRT Preference

Comment Source	Preference			
	LRT	BRT	Combination of LRT & Bus	Improve the Existing System
Theodore Wirth Chalet Open House	8	1	5	5
Brooklyn Park City Hall Open House	6	2	1	--
UROC* Open House	2	--	--	--
Robbinsdale City Hall Open House	2	1	--	--
Additional comments	18	2	--	--
TOTAL	36	6	6	5

* Urban Research and Outreach/Engagement Center

Preference for LRT: Many (36) people who provided comments indicated a preference for LRT over BRT. Specific reasons for supporting LRT included: cleaner and more efficient than buses, more environmentally responsible, faster travel time, require less maintenance than buses, more visually appealing, has more “personality” leading to higher ridership, transports a higher volume of riders, leads to higher surrounding land values, not as susceptible to weather, better long-term transportation solution than buses, and adds to the existing Metro LRT system. One person noted that with LRT, two Van White stations would not be needed (i.e., the Southwest Transitway and the Bottineau Transitway are close together). Several individuals noted that they preferred LRT or nothing and that they would not use a BRT system.

Preference for BRT: Several (6) people expressed a preference for BRT. Specific reasons for supporting BRT included: more flexibility in routing and vehicle sizes compared to buses, easier to board and exit, lower initial costs and lower operating costs than LRT, and represents a better use of tax dollars.

Preference for LRT and BRT: Transit for Livable Communities indicated that both LRT and BRT should be given full consideration. Several other comments also supported both LRT and BRT.

Preference for a combination of LRT and bus: Comments were received that favored the use of LRT with “feeder buses” to transport users to the LRT route.

Preference for improving the existing system: Several comments supported finding ways to improve the existing system and questioned the need for a dedicated transitway. One comment noted that using the existing system could avoid tax increases and avoid environmental impacts.

BNSF Railway input: HCRRA’s proposal to operate a BRT system immediately adjacent to BNSF trackage on the Monticello Subdivision has been reviewed by the BNSF Operations and Engineering Departments. After reviewing the proposal, BNSF will not support the BRT option.

Alignment Preferences

The Scoping comment form asked people to respond to the *alternatives proposed for study*. Responses to this question expressed preferences for or opposition to specific alignments. Comments offering suggestions for alternative alignments are provided at the end of this summary.

Statements of preference for the proposed alignments are summarized in [Table 5](#). Those who indicated support or a preference for a specific alignment are included under “support” column. Comments that expressed overall opposition to the transitway project are not represented in [Table 5](#). For the northern portion of the transitway, comments generally indicated a preference for the A (Maple Grove) or B (Brooklyn Park) alignment. For the southern portion of the transitway, comments generally indicated a preference for D1 (BNSF Railway – Olson Highway) or D2 (West Broadway – Penn Avenue) alignment.

Table 5: Public Comments – Alignment Preferences

Comment Source	Alignment A		Alignment B		Alignment D1		Alignment D2	
	Support	Oppose	Support	Oppose	Support	Oppose	Support	Oppose
Theodore Wirth Chalet Open House	2	--	--	--	7	12	12	2
Brooklyn Park City Hall Open House	3	1	10	--	2	1	6	1
UROC* Open House	--	--	1	--	3	3	10	1
Robbinsdale City Hall Open House	--	--	3	--	8	--	3	4
Additional comments	6	--	4	--	12	34	26	5
TOTAL	11	1	18		32	50	57	13

* Urban Research and Outreach/Engagement Center

Alignment A (Maple Grove)

Support: In addition to general support for Alignment A, comments indicated that this alignment would better serve access to employment and education opportunities. One individual indicated that a line terminating in Maple Grove would bring more job opportunities to the residents of Minneapolis and the inner-ring suburbs than a Brooklyn Park terminus. Another individual comment indicated that Alignment A facilitates the need for reverse commutes.

Oppose: One individual indicated that the route serves a minority of people and retail shoppers who would probably opt to drive. The comment also noted that Brooklyn Park alignment (B) has more industry along their corridor for commuting.

Concerns: The City of Maple Grove Resolution 12-016 supports further review of alternatives A-C-D1, A-C-D2, B-C-D1, and B-C-D2. However, the resolution outlines concerns regarding impacts related to Alignment A, including impacts to the Gravel Mining Area, the existing Maple Grove Transit operation, and the right-of-way of a future extension of Arbor Lakes Parkway. Details associated with these specific concerns are detailed in the City of Maple Grove’s Resolution No. 12-016.

Alignment B (Brooklyn Park)

Support: The City of Brooklyn Park supports Alignment B, indicating that this alignment will reach more of its residents and businesses than Alignment A. In addition to general public comments indicating support for Alignment B, comments providing specific reasons for preferring this Alignment included: would help Highway 610 business development and development in Brooklyn Park, would have a stop at the new Brooklyn Park library, provides better access to schools (i.e., North Hennepin Community College) and jobs (e.g., Target North Campus), and provides more opportunity for more riders to take public transportation on a regular basis.

Alignments A and B

Support: Several individuals suggested providing transit service along both the A and B alignments, indicating that both alignments provide opportunities for jobs, school, shopping, and commuting. The City of Crystal and Transit for Livable Communities support further study of both alignments. Transit for Livable Communities also supports the possibility of constructing both northern alignments for BRT.

Alignment C

The City of Crystal Resolution 2012-14 and the City of Robbinsdale Resolution No. 7143 support Alignment C. Comments providing specific reasons for supporting this alignment included: minimizes crossings at roadways and signalized intersections, offers reasonable opportunities for station siting, requires no additional right-of-way, provides a station within Crystal's most significant concentration of existing shopping and employment, and is adjacent to residential neighborhoods.

Alignment D1 (BNSF Railway-Olson Highway)

Support: The City of Brooklyn Park and the City of Robbinsdale Resolution No. 7143 support Alignment D1. In addition to general public comments stating support for Alignment D1, comments providing specific reasons for preferring this alignment included: using the existing rail line is much less disruptive to the residential neighborhood, more people would use due to faster travel time (e.g., fewer stops and signalized intersections), allows people living farther out to get downtown quickly, will serve more people in the long-term, and is more compatible with general motor vehicle, bus, bicycle, and pedestrian traffic as compared to Alignment D2. One comment stated that Broadway should be reserved for future street car reintroduction.

Oppose: The Minneapolis Park & Recreation Board (MPRB) opposes the Alignment D1 due to potential impacts to natural resources, parkland, and the recreational opportunities it is entrusted to protect. MPRB correspondence details concerns regarding the historic nature of the Grand Rounds, park and trail impacts, bus transportation restrictions on MPRB parkways, pedestrian and wildlife barriers associated with the transitway, floodway and floodplain impacts, and the potential removal of disease resistant elms. If the Alignment D1 is selected, the MPRB requests the environmental review of both the Golden Valley Road and Plymouth Avenue stations.

The majority of public comments opposing this alignment are related to environmental (e.g., wetlands, floodplains, wildlife, and ecosystems) and recreational impacts (e.g., safety and increased noise) to Theodore Wirth Park. Many comments expressed opposition to D1 indicating that it would disregard people in north Minneapolis who most need the service. Other reasons for opposition included: does not serve a high ridership, provides no service destinations (e.g., restaurants, shops,

hospital), impacts quality of life for nearby residents, bypasses North Memorial Medical Center, does not provide an opportunity for economic development, efficient transit is already available to downtown, influx of crime and/or “undesirable people,” decrease in property values, increase in taxes, noise and vibration impacts, increased traffic, the residents do not need it/will not use it, would encourage sprawl, oppose as a way for suburban commuters to avoid racial diversity, and there is no parking available on the D1 alignment (e.g., people would park on local streets).

Concerns: Correspondence from the City of Golden Valley sets forth specific concerns associated with Alignment D1. Golden Valley asks that, if study of the D1 Alignment continues, the following items be addressed: natural resources (e.g., recreational and environmental impacts), station location (Golden Valley Road and Plymouth Avenue), property impacts (e.g., property values, noise and vibration impacts, lighting impacts), and community resources (e.g., public services, utilities). Details are provided in correspondence from the City of Golden Valley dated February 21, 2012.

Scoping comments received from the City of Minneapolis Scoping also address specific concerns regarding Alignment D1. The City specifies that Alignment D1 largely bypasses transit-dependent communities in north Minneapolis and does not extend the transportation and economic development benefits provided by the transitway directly to these communities. Details related to this concern, along with the need for future arterial/regional transitway improvements, are provided in the City of Minneapolis Bottineau DEIS Scoping Comments approved by City Council on February 15, 2012.

Alignment D2 (West Broadway-Penn Avenue)

Support: The MPRB supports Alignment D2 because it believes that this alignment presents the greatest opportunities for urban revival, economic development, strong ridership, and transportation equity in north Minneapolis. Many public comments addressed the need for the transitway to be close to where people live. Comments providing specific reasons for preferring Alignment D2 included: serves more people (greater ridership) than D1, has more stations and better station access (including by foot) than D1, supports economic growth in the area, would better serve low-income community, better serves non-car owners, provides equity in infrastructure and access to employment/education/healthcare, and provides a better long-term transit strategy. One individual stated that “a growing and accessible north Minneapolis community where people want to live is essential for stabilizing surrounding communities.”

Oppose: The City of Crystal opposes the D2 alignment because it sacrifices travel times and higher overall ridership offered by the D1 alignment, requires two additional station stops and seven additional signalized intersections as compared to Alignment D1, has significant technical challenges associated with operating a transitway in a largely residential neighborhood and on arterial streets with relatively narrow existing right-of-way, duplicates existing bus service, and has substantial property, right-of-way, and community impacts. In addition, residents of north Minneapolis signed a “petition against the D2 LRT plan down the streets of Oliver and Penn.” The petition, signed by 118 residents, was submitted to the Bottineau Transitway PAC prior to the scoping process.

Additional reasons for opposition to Alignment D2 included: will destroy the neighborhood, negatively impact property values, remove too many houses (cost of right-of-way and relocation), damage the character of the neighborhood, exacerbate congestion, present potential safety concerns, and remove parking on city streets. One individual indicated that outsiders are bringing in the idea that the transitway is going to be really good for economic development. Another individual stated that Penn needs to be protected as a north/south thoroughfare.

Concerns: Comments received from the City of Minneapolis presented specific concerns regarding Alignment D2. The City specifies that the D2 Alignment has significant community impacts related to

removal of single-family homes on the west side of the street, the reduction of traffic lanes on West Broadway Avenue, and the removal of existing off-peak on-street parking. Details related to these concerns, along with the need for future arterial/regional transitway improvements, are provided in the City of Minneapolis Bottineau Draft EIS Scoping Comments.

Alignments D1 and D2:

Support: Several comments suggested providing transit service along *both* the D1 and D2 alignments, indicating that both alignments have benefits. Transit for Livable Communities also supports further study of the D1 and D2 alignments. One individual suggested that D1 could be BRT, facilitating transport to D2. Several comments expressed a desire for transit along the D2 alignment if it were possible without the loss of so many homes.

Alignment Options D2A, D2B, and D2C

Multiple comments stated support for D2A and D2B, or other parallel routes, indicating that these alignments are preferable because they would result in fewer property impacts. One individual stated that at the last North Side meeting, the option going down Oliver Avenue was the preferred choice of neighborhood residents because it would be less destructive to homes and businesses. Transit for Livable Communities indicated that the D2A, D2B, and D2C alignments should be given further consideration. In November 2011, the Bottineau Transitway Policy Advisory Committee decided to continue study of Alignment D2 Option C (all vehicle and LRT traffic on Penn Avenue).

Other Alignments

Several people indicated that they preferred the proposed alignment to use the existing BNSF railway line, but did not specify a preference for Alignment D1. One commenter indicated a preference for Alternative 1 or 5 and D2C. Another commenter noted a preference for Alternative 7. Alternatives 1¹, 5², and 7³ were among the universe of alternatives considered in the Alternatives Analysis Study. Finally, other comments suggested various combinations of buses and light rail to provide transit services. Several comments specified the use of feeder buses in conjunction with LRT. Specific suggestions for alternative alignments are provided under *Project/Alternative Suggestions* at the end of this summary.

Potential Project Impacts and Other Topics of Public Concern

The Scoping comment form asked for input regarding *project impacts or benefits that should be evaluated* and also asked for *other comments*. Responses to these questions, as well as to other comment form questions, identified topics of public concern and are summarized in [Table 6](#). The table also includes topics of concern provided in verbal and written comments from the public. Each topic listed in the table is discussed in the subsequent text. Specific concerns raised by the general public are provided under the heading [from public comments](#). Specific concerns raised by particular

¹ Alternative 1 – BRT/LRT, BNSF right-of-way – Olson Memorial Highway

² Alternative 5 – BRT, Bottineau Boulevard – West Broadway Avenue – Lyndale Avenue – 7th Street North

³ Alternative 7 – BRT/LRT, Bottineau Boulevard – West Broadway Avenue – Lowry Avenue – Emerson/Fremont – 7th Street North

groups are summarized under the heading [from organizations, groups, municipalities, and agencies](#), with additional detail provided in correspondence from the group or within city resolutions.

A list of project impacts or benefits that should be evaluated is provided at the end of this summary.

Table 6: Summary of Potential Project Impacts and Other Topics of Public Concern

Topics of Concern	Number
Social and Economic Impacts and Relocations	126
Noise and Vibration	55
Natural Resources	40
Parks	38
Traffic, Congestion, and Accessibility	25
Safety and Security	22
Station Locations	15
Trails	14
Parking	14
Project Cost	12
Feeder Buses	12
Transit Operations	8
Public Engagement Process	6
Visual Impacts	5
Crime	5
Data Assumptions	4
Emergency Services	3
Cultural Resources	3
Wagner's Drive-In	3
Health	3
Construction Impacts	2
ADA Accessibility	1

Social and Economic Impacts and Relocation:

From public comments: Many comments (70) indicated concern about decreases in property values and increases in taxes as a result of the proposed transitway. Other comments expressed concern about impacts to homes/businesses and stated the importance of minimizing impacts to properties and providing appropriate compensation. One comment noted that removal of housing along the west side of Penn Avenue would mean the loss of millions of dollars of NRP investment and would affect neighborhood/area stability and result in a dwindling tax base.

Comments expressed concerns regarding environmental impacts (e.g., noise, vibrations, light pollution, safety and security) and losses in property values resulting from the location of the transitway near their properties. Specifically, individuals asked if property owners are compensated and what agency is responsible for providing compensation. One individual requested that compensation be discussed directly with affected residents, as opposed to communication with

community organizations who do not necessarily act in the residents' best interest. One individual [Noble Avenue] noted that his property is located only a few feet from the existing railroad fence and asked what criteria are used for buying out homes that would be severely impacted. Several people were skeptical that property values would increase. Several comments addressed the importance of working with landlords, rather than just renters, during relocations and noted the need to ensure that renters receive assistance.

Numerous comments (30) related to social impacts expressed concerns about the importance of providing affordable, accessible, and equitable transportation to low-income and minority residents so that they can have access to financial opportunities (jobs), educational opportunities, health services, and healthy food alternatives. Comments emphasized the importance of avoiding disparities in transportation, in some cases indicated that this should be a primary consideration in the Scoping alternatives. Eight comments reflected a general need to run the transitway in corridors where the greatest number of residents and businesses can be served.

A total of 18 comments noted the importance of the transitway in spurring economic development, business investment, and revitalization in north Minneapolis and Brooklyn Park.

One verbal statement expressed concern about impacts to community facilities, specifically Estes Funeral Chapel, noting that the chapel has provided services to the community for 54 years. Several comments addressed impacts to North Point Health and Wellness Center stating that African American people and lower income people go there for health care.

From organizations, groups, municipalities, and agencies: Environmental justice concerns were clearly evident in correspondence from the Alliance for Metropolitan Stability, the Harrison Neighborhood Association, and ISAIAH (a coalition of churches advocating for racial and economic justice). Specific concerns are detailed in correspondence received from these organizations. In addition, the City of Minneapolis recommends further analysis of the distribution of the project's benefits relative to the transit-dependent, minority, and low-income communities in the D1 Alignment corridor. Further discussion is provided in the City of Minneapolis Bottineau Draft EIS Scoping Comments.

The West Broadway Business & Area Coalition stressed the importance of applying the best management practices learned from Blue Line (Hiawatha), Central, and Southwest Transit Lines to any line that comes through north Minneapolis. The Coalition wants small businesses to survive and thrive through construction, and wants rail stops be designed for the best accessibility to existing businesses.

Noise and Vibration

From public comments: Numerous comments (55) addressed concerns about noise and vibration impacts (during construction and during operation) and the need to mitigate them. Comments expressed concerns about noise generated by the train whistle and the arm of the crossing guard, vibration damage to foundations, health impacts, impacts to children and pets, and noise affecting quality of life (e.g., loss of peacefulness, inability to sleep). In addition, specific inquiries about sound walls along alleys or Queen and Russell (D2) or for Highway 55 to Plymouth Avenue (D1) were made. One individual noted that "there is very little information on the specifics about what else might be going in (sound barriers or other sound or motion issues)." Questions related to noise and vibration included: Will soundproofing be provided for homes? Will the project include sound barriers/earth berms? What kind of vibration impacts will there be? How do BRT and LRT compare in terms of noise and disruption? What is the impact?

One comment questioned the noise and vibration assessment, specifically the noise impact for D1 (Moderately High) and D2 (Moderate). The comment indicated that it was extremely difficult to believe that LRT along a relatively straight, long-established, and in use railroad track would have a greater

noise impact than LRT down city streets where no rail transit currently exists and that would require at least two sharp turns and many crossing signals. The commenter asked how overall noise/vibration impact scores were calculated. The commenter requested an explanation of how the seemingly arbitrary vibration impacts for D2 LRT and D3 LRT were determined.

Natural Resources

From public comments: A total of 40 comments expressed concerns about natural resources, many of which were associated with Alignment D1. Comments expressed concerns about negative impacts to resources (e.g., wetlands, floodplains, vegetation, wildlife and habitat, ecosystems, etc.). Many comments specifically noted concerns about resource impacts in Theodore Wirth Park, Mary Hills Nature Area, and Sochacki Park. Several comments mentioned concerns about light pollution and pollution in general. One individual noted the demolition and disposal of homes along Penn Avenue as an environmental impact. Another individual asked if any necessary landscaping could be done with native plants. One individual cautioned that the proposed D1 Alignment poses a fire risk because of all the fallen trees in the area between the tracks and private properties between Plymouth Avenue and Highway 55. Another person asked if the “availability of LRT lessened air and soil pollution in Twin Cities neighborhoods where it has been put into service.”

From organizations, groups, municipalities, and agencies: The U.S. Fish and Wildlife Service (USFWS) identified the potential for wetland impacts along Theodore Wirth Park (D1) and noted that moving the Golden Valley Station from Golden Valley Road to Plymouth Avenue also has the potential for wetland impacts. The USFWS also indicated that although there are no known eagle nests within the action area, existing data may not be current. The USFWS advises that if Alignment D1 advances for further study in the Draft EIS, eagle nest surveys should be incorporated in the EIS for any forested areas planned for development. The surveys should be performed a few years prior to construction. If eagle nests are identified, construction timetables should be designed to do much of the work outside the eagle nesting season or outside a 660 foot buffer from the nest.

Shingle Creek Watershed Management Commission (Commission) is currently undergoing rule revisions. Changes that may affect the Bottineau Transitway project are outlined in correspondence from the Commission.

The Bassett Creek Watershed Management Commission (BCWMC) noted that portions of two of the proposed alignments are located in the jurisdiction of the BCWMC; nearly all of Alignment D1 and a portion of Alignment D2 near the Robbinsdale/Crystal border. Correspondence from the BCWMC provided detailed comments regarding floodplain issues, runoff and rate control, water quality, maintenance, erosion control, and wetland management.

The Minnesota Pollution Control Agency (MPCA) offered several comments regarding regulatory requirements. Specific concerns related to permitting, impaired waters, and contamination are addressed in correspondence from the MPCA.

Parks

From public comments: A total of 38 comments addressed concerns related to recreational (e.g., safety and disruption of peacefulness/tranquility) and environmental (e.g., wildlife, wetlands, vegetation, etc.) impacts to parkland. Theodore Wirth Park, Mary Hills Nature Area, and Sochacki Park were specifically mentioned. In addition to concerns about habitat loss and danger to wildlife, people were concerned that they would no longer be able to observe wildlife near their home and/or neighborhood. One individual noted that a light rail line would cut off access for residents living on the east side of Sochacki Park and Mary Hills Nature Area. Two people indicated that Alignment D1 would not interfere with their enjoyment of the Theodore Wirth Park. One comment expressed concerns about Triangle Park and Lee Park, given their proximity to the existing railroad tracks and questioned whether or not they would still be usable.

Traffic, Congestion, and Accessibility

From public comments: Many comments (25) identified concerns regarding increases in congestion and traffic and noted that Penn Avenue is too congested already. Another comment expressed concern about the access and the ability to cross Penn Avenue with the transitway running down the center. One commenter indicated that impacts would occur on the busy and speedy Golden Valley Road, which is not in great shape. Another commenter identified disruptions to commuting patterns if Golden Valley Road was closed during construction. Several comments expressed a desire to not bring more buses in the area to bring people in to get on the train.

Safety and Security

From public comments: Numerous comments (22) addressed safety for neighborhood children, trail users, pedestrians crossing the tracks, and commuters using the transitway. Transit for Livable Communities indicated that safe and convenient access to any future stations for pedestrians and bicyclists must be addressed. One comment expressed concern regarding the safety of riders on LRT versus BRT given that a driver is not present in the cars with the passengers. Several comments expressed concerns about the safety issues related to running a transitway through a residential area.

From organizations, groups, municipalities, and agencies: The City of Minneapolis recommends that the Draft EIS evaluate the impacts of the transitway and associated roadway design on pedestrian safety along Highway 55 and identify safe and convenient pedestrian infrastructure improvements. This concern is discussed further in the City of Minneapolis Bottineau DEIS Scoping Comments.

Station Locations

From public comments: A total of 15 comments addressed station locations. Comments addressed dissatisfaction with some station locations and also suggested locations for additional stations/stops. One individual commented that no one is going to walk 15-20 minutes or more to get to a station. Another person indicated that the North Memorial Medical Center station is too far from the hospital and another noted that the Golden Valley stop and the Plymouth stop (D1) are inaccessible for many people. Several comments noted that the stops on D2 are too far apart and too far for an elderly person to walk, especially in the winter. One comment indicated that the inclusion of park-and-ride may not be needed in neighborhoods with high numbers of zero-car households. Another comment noted that it is "stupid to put a big stop right before a neighborhood that terrifies most people from the suburbs."

Suggested station locations included: a stop between Robbinsdale and Bass Lake Road, between 42nd and Plymouth, at Lowry and Olson Memorial, at 36th, and at the former Robbinsdale Farm and Garden. One comment suggested moving the proposed Golden Valley Road station to Plymouth Avenue. Another individual indicated that if the Maple Grove terminal is chosen, it must serve Arbor Lakes and added that the current stations are too far from the mall. One commenter noted that there is no need for rail stops at Plymouth Avenue and Golden Valley Road and added that buses already exist and are working well. Another comment noted that Golden Valley Road option has more space and visibility and is less disruptive to private residences.

From organizations, groups, municipalities, and agencies: The City of Crystal commented that the lack of parking facilities suggests that the Crystal station will serve walk-up riders only, compromising pedestrian safety and posing traffic/pedestrian conflicts as riders are dropped off and picked up on adjacent roadways. City of Crystal comments also emphasized that the safety of pedestrians and non-motorized traffic near stations must be protected. In addition, the siting of the Crystal station at a location between Bass Lake Road and Wilshire Boulevard is dependent on considerations such as adjacent opportunities for development, visual prominence, traffic delays at nearby crossings, and noise impacts on adjacent residential properties.

The City of Minneapolis recommends that the Draft EIS include an evaluation of the benefits and costs of including stations at both Golden Valley Road and Plymouth Avenue along Alignment D1. The City also recommends that the Draft EIS evaluate alternative Target Field station location options and/or pedestrian access improvements for the BRT alternative that provide more convenient access to Target Field and the Interchange than the proposed Border Avenue station. These concerns are discussed further in the City of Minneapolis Draft EIS Scoping Comments.

Trails

From public comments: A total of 14 comments addressed potential trail impacts, specifically mentioning concerns about safety for trail users in Theodore Wirth Park, Mary Hills Nature Area, and Sochacki Park. One individual noted a possible loss of access to Wirth Lake as a result of the transitway. Another individual noted that, because of the lack of sidewalks in portions of Golden Valley, these trails are “the only place for kids to ride their bikes or for pet-owners to walk their dogs.” Others commented on the need to provide trail connectivity with the transitway.

One individual suggested a walk/bike bridge over Hwy 81 so people from the north side would have a safe path to the station. One individual asked how bike trails and the Luce Line proposed links (including a north-south route through Golden Valley and a route down Golden Valley Road to Theodore Wirth Park) would fit into this plan. Another person asked if there could be a tie in to Greenway-type bike trails along the rail line indicating that a trail would be more likely to be used by residents than BRT or LRT.

Parking

From public comments: A total of 14 comments addressed parking concerns. Comments addressed the need for more parking options near stations, including bicycle parking. One comment noted that there needs to be an adequate park-and-ride near Penn Avenue and Olson Memorial Highway to provide access for northsiders. Comments also expressed concern that the lack of parking at stations would result in transit users parking on residential streets and resulting in the loss of street parking.

Project Cost

From public comments: A dozen comments addressed concerns about the cost of the project, cost to taxpayers, misappropriation of “scarce public funds,” transitway subsidies, and the likelihood that the transitway will not be able to support itself solely with fares. One individual asked that the project be respectful of tax dollars, noting that there is no need to incur the extra initial cost and the additional operating expenses of LRT.

Feeder Buses

From public comments: A dozen comments stressed the importance of maintaining a system of “feeder buses” to provide access to transit stations.

Transit Operations

From public comments: Eight comments and suggestions were made regarding transit operations. Specific comments included: Trains should be three cars long and run every 7-10 minutes, commuters should pay *before* entering the train platforms, trains should be given green lights at intersections, the ride needs to be more pleasant than on a Metro Transit bus, and service should be available during the evening and on weekends.

Several comments noted a need to study how the Bottineau transitway interconnects with other non-car transportation. One comment noted that the BRT alternative does not appear to provide direct service to neighborhoods in north Minneapolis. Regarding existing transit operations, one individual expressed concern that the 760 bus would be eliminated.

Public Engagement Process

From public comments: Six comments addressed the public engagement process, indicating that not enough has been done to involve the community members. One comment indicated that a notice in the newspaper is not sufficient, especially in a neighborhood that does not have a high literacy rate. The commenter suggested announcements on KMOJ Radio. Another individual indicated that little advanced notice was given and the hours for review quite limited. One individual asked if a public meeting had been considered for the Maple Grove community and why public comments are only being received through February 17. One individual indicated that the neighborhood was not being heard regarding their preference for the Oliver Avenue option. Several individuals noted that many of the elderly do not have computers/internet and do not know much about the proposed alternatives. Other individuals commented that it appears their input does not matter.

Visual Impacts

From public comments: Five comments expressed concern with the aesthetic impacts as a result of the transitway. Comments referred to the transitway infrastructure as “ugly” and called it “visual pollution.” Concerns related to visual impacts included loss of aesthetics associated with park properties. Comments also noted light pollution as a visual impact.

Crime

From public comments: Five comments mentioned concerns about increases in crime to their neighborhoods as a result of the transitway. One individual asked if “the availability of LRT lessened theft, homicide, and other crime in Twin Cities neighborhoods where it has been put into service.” Another comment indicated that LRT will make it easier for “thugs” to get to the Mall of America.

Data Assumptions

From public comments: Four comments challenged the accuracy of statistics for population and employment growth that were provided in the Scoping Booklet and presented at the Scoping Open Houses. Comments noted that the economic downturn may have an effect on the accuracy of the data provided. The data accuracy for senior population growth and their use of public transit as a segment of the population who depend on transit was also questioned.

One comment challenged the data used for traffic congestion. The comment noted that the traffic data forecast growth between years 2005 and 2030, which were generated during a period of optimistic economic outlooks. In addition, the comment asked for the source of the forecast, the assumptions on which it was based, and whether these assumptions are still reasonable.

Emergency Services

From public comments: Three comments addressed impacts to emergency services. One comment stated that “all the ambulances go through our street [3300 block of France Avenue North] and with the transit they are going to have to reroute all of them and it will take longer.” Another comment addressed concerns about emergency access to North Memorial Medical Center, noting that due to existing infrastructure, direct routes to the hospital are already limited. The comment indicated that access to emergency services needs to be addressed and suggested that legal advice be sought on the issue of longer emergency transport times and survival rates, adding that the risk and cost of any potential litigation be included in the assessment of Alignment D2 costs in the Draft EIS.

Cultural Resources

From public comments: Three comments mentioned historic or archaeological resources. One comment noted that the Terrace Theater is a historic building and should not be tampered with as part of the plan. One comment indicated that there is an “Indian burial ground” claim pending in the area of the BNSF track (Alignment D1).

Wagner's Drive In

From public comments: Three individuals who attended the open house in Brooklyn Park noted the importance of avoiding impacts to *Wagner's Drive-In*. This family-owned drive-in restaurant is located on West Broadway Avenue.

Health

From public comments: Three comments mentioned general health concerns as related to the transitway.

Construction Impacts

From public comments: One comment specifically noted that construction would disrupt access to Highway 100 from Golden Valley Road for the house north of the Church of St. Margaret Mary. Another comment expressed concern that transitway construction will create traffic problems and generate noise.

ADA Accessibility

From public comments: One individual expressed concern for ADA accessibility, specifically mentioning the need to ensure access to people at the Courage Center.

From organizations, groups, municipalities, and agencies: The Metropolitan Council's Transportation Accessibility Advisory Committee (TAAC) requested that if the BRT alternative advances, to carefully consider whether wheelchairs need to be secured on a BRT vehicle, and if so, how to secure them effectively and efficiently to minimize transit travel time. The TAAC requested that if commuter bus service is assumed in the baseline alternative, providing paratransit service that complements the commuter bus service so this kind of connecting transit service is available to people of all ages and abilities should be considered. If the Bottineau project proceeds into preliminary engineering, the TAAC requests that a TAAC member be named to one of the project advisory committees to provide advice on accessibility for people with disabilities. The TAAC also requests a meeting with Hennepin County Public Works ADA Title II specialist, if one exists and the Bottineau project moves forward into preliminary engineering.

Alternative and Station Location Suggestions

Many individuals provided suggestions regarding alternative routes and station locations. These suggestions are listed below:

From public comments:

- Consider constructing on Bottineau Boulevard (County Road 81)
- Keep in mind expanding west along 610 from Target North Campus to area of Home Depot and new hospital, with possible spur from Maple Grove transit center along Hemlock/Zachary to 610
- Reconsider a 7th Street/Freemont – Lowry Avenue alternative
- Consider Hubbard station to D1 straight across to Plymouth Avenue then along D1 to Penn or across Golden Valley Road to Broadway/Penn D2
- Consider incremental approach such a building only to Crystal
- Project should end at 63rd; development drops off north of there
- A good alternative would be West Broadway to Washington Avenue and then into The Interchange
- Suggests that LRT down 81 to 41st or 42nd would be much more beneficial
- Suggests BRT down County Road 81 makes the most financial sense

- Suggest alternative with LRT along Bottineau transitway on rail and intersect with Hwy 100, follow to Hwy 55 with transit stations along Hwy 55
- Suggest a hub at 41st for bus transit; there is space available for LRT coming in from the north side
- D1 should be considered for a greenway with a non-motorized trail, allowing access to other trails/downtown (similar to the Kenilworth Trail, Cedar Lake Trail, and Midtown Greenway)
- Integrate a safe and useful non-motorized corridor
- Sometime in the future, extend the transitway to Rogers and possibly Albertville
- Somehow tie the line in with the Northstar Commuter Rail in Big Lake
- Stop at Hubbard Market Place and encourage supportive shuttles to the main stop
- Build a park-and-ride ramp at the NE corner of 85th and Broadway to increase ridership

From organizations, groups, municipalities, and agencies:

- Transit for Livable Communities correspondence provides multiple comments regarding alternatives proposed for study.

Project Suggestions

Many individuals provided suggestions regarding various aspects of the transitway project. These suggestions are listed below:

From public comments:

- D2 Option – the bridge that crosses Theodore Wirth Parkway has been repaired for a 20-year commitment; suggest switching the parkway so it goes over 81 instead of under it
- D2 Option – reinitiate the old traffic circle
- Could some of the roads around D2 be redone to avoid forcing people to move?
- D1 and D2 have undesirable sharp bends and speed-limiting wiggles that should be eliminated
- The houses on Penn Avenue that are worth saving can be moved to vacant lots that the city owns – the houses can be rehabbed and sold as affordable homes
- Demolish substandard/vacant housing on Penn Avenue
- Study should propose feeder bus routes for public evaluation
- Put bus on Lake Drive again – a bus will be needed to connect that part of Robbinsdale to the Bottineau transitway
- Buy a fleet of small electric buses and vans to service suburbs on major routes/side streets
- Target should finance services to their facility
- Keep motorcycles in mind during design
- Hire local workers
- Rock ballast = Big mistake in our area!
- Consider double-decker buses to maximize ridership per square foot of road space used

Project Impacts or Benefits that Should be Evaluated

The comment forms asked for input regarding project impacts or benefits that should be evaluated. A list of impacts and benefits to be evaluated is provided below:

From public comments:

- Study all D2 options (D2-A, D2-B, D2-C, D2-D, and D2-W)

- Ridership/number of jobs and residences served
- Environmental justice
- Access to jobs/employment, education, shopping, entertainment
- Transit equity
- Mobility for seniors/poor people/limited mobility
- Impacts to minority business owners
- Project cost/operating costs
- Subsidy per ridership
- Cost savings of BRT/LRT compared to existing roadway transportation
- Comparison of BRT/LRT costs and benefits
- Differences in travel for various options such as D1 vs. D2
- Consider acceptance of buses and LRT based on demographics
- Balance between neighborhood impacts and benefits of transitway
- Cost/benefit and positive economic benefits of the D2 alternative
- Economic development potential in the alternative selection
- Economic impact to surrounding residential and commercial communities
- Mitigation/compensation to residences and businesses
- Property impacts/property values (How can this be evaluated? What has the result been for other neighborhoods?)
- Impacts to emergency services
- Health impact on communities
- Commuter safety at stops, stations, and while on board
- Environmental impacts (CO², wildlife and habitat, wetlands, ecosystems)
- Historical impacts
- Park impacts
- Traffic congestion
- Repositioning of bike and walking path in Theodore Wirth Park
- Noise and vibration impacts and mitigation
- Interference with sensitive equipment and sensors along the route
- Regional trail access should be included as part of the criteria
- Trail impacts (serenity, quiet, peacefulness)
- Consider regional trail access in conjunction with transitway
- Connectivity to bike, pedestrian, and BRT alternatives
- Design and appearance of area adjacent to the transitway (i.e., plantings, trees, etc.)
- Design and appearance of stations
- Vehicular traffic (intersection crossings, congestion, traffic flows on alternative roads)
- Consider the number of buses that could be cut if the LRT runs down Penn/Broadway
- Construction impacts
- Parking (more options, safety on local streets)
- Increase in crime
- Compare automobile (No Build Alternative) travel to Transitway
- Analysis of bus vs. light rail
- Do a better job at highlighting the economic benefits of LRT for north Minneapolis at future presentations
- Systematic investigation as to where to locate transit station – Golden Valley Road vs. Plymouth – based on transit need – maybe consider both as transit stops
- Can any of these effects be mollified? Possible additions to design that would mitigate effects of pollutants associated with increased traffic and those associated with light rail
- Clarification of additional traffic needs per diversion from freeway system – including 18 wheelers and large trucks

- Impact of EMFs [electromagnetic fields] given the close proximity of the proposed Plymouth station to overhead power lines
- Safety/security risks associated with the Plymouth station, a known “heavy crime” area

From organizations, groups, municipalities, and agencies:

- The City of Robbinsdale Resolution No. 7143 provides a detailed list of items to be studied in detail for the C-D1 and D2 alternatives
- The City of Crystal Resolution 2012-14 provides a detailed list of project impacts or benefits to be evaluated
- The City of Minneapolis Bottineau DEIS Scoping Comments provides a detailed list of recommendations for further study
- Transit for Livable Communities correspondence lists detailed impacts and benefits to be evaluated
- Scoping input from the Bottineau Transitway CAC provides a detailed list of challenges, impacts, and benefits to be evaluated

Specific Questions

In addition to responding to the Scoping Comment Form, people asked the following questions about the transitway:

From public comments:

- Would the proposed track for D1 be on the east side or the west side of the BNSF track?
- Would light rail trains share tracks with BNSF freight trains or run on streets?
- Please describe the fence – how high? Chain link?
- Has anyone done a study of how train will affect rush hour traffic in areas already congested? (Lyndale-Bryant, Emerson, Humboldt, Penn?)
- How disruptive will the 55th LRT segment be to traffic and what will it do to the 55/94 intersection?
- Please show the details of turn at Penn and Olson Highway
- What would “Option A” do to transportation options for the new library [Brooklyn Park]?
- How close does any option come to Brookdale?
- Could the Bottineau Corridor be extended farther northwest if demand warrants?
- Why not run on West Broadway?
- Why not run on France Avenue north of 36th Avenue?
- Why not run along 694/94 to downtown Minneapolis?
- Why has the route closer to the old shopping center on 34th Street not given more consideration?
- Wouldn't the property in the area of Inglewood Avenue North and Thomas Avenue North, right off of Glenwood Avenue, be a more viable location for a transit or railway stop?
- What does the benefit of the LRT look like in context of a potential Minneapolis streetcar?
- The flyer indicates that there are “property impacts” between Indiana and France. Does that mean that houses are torn down?
- How far off is the construction of this project, if all goes according to plan?
- Has revenue from fares been enough for the upkeep of the Blue Line (Hiawatha) LRT?
- Information presented at the open house stated that the population in the project area is expected to increase significantly in the coming years. What kind of plan is on the table for people to come here?

- What about what we were told last year during the discussions of improvements to France Avenue south of Oakdale, the widening and realignment of the intersection? Did all of this have to do with the rail line? And was a choice already made to run down Oakdale Avenue?
- Is there going to be a barrier, once they get rid of the houses on Penn, that is going to go all the way or are there going to be breaks in the barrier? How is that going to work?
- Have they decided to take one side of the street, which is the west side, and leave the east side? Or are they going to take both sides? [in reference to Penn Avenue]
- Have people who currently live along the proposed route been contacted to see if the transitway would be valuable for daily commuting?
- Are penalties built into the agreement with contractors if they go over budget? How about incentives for keeping costs down, completing on time, etc.?
- Would 40th Avenue at Major be closed?
- How many of the 130+ properties impacted by D2C are actually owner occupied and how many are rentals and/or vacant?
- What is the decision making process to determine if the project will be approved altogether and which route?
- Was this project option already approved by the Park and Recreation Board?
- I live on the corner of France and Oakdale (38XX Oakdale Ave.) in the condos on that corner. Do you have any information about how this will affect me and my property?
- How is moving a freight rail and laying new rail in a wetland be cheaper than laying rail on a concrete foundation in a developed area? [The comment expressed interest having access to data that indicate that D1 is cheaper to build than D2.]
- Since the D1 option has been in consideration since 1985, why has there not been an assessment of the environmental impact to date? (The commenter noted that D1 was tabled during the early days of consideration when it became public that the train running on the existing tracks carried hazardous waste, a danger to those riding the light rail)
- Will existing power lines be moved to accommodate space for additional rail? If so, where will these power lines be moved and what impact will there be to nearby residents?

Scoping Comments

- A. Written Comments
- B. Verbal Comments
 - January 23, 2012
 - January 24, 2012
 - January 25, 2012
 - January 31, 2012

Written Comments

- I. Brooklyn Park
- II. Golden Valley
- III. Maple Grove
- IV. Minneapolis
- V. Robbinsdale
- VI. Other Cities
- VII. Unknown Locations
- VIII. Corridor Cities
- IX. Organizations
- X. Other Stakeholders
- XI. Resource Agencies

I. Brooklyn Park

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

High Need for better Public Transit
in the N.W. Metro

▣ The alternatives proposed for study

We BNSF Right of way

▣ Project impacts or benefits that should be evaluated

Penn Ave is too congested already

Residents will lose parking on city streets

▣ Other comments

Build LRT only to Brooklyn Park

Name:

Mike McLaughlin

Address:

5016 Oxborough Gdns. B.P. MN 55443

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

more people want to jobs
& back home

▣ The alternatives proposed for study

Plan B to Target Coop Highway

▣ Project impacts or benefits that should be evaluated

Ridership --

▣ Other comments

Bus commute to Maple Grove
Transit station North Hennepin Ave &
Downtown. Maybe more

Name:

Tom McDonald

Address:

2200 Agosta Ave B Park

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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☐ Purpose and need for the project

NEEDED FOR FUTURE. - I THINK AS TIME GOES ON THERE WILL BE AN INCREASING NEED FOR PEOPLE MOVERS OF THIS TYPE.

☐ The alternatives proposed for study

SHOULD RUN RAIL UP TO TARGET CAMPUS & BUS OVER TO MAPLE GROVE OR TRY & DO BOTH WITH BUS - ON SOUTH END LINE SHOULD GO BY NORTH MEMORIAL [SERVE MORE PEOPLE & BUSINESSES]

☐ Project impacts or benefits that should be evaluated

COST - IF YOU CAN'T GET FEDERAL MONEY THAN LOOK AT DOING EVERYTHING BY BUS.

☐ Other comments

IN PRESENTATIONS DON'T USE SO MANY ACRONYMS JUST SAY BUS, TRAIN OR BIG TRAIN TO MAKE IT MORE UNDERSTANDABLE TO US NON ENGINEERS

Name: MIKE RICHARDS

Address: 7408 DOUGLAS DRIVE N. BROOKLYN PARK MN 55443

email: ~~MMR~~ MMRICHARDS@Q.COM

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

Definitely needed to serve the growth in the NW suburbs.

▣ The alternatives proposed for study

Alignment A over Alignment B
Alignment D2 seems to connect to a greater population area & serve more ppl than D1
Option C (3rd Avenue) is better than Options A & B

▣ Project impacts or benefits that should be evaluated

During employees on a 9-5 schedule (Alignment B) should be given ~~opt~~ priority over only occasional use for retail (Alignment A) on a less structured schedule.

▣ Other comments

Name:

Scott M. Romane

Address:

10526 Mississippi Circle North - Brooklyn Park, MN

email:

romanes02@comcast.net

53443-107

Please check all of the following that apply:



Area resident



Area business owner



Community-based organization member



Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

LRT moves more people / more eff. / cleaner
use Buses to feed LRT Stations

NO MORE EXCUSES, BUILD IT ALREADY!!!

▣ The alternatives proposed for study

North End Alignment A+B Both!
Center Sec. Alignment C
South End " DZ
Robbinsdale OPTION C

▣ Project impacts or benefits that should be evaluated

inject much needed \$ into N Mpls by using Penn Ave
redevelop Area should spur further dev. of N Mpls

Keep/SAVE WAGNERS Drive IN!!

▣ Other comments

LRT over Buses
Trains should be 3 cars in length, run every 7-10 min
pay BEFORE you enter train platforms

Name:

Todd Nivala

Address:

6576 Florida Ave N Brooklyn Park MN 55428

email:

franguy1964@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

■ The alternatives proposed for study

I FAVOR BRT OVER LRT BECAUSE OF FLEXIBILITY, IN ROUTING, VEHICLE SIZES, ETC.
I ALSO FAVOR BRT FOR MAPLE GROVE, AND USE BOTH 'A' AND 'B' OPTIONS. I THINK BOTH ROUTES WARRANT SERVICE.

■ Project impacts or benefits that should be evaluated

PLEASE PUBLISH, AS SOON AS AVAILABLE, DIFFERENCES IN TRAVEL FOR VARIOUS OPTIONS, SUCH AS D1 VS D2.

■ Other comments

KEEP IN MIND EXPANDING WEST ALONG 610 FROM TARGET OFFICES TO AREA OF HOME DEPOT AND NEW HOSPITAL, WITH POSSIBLE SPUR FROM M.C. TRANSIT CENTER ALONG HEMLOCK/ZACHARY TO 610

Name: DAVE KALHER

Address: 8410 FAIRFIELD RD N BROOKLYN PARK 55444-1422

email: DAVE.KALHER@COMCAST.NET

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

The need is great. I work with low income persons who cannot afford cars, yet qualify for jobs in the suburbs. Transportation is a major stumbling block to steady employment.

▣ The alternatives proposed for study

A is preferable to B. I think there are presently more opportunities for employment and education. D2 has the same advantages. It would better serve a low-income community (North Mpls.) than D1.

▣ Project impacts or benefits that should be evaluated

The environmental impact of D1 is of most concern. This area of wetlands, I believe, is in the watershed that includes the Chain of Lakes, lots of farmland,

▣ Other comments

Eloise Butler and other natural areas that affect most ~~wild~~ wildlife in Mpls and Western suburbs. As nature goes, quality wise, so goes our metropolitan lives.

Name:

Kathy Chesney

Address:

8172 Zenith Ct., Brooklyn Park 55443

email:

kathy@chesney.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

Consider the investment in the future. Can this infrastructure help ~~the~~ increase our options in job location, home location. Can it grow jobs, shopping and property values in the region?

■ The alternatives proposed for study

I admit a bias for the ZANE OR W. BROADWAY "B" alignment as I live ~ 1.5 miles East of there.

■ Project impacts or benefits that should be evaluated

Jobs, shopping options, entertainment options, mobility for seniors as well as poor people. Education options.

■ Other comments

* Consider ^{CO₂} environmental, historical negatives of course but balance them against probably greater impacts on less concentrated traffic.
* Consider public acceptance of buses (low in middle class) AND LRT (high among all demographics). Safety is also perceptual.

Name:

Steve Chesney

Address:

8172 Zenith Court Brooklyn Park MN 55443-2749

email:

LISTS@SCHESNEY.COM

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

good idea to help relieve congestion going into/out of mpls.

▣ The alternatives proposed for study

light rail seems to work

▣ Project impacts or benefits that should be evaluated

Abst of people in Brooklyn park area that would use it.
Try to save local business along route, not add box stores

▣ Other comments

Save Wagner's drive in at all costs!

Name: John Stevens

Address: 6701 68th Ave N BP, MN 55428

email: jwstelm@hotmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Thomas and Janice Hanson
6741 83rd Place N
Brooklyn Park, MN 55445
763-425-5092

We think light rail is the only way to go. It should go to North Hennepin Community College and the Target Corporation in Brooklyn Park.

Reasons for this route:

- Light rail is cleaner and more efficient than buses
- It would take generations of people to and from a college
- Light rail would take people to and from the Target campus, the largest employer in the northwest
 - This would make it very usable for executives and others coming to the campus from the airport for business
 - Commuting from the campus to downtown Minneapolis for business purposes
- There is a lot of industry along this corridor; much more opportunity for the masses to take public transportation on a day to day basis

Reasons NOT to have light rail to Maple Grove:

- Retail can be here today, gone tomorrow; we should not give up this opportunity for shopping purposes which touches only a minority of people
- Odds are that retail shoppers wouldn't carry too much on public transportation; they would probably opt to drive
- Brooklyn Park has more industry along their corridor for commuting



"rchamblis@aol.com"
<rchamblis@aol.com>
02/17/2012 06:57 PM

To bottineau@co.hennepin.mn.us
cc "Seyon Nyanwleh" <hajsk4@gmail.com>
bcc
Subject Bottineau transitway scoping input

Purpose and need for the project:

This type of community input is crucial for getting inclusive feedback from the community.

We need to plan ahead and pool resources to get access to public transportation for areas where access is limited or there is no current service.

Our young, poor, those who rely on public transport need better transportation particularly getting from, to and around Brooklyn Park north and south. There needs to be service to and from noble park and ride to Target north campus on 97th to north hennepin community college. Also service from highway 610 connecting to brookdale drive. There needs to be bus service to and from highway 252 and 85th avenue to Broadway in Brooklyn park. These are currently significant bus service gaps.

Filling these gaps in concert with the bottineau transit project will connect people to major activity centers in and near Brooklyn park and to and from Minneapolis.

Addressing these gaps in cooperation with metro transit will not cost much and should be part of the early implementation phases of an enhanced bus TSM alternative.

Brooklyn Park is growing and the projects efforts to increase transport to businesses and jobs will be good for the economy and contribute to a thriving community with sustainable transportation.

Many who now drive in the area would switch to convenient, environmentally friendly transportation.

I also support alignment "B" for LRT alternatives in the north and alignment "D2" options "A or B" for LRT options in and to the south.

Thanks for the opportunity of feedback.

Sincerely,
Reva Chamblis,
resident of Brooklyn Park

Scoping Comment Form



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Purpose and need for the project

LRT would be the best way to travel. (One-way)

The alternatives proposed for study

B is the best because of schools + jobs

D-1 more people would use because of speed to Mpls, Airport, Mall and back to Brooklyn Park for home or jobs.

Project impacts or benefits that should be evaluated

Benefits likely bring north metro + south metro to gether

Other comments

LRT is the only way to go! If not LRT
So get the project.

Name: T.A. Hanson

Address: 1741 83rd St. N Brooklyn Park Minn 55445-2210

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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• Purpose and need for the project

*(It's a good idea, but
Good for ~~transport~~ transportation, help people (students) around.
- Emergency
- Save green house*

The alternatives proposed for study

Project impacts or benefits that should be evaluated

*- Help save gas
- Go around neighborhoods
- help people who walk to work / school*

Other comments *But if can't do so, you can do it on big roads (not highway) but not small roads, but if not then underground rail used.*

It's nice, but if it go through municipalities don't that mean the some people need to move? if they do, you guy should be responsible to get those people a place to live. It's a nice idea, but it's seem dangerous at the same time.

Name: *Pa Nhia Thor*

Address: *4913 Penn Ave North Brooklyn Park*

email: *nhia.thor@hotmail.com*

Please check all of the following that apply:

Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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* Purpose and need for the project

Purpose is to make transportation easier for the people in Minneapolis. Need is that it will make life easier for all of us. Easier for us to get to places, instead of waiting for ride

* The alternatives proposed for study

* Project impacts or benefits that should be evaluated

* Other comments

Name: Sheng Thor
Address: 4418 Penn Ave NW Brooklyn Park
email: shengthor@hotmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

II. Golden Valley

Scoping Comment Form



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Purpose and need for the project

BRT or LRT would be a benefit to me in my commute to work in downtown Mpls. However, I'm disappointed there aren't more parking options at stops (esp near me in Golden Valley)

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Offering more parking options could mean more winter riders.

Other comments

Name: Dana D. Knopic
Address: 3036 Lee Avenue North Golden Valley
email: dknopic@cdng.org

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

WE NEED TO GET OUR AUTOS OFF THE HIGHWAYS & STREETS WITH LRT

▣ The alternatives proposed for study

▣ Project impacts or benefits that should be evaluated

▣ Other comments

WE WILL REMEMBER THE PEOPLE WHO OPPOSED THE FIRST LRT. ONE MN SENATOR CALLED IT A TRAIL TO NOWHERE!! - BOG WHO HE WROTE. WE PRAY WE HAVE SOME POLITICAL LEADERS WHO HAVE THE FORCE TO SUPPORT LRT AND THIN OF THE FUTURE OF OUR GRAND KIDS.

Name: WILLS & RITA CROWDQUIST
Address: 2305 TYLON AVE, N. GOLDEN VALLEY
email: RW CROWDQUIST

Please check all of the following that apply: Area resident Area business owner Community-based organization member Other interested party

36 year GOLDEN VALLEY MN

Scoping Comment Form



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Purpose and need for the project

The alternatives proposed for study

This is my primary concern at this time, and particularly the D1/D2 options. It would seem to me that the D2 option obviously, unequivocally provides access to more residents and more activity centers than D1. Unless D1 were to be substantially less expensive, I don't understand why it would ever be considered against your stated goals.

Project impacts or benefits that should be evaluated

Other comments

Name: Brod Kadue

Address: 611 Radisson Rd Golden Valley

email: bKadue@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

Agree LRT connecting to other lines is important to growing metropolitan area. Disagree with using this route (rail line through Three Forks) - don't think the ridership levels would justify impact to natural resource.

The alternatives proposed for study

Bus line through Broadway is most efficient but LRT along an existing high traffic road NA through a beautiful urban park!!

Project impacts or benefits that should be evaluated

- construction disrupting access to 100 from Golden Valley rd for house N. of St Margaret Mary
- Vibration - we are at track level and can feel a large vibration impact with the current line 2x/day

Other comments

Vibration Mitigation !!

Name: Beth Lindholm

Address: 2511 Byrd Ave N, Golden Valley

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

THE NORTHWESTERN SUBURBS HAVE LONG BEEN IN NEED OF FAST, EFFICIENT RAPID TRANSIT BETWEEN THESE DENSELY POPULATED AREAS AND DOWNTOWN MINNEAPOLIS. PLANNING AND CONSTRUCTION SHOULD HAVE TAKEN PLACE YEARS AGO.

▣ The alternatives proposed for study

LRT AND BRT

▣ Project impacts or benefits that should be evaluated

ELECTRICALLY POWERED LIGHT RAIL TRAINS DO NOT POLLUTE AND REQUIRE LESS MAINTENANCE THAN BUSES.

▣ Other comments

TO ME, LIGHT RAIL TRANSIT OFFERS FAR MORE ADVANTAGES THAN BUSES, ONE BEING THAT IT IS CAPABLE OF MOVING MORE PEOPLE IN TRAINS THAN CAN BE ACCOMPLISHED ON AN ARTICULATED BUS.

Name: TIM FOSTER

Address: 2901 HYLE AVE. N. GOLDEN VALLEY, MN 55422

email: GVFOSTERFLIX@USFAMILY.NET

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

The alternatives proposed for study

→ Strong preference for LRT — even considering higher const. cost. More energy-efficient, more visually appealing, leads to higher surrounding land values, and has more "personality", leading to higher ridership. Also permits Hiawatha interconnection.

→ Strong preference for D2 alignment — serves needed communities, positions line as true urban transit instead of a suburban spur for commuters only. If we do not serve existing density close to urban core, we only encourage development farther out, instead of reinvesting & improving our existing urban fabric.

Project impacts or benefits that should be evaluated

Other comments

Transit riders worldwide tend to prefer rail systems to bus systems — respect that. Work with, not against, human psychology for optimal ridership.

Thanks for listening!

Name: Andy Pearson

Address: 1425 Angelo Dr. Golden Valley, MN

email: stopthewar24@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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☐ Purpose and need for the project

I would prefer to see an improved bus system
Put it through North Minneapolis.
It will not be used in our neighborhood by our
residents but will bring undesirables in.

☐ The alternatives proposed for study

Bus systems

☐ Project impacts or benefits that should be evaluated

The Nature reserve will be ruined. I walk there
with my dog often. Crime from North Mpls.
Brooklyn Park & Brooklyn Center will be coming in to
our neighborhoods.

☐ Other comments

I am strongly opposed. It will be detrimental
to our property values. The noise and vibration
will bother me. I will have to move. I've been
in this property 19 years and I'm very unhappy
about it.

Name: Cathy Abboud

Address: 2801 Kyle Dr N, Golden Valley MN

email: Cathy.abboud@kw.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

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▣ Purpose and need for the project

ridership by
If you hope to attract the greatest number of people that currently drive motor vehicles near the proposed transitway, the experience of waiting for, boarding, ~~de-board~~ leaving, and riding the ^{BRT} bus or L.R.T. train will have to be more pleasant than is the case when one rides, or attempts to ride, a Metro Transit bus.

▣ The alternatives proposed for study

In terms of making the ride more pleasant than on a Metro Transit bus, both option "D1" and option "D2" have undesirable sharp bends and speed-limiting ~~blat~~ wiggles that should be eliminated.

▣ Project impacts or benefits that should be evaluated

Has the availability of light-rail transit lessened air and soil pollution, in the neighborhoods of the Twin Cities where it has been put into service? Has the availability of light-rail transit lessened theft, homicide, and other aggressive behavior (that is, "crime"), in the neighborhoods of the Twin Cities where it has been put into service?

▣ Other comments

Advances in power-train technology for motor vehicles will undermine the case for environmental benefits of the transitway being proposed.

Name: Mr. Jim Curme

Address: 14 Western Terrace, Golden Valley, Minnesota 55426

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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■ Purpose and need for the project

NW area needs better transit, but close-in areas could be better served by bus than they are now.

■ The alternatives proposed for study

Route should be based on importance of serving remote suburbs versus city-dwellers. Can't do both. Golden Valley route may serve outliers better, but Penn route may be a detriment to No. Side neighborhood.

■ Project impacts or benefits that should be evaluated

Potential (or lack thereof) to revitalize W. Broadway. Many mainstay businesses have left or cut back, so demand is not there currently. Would like to see redevelopment through Northside and No. Mills but there is a lot to overcome given low income of residents. Private development will not follow.

■ Other comments

Transit is one way to improve communities, but must be supported by other efforts to integrate communities economically.

Name: Cathy Wachauer

Address: 3220 Oakwood Ave N. Golden Valley 55422

email: cwald@btstream.net

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party
Sole proprietor though not impacted

Scoping Comment Form



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Purpose and need for the project

High - The metro ^{planning} council sat idle for decades while population exploded
Now we have gridlocked roads.
End of debate - start now expanding LRT

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Other comments

Too many people ride free in the Hiawatha corridor + downtown
Rebuild all entry points & require a purchased ticket to ride!

Name: Stephen Elias

Address: 2460 Regent Ave N. - Golden Valley

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

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Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Other comments

I prefer the line to Hemlock instead of to Target on the north end and D1 on the Southern end. My concern for the Broadway plan is one of safety and cost.

Name: Rose Ryan

Address: 2741 Lee Ave N. Golden Valley

email: ryangv@msn.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

EXTREMELY CONCERNED ABOUT THE EFFECTS OF LINE D 1
TO THE NATURAL AREAS OF THEODORE WIRTH PKWY AS WELL AS
NEGATIVE IMPACT TO PROPERTY VALUES ALONG + NEAR THIS CORRIDOR.
CONCERNED ABOUT NOISE IMPACT AND INCREASED TRAFFIC.

Other comments

Name:

MICHAEL JESKE

Address:

1929 GLENWOOD PKWY Golden Valley

email:

MAJ2LAT@MSN.COM

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

After reading the scoping documents and watching the video I am convinced that the MRT (rather than BRT) option will better serve the community. It appears to me to offer improved safety, efficiency and a higher transit ridership.

▣ The alternatives proposed for study

Given home (Golden Valley) and work locations purpose and (Minneapolis and Maple Grove) I'd prefer to see the Maple Grove option as the north end and the Alternatives BUSE rail line rather than the Broadway/Peavey route.

▣ Project impacts or benefits that should be evaluated

Projected ridership balanced with current and projected destinations.

▣ Other comments

Name: Jim Ryan

Address: 2741 Lee Ave N Golden Valley MN

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

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■ Purpose and need for the project

I QUESTION IF A DEDICATED TRANSITWAY IS THE BEST APPROACH FOR CONNECTING THE NW SUBURBS WITH THE CENTRAL CITY - ~~WOULD~~ INCREASED

■ The alternatives proposed for study

WOULD INCREASED BUS SERVICE OVER A BROAD RANGE OF THE NW SUBURBS PROVIDE BETTER TRANSIT OPTIONS & ALSO INCLUDE PLYMOUTH, BROOKLYN CENTER, ETC.?

■ Project impacts or benefits that should be evaluated

I BELIEVE WE NEED EXCELLENT PUBLIC TRANSIT, BUT ~~WANT~~ I BELIEVE THERE MIGHT BE BETTER ALTERNATIVES FOR THE NW SUBURBS THAN A DEDICATED TRANSITWAY.

■ Other comments

I SAW NO ANALYSIS OF BUS VS LIGHT RAIL. I HAD THOUGHT THAT DECISION WAS STILL UP IN THE AIR. TOD.

Name: JOHN CORNELIUS

Address: 1515 VALDERS AVE NW Golden Valley

email: john.cornelius@mcgladrey.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

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▪ Purpose and need for the project

PRIMARY PURPOSE IS TO RELIEVE HIGHWAY CONGESTION FOR DECADES AND REDUCE POLLUTION ASSOCIATED WITH GROWTH OF CONVENTIONAL TRANSPORTATION (NAMELY AUTOMOBILES)

THIS ASSUMES PEOPLE WILL ACTUALLY USE SYSTEM INSTEAD OF AUTOMOBILES
→ KEY DRIVERS IN FUTURE WILL BE CONGESTION, PRICE OF GAS, ECONOMICS

▪ The alternatives proposed for study

NONE OF CURRENT ALTERNATIVES WILL ACCOMPLISH THIS BECAUSE EXISTING PUBLIC TRANSPORTATION IS UNDER-UTILIZED; THIS PROPOSAL WILL HAVE MINIMAL ^{DIRECT} VALUE TO MINNEAPOLIS OR INNER SUBURBS; CURRENT CONGESTION LARGELY COMES FROM OUTER SUBURBS AND ANTICIPATED GROWTH IN THESE NORTHWESTERN COMMUNITIES, ESPECIALLY TRAFFIC

▪ Project impacts or benefits that should be evaluated

FROM I 94 & NORTHWEST

EVALUATE BENEFIT OF ADDING A CONVENIENT PARK & RIDE TO Siphon TRAFFIC FROM I 94 AT OR NORTH OF MAPLE GROVE - ^{ALSO} RUN EXTENSION (WITHOUT TRANSFER) TO VIKINGS, TWINS & TARGET CENTER

▪ Other comments

IF YOU WANT TO RELIEVE CONGESTION, GO TO WHERE CONGESTION EXISTS & WHERE IT STEMS FROM. CURRENT PLAN IS REDUNDANT TO MUCH OF EXISTING SYSTEM. RELIEVING CONGESTION BENEFITS ALL ALONG THE PROPOSED ROUTE, ALBEIT INDIRECTLY. — CURRENT PROPOSAL WILL HAVE INSUFFICIENT RIDERS, HENCE AN ECONOMIC FAILURE AS WELL — I WILL OPPOSE IT

Name: WARREN ROTTMANN

Address: 1021 ANGELO DRIVE, GARDEN VALLEY MN 55422

email: wlrottman@msn.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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■ Purpose and need for the project

Provide trans. to those in need. In D corridor there are incomes and we located ourselves to @ ease access to downtown and Dont Need or want it in our wetland area.

D ~ DONT WANT A CORRIDOR!!

■ The alternatives proposed for study

if light rail Do Not follow D but use C corridor to ease as a medical stop at North Memorial and thru business that can benefit. Also C has a population in need of transportation where D does not have the population and the rail can only use it so they can gain speed - not acceptable

■ Project impacts or benefits that should be evaluated

We moved here for the wetlands, scape and wild life not to be impacted with light rail. This is very upsetting. We dont need it or want it. When we went to a BK meeting people representing C wanted and need the transport thru it mpls. Crime and traffic will be increased in a residential D area and should go on Broadway in C where there is business traffic and

■ Other comments medical

The thought of putting more rail in our wetlands which brought us here to by our homes is an OUTRAGE. The state has little money. The wetlands have to be replaced but it wont be here where we bought our homes to enjoy wifolife, refuge, and the wooden environment

Name: Carmen, Eric, Courtney and Erin Heim

Address: 3840 Bassett Creek Drive, Golden Valley, MN 55422

email: MN1Heim@aol.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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01/31/2012

■ Purpose and need for the project

This looks like a good idea to us.

■ The alternatives proposed for study

1) Alternative # D2 appears to be more useable for large # of riders, & the 1 we prefer
2) Would the proposed track for D1 be on the East side or West side of the BNSF track? West side of BNSF would put the transit almost in our backyard.

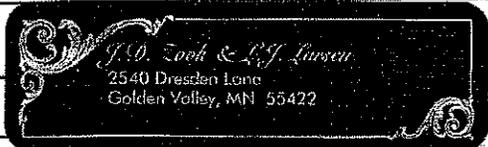
■ Project impacts or benefits that should be evaluated

No comment

■ Other comments

None at this time

Name:



David Zook & Laurel Larsen

Address:

email:

dzll@comcast.net

Please check all of the following that apply:

- Area resident
- Area business owner
- Community-based organization member
- Other interested party

Scoping Comment Form



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■ Purpose and need for the project

To provide outlying citizens to needed services

■ The alternatives proposed for study

Yes to D2 Line to North Memorial Hospital
W. Broadway
Penn Ave

■ Project impacts or benefits that should be evaluated

No!! to D1 (Red Line) Golden Valley Rd.

Reasons: 1.) High density of wildlife, wet lands and mature trees

2.) Low ridership usage

3.) Provides no destination for citizen services i.e. - No Restaurants
- No shops
- No Hospital

■ Other comments

4.) Homes in the area were established in 1959

5.) No parking availability, therefore, residential streets would be clogged with cars

6.) Offers more but more pollution to this quiet wildlife and residential area

Name: Margaret Webinger

Address: 3850 Bassett Creek Drive Golden Valley, MN 55422

email: m-webing@mta.org

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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■ Purpose and need for the project

■ The alternatives proposed for study

To eliminate the North Memorial station by using the D1 route seems to defeat the purpose of serving the people. The only reason for the D1 route given by those we talked with at the meeting was to get people

■ ~~Project impacts or benefits that should be evaluated~~

downtown faster. That is a very poor reason. I feel the D1 route should not be considered because the D2 route would service many more people. Is this not the reason for the transit?

■ Other comments

When Federal funding is used to build the Hennepin County transitway, it does not fund the up-keep of the facility or does not subsidize for any operation losses. Has the revenue received from fares been enough for the up-keep of the Hawaiian light rail?

Name: *Dean & Shirley Schneider*

Address: *2520 Dresden Lane GV*

email: _____

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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■ Purpose and need for the project

Purpose should be to transport people to their place of work etc. Light Rail, should be to assist people who do not have a means of transportation.

■ The alternatives proposed for study

Light Rail would serve the people in North Minneapolis much better than Golden Valley.

■ Project impacts or benefits that should be evaluated

My friends and neighbors in Golden Valley want Light Rail to go to a game and the airport easier. We have cars and do not intend on giving up our cars or driving.

■ Other comments

The wild life area would be totally compromised if Light Rail goes into or through Golden Valley

Name:

Pat Jordan + Dale Runke

Address:

3830 Bassett Ct. G.V.

email:

patjovisi.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

The project is an absolute necessity for improved transit options, economic growth + environmental sustainability.

■ The alternatives proposed for study

The option through North Minneapolis + Robbinsdale will serve the most people + provide the greatest benefits.

■ Project impacts or benefits that should be evaluated

Amount of people served, access/proximity to local businesses

■ Other comments

If Brooklyn Center/Target campus is chosen, bus transit to Maple Grove transit center is a must

Name: RANDY FORDICE

Address: 4747 34th AVE N. GOLDEN VALENTY MN 55422

email: RFORDICE@GMAIL.COM

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

* Purpose and need for the project

The way I see this project is that I won't be able to use it because the routes don't go near my house but I will be negatively affected by it through increased traffic and higher taxes.

* The alternatives proposed for study

Buses are best I think. Consider double-decker buses to maximize ridership per sq. foot of road space taken up, unless infrastructure (eg. skyway) prevents their use.

* Project impacts or benefits that should be evaluated

Tracks for the railway take up road space 100% of the time. Whatever improvements in congestion from transit riders will be lost because there will be less road space for cars. Also, ~~down~~ off-peak hours when no one rides the train will still mean more traffic for cars.

* Other comments

The scoping booklet speaks about requesting federal funding but no mention is made of the cost to locals, in particular, those who won't have easy access to the train and ^{so} won't be able to use it. Also, are penalties built into the agreement with contractors if they go over budget? How about incentives for keeping costs down, completing on time etc.?

Name: Raul Posada

Address: 6850 Harold Ave, Golden Valley, MN 55427

email: gauthority@yahoo.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Golden Valley



ealverson@huronconsultinggroup.com
01/12/2012 11:53 AM

To bottineau@co.hennepin.mn.us
cc
bcc

Subject Theo Wirth Park / Bottineau Transit

Brent,

I recently received a letter indicating the city is considering routing the proposed Bottineau LRT along the border of Theodore Wirth park (option D1 of the Bottineau Transitway Plan). I live on Xerxes Ave N and experience on a daily basis the nature and animal life that exists in the Burlington Northern Santa Fe Railroad Corridor. Routing a train every 7 minutes through this nature area for the "travel time convenience" of the north suburbs does not seem to justify the permanent damage to the environment and community surrounding this area.

A few specific questions for you:

- What is the decision making process to determine if the project will be approved altogether and which route? I reviewed the website but it did not seem clear.
- Regarding the public meetings in January
 - Will you be present at the meeting on Monday, January 23rd at 4:30pm at Theodore Wirth Chalet? Other meetings?
 - What is the purpose of these meetings?
 - What is the role of the public/community in making this decision?
 - What specifically needs to happen in these meetings to impact a decision? Is there a "vote" per se or are these meetings more informational?
- Was this project option already approved by the Park and Rec board?

Golden Valley's (and Minneapolis's) uniqueness is centered around its dedication/commitment to nature. I would expect you would support and respect the community on this initiative and protect further development of our natural resources.

Thank you in advance for a prompt response.

Emily Alverson
Huron Healthcare
550 W Van Buren St | Chicago, IL 60607
P 612-636-8792 | F 503-684-4203
ealverson@huronconsultinggroup.com
www.huronconsultinggroup.com

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Golden Valley

From: Emily Alverson
Sent: Thursday, January 12, 2012 11:16 AM
To: 'planning@goldenvalleymn.gov'
Subject: Theo Wirth Park / Bottineau Transit
Importance: High

Joe Hogeboom,

I left you a voicemail and also wanted to send an email.

I recently received your letter indicating the city is considering routing the proposed Bottineau LRT along the border of Theodore Wirth park (option D1 of the Bottineau Transitway Plan). I live on Xerxes Ave N and experience on a daily basis the nature and animal life that exists in the Burlington Northern Santa Fe Railroad Corridor. Routing a train every 7 minutes through this nature area for the "travel time convenience" of the north suburbs does not seem to justify the permanent damage to the environment and community surrounding this area.

A few specific questions for you:

- What is your perspective on this topic?
- Will you be present at the meeting on Monday, January 23rd at 4:30pm at Theodore Wirth Chalet?
- Was this project option already approved by the Park and Rec board?

Golden Valley's uniqueness is centered around its dedication/commitment to nature. I would expect you would support and respect the community on this initiative and protect further development of our natural resources.

Thank you in advance for a prompt response.

Emily Alverson
Huron Healthcare
550 W Van Buren St | Chicago, IL 60607
P 612-636-8792 | F 503-684-4203
ealverson@huronconsultinggroup.com
www.huronconsultinggroup.com

Golden Valley

From: ealverson@huronconsultinggroup.com [ealverson@huronconsultinggroup.com]
Sent: Sunday, January 15, 2012 2:48 PM
To: Planning; Harris, Shep
Cc: bottineau@co.hennepin.mn.us; Clausen, Joanie; Freiberg, Mike; Pentel, Paula; Scanlon, DeDe
Subject: RE: Theo Wirth Park / Bottineau Transit
Hi Joe, Shep and GV Council,

Me again. Are you aware of the specific proposal for the BNSF golden valley option? According to the RFP I am reading the current freight rail will need to be moved to the West in order for the new rail to be constructed (in Theo Wirth wetland/weak soil). This is major construction – much less than what is being perceived by the public I think.

The notices I have seen to date sure make it sound like the train will run on the current track... which is not the case. I also read that the county and railroad is stating that the D1 Golden Valley option is cheaper and they support it. I would appreciate access to this data as frankly I just do not believe it. In addition to moving the freight rail, the county would be purchasing half of the land that the railway owns. How moving a freight rail and laying new rail in a wetland (impacting our water shed) be cheaper than laying rail on a concrete foundation in a developed area?

In general, the more I read, the more helpless it feels. There seem to be some larger political interests (BNSF, Target, folks afraid of North Minneapolis) in control of this decision. It makes me feel like a "list of concerns" from Golden Valley will even make a difference. Please reassure me that it will....

Thanks again for your time.

Emily Alverson
Huron Healthcare
550 W Van Buren St | Chicago, IL 60607
P 612-636-8792 | F 503-684-4203
ealverson@huronconsultinggroup.com
www.huronconsultinggroup.com

Golden Valley



lizajake@aol.com
01/22/2012 03:19 PM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject Bottineau Transitway

I live on the east side of Golden Valley and commute into downtown Minneapolis. I would love to use the train!



"M. Thorsen"
<mthorsen1@msn.com>
01/23/2012 01:53 PM

To <bottineau@co.hennepin.mn.us>
cc
bcc
Subject Bottineau transit

High speed trains roaring by every 7 or 30 minutes would destroy Sochaki Park, Mary Hills Nature Area and portions of Wirth Park. The wetlands and wildlife would be devastated, to say nothing of the simple pleasures of the bicyclists, hikers, dog-walkers, and children at play in all three areas. Property values of homes close to the rail, as mine is in Golden Valley, would be further diminished by the impact of noise, vibration and the destruction of what is now a small urban paradise, linked to all of the rest of the Minneapolis park system. Reclaimed from a construction dump, Sochacki is one of the best achievements of Robbinsdale and it should not be dismantled for lrt when there are so many other alternatives. Moreover, the trails in these parks are themselves part of our greener transit system, not to be sacrificed and unable to be reclaimed if the LRT were to go through this route. Any environmental impact statement has to consider these points, especially as compared to already developed non-park highway routes for buses. Count us a opposed to this part of the transitway plans.

Madge and Brad Thorsen
2811 June Ave N.
Golden Valley MN 55422
mthorsen1@msn.com
612-247-5122

Golden Valley



"Stephen M. Dent"
<sdent@partneringintelligence.com>

01/24/2012 10:20 AM

To <bottineau@co.hennepin.mn.us>

cc

bcc

Subject: D1 - Alternative

From: Stephen M. Dent
5929 St. Croix Ave N
Golden Valley, MN 55422
763-544-3460

I am contacting you regarding the two alternative sites at the split of the route heading north from Penn Avenue. While I understand the importance of providing reliable public transit to north Minneapolis, many of those areas are already served with frequent and reliable bus service to downtown.

I am concerned that Golden Valley is being left out of the planning of the Bottineau Transitway. Having lived downtown for 26 years, I became accustomed to using the lightrail going to the airport on my frequent business trips. Since I have lived in Golden Valley for 1 year, I have to drive my car to the airport or have someone drop me off at the Target Stadium, which does not have a convenient drop-off or pick-up point.

Should the transitway be put in alternative 2 - in Minneapolis' northside, I would be reluctant to park my car and take the train anywhere for safety reasons and I believe public safety statistics would support that statement. It is a less safe route.

I understand the importance of serving the northside population and feel that they are already more than adequately served by public transit. It is time to move beyond the city limits and start to understand that suburbanite desire to use public transit as well, but it must be reliable and safe to get us out of our cars.

Sincerely,

Stephen Dent



"The Wrights"
<the-wrights@comcast.net>
02/05/2012 10:25 AM

To <bottineau@co.hennepin.mn.us>
cc
bcc
Subject FW: Light Rail in Golden Valley

-----Original Message-----

From: The Wrights [mailto:the-wrights@comcast.net]
Sent: Sunday, February 05, 2012 10:20 AM
To: bottineau@co.hennepin.mn.us
Subject: Light Rail in Golden Valley

I received a flier this morning at my home stating that the Bottineau Light Rail is planned to go through Theodore Wirth, Mary Hills and Walter J. Sochacki Parks. If I am reading the map correctly and you are running the line along the existing railroad track that runs on the edge of Theodore Wirth it seems to me that is the best use of that area. But, if I am not reading this map correctly and you are running through the middle of the park and taking away more wilderness, that I would like more information about this project.

The thought that more wildlife areas would be disrupted needlessly angers me and makes me question why this would be necessary. It seems to me that there are several other ways to run this line that would end in the same vicinity as running through the middle of these 3 areas. Using Penn Ave or County 81 would allow riders to travel to the same areas as running the line through the parks. Bring the line within a short distance of any areas the line running through Theodore Wirth would bring a rider.

I am in favor of Light Rail and creating more mass transportation but when there are alternatives to removing wilderness and displacing the little wildlife we have in this area creates more problems than it solves. Please provide me with information on how I can obtain this answer.

Thank you.

Kerstin Wright
2940 Perry Ave N
Golden Valley MN 55422
the-wrights@comcast.net



Clark Meyer
<clarkmeyer@yahoo.com>

02/05/2012 06:34 PM

Please respond to
Clark Meyer
<clarkmeyer@yahoo.com>

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject Support for D1 Alignment (through Golden Valley) of
Bottineau Transitway

To: Brent Rusco, Hennepin County
cc: Golden Valley mayor and city council members

I would like to offer my support for the D1 Alignment (running through Golden Valley) of the proposed Bottineau Transitway. The benefits of running a LRT or BRT along a dedicated right-of-way far outweigh the D2 option of stopping at North Memorial Hospital and then through a residential section of north Minneapolis. The principal benefits of D1 are the following:

- Maintaining fast travel time over the entire route. I would envision travel along Broadway and Penn Avenue to be painfully slow, worse than the Hiawatha line running down 5th St. in downtown Minneapolis.
- Right-of-way purchase costs and construction costs I would think would be significantly less along an established rail line.
- Ongoing operation would be far less disruptive to the residents of north Minneapolis.

I also think it would make sense to consider moving the proposed Golden Valley Road station to Plymouth Avenue as recommended by the Theodore Wirth Park Master Planning effort. Transit projects traditionally focus on where people work and shop, but providing frequent public transit access to one of Minneapolis' premier parks also has value.

I understand there is some opposition among some of my Golden Valley neighbors about running LRT or BRT near or through parkland. Certainly during the construction phase it would be disruptive; however, both LRT and BRT are quiet and vibration free. I do not believe it would negatively impact my enjoyment of Wirth Park. From personal experience of extended visits to a residential home that is one block from an above ground Washington Metro subway line, I can report that electric trains are relatively quiet and they create no noticeable vibrations – very different from freight trains and heavy rail commuter lines.

Thank you for your work on the Bottineau Transitway and the well written draft environmental impact statement.

Sincerely,

Clark Meyer

4947 Culver Rd.

Golden Valley, MN 55422

763-529-2630

Golden Valley



"Obinger, Art"
<AObinger@sjm.com>
02/08/2012 03:08 PM

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>
cc
bcc
Subject Golden Valley route

I grew up where I currently live (since 1957) in G.V. near Sochacki Park in Robbinsdale which connects to Mary Hills in Golden valley.

This is a relatively unspoiled area which has multiple use from recreation seekers.

To put a LTR through a quite natural area would be a travesty.

There are not many places like this left.

Art Obinger

Art Obinger
QA Inspector II
Atrial Fibrillation Division

St. Jude Medical
14901 DeVeau Place
Minnetonka, MN 55345 USA
Tel +1 651 756 5106
aobinger@sim.com
sim.com

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bill rowe
<wer61537@yahoo.com>

02/10/2012 06:47 AM

Please respond to
bill rowe
<wer61537@yahoo.com>

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject The Bottineau Lrt

Good morning,

Frankly I really struggle w/ the placement of the Bottineau Line. I use mass transit and enjoy LRT. At the same time, I was really pleased when NSP donated part of its right of way to Robbinsdale for Sochacki Park. The Mary Hills Park and Sochacki Park are part of my daily biking/walking. There are trains along the rails from time to time but they are infrequent. So, from the point of losing that quietness I object.

Looking at alternative routes, I wonder why the route closer to the old shopping center on 34th street is not considered more. That shopping area could benefit from the type of redevelopment that followed the Hiawatha LRT. Finally, it seems more reasonable too to run along Penn to further redevelopment in that area.

I appreciate the goal but object to impinging on the green space of Wirth, Mary Hills and Sochacki Parks.

Yours truly,

Bill Rowe
4040 Wasatch Lane
Golden Valley, MN 55422
612-709-4032



"JJ Jeska"
<JJ@MSPres.com>
02/10/2012 12:00 PM

To <bottineau@co.hennepin.mn.us>
cc "Farrell Christie, Beau" <beaufarrell@gmail.com>,
<lbarli@me-elecmetal.com>
bcc

Subject Light Rail Line

Dear Mr. Rusco:

I am horrified at the thought of running a light rail through the wilderness and recreation areas. These areas cannot be replaced – once they are gone that is it! There will always be another mode of transportation or the damage will be done and the system will not be used.

What can I do to stop this? On a financial side, what would my home be worth! Please advise what else I can do.

A very concerned citizen!

Joan Jeska
2301 Crestview
Golden Valley, MN 55422

JJ

MSP Resources
763.287.8778 phone
612-889-6442 cell
www.mspress.com



Christopher Jordan
<ibsogr8ful@yahoo.com>

02/11/2012 07:20 PM

Please respond to
Christopher Jordan
<ibsogr8ful@yahoo.com>

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc "sharris@goldenvalleymn.gov"
<sharris@goldenvalleymn.gov>,

"jclausen@goldenvalleymn.gov"
bcc

Subject Light Rail in Golden Valley

With a population of less than twenty-five thousand, I am having a hard time understanding how the Bottineau Transit Project would benefit Golden Valley. The idea of constructing a rail-line stop that would or may accommodate anticipated demand in a relatively small populated community is confounding. Even more, to place a stop anywhere other than near or alongside Highway 55, which is a major thorough fare for East-west traffic (crossing Highways 100 and 169 for North-South traffic) that is (i) easily accessible to the community and surrounding townships and (ii) could reasonably accommodate a satellite parking facility for such a project, seems to be a recipe for a myriad of environmental and social impact concerns that warrant further discussion, consideration and analysis. If I am not mistaken, the Bottineau line runs along Inglewood Avenue North and Thomas Avenue North, right off of Glenwood Avenue. That parcel of land in that area is for sale so considering its location and proximity to Highway 55, Penn Avenue and Wirth Parkway, wouldn't this property be a more obvious or viable location for a transit or rail-way stop? I support improving public transportation options for Golden Valley residents as well as options that may enhance access for our neighboring community members; however, the idea of developing a railway that is located anywhere than along Highway 55 appears to be an option that the fraught with so many troubling and puzzling obstacles that could potentially negatively impact our community.

Thank you,

Chris Jordan
Golden Valley Resident



Dana Knopic
<DKnopic@cdrg.org>
02/14/2012 12:04 PM

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject Bottineau Transitway

Good day! I am a resident of the Noble Grove area of Golden Valley, and I'm extremely excited that the Bottineau Transitway might come close enough to my home for me to use it.

Currently I ride an express bus from May through December of each year, but once the weather gets cold, I drive again. I simply cannot bear standing out in the snow waiting for a bus, and then once I get on, my feet stay frozen for the whole ride in, no matter how good of boots I'm wearing. Also, just the smallest amount of snow can mean my bus will be late (meaning I'm even colder!) Finally, there are only three express buses in the morning and three at night that go down the street nearest me. If I'm running a bit late and miss the last bus, I'm out of luck.

However, the Bottineau Transitway would change all that! It appears I could catch a train near either North Memorial Hospital or the Robbinsdale transit station (provided there will be a Park and Ride option at those locations, since they are both too far for me to walk.) Trains will pass frequently enough so I won't have to wait long, plus I won't have to plan my commute around just six buses each day. Best of all, it will be fast so even during the coldest weather, I'll be to work in no time! I can save money on gas, parking at work, and car wear and tear by being a Metropass rider the whole year long!!

I am all for the project, and I hope it moves forward. I also hope it takes the Theodore Wirth/Golden Valley route so I can take full advantage of its proximity to my home. But please take into consideration that Park and Ride facilities need to be available.

Thank you,

Dana



Dana D. Knopic
3036 Lee Avenue North
Golden Valley MN 55422



alanasg@comcast.net
02/15/2012 11:04 AM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject D1 proposal for additional line and station in Golden Valley

Dear Mr. Rusco,

As Golden Valley residents, we are opposed to the D1 line and station currently proposed for Golden Valley.

We live at 3910 Bassett Creek Drive, close to the park that follows the creek. Building more rail lines will not only destroy the tranquil setting of the park, disrupt the wildlife, and impact the residents that daily utilize the park walking paths, but it will certainly increase the volume of car and truck traffic, impact the safety of our neighborhood, add more noise, and cause additional vibration to the soil and creek conditions.

It is unlikely that our neighborhood residents would be using this line. By adding this additional line and a station, we are also very concerned that this will have a negative impact on our area. Our home values and taxes are high in Golden Valley. Dropping a rail line and station in the middle of this neighborhood may not only disrupt and congest our beautiful area, but it could likely reduce the security and value of our neighborhood.

We do not support this plan for the D1 line.

Thank you for listening.

John and Alana Griffith
3910 Bassett Creek Dr.
Golden Valley, MN 55422
Home phone 763-432-5390

From: Brent.Rusco@co.hennepin.mn.us [mailto:Brent.Rusco@co.hennepin.mn.us]

Sent: Saturday, January 28, 2012 3:27 PM

To: Jeff and Gillian Rosenquist

Cc: Harris Shep; Beth Bartz; Joseph.Gladke@co.hennepin.mn.us

Subject: Re: Feedback for the Golden Valley - Bottineau Transitway

Dear Mr. Rosenquist,

Thanks very much for your comments and taking the time to provide detail regarding your concerns and opinions. Your comments provide valuable scoping input into the Bottineau Draft Environmental Impact Statement.

Regarding your concerns about property values, below are two research links which may be of interest in the near term:

Link to study of development patterns along three new transit lines:

http://www.ctod.org/portal/sites/default/files/CTOD_R2R_Final_20110321.pdf

Link to University of Minnesota study on property values for the Hiawatha LRT corridor:

<http://www.cts.umn.edu/Research/Featured/Transitways/documents/hiawatha.pdf>

Regards,

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Jeff and Gillian Rosenquist <gurosenquist@comcast.net>
To: Harris Shep <gvshp@gmail.com>, brent.rusco@co.hennepin.mn.us
Date: 01/24/2012 03:40 PM
Subject: Re: Feedback for the Golden Valley - Bottineau Transitway

Dear Mr. Rusco and Mayor Harris:

Thank you for taking our comments and concerns into consideration in making the decision regarding the LRT or BLT line through the Northwest Metro area.

I am an Eastern Golden Valley resident who lives not far off Golden Valley Road from Wirth Parkway. Our concerns about the Golden Valley Route (the Red Route No. 1 on the plan) are as follows:

1. Impact on Mary Hills Nature Area and Sochacki Park: noise; trails; impact on wildlife and habitat; safety for kids and pets who bike, walk and play on the trails. We use this area frequently as do the pet owners and residents with children. With no sidewalks in our part of Golden Valley, these trails are the only safe place for our kids to ride their bikes and for us to walk our dog without intermingling with vehicle traffic. Will this remain a tranquil and safe area with a bus or rail line going through it?
2. Impact on property values--could be positive or negative;

how can this be evaluated? What has the result been for other neighborhoods?

3. Putting transit in an area with high car ownership and low density housing--not the best relief to the infrastructure, i.e. roads.

Would the citizens of this area use a GVR station? I know of only a couple neighbors who commute to downtown. The rest commute to other suburban office buildings to the South and West. Also, would citizens in this area use a stop at GVR and Wirth? It is too far for many of our elderly residents to walk. A stop at the Lodge would really only serve Minneapolis residents.

4. Noise that will be generated in what is now a very quiet area. The tornado eliminated much of the natural noise barriers (trees) so it would be far noisier to park neighbors than it would have been a few years ago.

5. Impact that the lack of parking will have on the surrounding areas, i.e. lots of cars parked on neighborhood streets and inflow of non-residents into our area potentially increasing crime and congestion.

6. Positive impacts could be non-car access to downtown and the airport; enhanced access to the Courage Center for the disabled; business development such as a coffee shop.

7. Impact on the already busy and speedy Golden Valley Road (County Rd 66). It's already difficult to turn at GVR and Legend Drive! Also, Golden Valley Road is already not in great shape--old pavement, crumbling curbs, no turn lanes, no room for increasing the size of the road--and could not deal with increased traffic. I believe the 2007 study that Golden Valley did about traffic and transit identified Golden Valley Road as already above capacity. Hennepin County would need to significantly invest in this road; these additional costs should be part of the equation.

8. How would bike trails and the Luce Line proposed links (including a North-South Route through Golden Valley and a route down Golden Valley Road to Wirth park) fit into this plan? Could we tie in Greenway-type bike trails along the rail line which would be more used by residents than the BRT or LRT would be?

OPINION:

A station at GVR and Wirth is really too far for the people in the Merrilee Hills area to walk in Winter and really use. I am skeptical that we would.

This is more a route to get Maple Grove residents downtown and we'd bear the impacts of being in the way (noise, traffic, crime, wildlife disruption, decreased property values) but I fear that we'd not get much benefit. I am of the opinion that if the County and Met Council want transit to serve non-car owners and bring residents who need jobs to areas with jobs, the best route is Penn Ave. through Minneapolis. I honestly think that the direct impact to our area would just be an increase of noise and traffic with little actual use.

Gillian Rosenquist
2321 Kyle Ave N
Golden Valley 55422

gr

Having lived here since about 1965,
I strongly oppose the construction of a
light rail line through Theodore Wirth,
Mary Hills and Walter J. Kochachki Parks.
The wilderness and some recreational
areas and class by neighborhoods which
now we take for granted would be
extremely disrupted.

The noise could disrupt sleep
for all and may affect the wild life,
squirrels, birds, deer and other
animals we enjoy.

Would drinking a vehicle be more
hazardous?

Bette J. Schmidt

2130 Mary Hills Drive

Isden Valley, MN 55422

Thank you for reading about
my concerns.

Hogeboom, Joe

From: Clancy, Jeannine
Sent: Thursday, February 16, 2012 11:54 AM
To: Hogeboom, Joe; Schutrop, Pat
Subject: Fwd: BOTTINEAU TRANSITWAY

Sent from my iPhone

Begin forwarded message:

From: Laurel Larsen <dzli@comcast.net>
Date: February 16, 2012 11:49:01 AM CST
To: <sharris@goldenvalleymn.gov>
Cc: <jclausen@goldenvalleymn.gov>, <mfreiberg@goldenvalleymn.gov>, <ppentel@goldenvalleymn.gov>, <dscanlon@goldenvalleymn.gov>, <jclancy@goldenvalleymn.gov>
Subject: BOTTINEAU TRANSITWAY

Dear Mr. Mayor, City Council Members, and Director of Public Works,

The purpose of this letter is to express our opinion about plans for the Bottineau Transitway. We live at 2540 Dresden Lane next to the Mary Hills and Walter J. Sochacki parks. We believe that the light rail would have a negative impact on these parks as wild life and recreational areas if the **Alignment D1** route is chosen. It seems clear to us that the **Alignment D2** is preferable for several reasons:

- It serves many more people because it goes through a more heavily populated area.
- It serves more businesses and workplaces – North Memorial Hospital, Broadway/Penn and Plymouth Avenue. Many more workers commute to these areas than to Golden Valley road.
- The three proposed stations on this route are heavily used and have good parking capabilities available.
- No infringement on a local park with it's walkways, bike paths, and wild life.

In contrast, the **D1** route is through a park surrounded by low density residences and no businesses. The one station proposed for this route (the Golden Valley Road station) has no parking adjacent to it except St. Mary's church a block or so away.

In summary, the choice seems clear. Why build a system that few would use and which reduces the quality of our parks?

Sincerely,

Laurel Larsen David Zook

Hogeboom, Joe

From: Clancy, Jeannine
Sent: Thursday, February 16, 2012 9:31 AM
To: Hogeboom, Joe
Cc: Schutrop, Pat
Subject: FW: Bottineau Transitway

Jeannine Clancy | Director of Public Works | City of Golden Valley
7800 Golden Valley Road | Golden Valley, MN 55427 | 763-593-8035 | 763-593-3988 (Fax) | 763-593-3968 (TTY) |
jclancy@goldenvalleymn.gov



Please note new email address.

From: Dave Bucher [<mailto:dkbmd@hotmail.com>]
Sent: Wednesday, February 15, 2012 8:53 PM
To: Harris, Shep; Clausen, Joanie; Freiberg, Mike; Pentel, Paula; Scanlon, DeDe; Clancy, Jeannine
Subject: Bottineau Transitway

Dear Council Members/Mayor,

Thanks for taking input on the various proposals for the extension of light-rail to our area. While the D1 proposal would be geographically more convenient for myself and partner (we routinely take the 14 bus to Downtown to ride the Hiawatha light-rail to the airport), the D2 alignment appears to make better sense for serving a much more dense neighborhood and greater population base, many of whom would be well served by the train. The stations at North Memorial and along Penn Avenue would undoubtedly be much busier than a more isolated station on D1 at Golden Valley Road.

We would like to voice our support for the D2 alignment in your deliberations in representing our neighborhoods of Golden Valley.

Dave Bucher
Bill Cooper
4000 Bassett Creek Drive

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Tom Zins <tomzins@comcast.net>
Cc: "parkandrec@goldenvalleymn.gov" <parkandrec@goldenvalleymn.gov>, "planning@goldenvalleymn.gov" <planning@goldenvalleymn.gov>, "shepharris@goldenvalleymn.gov" <shepharris@goldenvalleymn.gov>, Beth Bartz <bbartz@sriconsulting.com>
Sent: Thu, Feb 16, 2012 23:35:53 GMT+00:00
Subject: Re: Bottineau Transitway

Thanks very much for your input and for so clearly stating the reasons for your concerns. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Tom Zins" <tomzins@comcast.net>
To: <brent.rusco@co.hennepin.mn.us>
Cc: <parkandrec@goldenvalleymn.gov>, <planning@goldenvalleymn.gov>, <shepharris@goldenvalleymn.gov>
Date: 02/16/2012 03:39 PM
Subject: Bottineau Transitway

February 17, 2012
Brent Rusco Hennepin County Bottineau Transit way, Project Management
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
Re: Dedicated High-Frequency Transit Corridor to Northwest Suburbs
Wirth Park/Golden Valley Segment

Project Manager:

As a resident of Golden Valley for over thirty years I encourage the development of good light rail service to our community, and to the entire northwest suburban region. The development of light rail is good public policy for many reasons involving the environment, economics, traffic congestion, housing affordability, improved urban neighborhoods and the curbing of urban sprawl.

We do not need any more highway improvements like the I-394 gorge. It is a monument to days gone by. Such highways are massive and environmentally destructive; and they are increasingly unaffordable. We need alternatives. The immediate dilemma for commuters is highway congestion, and there is no realistic way of paving our way out of the mess that has been created. In partial alleviation of our problems, light rail should help to concentrate residential growth at key inner city and inner suburban locations. That concentration should make housing more affordable and it should help to curb urban sprawl.

Furthermore, light rail would make it easier for all of us—particularly seniors—to use down town and local-area sports, entertainment, and restaurant venues. If we did not have to make nerve-racking drives, we would travel more often locally, and feel safer and more secure in doing so. This is particularly the case during the winter

months and at night. This is all very healthy for our cities and our future.

We should not be parochial about new transportation initiatives, but critics of the Wirth Park segment of the Bottineau LRT have some good observations. First, local observations regarding the impact of any large public works project on local property values and the quiet enjoyment of immediate neighborhoods needs to be given considerable weight. Greater weight should be given local views than that of others who live beyond the immediate corridor. Near-by residents should not have a veto, but they should have a very significant say.

The community as a whole should be heard as well. The proposed "Wirth Park route" does not serve the greatest bulk of Golden Valley residents, and at the same time it does further bisect our community and the adjacent park land.

Some years ago an unsuccessful candidate for Golden Valley City Council proposed that a light rail line should be constructed in the HOV lane of I-394. That was an eminently good idea that would have made the best use of that costly and ill-used ribbon of concrete. But the idea was probably ahead its time. Such a project would have served a large portion of Golden Valley, St. Louis Park, and communities beyond, all the way to Wayzata. That is the type of light rail our community needs, though it is an idea that is still beyond the imagination of the concrete and highway crowd that still dominates our transportation policies.

Tom Zins
Golden Valley, MN

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Tammi Hall <btnhall@yahoo.com>
Cc: Beth Bartz <bbartz@srfconsulting.com>, "Joseph.Gladke@co.hennepin.mn.us" <Joseph.Gladke@co.hennepin.mn.us>
Sent: Fri, Feb 17, 2012 15:39:26 GMT+00:00
Subject: Re: Light rail

Ms. Hall.

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Tammi Hall <btnhall@yahoo.com>
To: "bottineau@co.hennepin.mn.us" <bottineau@co.hennepin.mn.us>, "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>
Cc: "jclancy@goldenvalleymn.gov" <jclancy@goldenvalleymn.gov>, "mgrimes@goldenvalleymn.gov" <mgrimes@goldenvalleymn.gov>, "tburt@goldenvalleymn.gov" <tburt@goldenvalleymn.gov>, "sharris@goldenvalleymn.gov" <sharris@goldenvalleymn.gov>, "jclausen@goldenvalleymn.gov" <jclausen@goldenvalleymn.gov>, "mfreiberg@goldenvalleymn.gov" <mfreiberg@goldenvalleymn.gov>, "ppentel@goldenvalleymn.gov" <ppentel@goldenvalleymn.gov>, "dscanlon@goldenvalleymn.gov" <dscanlon@goldenvalleymn.gov>
Date: 02/17/2012 09:21 AM
Subject: Light rail

We are thrilled that the north and northwest metro will be gaining access to the light rail system through the proposed Bottineau Transitway.

That said, we are opposed to the option of running the light rail along the existing railroad through Theodore Wirth Park for the following reasons:

- 1) The park is a wonderful recreational and natural area utilized and appreciated by so many residents. To disrupt this natural area with light rail running every 10 or 15 minutes all day, not to mention the development of stations, would be a tragedy. I am shocked that the county would even consider running light rail through a park. I realize that trains run on the existing track through the park but the current disruption to the park from the railway is very minimal due to the low number of trains utilizing the track. This utilization is very different from a light rail train running every 15 minutes all day every day and the attendant people traffic with a light rail system.
- 2) There seems to be several drawbacks to a station on Golden Valley Road - access to the station given the current railroad is way below the road and the lack of space for any parking. For most Golden Valley residents who plan to utilize the light rail a station in Robbinsdale that offers more parking and better access would be more convenient or at least as convenient as the Golden Valley Road option. There is currently a large unoccupied space (the former Robbinsdale Farm and Garden) that would provide an

excellent location for a light rail station. It might also have a positive impact and bring traffic to the many local businesses in downtown Robbinsdale vs. bringing traffic and disruption to a natural park area. There are also several senior living complexes in Robbinsdale that would benefit from close proximity to the light rail.

3) At the community meeting we were told that due to the potential drawbacks of the station on Golden Valley Road a second option under consideration was Penn Avenue directly across from the Theodore Wirth clubhouse building. We strongly oppose this option

as the development of a station would bring even further disruption to the natural area in the park.

The option of running light rail along Broadway through north Minneapolis seemed a better choice to us for the following reasons:

1) The Broadway route seems to be a better solution for meeting the goal of providing transportation to residents without their own means of transportation. According to the presentation at the community meeting there are, in some north Minneapolis neighborhoods, up to 50% of residents without transportation. It seems to me that for these residents close proximity to the light rail would be a huge plus. A route through the park and a station at Golden Valley Road is too far away for many north side residents as they would need transportation just to get to the light rail line and station.

2) With light rail comes development of stations and adjacent areas. It seems to me that the Broadway and north Minneapolis communities could greatly benefit from this development, especially considering the damage to the area from the recent tornado. The light rail should offer the opportunity to re-develop and invest in this area to create a better neighborhood for all.

We appreciate the opportunity to learn of the light rail proposals and provide feedback. We look forward to the positive impact light rail could bring to our community and the opportunity to leave our car at home and utilize this great community transportation!

Robert and Tammi Hall
2936 Perry Avenue North
Golden Valley, MN 55422

GV

Hogeboom, Joe

From: Kelly Lowrie [krlowrie@gmail.com]
Sent: Friday, February 17, 2012 4:30 PM
To: Bottineau@co.hennepin.mn.us; mark.stenlien.@co.hennepin.mn.us; Hogeboom, Joe; Harris, Shep; Clausen, Joanie; Freiberg, Mike; Pentel, Paula; Scanlon, DeDe; brent.rusco@hennepin.mn.us
Cc: Kelly Lowrie
Subject: Bottineau Transitway D1 Proposal Opinion
Attachments: GV Map.jpg

We received the "Neighborhood Alert – Light Rail in Golden Valley" letter almost two weeks ago. It was not nearly enough time to research and learn more about the proposed bus or light rail through our Golden Valley/ Robbinsdale parks system.

I was able to find and review the Scoping Booklet on-line, review neighborhood maps and parks, speak with our Hennepin County City Commissioner, our Golden Valley City Planner, talk with neighbors and learn this could be a real possibility just 450 feet from our home.

As proud Golden Valley residents, we are passionate about where we live, our community and the well-being of our neighborhood. It is unbelievable that we have .3 acre lot in a secluded, peaceful, wooded nature environment just feet from my house. We look forward to relaxing in our back yard, watching birds including bald eagles, deer and hope we can see our two resident great horned owls at dusk. We can definitely hear them at night. The opportunity to have over 50 acres of parks in our neighborhood and the ability to take advantage of the walking and biking trails including 37 acre Sochacki Park, 9 acre Rice Lake Nature Area, 15 acre Mary Hill's area and Glenview Terrace Park is breath taking. We frequently have said, "Where else can we get this so close to the city"....We like to think of it as our special retreat after a long day at work.

Believe Patrick Reusse referred to it first, in his article attached <http://www.startribune.com/featuredColumns/44646172.html> as an Urban Treasure. It was just a couple of years ago when we were opposing Frisbee golf and now Light Rail ..what will be next.

As long time resident home owners, we fiercely oppose the light rail through Theodore Wirth, Mary Hills and Sochacki Parks. It seems ridiculous that with over 20 options reviewed that we are down to this option being considered as one of them.

I am in favor of public transportation, in fact, I take the bus every day, just 2 blocks from my house. I find it interesting that bus routes have been cut or removed in St Louis Park area where my 75 year old mother resides and she has a difficult time staying independent as she doesn't drive. It is sad we cannot better serve our local communities for efficient public transportation currently today.

It's incredible to have this area in the middle of the city. And this is the way we like it. Quiet.

Thank you!

Kelly Lowrie and Randy Roy

4300 Culver Road

----- Original Message -----

From: Commissioner.Stenglein

Sent: 02/24/2012 02:10 PM CST

To: Brent Rusco; Joseph Gladke

Subject: Fw: Light Rail in Golden Valley actually this just came in

- steve

----- Forwarded by Steven R Gershone/CB/Hennepin on 02/24/2012 02:09 PM -----

"Cynthia Malinowski" <gcmalin@comcast.net>

02/24/2012 12:26 PM

To

<commissioner.stenglein@co.hennepin.mn.us>

cc

Subject Light Rail in Golden Valley

I was not able to come to the light rail meeting, but I support light rail, and mass transit in general.

If this was in existence today, my learning disabled son of 23 yrs could have taken the light rail to Hennepin Technical College. He was able to take the bus to MCTC downtown, but to get anywhere in the suburbs is nearly impossible without going downtown first. My son would have to take 3 buses to get to Hennepin Tech. This would take 90 min to 2 hrs. On a snowy day, he would risk being late, or too exhausted to attend school. Instead, I drove him back and forth till he was comfortable taking a driver's test to get a license. By car, it takes him 18-21 min to drive the 7.5 miles.

My son will graduate before a decision is made on the Bottineau Transitway. There are many citizens who would gladly forgo owning a car, or cannot drive, including seniors, children, the disabled, or those of lower income. I used to wish I lived in San Francisco where owning a car is an unnecessary expense. I noted that some wondered why Golden Valley needed to be connected to the rail system. I think many of them speak from their narrow existence that they do not need it in their current existence, not the needs of others who may have chosen not to live in GV or who's lifestyles have changed with age. Having transit gives you options you may not have dreamed about.

From an economic stand point, all developers snap up the land, knowing what financial rewards they will reap from being near a stable transit line. The cities would profit from the property taxes. There are the usual environmental pluses.

To address the suburban plight of why people do not use transit more, it is because the buses do not go where want to go. I do not know why metro transit does not have buses that connect the suburbs via the major highways. I worked and live on highway 100, but there is no bus that runs north south. The only way I could get to work from my home in Golden Valley off of Duluth Street to highway 394 in St.Louis Park, was take the bus downtown and that back out to SLP. I tried bicycling in fair weather, but found it extremely risky every time I crossed highway 55 on Douglas. The spokes of the system run in and out of downtown. There is no wheel connecting all of the suburbs.

Cynthia Malinowski

Please stop the light rail from
wrecking our beautiful View!! MPLS

Put this ugly thing down a busy road
Not a Beautiful Quiet park like area
Not smart planning - Bad to the people
who live there, Bad to the Deer, Fox, Turkey,
I moved to Keweenaw way for the
View, Not the house, Now you want
to wreck it, Stop - please, I need the peaceful-
ness, I am an RN @ North Memorial, part of
the Trauma Team - Calm is my going grace
after a long shift, Speedy, clanging Bells,
industrial setting, crazy Traffic, put this
monice in a High Traffic, industrial area!

Please

Debra Jindin

Keweenaw way

GV



w.linder@comcast.net
02/11/2012 02:05 PM

To boitineau@co.hennepin.mn.us
cc
bcc
Subject Light Rail in Golden Valley (attention of Brent Rusco)

Please take a moment to read the attached document regarding our concerns over the proposal to develop a LRT through Golden Valley

Thank you for your time,

William and Sue Linder
2640 Kyle Ave N
Golden Valley, MN 55422
763-521-5337

Golden Valley residents for over 23 years.

Brent Rusco

Bottineau Transitway Study Manager
Hennepin County
417 N. 5th Street, Suite 320
Minneapolis, MN 55401

February 11, 2012

Subject: Light rail in Golden Valley

Dear Mr. Rusco,

I am writing you today to protest the light rail initiative in Golden Valley that would run through the parks of Theodore Wirth, Mary Hills and Walter J. Sochacki. The parks and green areas of Golden Valley are what set it apart from other suburbs. There is an abundance of wildlife in these parks, including deer, red fox, squirrels, rabbits and an occasional coyote. Additionally there are grasses, wildflowers, soaring birds, walking paths, picnic areas and a general sense of peace and harmony.

These parks are heavily visited by the local residents and provide a place of recreation for our young adults and teens. I have personally taken on the responsibility of keeping these parks clean and picked up for the last 23 years. You will be hard pressed to find a discarded container or other debris anywhere between 36th Street and Golden Valley Road. There are many residents like me that love, respect, and value the unique experience these parks offer.

The equipment needed to build the light rail will flatten the vegetation (look at the dredging project this past summer for flood abatement), drive off wildlife and will disrupt the peacefulness and tranquility of the parks and surrounding suburbs. The light rail is scheduled to run every 7-15 minutes during rush hours and every 30 minutes early in the morning and late at night. At present the only traffic through these parks is the BN Railroad 2x a day (10am and 4pm).

Clearly, surrendering this precious asset to a light rail project that primarily benefits those in other communities is a loss to the residents of Golden Valley that is uncompensated. Living close to this corridor, I will see the value of my property diminish as will my neighbors.

Please, you must say no to this project and save a big part of what makes Golden Valley the special place it is.

Sincerely,

William Linder &
Sue Linder
2640 Kyle Ave N
Golden Valley, MN 55422

City of Golden Valley
Attn: Public Works-Jeanine Clancy
7800 Golden Valley Rd
Golden Valley, MN 55427

Subject: Light rail in Golden Valley

Dear Ms. Clancy,

I am writing you today to protest the light rail initiative in Golden Valley that would run through the parks of Theodore Wirth, Mary Hills and Walter J. Sochacki. The parks and green areas of Golden Valley are what set it apart from other suburbs. There is an abundance of wildlife in these parks, including deer, red fox, squirrels, rabbits and an occasional coyote. Additionally there are grasses, wildflowers, soaring birds, walking paths, picnic areas and a general sense of peace and harmony.

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Please, you must say no to this project and save a big part of what makes Golden Valley the special place it is.

Sincerely,

William Linder &
Sue Linder
2640 Kyle Ave N
Golden Valley, MN 55422

Golden Valley



Keppen Kettering
<keppen@gmail.com>
02/11/2012 03:35 PM

To bottineau@co.hennepin.mn.us

cc

bcc

Subject I'm a Terrified Home Owner

Mr. Rusco -

Running the disruptive Bottineau train through multiple cherished parks is unacceptable in my eyes. All of the valued community events and the peaceful joy these parks bring to a hectic city is something I will fight to keep - they are the reason I bought my house where I did. And it's not just about the disruption to wildlife; it's also about the people this will affect. There has to be a better (urban) rout that this train can take. With so few parks left in a big city, we really need to fight to preserve the ones we have. Even a minimal disruption is not okay.

I also have another issue with that is destroying me. My house is located on Kewanee Way, and this will be IN my front yard. This is the first house my husband I have ever bought, we bought it to start our family in. We have already gotten the tar beaten out of us for its value during this recession. We purchased this property for \$240,000. This past winter we were trying to refinance and it was valued at \$170,000! Could you image what this project would do to our already shattered home value?!? This would be a devastating blow to our lives and I don't see how we would ever be able to recover. The bottom line is this would destroy us financially through no fault of our own. This home is already a toxic asset, and will get even worse with the train, so much so I don't see how we would ever be able to sell. It doesn't leave us with any good choices.

This community and I are owed an explanation and a plan for the future. Like I said, this project will most certainly devastate my life. I don't see how I could ever recover from this.

I know the central corridor is doing a lot to help businesses that will be disrupted due to the light rail, so what will Hennepin County do for the home owners along the Bottineau rail? How will you help us? How will you make it so we are not the ones paying dearly for this project?

Will there be compensation for our home's decreased value from a result of the rail location?
What about sound proofing for our home?
What about a safely/ privacy/ sound barrier fences?
But even that would not save the peace outside the home that we are able to enjoy today.
This is a nightmare for me.

I feel I have expressed my fears and concerns.
I expect solutions.

Thank you,
Keppen Kettering

Your communication is encouraged:
Keppen Kettering

KeppenK@gmail.com
651-307-2700 (Mobile)
2350 Kewanee Way, Golden Valley, MN 55422



Keppen Kettering
<keppen@gmail.com>
02/14/2012 09:59 AM

To bottineau@co.hennepin.mn.us

cc

bcc

Subject The D1 line is in my front yard - and I'm not okay with that

The D1 line is in my front yard. I live on Kewanee Way in Golden Valley. Here are my comments I would like to submit:

1. Not only will I have to pay for this with my taxes, but I'll also have to pay for this with our homes values too??? Even if the project gets federal money, I PAY FEDERAL TAXES so yes, I'm paying for this.

2. What kind of package is the city prepared to offer homeowners who loose in this deal? I've already seen my property taxes skyrocket as the value of my home plummets. Will we not have to pay property taxes for 10 years in order to make up for the value we have lost? Are there any other ideas on how to make us whole?

3. The city council was told: "home values do not decrease due to light rail being in the neighborhood or in front of a home." I personally can't understand how this could be a true statement. How could this not hurt our home values??? I don't want to hear, feel, and see the train going by every 7.5 minutes. I also would never buy a home were the light rail is IN the front yard so to me this statement is an outright lie.

4. What kind of plan for soundproofing our homes is being proposed? Soundproof windows, what about soundproof walls and roofs?

5. What about a plan for the safely/ privacy/ sound barrier fences? What kinds of esthetics are being talked about?

6. How can the county justify destroying three parks? What about the wetland areas?

7. The parks in my neighborhood are the reason I bought my house in Golden Valley. Taking those away would take away what I love about this part of the city. Why would it be okay for our community to be stripped of our parks? (and I know there's the equipment rail that's there now, but it's hardly fair to compare a train going by once per day during the work week vs. every 7.5 minutes.).

8. Looking at the maps, I see the D1 does appear to be the easiest route, but it would not serve the most people, the proposed stops are a joke. No businesses are located at the stops and very few people's homes are. The D2 looks to be better accessible for foot traffic, it's near multiple businesses, and it goes to a hospital, all things I would think to be good? I just don't understand having to destroy three parks and wetland area for the D1. And yes, I get that it's cheaper, but you're already proposing to spend a ridiculous amount of money, why not do the project right and make sure the most people are served?

9. In no way am I anti-light rail (or anti-public transportation for that matter). I pride myself on being extremely ecofriendly, forward thinking, and having the ability to look at the bigger picture, so I want to make that clear. I know my comments make a big point about my

home and my neighborhood, but I really do also have concerns about the parks. I don't understand how three parks can be sacrificed for this project? The parks in my neighborhood were the reason I bought my house in Golden Valley. Taking those away from me would take away what I love about this part of the city.

10. My bottom line: I'm not only expected to pay for this project with my tax money, but now I have to pay for this project with my homes value. (value in money and value in location)

Keppen Kettering
2350 Kewanee Way, Golden Valley, MN 55422

Hogeboom, Joe

From: Clancy, Jeannine
Sent: Monday, February 13, 2012 12:24 PM
To: Hogeboom, Joe
Subject: RE: I'm a Terrified Home Owner in your city

Joe:

Will you please respond?

Jeannine Clancy | Director of Public Works | City of Golden Valley 7800 Golden Valley Road | Golden Valley, MN 55427 | 763-593-8035 | 763-593-3988 (Fax) | 763-593-3968 (TTY) | jclancy@goldenvalleymn.gov

Please note new email address.

-----Original Message-----

From: Keppen Kettering [mailto:keppenk@gmail.com]
Sent: Saturday, February 11, 2012 3:55 PM
To: Clancy, Jeannine
Subject: I'm a Terrified Home Owner in your city

Dear Ms. Jeannine Clancy,

Planning the disruptive Bottineau train through multiple cherished parks is unacceptable in my eyes. All of the valued community events and the peaceful joy these parks bring to a hectic city is something I will fight to keep - they are the reason I bought my house where I did. And it's not just about the disruption to wildlife; it's also about the people this will affect. There has to be a better (urban) rout that this train can take. With so few parks left in a big city, we really need to fight to preserve the ones we have. Even a minimal disruption is not okay.

I also have another issue with that is destroying me. My house is located on Kewanee Way, and this will be IN my front yard. This is the first house my husband I have ever bought, we bought it to start our family in. We have already gotten the tar beaten out of us for its value during this recession. We purchased this property for \$240,000. This past winter we were trying to refinance and it was valued at \$170,000! Could you image what this project would do to our already shattered home value?!? This would be a devastating blow to our lives and I don't see how we would ever be able to recover. The bottom line is this would destroy us financially through no fault of our own. This home is already a toxic asset, and will get even worse with the train, so much so I don't see how we would ever be able to sell. It doesn't leave us with any good choices.

This community and I are owed an explanation and a plan for the future. Like I said, this project will most certainly devastate my life. I don't see how I could ever recover from this.

I know the central corridor is doing a lot to help businesses that will be disrupted due to the light rail, so what will Hennepin County do for the home owners along the Bottineau rail? How will you help us? How will you make it so we are not the ones paying dearly for this project?

Will there be compensation for our home's decreased value from a result of the rail location?
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But even that would not save the peace outside the home that we are able to enjoy today.
This is a nightmare for me.

I feel I have expressed my fears and concerns.
I expect solutions.

Thank you,
Keppen Kettering

Your communication is encouraged:
Keppen Kettering
KeppenK@gmail.com
651-307-2700 (Mobile)
2350 Kewanee Way, Golden Valley, MN 55422

Golden Valley



"Janell J. Siegfried"
<janell@siegfrieddunlay.com>

02/11/2012 03:42 PM

To <bottineau@co.hennepin.mn.us>

cc <siegfriedbruce@comcast.net>

bcc

Subject Citizen Input on Light Rail in Golden Valley

As 27-year residents of Golden Valley, we are opposed to light rail going through our local nature preserve and Wirth Park. The irony of this cannot be lost.

One of the attractive things about this neighborhood is we live close to the city yet we can "get away" to nature by walking or biking to the nearby nature preserve thanks to some planning on the part of wise city leaders. And, we are cross-country enthusiasts, embracing this silent sport in what has become a mecca for skiers at Wirth Park. Our neighborhood is peaceful with many people who go out daily for walks, jogs and bike rides loving what Golden Valley provides—an oasis of peace close to the city.

If the train comes and disrupts the neighborhood with engine noise, clanging and whistling as often as every 15 minutes during peak periods, we will be forced to DRIVE out of our own community to far away suburbs for peace in nature—or worse, be forced to move to get peace. Then, we'll be the ones needing the train to ride through the crumbling inner city where there is no longer a peaceful neighborhood.

Janell
763-522-8542



Golden
Valley

Hogeboom, Joe

From: Clancy, Jeannine
Sent: Monday, February 13, 2012 12:24 PM
To: Hogeboom, Joe
Subject: FW: Citizen Input on Light Rail in Golden Valley

Will you please respond?

Jeannine Clancy | Director of Public Works | City of Golden Valley
7800 Golden Valley Road | Golden Valley, MN 55427 | 763-593-8035 | 763-593-3988 (Fax) | 763-593-3968 (TTY) |
jclancy@goldenvalleymn.gov



Please note new email address.

From: Janell J. Siegfried [mailto:janell@siegfrieddunlay.com]
Sent: Saturday, February 11, 2012 3:47 PM
To: Harris, Shep; Clausen, Joanie; Freiberg, Mike; Pentel, Paula; Scanlon, DeDe; Clancy, Jeannine
Cc: siegfriedbruce@comcast.net
Subject: Citizen Input on Light Rail in Golden Valley

As 27-year residents of Golden Valley, we are opposed to light rail going through our local nature preserve and Wirth Park. The irony of this cannot be lost.

One of the attractive things about this neighborhood is we live close to the city yet we can "get away" to nature by walking or biking to the nearby nature preserve thanks to some planning on the part of wise city leaders. And, we are cross-country enthusiasts, embracing this silent sport in what has become a mecca for skiers at Wirth Park. Our neighborhood is peaceful with many people who go out daily for walks, jogs and bike rides loving what Golden Valley provides—an oasis of peace close to the city.

If the train comes and disrupts the neighborhood with engine noise, clanging and whistling as often as every 15 minutes during peak periods, we will be forced to DRIVE out of our own community to far away suburbs for peace in nature—or worse, be forced to move to get peace. Then, we'll be the ones needing the train to ride through the crumbling inner city where there is no longer a peaceful neighborhood.

Thanks for your consideration of this situation—we understand the delicate balance between growth in the city and preserving what is good.

Janell
763-522-8542





wsteacker@netscape.net
02/13/2012 08:09 PM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject Yes to D2 Line. NO to D1 line

Dear Brent Rusco:

I have been to the community meetings with my neighbors here in Golden Valley. My wife and I have expressed our opposition to the proposed D1 line at these meetings.

To us, the D2 line makes much more sense, for many reasons including environmental as well as practical. Why, for instance, would there be a need to have a Golden Vally station when we are just 12 minutes from downtown??! Why destroy a beautiful natural environment that has provided myself and my neighbors with sightings of eagles, owls, fox, hawks, deer, not to mention the quiet and rejuvenating retreat we share with these precious animals.

The D1 line is inappropriate, and we strongly oppose it.

William Steacker and Robin Price
3900 Bassett Creek Dr.
Golden Vally, MN. 55422

Hogeboom, Joe

From: Clancy, Jeannine
Sent: Tuesday, February 14, 2012 4:49 PM
To: Hogeboom, Joe
Cc: Schutrop, Pat
Subject: FW: Bottineau: NO on D1. YES on D2

Jeannine Clancy | Director of Public Works | City of Golden Valley 7800 Golden Valley Road | Golden Valley, MN 55427 | 763-593-8035 | 763-593-3988 (Fax) | 763-593-3968 (TTY) | jclancy@goldenvalleymn.gov

Please note new email address.

-----Original Message-----

From: wtsteacker@netscape.net [mailto:wtsteacker@netscape.net]
Sent: Tuesday, February 14, 2012 4:09 PM
To: Harris, Shep; Clausen, Joanie; Freiberg, Mike; Pentel, Paula; Scanlon, DeDe; Clancy, Jeannine
Subject: Bottineau: NO on D1. YES on D2

Dear Council Members:

My wife (Robin Price) and I are strongly opposed to the D1 line and station proposed for Golden Valley. We have lived on Bassett Creek Drive for 17 years, just about 12 minutes from downtown.

Establishing a rail line parallel to the existing line will not only disrupt this park setting with its wildlife and serenity but will create neighborhood issues of on street parking, unnecessary vehicular traffic and noise and vibration issues for all our homes along Bassett Creek.

I have not seen any studies regarding noise and vibration level effects on our homes. The current rail movement on the existing line can be felt and heard in all our homes.

Robin and I urge you to vote NO on the proposed D1 line. It seems absolutely preposterous to have a station established here when, as we have heard at meetings we have attended, that very few people in our area will use the line. Traffic congestion, noise, destruction of a natural environment so close to the city (something we all cherish) and home prices will undoubtedly have a negative impact on the quality of life we all find so special living here.

We urge you to vote NO on the D1 line.

William Steacker
Robin Price
3900 Bassett Creek Dr.



wtsteacker@aim.com
02/17/2012 08:50 PM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject No on D 1

My wife (Robin Price) and I are strongly opposed to the D1 line and station proposed for Golden Valley. We have lived on Bassett Creek Drive for 17 years, just about 12 minutes from downtown.

Establishing a rail line parallel to the existing line will not only disrupt this park setting with its wildlife and serenity but will create neighborhood issues of on street parking, unnecessary vehicular traffic and noise and vibration issues for all our homes along Bassett Creek.

I have not seen any studies regarding noise and vibration level effects on our homes. The current rail movement on the existing line can be felt and heard in all our homes.

Robin and I urge you to vote NO on the proposed D1 line. It seems absolutely preposterous to have a station established here when, as we have heard at meetings we have attended, that very few people in our area will use the line. Traffic congestion, noise, destruction of a natural environment so close to the city (something we all cherish) and home prices will undoubtedly have a negative impact on the quality of life we all find so special living here.

We urge you to vote NO on the D1 line.

William Steacker
Robin Price
3900 Bassett Creek Dr.

Golden Valley

III. Maple Grove



"Mark or Bonnie Turpin"
<mturpin@juno.com>
02/12/2012 10:10 PM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject Bottineau Transitway

Brent Rusco

Bottineau Transitway Study Manager
Hennepin County
417 N. 5th Street, Suite 320
Minneapolis, MN 55401
Phone: 612.543.0579

Mr Rusco,

I am a resident of Maple Grove. I attended a Bottineau Transitway Scoping open house, but I didn't fill out an input form at that time. I have a few thoughts that I would like to share.

1. I support economic analysis to determine if rail or bus service is the best choice. However, I am much more likely to use rail than a bus system.
2. I was disappointed in the apparent lack of coordination of the proposed transit way and the Maple Grove transit system. This may be a "detail to be sorted out later", but the feeder system to the rail head is critical to me. Related to this, is the fact that the rail head is not at the MG transit station parking ramp (would need to be increased in size of course).

My typical usage will be to take light rail transit to the airport or downtown for a Twins/Timberwolves/Vikings(?) game, Gophers game, or downtown / MOA shopping. In order for the trip to make sense, I need to have convenient free parking at the MG transit station. Even better would be a bus service that would allow me to walk to the bus from my home and connect via bus to the light rail system. (Best of all would be a light rail station at Fernbrook and Hwy 81, that I heard proposed some time ago.)

My daughter used MG Transit express bus service for a year to commute to the U of MN, and she uses the bus to get home on occasion now that she is living near campus at an apt. Rail needs to compete with the MG express bus speed to attract students. Given that the U is all torn up right now for the St Paul extension of light rail, it would be ideal in a few years to jump on the train in MG and attend or work at the U. My comments about parking or bus connections apply for students too.

Thank you for your consideration,

Mark Turpin
9647 Harbor Lane
Maple Grove, MN



Sara Swenson
<saracswenson@gmail.com>

02/12/2012 04:22 PM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject comments

Hi,

I wanted to add my comments to the Draft Environmental Impact Statement process for the proposed Bottineau Transitway projects.

I live in Maple Grove and commute to the University of Minnesota every day using the existing (limited) express bus transit options provided by Maple Grove Transit.

I think a lite rail system going from Maple Grove (the A alignment under consideration) to downtown Minneapolis would be amazing. I am so used to operating under the current system of Maple Grove Transit buses, where only a certain number of trips are offered, only going downtown in the morning and only coming back to Maple Grove in the afternoon. I can barely wrap my head around the idea of being able to travel to and from downtown at any time of day and in either direction with high-frequency service lite rail.

Making the investment now in this type of infrastructure is a great idea. It will change the transit system in Maple Grove for the better, taking it from an outer-ring suburb dependent on the automobile to a more functional and accessible community that provides important alternatives to automobile travel, alternatives that I personally would be over the moon about if we had now. The sooner, the better!

Thank you,
Sara Swenson

Maple Grove



<kathryn.m.perkins@wellsfar
go.com>

01/19/2012 12:18 PM

To <bottineau@co.hennepin.mn.us>

cc

bcc

Subject Light rail corridor from Maple Grove

I would be *opposed* to that as I catch my bus (Route 782) in my neighborhood. That would mean I would need to drive to a transit station/park and ride. I like being able to walk out my door and down a block and a half to the corner. It currently takes me roughly 45 minutes from the time I walk out of the house until I am at my desk. I would imagine that to take the train would add time to my commute due to the amount of stops the train would make.

Kathryn M. Perkins

Payroll Manager
Corporate Payroll

Wells Fargo Corporate HR 625 Marquette Ave Minneapolis, MN 55479
MAC N9311-173
Tel 612-316-1162 Fax 612-667-3758

kathryn.m.perkins@wellsfargo.com

Maple Grove



Jon Schewe
<jpschewe@mtu.net>
Sent by: jpschewe@gmail.com

01/19/2012 06:00 PM

To bottineau@co.hennepin.mn.us

cc

bcc

Subject Bottineau Transitway

As a resident of Maple Grove and someone that has recently started using public transit to get to work I am in favor of anything that increases the times that public transit runs between Maple Grove and downtown Minneapolis (or other suburbs). I current commute between Maple Grove and St. Louis Park using public transit at 2-4 days a week. Having routes that get me from Minneapolis to Maple Grove later in the evening would be appreciated to allow me to work later hours at my office. Also my children rely on public transit to get around and they would greatly appreciate some options later in the day and later in the evenings and weekends. My son is currently looking for a job as a chef and has been unable to afford a car, so he's been relying on public transit to get to jobs. Unfortunately the lack of public transit between Maple Grove and downtown late in the evenings and the weekends is greatly limiting his job search. I realize that the Bottineau Transitway will not be a solution for his immediate job search, but this could prevent other young adults from having the same problem in the future.

Jon Schewe
117 West Eagle Lake Drive
Maple Grove, MN 55369

--

Jon Schewe | <http://mtu.net/~jpschewe>



Brooks Shannon
<brooks.shannon@bullberrysystems.com>

02/03/2012 11:36 AM

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject: Comments regarding Bottineau Transitway

Maple
Grove

Good morning,

My name is Brooks Shannon, and I'd like to take a brief moment to share my thoughts regarding the Bottineau Transitway. I hope to attend the meeting on February 9th (if it's open to the public; it seems like it must be...) - however, I wanted to at least give an overview of my hopes in case I'm unable to attend.

In short, I strongly favor the light-rail option that terminates in Maple Grove for the following reasons:

- I travel frequently, and the convenience of riding a single train to the airport is a clear winner. My company would save a fair amount of money in airport parking fees, when I park there, and mileage reimbursement when my wife takes me to the airport.
- Taking the train would also be a great way to get to the airport when we go on vacations, making it more affordable for us.
- I also attend a lot of events downtown: Twins games and concerts, predominantly. Not having to deal with parking my car would be fantastic.
- The availability of the train also means that we would be more likely to do things downtown that we don't do as often, like go out to eat or go to bars. Again, parking can be a pain. Removing that headache would get us downtown more often.
- I suspect that a light-rail line terminating in Maple Grove would bring more job opportunities to residents of Minneapolis and the inner-ring suburbs than a Brooklyn Park terminus. (While the latter might be great for the Target employees, the folks that need jobs in the city - that would benefit from light-rail transit - are probably going to have an easier time finding work in Maple Grove than at the Target campus.)
- I also favor light rail in general, over bus rapid transit, for the sheer fact that I like trains more than buses. :) I probably wouldn't ride a bus, especially if I needed to connect to light rail from it/from the airport.

Thank you for your time and consideration. If you'd like me to expand on any of my thoughts, by all means let me know. Otherwise, have a great weekend, and thank you for involving the community in your decisions.

Respectfully,
Brooks

Brooks T. Shannon
Lead Software Engineer
BullBerry Systems, Inc
Phone: (701) 323-9200 x7938
Web: <http://www.bullberrysystems.com>

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

THE PROJECT LOOKS GOOD ON PAPER BUT WILL IT BE COST-EFFECTIVE? WILL IT BE SELF-SUPPORTING?

▣ The alternatives proposed for study

THE B ALTERNATIVE THAT GOES TO THE NW TARGET BUSINESS CAMPUS WOULD SEEM TO MAKE SENSE W/ THE #'S OF PEOPLE COMMUTING THERE & ALSO BETWEEN THIS CAMPUS + THE TRANSIT DT MAPS LOCAL.

▣ Project impacts or benefits that should be evaluated

▣ Other comments

Name:

STEVE HOEM

Address:

M.G.

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

I support the need for this project. We are very behind the times compared to other cities. The completion of this project would provide jobs as well as a way to get to new development plus it would help transportation during extreme weather.

The alternatives proposed for study

I support B - this would make the line available to more people D-2 - less impact on T. Will + more opportunity for riders

Project impacts or benefits that should be evaluated

Environment - prefer LRT, BRT would have more pollution. B - would allow people to get to No. Den. College, there is a need to get to Den. Tech - perhaps a shuttle - frequent

Other comments

Definitely support this project

Name: Barb Dahlquist
Address: 9877 Vagabond Ln N MG, 55311
email: dahlbp mn @comcast.net

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

From: Terry Conn [<mailto:blklab3@aol.com>]
Sent: Saturday, January 28, 2012 2:42 PM
To: Brent.Rusco@co.hennepin.mn.us
Cc: Beth Bartz; Joseph.Gladke@co.hennepin.mn.us
Subject: Re: Bottineau Transitway Scoping

Unless of course it were an express after stopping in maple grove!

Terry
Sent from my iPhone
Please excuse the typos!

On Jan 28, 2012, at 2:35 PM, Brent.Rusco@co.hennepin.mn.us wrote:

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: blklab3@aol.com
To: brent.rusco@co.hennepin.mn.us
Date: 01/19/2012 02:57 PM
Subject: Bottineau Transitway Scoping

I won't make any of the Scoping Meetings, but my one comment would be

I won't take any transit system through the unsafe inter-city. I did that years ago on the "5" bus. Never again. I will stay on the 781 or 785 and take the expressway.

From: Brent.Rusco@co.hennepin.mn.us [mailto:Brent.Rusco@co.hennepin.mn.us]
Sent: Saturday, January 28, 2012 2:29 PM
To: Thomas S. Breidenbach, P.E.
Cc: brent.rusco@co.hennepin.mn.us; Beth Bartz; Joseph.Gladke@co.hennepin.mn.us
Subject: Re: I support the Bottineau Transitway project

Thomas,

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Thomas S. Breidenbach, P.E." <TBreidenbach@merchantgould.com>
To: "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>
Date: 01/19/2012 01:22 PM
Subject: I support the Bottineau Transitway project

I live in Maple Grove and take the 780 or 781 bus daily.

For me, leg A would be necessary for me to use the Bottineau Transitway.

Thomas S. Breidenbach, P.E.
Patent Agent
Merchant & Gould P.C.
3200 IDS Center
80 South 8th Street
Minneapolis, MN 55402-2215
USA

Telephone (612) 336-4708
Fax (612) 332-9081
www.merchantgould.com

IV. Minneapolis

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

We absolutely need Light Rail.

■ The alternatives proposed for study

Penn/Broadway or Theodore with would be good alternatives.
My concern is for the wild turkey, deer, eagle & owls that live along the Theodore rail line.

■ Project impacts or benefits that should be evaluated

① cost

② safety @ stops/stations

③ noise impact

④ wildlife protection

⑤ walking trail serenity/quiet/peacefulness.

■ Other comments

Name: Melanie Craftgarden

Address: 2927 Washburn Ave N Mpls

email: Melanie_Craftgarden@hotmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

☐ Purpose and need for the project

☐ The alternatives proposed for study

I prefer buses. It costs less and is more flexible. You can change the route, add or delete buses, etc.

☐ Project impacts or benefits that should be evaluated

Please do not put the rails on Penn Ave. It will destroy the neighborhood aka Rondo in St. Paul

☐ Other comments

The object is to get suburban residents to the City Center. There is no need for rail stops at Plymouth Ave and Golden Valley Rd. Busses already exist and are working well.

Name: Peter Hoag

Address: 1204 Upton Ave N.

email: MD15, WA 55411

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

rail is/will continue to be a better long term transportation solution than buses

▣ The alternatives proposed for study

would prefer the "2" alignment + stop at Plymouth Ave - the World Park

▣ Project impacts or benefits that should be evaluated

better transit better for the environment fewer "oil wars" development possibilities! it is an important segment of the metro transit plan. please build it!

▣ Other comments

Target Corp. since they moved/moving out of downtown i suggest sending cost of utility to them for any line that services their new campus.

Name:

David J. Rude, MD

Address:

mgls

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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☐ Purpose and need for the project

☐ The alternatives proposed for study

I would like D-2 over D1, but would like to see a walk/bike bridge over B1 so people from the north side would have a safe path to the station.

☐ Project impacts or benefits that should be evaluated

☐ Other comments

Name: Ed Lubiński

Address: 3023 Upton Ave NW Mpls

email: elubinski06@yahoo.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

6 Purpose and need for the project

The project is essential to provide transportation equity to the residents of North Minneapolis, Northwest Minneapolis, and NW Hennepin County.

7 The alternatives proposed for study

Strong Support for option D2

Why not do both A and B on the north end. Build LRT not BRT!

8 Project impacts or benefits that should be evaluated

Economic justice, transit equity, job center transit to include North Memorial complex. Areas of Near North, Camden, Brooklyn Center and Brooklyn Park most impacted by the

9 Other comments

mortgage foreclosure crisis 2005-2010 need the economic development boost!

Areas of Northwest Minneapolis (Camden Comm. 7 neighborhoods) are under served by transit options, No nice ride, etc., and so is Brooklyn Center.

Name:

J.L. Strand

Address:

5100 Thomas Ave. N. Minneapolis MN 55430

email:

jeff_strand@msn.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

- the video should show specific areas where poor households are an issue in type that up to 80% are public transportation dependent & families & elders
- the environment, equity in job access, equity in infrastructure, etc. etc.

■ The alternatives proposed for study

- Penn alignment (1st choice)
- Brooklyn Park (1st choice)
- No harm to width Park *substantial*
- equity in infrastructure & access to financial opportunities

■ Project impacts or benefits that should be evaluated

- impact on environment at width
- impact on impact on access to education & work & limited mobility
- health impact on communities
- safety for communities & home values

■ Other comments

- don't leave out North sides of communities of color & low income communities they need it the most
- think of the future not the now
- treat impacted residents with fairness, compassion & equity

Name: Lynnea Hennissen Resnick

Address: _____

email: lynnea_r@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project Low-middle income people spend an inequitable amount of time and resources in transit. There is significant in-access to transportation alternatives in geographic targets w/in Hennepin County. Affordable, accessible, and equitable transportation that enables people to access job & economic opportunities, healthy food alternatives, educational opportunities, and needed health services should be at the forefront of the discussion. Communities with the highest disparities in transportation access should be of primary consideration in scoping alternatives.

The alternatives proposed for study
I am dismayed that an alternative that serves Brooklyn Center and the eastern part of Brooklyn Park were not presented as an alternative given the disparities in transportation access in these areas. I am most supportive of alignment C and D2.

Project impacts or benefits that should be evaluated
safety, economic impact on surrounding residential & commercial communities, traffic flows on alternative roads, noise and vibration and overall connectivity to bike, pedestrian and BRT alternatives should be considered. Design and appearance and community engagement efforts are critical to providing transit systems. People will take pride in and value.

Other comments

Name: Naisha Reynolds

Address: 525 Oliver Avenue N. MPLS, MN 55405

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

Stick to Hwy 55 going to rr tracks & following them through Wirth Park

The alternatives proposed for study

Do NOT WANT IT Running down Penn, Queen or Oliver.

Project impacts or benefits that should be evaluated

- Loss of homes
- Decimation of neighborhoods
- Loss of home value that has this transit running through their back yard, or loss of ability to sell home

Other comments

Name:

Rachel Crushshon

Address:

1215 Newton Ave N Mpls

email:

rahofcrui@yahoo.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

The need for this project is already pretty well established. We need more mass transit.

■ The alternatives proposed for study

The only alternatives that really impact me are between the D1 + D2 routes. D2 is the better choice. The LTR may not rely on N. Mpls riders, but they will rely on you. To ignore their need so that —
(see other comments)

■ Project impacts or benefits that should be evaluated

D2 would help bring much needed jobs commerce + interest to N. Mpls. Yes, residents would have to deal with the real in the neighborhood, but I think the convenience would outweigh ~~the~~ any objections.
what would D1 bring?

■ Other comments

-suburbanites have a nice view + don't have to deal with poor black people would be downright immoral. Even if that is not how it is meant, that is how N. Mpls would ~~see~~ see this.

Name: Barqueline Wille

Address: 1020 W. Broadway Ave., Minneapolis 55411

email: bfmvista1@gmail.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Environmental degradation & ecosystem level degradation that would occur with B1 option. Just say no

Other comments

It would effectively isolate North Minneapolis. There would be short term pain. Best to impact as few prop. owners as possible but long term gain in No Mpls area outweighs short term pain.

Name: *Rita Frenzel*

Address: *1004 Queen Ave N, Mpls, MN 55411*

email: *ritrenze@gmail.com*

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

PEOPLE IN NORTH MINNESAPOLIS NEED TO HAVE ACCESS TO TRANSPORTATION. IF THE "D" ALIGNMENT DOES NOT GO THROUGH THE NEIGHBORHOOD, THE PEOPLE OF THE COMMUNITY NEED TO HAVE OTHER "ROUTE" OPTIONS FOR ACCESS.

▣ The alternatives proposed for study

▣ Project impacts or benefits that should be evaluated

- LOCAL RESIDENTS & BUSINESSES SERVED BY LRT.
- MITIGATION MONEY FOR BUSINESSES & RESIDENTS WHO TO TRAVEL COMPENSATE THEM FOR THEIR LOSS

▣ Other comments

IF MRCBT WANTS A STATION THEY SHOULD PAY FOR A STATION

Name: RAYMOND DEHN

Address: 1211 UPTON AVE N. Mpls

email: raymonddehn@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

☐ Purpose and need for the project

To extend our LRT network northwest, to serve more people with faster, high-quality bus service; to maintain affordable living in North Minneapolis and the northwestern suburbs.

☐ The alternatives proposed for study

I support any route that serves the city. Engineers should reconsider a 7th St / Fremont - Lowry Ave alternative. It would serve the center of North Minneapolis and supplement/replace the busy #5.

☐ Project impacts or benefits that should be evaluated

Considers the number of buses that could be cut if the LRT ran down Penn / Broadway or any alternative listed above.

☐ Other comments

Any route should be Light-Rail Transit, and the County should consider an incremental approach, such as building only to Crystal.

Name:

Cameron Slack

Address:

7624 W 43rd St #4, 55410 Minneapolis

email:

Please check all of the following that apply:

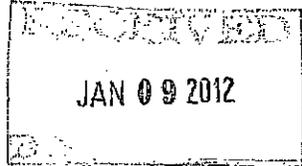
Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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■ Purpose and need for the project

GREAT PROJECT TO CONNECT PEOPLES HOMES TO
WORK & VICE VERSA. YES TO LET. NO
TO BRT.

■ The alternatives proposed for study

PREFER PENN AVENUE ROUTE DZC. DEMOLISH OR
MOVE HOUSES ON PENN (PLENTY OF VACANT LOTS
NEAR BY) SOUND WALLS ALONG ALLEYS OF QUEEN
& RUSSELL (LIKE HIAWATHA SOUND WALLS. ^{walk} BIKE TRAILS
SHOULD BE INCORPORATED TOO.

■ Project impacts or benefits that should be evaluated

INCREASE TRANSPORTATION CONNECTION & HELP TRAFFIC
FLOW ON PENN. SIDE BENEFIT IS DEMOLITION OF
SUB STANDARD / RACIST HOUSING ON PENN.

■ Other comments

IF D1 IS CHOSEN, A SOUNDWALL IS A MUST
FOR HIGHWAY 55 TO PLYMOUTH AVE.

Name: BRIAN ANDERSON
Address: 710 VINCENT AVE NO 5341.1 Mpls
email: BEUTNEA@GMAIL.COM

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

I OWN AND MANAGE NW SHUBUR APARTMENT PROPERTIES. THE NEED FOR THIS CONTINUES TO GROW. BASED ON DISCUSSIONS WITH RESIDENTS - MANY WOULD NOT OWN. CALL

■ The alternatives proposed for study

I OWN WEST BROADWAY APARTMENTS @ 65TH & WEST BROADWAY. 60 UNITS. ALT 7 WOULD WORK MUCH BETTER THAN THE "BT" ROUTE.

■ Project impacts or benefits that should be evaluated

ALT 7.

■ Other comments

Name: JOHN R ODER

Address: 1878 BRYANT AV N. #3 MPLS MN 55411

email: Johnroder1@yahoo.com

Please check all of the following that apply.

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

The sooner this is built the better. We have to reduce the sprawl & the congestion.

■ The alternatives proposed for study

D2 option should prevail over the D1 due to: increased density, reduction in sprawl, higher number of car-less homes, the noise of this neighborhood is unbearable, increased # of stations → higher # of riders, access to hospital, less interruption to peaceful park, increased business along this route that could positively impact the City of N. Minneapolis, slower commute time of only 3-5 minutes for NW suburban riders should NOT be a deterrent to their usage.

■ Other comments

Please keep in mind the # of disenfranchised voices that could benefit from this project through North Minneapolis that you won't hear from due to various socio-economic obstacles.

Name: LORI LAUSCHÉ

Address: 3554 Knob Ave N, Minneapolis 55412

email: lausches@comcast.net

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▪ Purpose and need for the project

HOW FAR TO WALK OR DRIVE TO CROSS TRACKS? PLEASE DESCRIBE THE FENCE-HOW HIGH? CHAIN LINK? ROCK BALLAST = BIG MISTAKE IN OUR AREA! PLEASE SHOW DETAILS OF TURN AT PENN + OLSON HWY.

▪ The alternatives proposed for study

IT WOULD BE BEST TO USE THE EXISTING RAIL CORRIDOR ALONG THE WIRTH. IT WOULD BE A BIG EYESORE TO RUN IT ON PENN + WILL FURTHER CUT UP THE NEIGHBORHOOD. IT WILL SLOW RESPONSE TIME OF EMERGENCY VEHICLES

▪ Project impacts or benefits that should be evaluated

LYNDALL - 1994 INTERSECTIONS ALREADY HAVE MORE THAN 1 ACCIDENT PER WEEK!
HAS ANYONE DONE A STUDY OF HOW TRAIN WILL AFFECT RUN HOUR TRAFFIC IN AREAS ALREADY CONGESTED? LYNDALL - BRYANT EMERSON, HUMBOLDT, PENN? FRUSTRATED DRIVERS WILL GO ONTO SIDE STREETS - JUST LIKE THE HIWATHA LINE.

▪ Other comments

WOULD YOU WANT THIS RUNNING A FEW FEET FROM YOUR FRONT YARD? DON'T PUT IT IN OUR FRONT YARDS! WE HAVE ENOUGH TO DEAL WITH!!!

Name: CHRIS BORN

Address: 624 JAMES N. MAPS. 55411

email: CHRISBORN@AOL.COM

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Transit is key to revitalization!

■ Purpose and need for the project

North Minneapolis is poorly served, and 50% of our families have NO cars. We have ONLY 1 supermarket, and it's on the eastern edge of the area. Revitalizing will require better transit and not just on Broadway. A Bottineau BYPASS of the black neighborhoods will be an insult, especially as several other communities nearby get light rail. Since the BNSF roadbed turns out to be softer and wetter than previously thought, and there is an Indian burial ground claim pending here, EITHER a route down Penn or Oliver would be preferable, with stops at Lowry, Golden Valley, Penn, and Olson Memorial.

■ Project impacts or benefits that should be evaluated

A stop at Golden Valley Rd (at Penn or BNSF) would benefit users of Courage Center, many of whom are non-drivers. There are existing, long vacant lots on corners of Penn & Golden Valley Rd & Penn & Plymouth, which would make excellent transit centers, perhaps with a convenience store and cafe.

■ Other comments

The wealthy few along the BNSF don't want light rail and wouldn't use it. The working poor NEED better transit, more accessible shopping, and we all benefit from keeping the more poorly-maintained vehicles off the street. Much of the housing stock along Penn/Oliver is marginally habitable, especially after the tornado.

Name: Rev. Christa Fardon Rev. Christa Landon
Address: 1311 Thomas Ave N. Minneapolis 55411
email: cuupsta@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

Much needed !!! Especially for North Minneapolis (D2 option)
less than 50% of households in this area have cars.
Increased access for riders going to & from jobs/schools

■ The alternatives proposed for study

I support the D2 alternative option - this would provide the foundations of job access and private investment growth in North Mpls. D2 option is an investment in the future - the Golden Valley option should not even be considered as an equivalent choice.

■ Project impacts or benefits that should be evaluated

D2 would improve the economic viability of North Minneapolis
D2 ~~will~~ would encourage/give ability for residents of North Mpls to seek work outside their neighborhood
D2 - potential next of private investment & economic growth within North Minneapolis!

■ Other comments

This D2 choice is critical! It would help provide a sustainable economic foundation for residents of North Mpls, and a longterm investment in decreasing the burden of poverty on all of Minnesota.

Name: Jody Lounsbery
Address: 1020 W Broadway, Mpls, MN 55411 / Broadway Family Medicine Clinic
email: joun0015@umn.edu

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party



Tom Hatton
<1sttomhatton@gmail.com>
01/22/2012 10:57 AM

To bottineau@co.hennepin.mn.us
cc
bcc

Subject Busway vs. Lite rail

I live 1 block from Penn Ave N. The bus comes every ten minutes during rush hour. Even on Sunday the wait for a bus is only 30 minutes. No train is going to improve that service.

2nd, Busses are far more flexible. When we get more riders we add more busses. With busses we can react to the demand quickly and efficiently and so the riders will be better served. No riders turned away because the train is full.

3rd, trains continue to exist only between densely populated cities. I grew up in a suburb of Chicago. They built a network of trains to the suburbs while I lived their. Within 10 years the trains failed. Ridership was too low. The state of Illinois is now saddled with supplementing the cost of operation. If they had gone with busses, they could escape the mounting expenses.

Please choose busses over trains!

Tom Hatton
2301 Oak Park Ave N.
Mineapolis, MN. 55411

Mpls



Brian Anderson
<brianea@gmail.com>
01/23/2012 11:36 AM

To bottineau@co.hennepin.mn.us
cc don.samuels@ci.minneapolis.mn.us
bcc
Subject Bottineau Penn Avenue Idea

Brent:

There has been lots of discussion about Penn Ave...where to put the train, use Oliver and/or Russell, put everything on Penn...or put the train through the current Theo Wirth train corridor.

I have an idea I've been thinking about. Putting the train and both lanes of road traffic on Penn creates one transit corridor. I hear concerns about the loss of housing. I don't think there has to be a loss of housing.

There are plenty of vacant lots near the area. The houses on Penn Avenue North that are worth saving, can be moved to vacant lots that the city owns. The houses can be rehabbed and sold to homeowners. This saves housing, infills vacant lots with similar styles and ages of homes, provides an opportunity to improve those houses once they are relocated and then be sold as affordable homes.

With the vacant Penn, you can run the trains and cars, and also put bikes lines on either side. If you build privacy fences (similar to the fence on the west side of Hiawatha) between the corridor and the alley's of Queen and Oliver, you provide privacy for those homes.

It might be an unreasonable idea, but one I wanted to share.

Brian Anderson
710 Vincent Ave No



curtis evavold
<cevavold@usiwireless.com>

02/01/2012 06:24 AM

To: bottineau@co.hennepin.mn.us

cc

bcc

Subject: bottineau input

I was unable to attend the recent open houses, but I wanted to give my input. I would recommend lrt over bus rapid transit. While I would be excited about using light rail I wouldn't even consider bus transit.

I would also like to commend a penn ave route over the golden valley alternative. We really can't exclude north minneapolis from light rail transit. If we are serious about transit and development I think there is no contest over which route offers the greatest potential than a route that includes penn and west Broadway.

thanks for the opportunity to provide input,

Curtis Evavold
2938 Upton ave N
Minneapolis

Mpls



Fred H Olson
<fholson@cohousing.org>
02/02/2012 10:11 AM

To Fred H Olson <fholson@cohousing.org>
cc
bcc Bottineau Transitway/Hennepin
Subject Til Feb 17: Official LRT comment period

Comments are being taken until Feb 17th for the "scoping" process for the proposed Light Rail Transit (LRT) route thru or around N Mpls. This stage will establish the "scope" of the EIS, that is what issues that will be addressed in the Environmental Impact Statement.

Note that just two alternative alignments that are set to be considered in the EIS:

"D2C" LRT and Vehicles all on Penn by TAKING THE HOUSES ALONG ONE SIDE of Penn (probably the west side) with stops at Penn/Plym, Penn/Broadway and N Memorial

"D1" along the rail track along Wirth Park with stops at Penn/Olson and either Plym/Parkway or Golden Valley/Parkway

These two alternatives were selected by the Policy Advisory Committee (PAC) that on November 14th. This was despite clear community preference for some other alternative.

Note that it is appropriate to make comments like this
>> Suggested comment: <<

We need a route to serve N Mpls near Penn Av with stops near Penn/Plym, Penn/Broadway and North Memorial Hospital WITHOUT TAKING ALL THE HOUSES ON ONE SIDE of Penn. The D2A and D2B alternatives that the PAC rejected did this.

Comments can be submitted on the special form at:
http://bottransit.org/library/2011-2012_deis_scoping_documents.htm

(There is a link to this page -- "Scoping meeting exhibits" -- under "What's new" at <http://bottransit.org> but it is hard to spot as a link. It has other information about the scoping process.

You could print out the PDF form, fill it out and mail it back.

EMAIL COMMENTS

You could also email comments to bottineau@co.hennepin.mn.us

To facilitate this I will send a separate message to the list with the text from the comment form so you can "Reply All" to that message and add your comments there. The bottineau address should be a recipient if your "Reply All". (Feel free to delete me (Fred / fholson...) as a recipient tho I would be interested in comments.)

NOTE that I have included the "Suggested comment" above in that message. To accept it as your comment just delete the words
>> Suggested comment: << and possibly modify it.

Fred

--
Fred H. Olson Minneapolis, MN 55411 USA (near north Mpls)
Email: fholson at cohousing.org 612-588-9532
My Link Pg: <http://fholson.cohousing.org> My org:
Communications for Justice -- Free, superior listserv's w/o ads



Troy Kester
<troyke@yahoo.com>

02/02/2012 10:33 AM

Please respond to
Troy Kester
<troyke@yahoo.com>

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject Bottineau Transitway

As a north Minneapolis resident and small business owner I am disappointed to see some of the decision being made regarding the Bottineau Transitway. There should be two guiding principles: 1) serves north Minneapolis residents and 2) does not damage existing assets. This means run transit lines on corridors were people currently use transit and don't demolish more housing in the process. Thank you. T

Troy Kester
1922 Willow Av N
Minneapolis, MN 55411
612.670.6828



Ryan Lee-Norman
<ryanleenorman@gmail.com>
>

02/02/2012 10:57 AM

To Brent Rusco <bottineau@co.hennepin.mn.us>

cc

bcc

Subject [upperwillardhomewood] LRT comment form

See my comments in RED below

Add as many comments after each of these four areas as you like:

o Purpose and need for the project

I think there is a great need for better transit access in North Minneapolis. Either alternative would be better than what we have now, although D1 doesn't directly serve North Minneapolis. We have lots of transit users in North Minneapolis, so improving the system in North is important.

o The alternatives proposed for study

I fully agree with the statement below. The D1 alignment doesn't adequately serve North Minneapolis. D1 would give better transit, but without a better bus network implemented in conjunction with D1, North Minneapolis would miss out. I don't want that to happen. Like I said above D1 would be better than nothing, but its the least-ideal service to North Minneapolis.

The Golden Valley stop and the Plymouth stop for D1 are both fairly inaccessible for very many people.

We need a route to serve N Mpls near Penn Av with stops near Penn/Plym, Penn/Broadway and North Memorial Hospital.

o Project impacts or benefits that should be evaluated

o Other comments

Name: Ryan Lee-Norman

Address: 2626 Vincent Ave N, Minneapolis, MN

email: ryanleenorman@gmail.com

Please check all of the following that apply:

- Area resident
 Area business owner
 Community-based organization member
 Other interested party

Mpls



michelle lewis
<vegnation@gmail.com>
02/02/2012 11:20 AM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject LRT comment form

Add as many comments after each of these four areas as you like:

o Purpose and need for the project: There is no comparable alternative to LRT. Bus rapid transit, streetcars, and bus lines serve a purpose but they differ so vastly in efficiency and reliability that they are only apparent alternatives. There is a line where quantitative aspects such as speed, frequency, and capacity create a clear qualitative divide, and there is such a divide between LRT and a streetcar. An LRT line provides a seamless gateway into the public transit network. The stark decision here is whether or not the Northside will be willfully denied an entrance ramp onto the public transit "highway," in deference to outer-ring suburbanites who fear sitting next to people of color on their commute.

o The alternatives proposed for study: I honestly can't believe that our city and county leaders are seriously considering bypassing the Northside. Doing so will permanently cement into our infrastructure the Northside's exclusion and segregation from the rest of the city. The fact that the city is willing to volunteer hundreds of millions of dollars to buy billionaires their new private stadiums shows up in glaring relief what a lie it is that cost was ever even a tiny factor in the decision to exclude the Northside from the metro transit infrastructure. It is a thin, cheap lie that is intended to be understood as such.

And the havoc that the D1 line will bring down on the wildlife at Wirth Park is in itself horrifying, even apart from the segregationist denial of service to the Northside..

o Project impacts or benefits that should be evaluated:

- 1) Environmental impact of D1 route on Wirth Park wildlife, including the sound pollution, wildlife collision casualties, and other consequences.
- 2) Effect of writing in infrastructure the permanent exclusion of the Northside from efficient systems of public transit.

o Other comments

Name: Michelle Lewis
Address: 1321 Sheridan Ave. N.
email: vegnation@gmail.com

Please check all of the following that apply:

Area resident

- Area business owner
- Community-based organization member
- Other interested party

--
You received this message because you are subscribed to the Google Groups "WHOMail" group.
To post to this group, send email to whomail@googlegroups.com.
To unsubscribe from this group, send email to whomail+unsubscribe@googlegroups.com.
For more options, visit this group at <http://groups.google.com/group/whomail?hl=en>.

Mpls



chatelma@comcast.net
02/02/2012 02:55 PM

To: bottineau@co.hennepin.mn.us
cc
bcc
Subject: Re: [upperwillardhomewood] LRT comment form

Brent,

We need a route to serve N Mpls near Penn Av with stops near Penn/Plym, Penn/Broadway and North Memorial Hospital **WITHOUT TAKING ALL THE HOUSES ON ONE SIDE of Penn.** The D2A and D2B alternatives that the PAC rejected did this.

Name: Martha Chateleine
Address: 2215 PENN AVE N
email: chatelma@comcast.net

Please check all of the following that apply:

- XXX Area resident
- Area business owner
- Community-based organization member
- Other interested party

From: "Fred H Olson" <fholson@cohousing.org>
To: "Brent Rusco" <bottineau@co.hennepin.mn.us>
Sent: Thursday, February 2, 2012 10:11:45 AM
Subject: [upperwillardhomewood] LRT comment form

Scoping Comment Form
Bottineau Transitway
DRAFT ENVIRONMENTAL IMPACT STATEMENT
Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date.
Thank you!

Add as many comments after each of these four areas as you like:

- o Purpose and need for the project

o The alternatives proposed for study

>> Suggested comment: << (delete this line to accept suggestion)

We need a route to serve N Mpls near Penn Av with stops near Penn/Plym, Penn/Broadway and North Memorial Hospital WITHOUT TAKING ALL THE HOUSES ON ONE SIDE of Penn. The D2A and D2B alternatives that the PAC rejected did this.

o Project impacts or benefits that should be evaluated

o Other comments

Name:

Address:

email:

Please check all of the following that apply:

- Area resident
- Area business owner
- Community-based organization member
- Other interested party

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Mpls



amy buckmeier
<toadinmypocket@hotmail.co
m>

02/04/2012 01:29 AM

To <bottineau@co.hennepin.mn.us>

cc

bcc

Subject Scoping Comment Form

BottineauTransitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date.

Thank you!

Add as many comments after each of these four areas as you like:

- o Purpose and need for the project
- o The alternatives proposed for study

We need a route to serve N Mpls near Penn Av with stops near Penn/Plym, Penn/Broadway and North Memorial Hospital WITHOUT TAKING ALL THE HOUSES ON ONE SIDE of Penn. The D2A and D2B alternatives that the PAC rejected did this.

- o Project impacts or benefits that should be evaluated
- o Other comments

I believe removing so many houses along Penn ave would prove to be detrimental to the project and the neighborhood as a whole.

Name: amy buckmeier
Address: 2323 sheridan ave n 55411
email: toadinmypocket@hotmail.com

Please check all of the following that apply:

- Area resident
- Area business owner
- Community-based organization member
- Other interested party



Brian Finstad
<brianf@integrity-rehab.com>

To bottineau@co.hennepin.mn.us

cc

02/05/2012 11:07 PM

bcc

Subject Bottineau Scoping

I would like to add my opinion for the record that as a North Minneapolis resident, I support the D1 option. I strongly feel that LRT should not run down West Broadway as West Broadway should be reserved for future street car reintroduction. Street cars are intended for higher frequency stops in dense urban settings and would therefore be a more appropriate option for West Broadway. LRT on the other hand is more about higher speeds, fewer stops, and regional connectivity. The D1 option is more appropriate for that. My biggest caveat is that *if* D1 is selected, there needs to be an adequate park and ride (similar to what is found at the Hiawatha Lake Street Station) in the vicinity of Penn Avenue and Olson Memorial Highway in order to provide a point of access for Northsiders.



Andrew Pisansky
<andrew.pisansky@gmail.com>
m>

02/10/2012 08:55 PM

To bottineau@co.hennepin.mn.us

cc

bcc

Subject Proposed Bottineau Transitway -- A case for North
Minneapolis

Dear Mr. Rusco,

My name is Andrew Pisansky. I am currently a medical student at the University of Minnesota, a former student of public health at UMN and an alumnus of Macalester college in St. Paul. I currently live in NE Minneapolis and have been spending time working at clinics in North Minneapolis as a component of my rotations.

I have little doubt that you are familiar with North Minneapolis. We both know that as a community with a fairly consistent demographic while individuals meanwhile remain transient.

As a healthcare provider in training, I have interacted with many individuals who would have benefited from more consistency in their medical care. As a student of public health, I see individuals who are at least partially the product of societal and economic decisions. I know this is abstract and likely sounds a bit idealistic, but give me one more paragraph to explain.

We so often think of illness as this thing that happens to a person because of some choice they made: they smoked, they drank, they ate fast food too often. Yet, when you really examine the conditions that lead to the promotion of these sorts of "causes" it goes so much deeper than that.

Economic development that provides long-term job placement. Business investment in a community. Stable access to infrastructure. All of these are preconditions that can be absent or present; and they either discourage or promote overall wellness in a community and a people.

Now, this isn't to say that I think everyone is strictly a product of their conditions, but I don't think that we can discount these predisposing factors. In any case, I would encourage you to see the choice of a transitway through North, specifically the D2 option, as an opportunity to lay the groundwork for positive changes in a community that needs investment on the infrastructural level if we are to see positive impacts on its overall wellness and prosperity. Furthermore, the long-term investment in the community that can stem from the investment of a LRT system will, I believe, ultimately reduce the burden of poverty in this community as it creates an entrez for business investment and worker and student commuting.

The majority of people I have met while working at clinics in North Minneapolis have been honest, hard working and well-intentioned. These are people who deserve the to have alternatives to what is now available. The D2 corridor will allow many of those in the community of North to become more integrated with Minneapolis, to seek work to a greater extent within North Minneapolis as well as outside the community.

In closing, please consider what the D2 option means as you and your colleagues consider plans for this proposed transit system. I would be pleased to converse further about this topic and can be reached by email.

Best,
Andrew

--

Andrew J. B. Pisansky
507.358.9305

Mpls



Richard Adair
<adair001@umn.edu>
02/11/2012 10:51 AM

To bottineau@co.hennepin.mn.us
cc
bcc

Subject D1 alignment

I live near Wirth Park and use it year-round for bicycling, XC skiing, walking. I also drive on Penn Av N frequently, with its many vehicles and pedestrians. Yesterday I walked the D1 alignment, including the treeless tornado damaged area.

AS A PARK USER I FAVOR THE D1 ALIGNMENT because it's QUICKER and SAFER, and a second set of tracks parallel to the BNSF tracks WILL NOT INTERFERE WITH MY ENJOYMENT OF THE PARK.

Thanks.

Richard Adair
200 Upton Av S, Mpls

Minneapolis



Jeff Skrenes
<jeff.exycoper@gmail.com>
02/17/2012 09:40 PM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject Bottineau Scoping Document Input

Dear Sir or Madam,

I attempted to send in my comments earlier today via the pdf documents on the website, but was unable to do so. I hope they are received in time to be considered as part of the draft EIS statement.

My name is Jeff Skrenes and I am a resident of the Jordan neighborhood. I am in the midst of purchasing and rehabbing a house at 2601 Penn Avenue North. Although I will soon live very close to the proposed D2 line, I have serious concerns about its impact on the community. From an environmental standpoint, I shudder to think of the tons and tons of debris that will wind up in a landfill if as many as one hundred or more homes are demolished as part of the D2 alignment. The demolition and disposal of existing homes is not the only environmental impact that the D2 line will have in this regard. New development will come in, and the manufacturing, transport, and construction of new structures carries its own energy and environmental costs. I would like to see estimates of those expenditures as part of an environmental review.

Furthermore, the acquisition and demolition of many structures along one side of Penn Avenue may still not allow for sufficient square footage and sufficient site assembly to create new viable developments at the nodes where a stop will be. If D2 is a serious option, then a broader development plan should be in place, with a detailed understanding of all environmental impacts for those nodes before that route is fully approved.

Sincerely,

Jeff Skrenes



Alexander Gladkov
<gladkov70@gmail.com>
02/19/2012 09:18 AM

To bottineau@co.hennepin.mn.us, sheila_bahl@msn.com
cc
bcc
Subject opposing rail

Mpts

To whom it may concern:
we are on 26xx blocks of France Ave.

1. Recreation areas disruption. With Mary hills and Sochacki parks being narrow, we are afraid that construction of rail will not leave anything of those parks. Large areas of Wirth park are used for recreation: tubing, XC skiing, golf. Unless convinced otherwise, we are sure those activities will be disrupted or sacrificed forever, depending on the exact route.

2. Cost to taxpayers (us). There are hardly any rail systems that are built in low-density urban areas with modern-day costs, that are self-sufficient. To the contrary, all or almost all of them never recoup construction, and their operation is subsidized by taxpayers indefinitely. We don't think we and our children should be saddled with this forever

Here are some links:

http://research.stlouisfed.org/publications/regional/04/07/light_rail.pdf

<http://blogs.ajc.com/bob-barr-blog/2011/08/17/costly-rail-project-boondoggles-still-fascinate-politicians/>

<http://www.streets.mn/2012/02/09/the-boondoggle-that-is-light-rail/>

From: Brent.Rusco@co.hennepin.mn.us [Brent.Rusco@co.hennepin.mn.us]
Sent: Saturday, February 04, 2012 5:37 PM
To: Molly Dinneen
Cc: Joseph.Gladke@co.hennepin.mn.us; Beth Bartz; Anna Flintoft
Subject: Re: Bottineau Transitway - Scoping Comment Form

Molly,

Thanks very much for your comments regarding the Bottineau Transitway. Your comments will be included as part of the scoping input for the Draft Environmental Impact Statement (EIS).

The Minneapolis Transportation & Public Works Committee considered draft scoping input at their meeting on 1/31/12. We understand the City of Minneapolis is continuing to investigate issues in the development of the City's scoping input.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Molly Dinneen <dinneen2614@yahoo.com>
To: "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>
Date: 02/03/2012 02:45 PM
Subject: Bottineau Transitway - Scoping Comment Form

Purpose and Need for the Project

LRT in north Minneapolis will provide economic opportunity and improved livability for residents.

The Alternatives Proposed for Study

I support D2. The stops for D1 are too far for north Minneapolis residents to walk to. The University of Minnesota has reports stating that home values in north Minneapolis will rise if we select the D2 alternative.

Project Impacts or Benefits that Should be Evaluated

I read today that the City of Minneapolis is recommending D1 with a MOU with Metro Transit and Hennepin County for alternative transportation, including streetcars. Isn't an MOU not legally binding? Once again north Minneapolis is left out of economic opportunity. Pathetic.

Molly Dinneen
2614 Vincent Ave N
Minneapolis, MN 55411
dinneen2614@yahoo.com

Area Resident

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: "kathleeng.lightenup@aol.com" <kathleeng.lightenup@aol.com>
Cc: Beth Bartz <bbartz@srfconsulting.com>
Sent: Thu, Feb 16, 2012 21:52:32 GMT+00:00
Subject: Re: comment regarding Bottneau Transit

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: kathleeng.lightenup@aol.com
To: brent.rusco@co.hennepin.mn.us
Date: 02/10/2012 03:41 PM
Subject: comment regarding Bottneau Transit

Mr. Brent Rusco

I am in favor of the Bottineau Transit Option D2. The D2 Option provides three stops in North Minneapolis rather than just one stop. I am a resident and homeowner in Jordan Park Neighborhood. The presence of reliable, time-efficient transportation access to both downtown and suburban areas is critical to the economic growth and stability of North Minneapolis. Residents need to have transportation to where available jobs are located.

Thank You

Kathleen M. Gulley
2903 Thomas Ave. North
Minneapolis, MN 55411

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From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Susan Frame <susanframe@live.com>
Cc: Beth Bartz <bbartz@srfconsulting.com>
Sent: Thu, Feb 16, 2012 21:55:02 GMT+00:00
Subject: Bottineau Comments

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

The Minneapolis City passed a resolution yesterday regarding the Bottineau Transitway with input relative to issues that need to be addressed in the Draft environmental Impact Statement (Draft EIS). We expect to receive a copy of this document by the end of the week and can share it with you if you wish.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Susan Frame <susanframe@live.com>
To: <brent.rusco@co.hennepin.mn.us>
Date: 02/13/2012 10:15 AM
Subject:

Mr Rusco,

I understand that at a recent Transportation and Public Works Committee meeting, the City Engineer requested the City of Minneapolis to endorse the D1 alignment for the Bottineau LRT. I think the endorsement was approved, but I'm not sure.

I would like to voice my disappointment with this request. I am a resident of North Minneapolis, and I feel strongly that the people of North Minneapolis are being left out of light rail transportation with the D1 alignment. It's time to include North Minneapolis in plans for development and plans to link communities via LRT. The D1 alignment proposed stops at either Golden Valley Rd or Plymouth Ave do no serve the vast majority of North Minneapolis residents --- they are on the far western border of the city.

I believe a far better route for LRT is the D2 alignment option. Penn Ave is a major thoroughfare, near the middle of North Minneapolis rather than on the edge. It would give direct transportation access to many of our residents - transportation to work in places like North Memorial Hospital and the north Metro area.

Thanks for taking my e-mail. I hope the City of Mpls and Hennepin County are listening.

Susan Frame

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Aneesa Parks <aneesamparks@gmail.com>
Cc: Beth Bartz <bbartz@srfconsulting.com>
Sent: Fri, Feb 17, 2012 15:17:55 GMT+00:00
Subject: Re: Bottineau EIS

Thanks Aneesa,

We've appreciated your continued engagement in the development of the Bottineau Transitway and the thoughts, ideas, and concerns you have contributed to the process. It was especially helpful for you to provide your home as a learning environment. Your current email comments will be included as part of the scoping input for the Draft EIS.

We are encouraging stakeholders to monitor the project website (www.bottineautransitway.org) for study process updates. You can also contact me if you have any questions or concerns.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
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Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Aneesa Parks <aneesamparks@gmail.com>
To: brent.rusco@co.hennepin.mn.us
Date: 02/16/2012 07:47 PM
Subject: Bottineau EIS

Dear Brent,

First I'd like to say that I have appreciated the dedication you have shown to the community throughout this planning phase. You have engaged in countless hours of community forums and even came to my house for a web chat once!

I know I can't come to as many meetings as I used to when my baby slept anywhere anytime, but I am still staying informed on the issues.

I live and teach in North Minneapolis and know how important it is that this transit benefit the people that live here. I believe the EIS should include a comprehensive environmental justice analysis of the Bottineau Transitway. In addition, the EIS should include several D2 options for study.

Given the quickly changing options and uncertainty of community preference between D1 and various D2 options, it is important to have all of the D2 options (D2-a, D2-b, D2-c, D2-d and D2-w) studied as part of the EIS to fully determine the costs and benefits of each. We should not eliminate a preferred community D2 option for one (D2-c) that could potentially cause great harm to current residents.

I look forward to hearing more.

Thanks,
Aneesa Parks
1500 Queen Ave N

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Jodi Polzin <jplzn@msn.com>
Cc: Beth Bartz <bbartz@srfconsulting.com>, "Joseph.Gladke@co.hennepin.mn.us" <Joseph.Gladke@co.hennepin.mn.us>
Sent: Thu, Feb 16, 2012 23:09:06 GMT+00:00
Subject: Re: Bottineau LRT Scoping Comments

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

We appreciate you taking the time to clearly state your concerns and the basis for them. Please contact me with any questions or if you need information as the process continues forward.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Jodi Polzin <jplzn@msn.com>
To: <brent.rusco@co.hennepin.mn.us>
Date: 02/16/2012 11:19 AM
Subject: Bottineau LRT Scoping Comments

Mr. Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Ave South, Suite 400
Minneapolis, MN 55405
Brent.Rusco@co.hennepin.mn.us
www.bottineautransitway.org

Re: Bottineau Transitway EIS Scoping Comments

Dear Mr. Rusco:

Thank you for the opportunity to allow us to voice our opinions and concerns regarding the proposed Bottineau Transitway. We are 25 year residents of North Minneapolis – our home is adjacent to both the proposed D1 route and the proposed station at Plymouth Avenue/Xerxes Avenue. The direct impact this project will have on our life and property has led us to follow the project development since 1985, when it was first being studied by the Hennepin Regional Rail Authority. We accept that it is highly likely, yet not desirable on our part, that the D1 route will be selected as the preferred route. We understand that the needs of the larger community of north Minneapolis as well as greater Hennepin County outweigh our individual needs. Yet we are next door neighbors and expect the consideration and respect that is due to us as being among those with the most to lose. In effect, if the D1 route and the Plymouth Avenue station are constructed we will find ourselves in the position of having negative impacts with respect to security, privacy, health, and aesthetics. We have right to be compensated for these takings and effective mitigation of the negative effects and we fully expect to be actively negotiating with Hennepin County should this project come to fruition.

Purpose and need of project

Given the dramatic changes to the local, national, and global economy, we question the growth assumptions that support current transitway alternatives. The current dramatic reduction in infrastructure spending that has occurred in both the State and Federal capital improvement budgets, as well as the current political reluctance to fund fundamental changes to the existing street/highway network, will likely push this project back a few years, giving ample time to reassess the base growth assumptions that support the transitway. We see no urgency. In fact, we see great potential for mis-appropriation of scarce public funds on a project that is based on pre-recession economic assumptions, and not on current economic realities.

Alternatives proposed for study

Neither D1 nor D2 alignment is perfect for our north Minneapolis community. D1 bypasses the people that are in greatest need of public transit, while D2 displaces those that need this public transit. Neither enhances commercial and economic viability. We prefer and support an alignment that would strengthen the economic vitality of north Minneapolis. Currently we find ourselves purchasing essentials, such as groceries and dry cleaning, in Golden Valley and St. Louis Park. We would prefer that our money be circulating and supporting businesses in our north Minneapolis community. It is still baffling to us why the alternatives that utilize current transportation corridors were eliminated from further consideration at the start of the study, when there was little active and widespread public input. Penn Avenue is not a major transportation corridor because of the narrow street right-of-way which also limits its ability to be converted into a successful transit corridor. Lowry Avenue, West Broadway Ave, Lyndale Ave, Washington Ave, and even I-94 are well established transportation corridors that would be enhanced by LRT/BRT. Close-to-home, sustainable economic growth is neglected if D1 is selected. D2 is better for economic growth, but the actual conversion from residential to commercial is likely to take many, many years. Creating transit along current transportation corridors does ensure a healthy business community that we will be willing to support. Bypassing these commercial routes increases the real possibility of a decline in local businesses that contribute to a healthy and safe community.

Project impacts and benefits that should be evaluated

The D1 will have considerable impact on our quality of life. The negative impacts we will be expected to endure include health effects, loss of aesthetics, decrease of secu

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Tom Schmitt <tmschmitt@comcast.net>
Cc: Beth Bartz <bbartz@srfconsulting.com>
Sent: Thu, Feb 16, 2012 23:20:24 GMT+00:00
Subject: Re: Bottineau Transitway Scoping

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Tom Schmitt" <tmschmitt@comcast.net>
To: <brent.rusco@co.hennepin.mn.us>
Date: 02/16/2012 03:18 PM
Subject: Bottineau Transitway Scoping

I believe the entire Bottineau Transitway project should be scrapped. Political considerations rather than substantive ridership projections have determined that the Bottineau Transitway follow this proposed course. No alternative to the central Bottineau section was ever considered. I do not believe that BRT was given objective consideration by the Hennepin County Regional Rail Authority. The Transitway planning process should be restarted with less input from Hennepin County and more input from communities that may be served by a transitway, before a route and name are arbitrarily determined.

Respectfully,
Tom Schmitt
4311 Upton Ave N
Minneapolis, MN 55412

Ms. Christianson,

Thanks very much for your input. Please be assured that all comments received by the end of today are being considered. Your comments will be included as part of the scoping input for the Draft EIS.

The clarity and supportive reasons included in your input is appreciated!

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Kari Christianson <kchristianson@visi.com>
To: bottineau@co.hennepin.mn.us, Brent.Rusco@co.hennepin.mn.us
Date: 02/17/2012 06:08 AM
Subject: Bottineau Transitway DEIS Scoping comments

Mr. Rusco - Thank you for giving us the opportunity to submit comments. I hope these comments are of use to you and that they get to you on time - I do know that the deadline for comments is today (Friday 2/17); and I also know that the city council is already considering a draft of the scoping comments dated 2/14. I would hope that all comments are considered. I am a homeowner in N. Mpls and will be affected by both D1/D2.

PURPOSE AND NEED FOR THE PROJECT

The study needs to look at how the migration of people out of their cars and onto trains will improve health and quality of life e.g. stress reduction, reduction in pollutants, reduction in car accidents, etc. Rail transit doesn't only serve the elderly and poor who may not own cars, it also serves those who would prefer not to drive. When I worked downtown, and the rail line out to the Mall of America was built, 25% of the people in my office started taking the train, even though they owned cars and could afford to drive. It was a great improvement to their quality of life.

The study needs to look bigger picture at how the Bottineau line interconnects with other non-car transport. If the line is not integrated with other modes of transport, it will serve only a few people right next to the line or only people in the Northwest suburbs, and will bring little, if any benefit to North Mpls or the greater Mpls area.

The study needs to look at the how transport through the corridor will contribute to the revitalization of N. Mpls. It would be a lost opportunity if a line were built and it did not serve N Mpls in some way. Improved transport has the potential to give more access to shopping and services, broaden job/life opportunities for those who do not have a car, bring business into N Mpls, bring people in for cultural events, connect N. Mpls to the rest of the region, etc. As a homeowner

in N. Mpls, I would love to see my community continue to flourish.

ALTERNATIVES PROPOSED FOR STUDY
Neither the D1 nor D2c is ideal.

The D1 option in my immediate neighborhood travels through the Bassett Creek watershed and will have significant impacts on the wet lands and potentially the way the water flows in that area. It is true that there is a railway bed already there, but it is likely that with the addition of LRT/BRT lanes the area will need to be significantly shored up and wetlands and ponds will be filled to support the heavier traffic and potentially faster speeds. There is a very narrow passage under the Plymouth Avenue bridge with a stream that sometimes swells and flows very swiftly on one side and giant powerlines on the other. I'm sure there would need to be some reconfiguring to make the corridor workable for higher speed trains. Besides impacts to water flows, there will be significant impacts to habitat. Any wildlife left in that area (who were not already driven out due to the rapacious clear cutting that was recently done in the tornado affected areas of the park), will definitely move on with trains passing through every few minutes. So the turtles, eagles, ducks, possums, deer, turkeys, woodchucks, etc. that regularly visit our yards will likely no longer visit. This environmental impact needs to be recognized and mitigated for those that live right next to the rail line and Wirth Park.

D1 appears to avoid N. Mpls and have no opportunities for commercial development along the line in my immediate neighborhood since it goes through park land.

The D2 option that was chosen for study is the option that displaces the greatest number of my neighbors (D2c - cars and rail on Penn). The D2 option might have been workable if one of the other options were chosen for study, but the D2c option just doesn't seem fair to the people that live there - especially since it would be difficult to turn Penn into a commercial corridor without taking a lot more property - and the transition would take years. One thing that might change the landscape for D2c would be to know how many of the 130+ properties impacted are actually owner occupied - and how many are rentals and/or vacant. Compensation would still need to be made to the property owners even for rental or vacant properties, but if there were fewer owner occupied homes being displaced, the D2c option wouldn't have such a detrimental impact on the community. It seems less destructive to the community to relocate rental units and/or tear down vacant properties.

Degradation in quality of life for people right next to the D1 option in terms of noise pollution, light pollution, loss of green space, retreat of nature, etc. needs to be studied. If the Plymouth Avenue station is built near my house there will likely be a lot of flashing lights and bells ringing and other noises that will ruin the peace and quiet we currently enjoy. The Plymouth Avenue bridge lights already are invasive, an

Mr. Brent Rusco
Hennepin County
417 N. 5th St. Suite 320
Minneapolis, MN 55401

February 12, 2012

Dear Mr. Rusco,

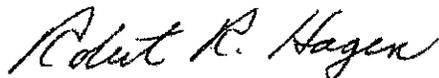
I am writing to express my opposition to a light rail transit corridor running through Theodore Wirth, Mary Hills and Walter J. Sochacki Parks. My opposition is based on the following points:

1. Like many long term residents of Golden Valley, we moved here 28 years ago to escape noise, sight pollution and crime. We wanted amenities within walking distance, such as the above three parks, and the quiet and peace that they provide. Our neighbors value these parks, whether or not they use them. The parks provide a buffer of silence and visual rest, which will be compromised should light rail run through them. Residents of Robbinsdale and North Minneapolis value them as well. The academic literature finds that people place a value on parks' very existence.
2. Hennepin County may consider the above route a viable alternative because the land is cheap. It is cheap, maybe even free, as it is parkland! Yet there are likely better alternatives and development possibilities along current commercial areas, such as Broadway Avenue, where high traffic is already reflected in local land values and the need for development is great. People are aware of the traffic when they move there. It is not foisted on them after the fact.
3. The "park" route seems a politically expedient alternative to a bus route down Broadway, given Minneapolis North Side residents' opposition to Hennepin County's proposed service center in their neighborhood. If so, why should Golden Valley, Robbinsdale and North Minneapolis residents pay the price in lost peace and quiet?
4. Given the radial nature of major transportation arterials and their increasing density the closer one lives to downtown, the greater the need for the calming that green spaces and wetlands provide. Why should residents of Golden Valley, Robbinsdale and Minneapolis be asked to give up scarce park space to support residents who chose to live in a more distant suburb with far less traffic density?

I fervently wish that the County Board, acting as the Hennepin County Regional Railway Authority, will exercise good judgment and drop the parks route from consideration.

Thank you for your consideration of this matter.

Sincerely,



Robert R. Hagen

From: Brent.Rusco@co.hennepin.mn.us
To: [Janet Carstens](mailto:Janet.Carstens)
Cc: [Beth Bartz](mailto:Beth.Bartz); [Cynthia Warzecha](mailto:Cynthia.Warzecha); Joseph.Gladke@co.hennepin.mn.us
Subject: Re: Bottineau please consider
Date: Wednesday, February 22, 2012 10:37:25 AM

Ms. Carstens,

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

It was an honor to meet your husband Rob through his service with NTN and participation in public meetings. Rob's participation was impressive; his questions and comments were consistently insightful, clear, and respectful to everyone involved.

You can monitor progress on the Draft EIS through the project website at www.bottineautransitway.org. You can also contact me anytime you have questions or need additional information.

Regards,

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Janet Carstens" <jancarstens@comcast.net>
To: <brent.rusco@co.hennepin.mn.us>
Date: 02/18/2012 01:55 PM
Subject: Bottineau please consider

Mr. Rusco: I don't often ask for special consideration but I am asking that you take my comments into consideration. If it is not possible to officially consider my comments, I ask that you at least please read them. My husband was Robert MacIntyre. Rob MacIntyre served on the Northside Transportation Network (NTN) prior to his untimely death while he was clearing debris the day the North Mpls tornado hit our house and our neighborhood. I know Rob would be very disappointed if I did not voice my opinion regarding the Bottineau line. However, I have not been able to function in any normal capacity since May 22, and hence, this late correspondence.

Purpose and need for the project

I believe in effective public transportation. I travel frequently to Europe as well as to large US cities such as NYC, Washington DC, Atlanta, and San Francisco and can not imagine life in these cities without public transportation. Although Mpls is a much smaller city than most of the large US cities or European cities that I travel to, I believe that I and the city of Mpls could benefit from additional public transportation including light rail. However, since all indication is that the Bottineau Line D1 option

appears to be the likely option, I question the need for public transportation that does not effectively serve the Mpls city area at all - the people who benefit are the individuals who live outside the city of Mpls. since the D1 line skirts so much of the city. If the point is to serve the suburbs as opposed to the city, I believe there are better options than the D1 option.

The alternatives proposed for study

The D2 route, which would much better serve those in need in the City of Mpls, would apparently require the demolishing of the homes of many individuals. My own love for my home and property, and my love for the northside, result in my not being able to condone a route such as D2 that disrupts so many lives. My love of Theodore Wirth Park and the abundant nature result in my not being able to condone a route such as D1. If the purpose is to serve the city of Mpls. and the residents and businesses of Mpls., including the restoration of some economic vitality to the city of Mpls., then viable alternatives should receive further consideration - alternatives such as the Penn Avenue/Oliver Avenue option or some other parallel routes. If the purpose is to serve the suburbs, then existing transportation corridors should receive further consideration: there is no better way to promote ridership on public transportation than to have that public transportation go down the middle of a busy highway or freeway alongside those who are stuck in traffic. Highway 169 and Highway 100 come to mind as the perfect existing corridors that would benefit greatly from alleviated congestion.

Regarding proposed alternatives for stations given a D1 line, the station at Plymouth Avenue seems to be something that sprung from nowhere and does not seem to make sense at all when there is much more space and visibility (see safety concerns expressed below) near Golden Valley Road, and the Golden Valley Road option is much less disruptive to private residences.

Project impacts and benefits that should be considered

I have lived in my northside home for almost 30 years. My house is closest to the proposed D1 line, at least in the area between Plymouth Avenue and Highway 55. The trees formed somewhat of a buffer between my property and the proposed D1 line prior to the tornado but the tornado destroyed most of the trees on my property and most of the trees between my property and the existing railroad tracks.

Without mature trees, the proposed D1 line will result in significant disruption with respect to noise and light pollution and noticeable vibrations. With a station at Plymouth Avenue, not only will there be significant noise from the train, there will also be significant noise from the ridership of the train. I believe the proposed D1 line also poses a fire risk because of all the fallen trees in the area between the tracks and private properties between Plymouth Avenue and Highway 55 - the city, park and county have indicated they do not intend to remove these fallen trees. A station at Plymouth Avenue under the bridge creates a substantial additional security risk in an area that is well known for heavy crime, crime that includes but is not limited to: regular prostitution on Dorr Drive (previously Xerxes Ave N) and Farwell Avenue, stolen vehicles burned or set loose with a brick on the accelerator on Dorr Drive, murder victims left in the park and near the railroad tracks, arson between the railroad tracks and the residential areas, drug dealing on Dorr Drive, drug use under the Plymouth Avenue bridge, gunshots in the park and under the Plymouth Avenue bridge, men exposing themselves under the Plymouth Avenue bridge, and frequent gang related activity. I also believe that with a station at Plymouth Avenue, individuals will drive to the station and park in my neighborhood thus creating an additional safety risk given the significant number of families with small children that live on Washburn Avenue and the blatant disregard of drivers for the one-way streets in the neighborhood. The noise pollution, light pollution, vibrations, increased security risk and safety issues are all items that should be carefully considered when evaluating the impact of the D1 line.

Regarding a D1 station underneath the Plymouth Avenue Bridge, I have already expressed my concerns regarding safety and visibility. This station option should also consider the impact of EMFs given the close proximity of the proposed station to overhead power lines.

Since the D1 option has been in consideration since 1985, why has there not been an assessment of the environmental impact to date? The D1 option was immediately tabled in the early days of consideration when it became public that the train that ran on the existing tracks carried hazardous waste thus presenting an environmental hazard to those who would ride the light rail - what does that

train carry now and are there remnants in the soil from previous days? There are multiple springs that run along Bassett Creek between my property and the creek - how can it be cost effective to fill land or put in pillars to support moving the existing tracks to accommodate light rail and what is the impact on the springs? Similarly, what consideration will be given in the environmental impact to the aquifer and ground water? What wetlands will be created to compensate for the destruction of the wetlands between Plymouth Avenue and Highway 55 and where will these wetlands be located? What consideration does the EIS give to the traffic congestion and parking situation that the D1 line will create in and around the area of a station? What will happen the first time the light rail hits one of the hundreds of deer that live in the park? Will existing power lines need to be moved to accommodate space for additional rail? If so, where will these power lines be moved and what impact will there be on the nearby residents?

Other Comments

Assuming Hennepin County moves forward with a D1 option, I respectfully request that Hennepin County work directly with me and other residents whose properties border the park and the proposed D1 line to discuss how Hennepin County intends to mitigate the impact to residents of the noise pollution, light pollution, vibrations, increased security risk and safety issues should the D1 line come to fruition, with or without a Plymouth Avenue station, and to discuss how we will be compensated. This should be direct communication with the affected residents as opposed to communication with community organizations who do not necessarily act in our best interests.

I am disappointed with the proposed alternatives and that different alternatives have not been adequately considered from my perspective. Moving forward with the D2 option, an option that disrupts so many lives when alternatives exist, seems to be setting the D2 option up for failure. As Rob (a falconer) would say, I believe I have been "hood-winked" into thinking I and my northside community have any input into the decision making process - it seems clear that the decision had already been made and the task was to get buy-in from the community as opposed to input. It also seems that the park board went forward with their own best interests as opposed to engaging the northside community that enjoys Theodore Wirth Park - why else would they have cleared all the trees to the west of the existing tracks and why else would there all of a sudden be a proposed station at Plymouth Avenue? It seems Theodore Wirth park is turning into more of a playground acting in their own best interests than a nature area. I am disappointed that although I have been asked for my input, it does not appear my input matters. Therefore, I am ready to move forward with the expectation that Hennepin County will work directly with me on a plan that mitigates or compensates me for the noise, lights vibrations and security risk.

Sincerely,

Janet M. Carstens
2924 Farwell Avenue
Minneapolis, MN 55411
612-522-8943
jancarstens@comcast.net

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Mpls

From: Brent.Rusco@co.hennepin.mn.us
To: [TONI R COLLINS](#)
Cc: [Cynthia Warzecha](#); [Beth Bartz](#)
Subject: Re: Scoping Comment Form: Bottineau Transitway
Date: Wednesday, February 22, 2012 9:40:31 AM

Toni,

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: TONI R COLLINS <cr45@msn.com>
To: <brent.rusco@co.hennepin.mn.us>
Date: 02/18/2012 01:29 AM
Subject: Scoping Comment Form: Bottineau Transitway

Scoping Comment Form Bottineau Transit way

Purpose and need of the project

Certainly the north Minneapolis neighborhoods have some times discrete and other times not pockets of residents who do not own an automobile and are depended upon mass transit. This proposal is quite ambitious as it attempts to deal with the mass transportation needs of a pretty large area - the northern portion of urban North Minneapolis, and first and second tier northern suburbs. It would appear that there is considerable variability in the current designs ability to effectively and efficiency address the primary goals of this project - enhance regional access to activity centers ... enhance effectiveness of transit services within the Bottineau transit way with connections to key activity centers... and, development that is cost effective without compromising for one the integrity of existing and older urban (North Minneapolis) neighborhoods.

The proposed Bottineau Transit way system seems to address overall regional objectives regarding growth that are not necessarily consistent with the transportation needs of North Minneapolis. These needs appear to be more specific with parameters clearly identified with an urban as opposed to suburban environment.

In addition, it would seem that the proposed Bottineau Transit way system's design is better at addressing challenges associated with suburban areas, e.g., reverse commute opportunities, timely transit options than those of north Minneapolis. These in addition to other named factors - increasing

travel demand, greater traffic congestion, people who are transit dependent - are primary considerations; however, with the exception of transit dependent residents these factors independent of other issues peculiar to north Minneapolis neighborhoods are not particularly relevant to the needs of north Minneapolis residents.

As an example, if one considers the high number of north Minneapolis residents who are mass transit dependent, it is unclear as to whether or not at least the LRT will travel in those areas. In addition, with the D-1 option there is the suggestion that a transit station be moved from Golden Valley Road which has a corridor of apartment building to Plymouth which is primarily a resident area surrounded by home owners.

The inclusion of North Minneapolis in the Bottineau Transit way system does not appear to be significant in as much as it serves as a pass through for the first and second tier suburbs. This is not a problem with a design that limits negative consequences of its development to this area.

The alternatives proposed for the study

Both alternatives , D-1 and D-2 appear to have unfortunately clearly negative effects.

D-1 travels along Wirth Parkway with 2 stops. It would be possible to park and ride the bus or LRT either at North Memorial or Olson Highway - assuming these transit stops would have parking. Less disruption to surrounding neighborhoods.

Possible loss of access to Wirth Lake. Pathway - for walkers, bikers - would need to be re-positioned. Possible negative effects on ecosystem - wildlife, vegetation and recreation.

D-2 major permanent alterations to neighborhoods and overall community of north Minneapolis. Penn Avenue, particularly from Golden Valley Road to Olson Highway has a significant number of houses paid for by NRP funds. Long term development goal for Penn Avenue was at one point to increase home ownership while maintaining original housing. To destroy housing on the west side of Penn would mean the loss of millions of dollars of NRP investment and would affect neighborhood/area stability and our dwindling tax base.

Although one of the contributing factors to the need for the Bottineau transit way is concern regarding the increase in traffic congestion, D-2 with additional lanes on other parts of Bottineau would result reportedly in an increase in auto traffic through the neighborhood - at least 400 cars a day. In addition, with the closure of streets, there is the increased likelihood of more auto congestions within the neighborhoods and difficulty in getting in and out of the neighborhoods. It has been suggested that the current ramps from Bottineau would be eliminated to build rails for the LRT making travel more difficult for residents who travel to "activity centers" in areas not adjacent or difficult to access from the proposed light rail.

A suggested alternative would be to have light rail travel along Bottineau Transit way on rail and intersect with highway 100, follow to highway 55 with transit stations along 55. Provide opportunity for expansion along 55 to meet demands of communities along this corridor.

Project impacts or benefits that should be evaluated

Repositioning bike and walking path. Evaluation of Impact on wildlife and eco-system

It would seem that the "impacts" actually outweigh the benefits as the Bottineau Transit way is currently designed. It would seem either Wirth Parkway is compromised in some way with the possible lost of access to Wirth Lake through a walking and bike path (unless they are repositioned). In addition, there is a real possibility that the ecosystem will be compromised in some way.

Systematic investigation as to where to locate transit station - Golden Valley Road vs Plymouth - based on transit need. Maybe consider both as transit stops.

Can any of these effects be mollified? Possibility to additions to design that would mitigate affects of pollutants associated with increased traffic and those associated with

light rail

With D-2 there is the destruction of homes, increasing loss of tax base, possible decrease in property value, compromise of history of north Minneapolis per Penn Avenue, loss of investment per NRP funds, chopping up neighborhoods, increased traffic congestion, exposure to more pollutants - low intensity noise, vibration, lights, whistles, the possibility that development opportunities would be compromised and greater sense of "ugliness" on Broadway - which is really a nice winding road where increasingly there is a true lack of consideration for aesthetics with road projects.

Clarification of additional traffic needs per diversion from freeway system - including 18 wheelers and large trucks.

Other comments: Actually consideration for expanded project for North Minneapolis. It is apparent that this is primarily a transportation project geared towards growth in areas adjacent to the north side.

Certainly RBT would fit however, streetcars with dedicated lanes would be better idea. There is a need for more frequent stops. In addition, there does appear to be environmental justice issues as it seems that major changes are primarily associated with changes within north Minneapolis neighborhoods that do not appear to be advantageous. Economic development appears possible on Olson Highway - this is a good idea. However, issues here tend to be more complex and inter-related.

Toni Collins
2600 Thomas Avenue North
cr45@msn.com

area resident

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----- Forwarded by Brent C Rusco/PW/Hennepin on 02/27/2012 12:44 PM -----

Brian Sick <sickx002@umn.edu>

To "bottineau@co.hennepin.mn.us" <bottineau@co.hennepin.mn.us>,
"mike.opat@co.hennepin.mn.us" <mike.opat@co.hennepin.mn.us>

02/26/2012 12:22 PM

cc

Subject Bottineau transitway

Please respond to
Brian Sick <sickx002@umn.edu>

As a physician who volunteers in a free clinic in the Phillips Neighborhood Clinic, I am familiar with the challenges that citizens of a poor neighborhood such as those in North Minneapolis face. Therefore, I have worked with a colleague who works in a clinic in this neighborhood who cataloged the reasons why the proposed Bottineau Transitway D2 option is the best option.

* Less than 50 percent of households in this area have cars

*The D2 option is about making a choice with transit to improve the economic viability of North Minneapolis

*80% of riders of LRT are riding to and from jobs and school, the D2 option will provide increased access to both for a neighborhood that is typically marginalized

*Four stops in North Minneapolis may make the ride into downtown a little slower, but it may also provide significant access to potential North Minneapolis community members whose current dependence on Bus network discourages their ability to seek work outside of their neighborhood

*Four stops in NOMI are also potential nexi of private investment and economic growth WITHIN North Minneapolis.

*The D2 option is about providing the foundations of job access and private investment growth in North Minneapolis. The other route provide the suburbanites a pretty view as they slip into downtown. D2 is an investment in the future, the Golden Valley option should not even be considered and equivalent choice.

*This is about helping to provide a sustainable economic foundation for our patients, the residents of North Minneapolis, and about a long term investment in decreasing the burden of poverty on all of Minnesota by improving access to jobs and creating an environment that will encourage private investment in North Minneapolis.

Brian Sick, MD
Assistant Professor, University of Minnesota Medical School
Medical Director, Phillips Neighborhood Clinic



Andrew Pisansky
<andrew.pisansky@gmail.com>

02/10/2012 08:55 PM

To bottineau@co.hennepin.mn.us

cc

bcc

Subject Proposed Bottineau Transitway -- A case for North Minneapolis

Dear Mr. Rusco,

My name is Andrew Pisansky. I am currently a medical student at the University of Minnesota, a former student of public health at UMN and an alumnus of Macalester college in St. Paul. I currently live in NE Minneapolis and have been spending time working at clinics in North Minneapolis as a component of my rotations.

I have little doubt that you are familiar with North Minneapolis. We both know that as a community with a fairly consistent demographic while individuals meanwhile remain transient.

As a healthcare provider in training, I have interacted with many individuals who would have benefited from more consistency in their medical care. As a student of public health, I see individuals who are at least partially the product of societal and economic decisions. I know this is abstract and likely sounds a bit idealistic, but give me one more paragraph to explain.

We so often think of illness as this thing that happens to a person because of some choice they made: they smoked, they drank, they ate fast food too often. Yet, when you really examine the conditions that lead to the promotion of these sorts of "causes" it goes so much deeper than that.

Economic development that provides long-term job placement. Business investment in a community. Stable access to infrastructure. All of these are preconditions that can be absent or present; and they either discourage or promote overall wellness in a community and a people.

Now, this isn't to say that I think everyone is strictly a product of their conditions, but I don't think that we can discount these predisposing factors. In any case, I would encourage you to see the choice of a transitway through North, specifically the D2 option, as an opportunity to lay the groundwork for positive changes in a community that needs investment on the infrastructural level if we are to see positive impacts on its overall wellness and prosperity. Furthermore, the long-term investment in the community that can stem from the investment of a LRT system will, I believe, ultimately reduce the burden of poverty in this community as it creates an entrez for business investment and worker and student commuting.

The majority of people I have met while working at clinics in North Minneapolis have been honest, hard working and well-intentioned. These are people who deserve the to have alternatives to what is now available. The D2 corridor will allow many of those in the community of North to become more integrated with Minneapolis, to seek work to a greater extent within North Minneapolis as well as outside the community.

In closing, please consider what the D2 option means as you and your colleagues consider plans for this proposed transit system. I would be pleased to converse further about this topic and can be reached by email.

Best,
Andrew

--

Andrew J. B. Pisansky
507.358.9305

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

1 Purpose and need for the project

The purpose of this project is to create a easier transportation

2 The alternatives proposed for study

Project impacts or benefits that should be evaluated

3 Other comments

Name: T.J. Molla

Address: 2814 Bryant Ave N. Minneapolis

email: tj.molla@hotmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

The purpose for this project is because we don't need ask other ^{people} to take transportation. No need to use more gas on cars.

The alternatives proposed for study

Project impacts or benefits that should be evaluated

~~Amount of people that should be taking~~
Amount of people that wants to take the transit.

Other comments

Name: Kong Her

Address: 1418 Vincent Ave. N. Minneapolis

email: kingkong@rocketmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

* Purpose and need for the project

I think they should build it because it will help out the long-term. The purpose of this but people can save their gas, and help the green house.

The alternatives proposed for study

I don't know the other alternative proposed for study.

Project impacts or benefits that should be evaluated

- help save gas
- help stop the pollution
- help us, citizens get to places safer

Other comments

Name: Kary Zuvay minneapolis
Address: 5150 Queen Ave N, 55430
email: K_Vay95@hotmail.com

Please check all of the following that apply:
 Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Buttineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

I'm supporting this project, and feel there's a need for this. As population increasing rapidly, and to reduce some traffic I make easier for people travel back-n-forth suburb and downtown.

The alternatives proposed for study

Parking space next to the LRT stations. People/houses compensation plan, employment opportunity during construction and after construction. Energy saving (amount, percentage increase/decrease), greenway make up plan (forest, parks, lakes etc), LRT station design, train design, these can put into a competition. (3)

Project impacts or benefits that should be evaluated

Impacts for short term development and long term also to be considered. Benefits = Business development, residential development, schools districts, re-development of the recreation areas (urban planning).

Other comments

Please put my email below into your mailing list. Asian Media Access (AMA) will connect w our members for any upcoming meetings/updates, in order to deliver information easily.

Name: Julia T. Kong

Address: 2418 Plymouth Ave N, Mpls, MN 55411

email: julia.kong@amamedia.org

Please check all of the following that apply:

Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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• Purpose and need for the project

to benefit the local community
And it's a green (energy-saving) public transportation
solution.

• The alternatives proposed for study

Penn Ave North ↔ Southbound

• Project impacts or benefits that should be evaluated

Definitely like wait station/platform location
safe - skyway for school children
noise-proof equipment for neighborhood.

• Other comments

Name: Henry @ AMA Minneapolis
Address: 2418 Plymouth Ave N 55411
email: Henry.wang@amamedia.org

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

V. Robbinsdale



Bottineau Telephone Scoping Comment
Brent C Rusco to: Joseph Scala
Cc: Joseph R Gladke

02/13/2012 02:39 PM

I took a verbal comment over the phone. The caller would like his input entered into the record.

Donald Hasler
3940 Noble Avenue North
Robbinsdale, MN

Donald lives adjacent to the west side of the BNSF railroad corridor.
Concerned about noise and vibration on his residential property. Currently experiences noise and vibration as freight trains pass his property.
Don questions the need for a transitway investment along the Bottineau Corridor.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

Scoping Comment Form



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▣ Purpose and need for the project

THE NW HAS BEEN NEGLECTED FOR TOO LONG THIS IS NEGLECT.

▣ The alternatives proposed for study

A CONNECTION TO NORTH MEMORIAL MAKES MORE SENSE FOR VOLUME. LIGHT RAIL WOULD BE PREFERRED AS IT IS CLEANER, FASTER, GREENER, TRANSPORTS A HIGHER VOLUME AND IS NOT AFFECTED AS MUCH BY SNOW/WEATHER EVENTS

▣ Project impacts or benefits that should be evaluated

IN AREAS WHERE LIGHT RAIL HAS BEEN ESTABLISHED, BUSINESS AND CONSTRUCTION HAS INCREASED.

▣ Other comments

GO LRT - FORGET BRT.

Name: CHRIS

Address: 4530 BEARD AVE N. ROBBINSDALE

email: CJPMN2010@GMAIL.COM

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Other comments

All the ambulances go through our street and with the transit there going to have to reroute all them and it will take longer.

Name: Katrina Madser
Address: 3316 France Ave North Robbinsdale
email: Madser1katrina@Rocketmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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■ Purpose and need for the project

Transit to/from downtown for work
Don't like adding purchases - already have. Build LRT.
Light rail but as susceptible to weather, not as much maintenance in long run
build for future not present what behavior do you ^{want} to drive/encourage?

■ The alternatives proposed for study

Green line (with D2 w/ North Memorial esp.) seems to make most sense to get riders. Stops are not convenient, and basically act as express for red (D1) alternative - no population or destruction, and would not be a useable system for all, only those at the end of line

■ Project impacts or benefits that should be evaluated

what happens to home values - assume they will rise w/in 1/2 mile area of line, but lower if too low/frequent travel of transit.

■ Other comments

Utilize this looking forward - not reactionary. Include N Memorial as this is largest town in area - Give access to population at all areas of line - not ~~at~~ just the end

Name: Larryn Bazman

Address: 3001 Drew Ave N Robbinsdale

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

I support the need for better transportation to the MPLS/SP area; it is much needed! I would appreciate a more convenient option for transportation (I currently commute to St. Paul)

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Property! Some of the alternatives greatly impact resident property
Personal suggestion would be to keep it near the BSNF rail line

Other comments

I understand the option that it may not take my personal property, but either way - it drastically impacts where I live. Noise congestion, re-sale value of home, etc. If it came too close to my home - would consider moving - not happy about the proximity of my home - esp. the option of going on

Name: Whitney Plumedah

Address: 3406 Halifax Ave. N., Robbinsdale 55422

34th Ave

email: wplumedah1@hotmail.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

(34th & Halifax, Robbinsdale)

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

I do not see a "bottom up" desire for this particular Transitway. Nevertheless, congestion may be helped by LRT on the North side.

■ The alternatives proposed for study

Of the two routes I prefer that which uses the existing rail line; it is much less disruptive to the residential neighborhood. The route by No. Mem. seems too complex, running through existing residential areas.

■ Project impacts or benefits that should be evaluated

If LRT on the North side is similar to that on the South, traffic delays at intersections will greatly increase, as will background noise (artificial clanging, etc.). Construction will create problems on road just recently completed

■ Other comments

I sense this project is not concerning itself ^{eg. Bottineau Blvd} except very superficially with local opinion. For example, little advanced notice was given & the hours for review quite limited.

Name: S. BUCHANAN

Address: 3325 York Ave. No. Robbinsdale

email: sbuch31@me.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

① I think we should build Light Rail, not bus. Light rail is faster to travel, easier to board & exit, more environmentally responsible.

The alternatives proposed for study

② I like Robbinsdale city's proposal for the station & alignment. It would locate the station closer to where more people could use it: residents, hospital & potential business redevelopment.

Project impacts or benefits that should be evaluated

③ I think trains should be given green lights at intersections. It would make the trains faster for increasing ridership.

④ I like segment D2, because more people would use it, although I wish we didn't have to force people to move. Could we build D2 without forcing people to move? Maybe we could.

re-do some of the roads around D2 so we wouldn't have to widen the street.

Other comments

⑤ I think we should build parking lots near the stations. People that live more than 10-15 minutes to the west or east of the stations will want to drive to the station & then ride. This would increase ridership greatly. How else would these people get to the station? No one is going to walk 15-20 minutes or more.

Name: Tony Strong

Address: 5800 42nd Ave N Apt 202 Robbinsdale, MN 55422

email: tony.strong@jmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

Transportation development is a key factor in economic development. The Bottineau Transitway has the potential to have a profound impact on the economic development of the North Minneapolis Community.

▣ The alternatives proposed for study

The D2 option has 4 stops in North Minneapolis area a community in which less than 50% of households do not have cars. The ~~D2~~ D2 project provides access to jobs, both downtown and in Maple Grove.

▣ Project impacts or benefits that should be evaluated

Bottom line can the route proposed help in the economic development of the communities of Minneapolis or do you just give the ~~suburban~~ suburban commuter a "pretty ride" into downtown. D2 will provide access to jobs and private investment in the neighborhood.

▣ Other comments

If people of the neighborhood are afraid of these changes someone needs to be explaining the real economic potential for the D2 impact on North Minneapolis.

Name:

Renee Crichlow

Address:

3914 Crystal Lake Blvd Robbinsdale

email:

ReneeCrichlow

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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☐ Purpose and need for the project

You must do a better job of conveying the Financial and Economic Impact of the D2 Alternative. Get some graphics of these meetings and show people the difference

☐ The alternatives proposed for study

in the economic growth in their neighborhood.

You are doing a very poor job of conveying how much neighborhood improvement will come from private investment along the D2 alternative

☐ Project impacts or benefits that should be evaluated

Show the people in North Minneapolis how their community can be changed for the better. MAKE the D2 proposal about JOBS and SCHOOLS ACCESS and improved economic conditions for North Minneapolis.

☐ Other comments

Stop making this about some people having to change houses and MAKE IT ABOUT UPLIFTING THE ENTIRE economic foundation of the community.

Name: Renee Crichlow
Address: 3911 Crystal Lake Blvd Robbinsdale
email: reneecrichlow@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

~~The alternatives proposed for study~~ *General Comments*

- the North Terminal Station is too far from the hospital
- the RR alternative has too many wetland impacts
- should be station at 36th
- should end at 63rd - Development drops off north of there

~~Project impacts or benefits that should be evaluated~~ *General Comments*

- Station locations are terrible
- why not run on W. Broadway - It has the same impacts
- line is not direct to downtown like Broadway others
- why not run on France Ave north of 36th Ave

Other comments

Name: Jason Podany

Address: 35th + Habitat Robbinsdale

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

NONE

The alternatives proposed for study

NONE

Project impacts or benefits that should be evaluated

NONE

Other comments

NO RAIL

Name:

G. P. Hickey

Address:

3400 HALIFAX AVE N. Robbinsdale

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

NO NEED

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Other comments

WILL FURTHER DECREASE VALUE OF HOME-

Name: _____

KEVIN MCCAFFREY

Address: _____

3400 - HAZEN RD.

Robbinsdale

email: _____

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Make sure there are enough stops in Robbinsdale. The stops should have parking & ride lots for the customers. The transit hub should be a transfer point.

Other comments

Name:

Marlin S. Jensen

Address:

4400 36th Ave #336

Robbinsdale

email:

jensenmarlin39@gmail

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

Need for LRT a night service
current Busse have good alternatives but lack
service for day or late night service to some areas

▣ The alternatives proposed for study

Prefer BCDL
Broadway will cause too much disruption of
current activities and more congestion

▣ Project impacts or benefits that should be evaluated

Minimize interruption of current business
& travel

▣ Other comments

The chosen LRT Minneapolis - St Paul
choose University which caused business loss
street use loss and possible damage to the
state capital

Name:

Lilli Jensen

Address:

9400 36th Ave N Unit 336 Robbinsdale

email:

jensenlilli5@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Properties that ~~are~~ are adjacent to the rail line
& the remedies for those properties based on
your studies.

Other comments

Other than the areas that are having options for
a route there is very little information on
the specifics about what else might be going in
w. sound barriers or other sound or motion issues

Name:

Mike Salmanson

Address:

4252 Regent Ave N Robbinsdale

email:

mistersammy@yahoo.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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Purpose and need for the project

I think & agree that a need exists for this project. I have commuted down the Express bus to downtown in the past. I would love the opportunity to more easily take

The alternatives proposed for study

^{transit into Minneapolis} ~~the~~ existing bus schedule does not meet this need, but it is not as frequent as what is being proposed. ^{theatre, etc.}

Project impacts or benefits that should be evaluated

Other comments

I think the A2 option would serve more people, especially over the next 30 years. Cost ~~is~~ may be an issue & A1 will certainly be more affordable to implement. I think that A2 is a better long-term ~~option~~ ^{transit} strategy if

Name:

Tim Grosshuesch

Address:

4117 43rd Ave. N Robbinsdale

email:

tgrosshuesch

the short-term concerns

Please check all of the following that apply:

regarding relocation can be mitigated.

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

I feel that we need light rail

▣ The alternatives proposed for study

▣ Project impacts or benefits that should be evaluated

▣ Other comments

I would love to see this light rail come through Robbinsdale. I live 2 blocks from the Hubbard Station & it would benefit my mobility in my retirement.

Name: Ron Olsen
Address: 4155 Quail N Robbinsdale, MN, 55422
email: hamlin-mason@yahoo.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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☐ Purpose and need for the project

☐ The alternatives proposed for study

☐ Project impacts or benefits that should be evaluated

My property¹⁵ at 3958 Noble. The house sits only a few feet, ~10' from the existing RR fence. Moving the tracks even closer would greatly impact the livability + sale ability of our home - what criteria

☐ Other comments

Do you have for buying out homes that would be so severely impacted?

Name:

Pete Krych

Address:

3958 Noble

Robbinsdale

email:

pd.krych@csfamily.net

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

- It would make more sense to use 81 the whole way - we could use a light rail but not yet.

▣ The alternatives proposed for study

use 394 to 100 use 81 the whole way. Why cut through quiet safe neighborhoods (just to get a few riders?) they can walk to 81 just the same.

▣ Project impacts or benefits that should be evaluated

Sound / vibrations
I live at the 3800 block of Major Ave
I am concerned about signal arms all day + night

▣ Other comments

Safety concerns -
lots of children in this area.
What about the value of my home?

Name: Ben Flint
Address: 3800 Major Ave N, Robbinsdale
email: benjaminflint@comcast.net

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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■ Purpose and need for the project

None. There is no purpose of going through ~~neighborhoods~~ neighborhoods both along the BNSF or other routes. There is no need for this at all.

■ The alternatives proposed for study

Keep light rail out of neighborhoods, even if it means taking it off of the BNSF

■ Project impacts or benefits that should be evaluated

Community, nature, environment, noise constant ringing of alarms by intersections, vibrations - damaging safety. you will destroy Robbin's Lake communities.

■ Other comments

My home specifically will be impacted & our neighborhood is not insignificant. The BNSF is a bad option. Light rail is not needed at all

Name: Fliat

Address: 3830 Major Ave N Robbins Lake

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

ATTN: BRENT RUSCO

I live at the 3800 block of Major and Lee in Robbinsdale.
Your current light rail plans will severely impact this neighborhood and yet it is left out of every detailed map I could find; As though it is inconsequential.

Furthermore, your current plans to build along the BNSF Railway up to Robbinsdale and then CONTINUE on that path directly through Robbinsdale residential neighborhoods, only the leave the railway and route through MORE neighborhoods, is a horrible and unnecessary plan.

I have read your reasons and explanations regarding cost and using the existing right of way paths. But it needs to leave this path BEFORE it causes damage to residential neighborhoods and streets.

These are safe, friendly, PEACEFUL neighborhoods where we live, walk, run, and where children play about.

You cannot put a cost the impact it will have on the surrounding natural environment and communities.

You cannot put a cost to the health and safety risks it will create. Invading these residential neighborhoods and streets --- every 10 minutes ---- ALL DAY and ALL NIGHT

With constant noise, constant vibrational effects, and the constant signal sounds due to crossing residential intersections will damage and disrupt our lives, our sleep, our property and our safety. Making it an unbearable place to live and destroying the existing communities.

Other options ARE available and you MUST reevaluate these current plans to keep the communities intact and keep light rail OUT of residential neighborhoods.

Ben Flint

Scoping Comment Form



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▣ Purpose and need for the project

This corridor needs improved transit access.

▣ The alternatives proposed for study

I am happy with any of the alternatives and modes. I think they will all improve access to job centers and amenities.

▣ Project impacts or benefits that should be evaluated

I think regional trail access should be included as part of the criteria. People walk and use bikes in connection with transit and that should be taken into acct.

▣ Other comments

I am very happy that this project is proceeding and that it will connect to a linked system of corridors.

Name: Ann Beckman

Address: 5203 Scott Lane Robbinsdale

email: ann.beckman@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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▣ Purpose and need for the project

Light Rail is understandable. Would be nice to go on there to shop or go to a Twitter game.

▣ The alternatives proposed for study

D1 - If the purpose is to provide People Rides to large employers/shopping - that D1 - no houses are removed, less houses are impacted with proximity of transit to their property... North Memorial can continue to shuttle

▣ Project impacts or benefits that should be evaluated

their employees - and let's face it - North Memorial is Robbinsdale, will not be there forever - they are spending all their \$ in the Maple Ridge location! Don't Build D2 solely on that fact - too unstable.

▣ Other comments

Please No D2. My Property will become worthless.

Name:

Jeanine McDonald

Robbinsdale

Address:

3739 Chawen Avenue North

email:

JeanineMcDonald@earthlink.net

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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■ Purpose and need for the project

I like the idea of faster more efficient mass transit we never should have tore up the original "street cars"

■ The alternatives proposed for study

I support plan D1 as the only reasonably sane route to follow a supporting rail line, not impacting the loss & disruption of homes & creating traffic congestion where it is not needed. Come through Robbinsdale stop at

~~Project impacts or benefits that should be evaluated~~

Hubbard market Place & encourage supportive shuttles & "feeders" to the main stop.

This route would be the most cost effective w/o loss of homes; home value.

■ Other comments

Not supportive of running it down Penn Av for reasons of congestion & existing within a residential area. My husband would take the shuttle to Hubbard & catch the train in.

Name:

Colleen Patterson

Address:

4517 FRANCE Av. N., Robbinsdale 55422

email:

K-cpatte@comcast.net

Please check all of the following that apply:



Area resident



Area business owner



Community-based organization member



Other interested party

Scoping Comment Form



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Purpose and need for the project

NONE

The alternatives proposed for study

NONE

Project impacts or benefits that should be evaluated

NONE

Other comments

I HAVE NO MORE MONEY FOR LIGHT RAIL PROJECTS TO NOWHERE

Name:

ROD MELANSON

Address:

4220 ABBOTT AVE NW Robbinsdale

email:

R.MELANSON JR @ COMCAST .NET

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form

Bottineau Transitway

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■ Purpose and need for the project

There is a definite need for rapid transit in this neighborhood. Environmental concerns are paramount the more people move into the area.

■ The alternatives proposed for study

We are in favor of rapid transit -- but very NOT IN FAVOR of alignment D2, which will run 1/2 block from our home in a quiet residential area turning it into a busy, hard-to-navigate thoroughfare. It will essentially ruin a vital part of Robbinsdale.

■ Project impacts or benefits that should be evaluated

~~D2~~ D2 will certainly impact that neighborhood. Whether it goes up 34th or 36th it will damage the character of the neighborhood irreparably. It should also be noted that the Terrace Theater is an historic building and should not be tampered with as part of this plan.

■ Other comments

We favor alignment D1 which seems like it makes the least impact to major residential areas -- both in Robbinsdale & in North Minneapolis.

Name: Jan & Michelle Huot

Address: 3321 France Ave N Robbinsdale MN 55422

email: flyingsauceronline@gmail.com

Please check all of the following that apply:

Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

I think this is a good project overall and it is needed. In consideration of how well-used the Hiawatha LAT is, this will be a very useful project.

▣ The alternatives proposed for study

Clearly, the path of least resistance ~~is~~ can be optimum provided the EIS shakes out. It seems the ~~D2~~ D2 options will have the greatest impact and disruption. I am concerned about racism/classism in N. Mpls.

▣ Project impacts or benefits that should be evaluated

Consideration of property values, the condition of homes and the displacement of residents in N Mpls if LRT goes D2. With the destruction of property in parts of that area from the 2011 tornado we must show compassion

▣ Other comments

and provide a fair price and other considerations for compensation of any homeowners and residents. This is an idea whose time has come. Lets just make sure we do it right. When I bought my

Name: TAMBA FALK

Address: 4035 PERRY AV N Robbinsdale

email: WAGTHE DOG 78 @ GMAIL.COM

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

home in 1991 one block away from the
railroad ~~and near~~ I had done
research on the area and what I
could expect. At that time the compre-
hensive plan showed LRT coming up
the BNSF tracks. I have been waiting.



Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Scoping Comment Form



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☐ Purpose and need for the project

We have recognized a need for this since we moved to Robbinsdale in 2003. It would be wonderful to connect to downtown & the airport without having to drive.

☐ The alternatives proposed for study

LRT. We prefer the rail option over buses. If the bus can along Broadway's commercial route it would make more sense. Otherwise, we prefer D2 to grow the area & serve more people - especially those of lower income who tend to use mass transit more.

☐ Project impacts or benefits that should be evaluated

Wetlands in the park. Noise pollution.

☐ Other comments

Name: Megan + Adam Jennings

Address: 3835 Hubbard Ave N. Robbinsdale

email: reil1013@umn.edu

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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☐ Purpose and need for the project

I live at the 3800 block of Bee Major
How will you probe

☐ The alternatives proposed for study

☐ Project impacts or benefits that should be evaluated

☐ Other comments

Name: _____

Address: _____ Robbinsdale

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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■ Purpose and need for the project

This project is essential. The D2 option is critical to providing much needed increased economic opportunity to N. Minneapolis. Whether you care most about providing jobs + opportunities for

■ The alternatives proposed for study Current N. Minneapolis residents or for creating a economically viable N. Minneapolis where people will want to move to N. Minneapolis D2 is the way to go. A growing + ^{accessible} N. Minneapolis Community

■ Project impacts or benefits that should be evaluated

where people want to live is essential to stabilizing surrounding communities like Robbinsdale etc. please highlighting the Economic benefits do = better jobs of

■ Other comments

of LRT for N. Minneapolis @ future presentations. This is an important decision that will likely have a ~~decades~~ century long impact on the Economic growth of the region. North Minneapolis is ripe for redevelopment do NOT BYPASS it. D2 IS

Name: Nicole WINBUSHT MD

Address: 3914 Crystal Lake Blvd Robbinsdale MN

email: nwinbusht@gmail.com

the way to go
for current +
future residents.

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

NORTH POINT

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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■ Purpose and need for the project

Do it! We need it! It is sold and we need mass transit, end dependency on oil cars. So many people rely only on public transportation and the aging Baby Boomers (me!) will need reliable transportation

■ The alternatives proposed for study

Please put the LRT/BRT to Target North Campus. I have worked at Target for 18 years and my whole technical area is being moved to Brooklyn Park (3000+ employees) - get Target involved! Target needs you!

■ Project impacts or benefits that should be evaluated

Figure out the gas savings, highway expansion savings - sell this thing - get going!
Let me know what I can do to help!

■ Other comments

Please, please, please provide public transportation for my unserved neighborhood (west of Bottineau, east of Art Parkway). Put a Bus on Lake Drive again, Please. A Bus will be needed to hook that part of Robbinsdale to Bottineau Transitway.

Name: Martha Hoffman

Address: 4545 Beard Ave. North Robbinsdale, MN 55422

email: martha.hoffman@target.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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■ Purpose and need for the project

I agree that public transit needs to be improved in N. Mpls & Robbinsdale. For 26 yrs. I took the bus to work downtown. Now for the past 18 mos. I have had to drive because the bus routes to Robbinsdale have been decreased (the ones on Broadway).

#2

■ The alternatives proposed for study

There is nothing innovative, constructive, or progressive about the project. It is backward, destructive, and regressive. This project should have been undertaken in the 60s & 70s before so much infrastructure was in →

(continued on back)

■ Project impacts or benefits that should be evaluated

Destruction of wetlands, neighborhoods (one recently ravaged by a tornado), demolition of comfortable homes, stately trees, noise pollution, devaluation of properties close to light rail track, traffic jams

■ Other comments

I do not think that senior citizens will make use of the light rail unless they happen to live very close to the track. I suggest buying a fleet of small electric buses and vans that crisscross the city & suburbs on major routes & side streets. Have tele phone stations on every other corner from which people can call & ask to be

Name: Mary Kay Harris [picked up. Have a stated policy to promise that no one will wait longer than 10 minutes. Use GPS & logistics. Do something creative.]
Address: 3538 Grime Ave. No. Robbinsdale
email: MKHarris@klib.org

Please check all of the following that apply:

- Area resident
 - Area business owner
 - Community-based organization member
 - Other interested party
- that we can be proud of.

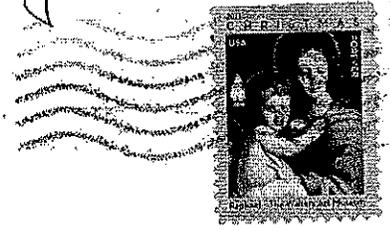
#2 place. Now untold destruction and disruption must take place to make way for the light rail. Consider the situation on University Ave. in St. Paul. Consider the struggling businesses. Finally the Met Council took pity on them and put out \$1.2 million in an effort to revive those poor failing enterprises. Is that someone's idea of progress? This area had a streetcar system in the 1st half of the 20th century. It was the envy of the nation. But greed and corruption united to dismantle it and to make this area's residents dependent on cars. Since the 1950s urban sprawl has advanced unchecked. The damage to the environment and to future economic growth has been done. Metropolitan Council, where were you?



Miss Mary K Harris
3538 Grimes Ave N
Robbinsdale MN 55422-2838

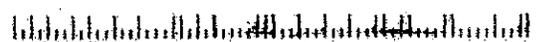
MINNEAPOLIS, MN 55415

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Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

55415+1543



Scoping Comment Form



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▪ Purpose and need for the project

▪ ~~The alternatives proposed for study~~

I was told in the meeting the population in this area is expected to increase significantly in the coming years. What kind of plan is under the table for people to come here?

▪ Project impacts or benefits that should be evaluated

I am concerned with all the noise from the train blowing the whistle when going through the intersection of 39 1/2 in Robbinsdale, and from the arm of the crossing guard (noise) every time it ~~passes~~ passes through. ~~the train tracks are very close to neighborhoods~~

▪ Other comments

~~the whole~~ ^{alot of the} design is very close to neighborhoods - Penn Ave N area & Robbinsdale. the best part of the design is up 81 ~~at~~ north of crystal up to brooklyn park, and if you choose to build it going through the ~~with~~ parkway, we would hear that whistle every 20 minutes unless you didn't blow the whistle.

Name: _____

Address: _____

Robbinsdale MN

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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■ Purpose and need for the project

I don't see a strong need for this rail system. Building larger roads and/or trains will just encourage more sprawl in the NW suburbs.

■ The alternatives proposed for study

I am opposed (strongly) to the route going by North Memorial on 81. This will require relocation of hundreds of people and bring noise + vibration to neighborhoods. Use the Wirth Park alternative.

■ Project impacts or benefits that should be evaluated

Destruction of perfectly good homes; noise (bells, trains); vibration; Cost - it will be cheaper to use existing railway through Wirth Park.

■ Other comments

Why not run the trains along 694/94 to downtown Minneapolis if trains must be used?

Name: Michael Colling

Address: 3337 York Ave N, Robbinsdale MN 55422

email: mikecolling@msn.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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▪ Purpose and need for the project

more information on how property values would increase with a transitway adjoining to my property - given the extra foot traffic and noise pollution I don't see how this is a possibility

▪ The alternatives proposed for study

Avoid routing the transitway through residential areas (ie removing homes) Robbinsdale has NO options to expand removing homes would not benefit the city - reduced revenue from property taxes - reduced population.

▪ Project impacts or benefits that should be evaluated

if structures need to be built to accommodate the transit way PLEASE consider following City Rd 81 - NOT routing through residential areas. - have people who currently live along the proposed route been contacted to see if the transit way would be valuable for daily commuting?

▪ Other comments

I currently live near the hospital and deal with the noise pollution of emergency vehicles 24/7 - Adding a transit platform would not benefit fit this neighborhood -

Name: Karla Gottfried

Address: 3352 Beard Ave N, Robbinsdale

email: spuntiny@msn.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

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■ Purpose and need for the project

NO-BUILD - BEST ALTERNATIVE - SAVES ON CAPITAL INVESTMENT
AND STILL SERVES A PURPOSE FOR OUTLYING AREAS AND
INTER CITY AREAS - SUCH AS D1

■ The alternatives proposed for study

D2 N. MEMORIAL HAS JOB FREEZES, MANY N. MEMORIAL EMPLOYEES
TRANSFERRED TO MAPLE GROVE FACILITY WHEN IT WAS BUILT.
MANY N. MEM. EMPLOYEES LIVE IN Robbinsdale or close nearby,
PEOPLE LIKE TO LIVE CLOSE TO THEIR JOBS,

■ Project impacts or benefits that should be evaluated

HUBBARD STA ALONG ~~GO TO GOLD~~ D1 STRAIGHT ACROSS TO
PLYMOUTH AVE THEN ALONG D1 TO PENN, OR ACROSS
~~GOLDEN~~ GOLDEN VALLEY RD TO BROADWAY/PENN D2
WOULD HAVE LESS IMPACT ON ROBBINSDALE RESIDENTS,

■ Other comments

People in MINNEAPOLIS (NORTH) LIVE close to downtown, Busses
serve the purpose. Seniors in most areas have Senior bus
transport right to their doors for shopping, doctors, church
casinos, entertainment, etc -

Name: GALL BERNER

Address: 3531 FRANCE AVE ND

email: ROBBINSDALE, MN 55422

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

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■ Purpose and need for the project

To help reduce the ^{number of} cars on the road and need to find parking in places like Downtown Minneapolis. It's a cheaper solution for those commuting to jobs along the line. Unfortunately my husband and I work in Richfield w/o any bus/transit routes that get us there quickly.

■ The alternatives proposed for study

All of them go right by my house - I want to know if they will close 40th Ave. at Major - which would increase the time it takes me to get access Hwy 100 S. and many other places I go to in the area.

■ Project impacts or benefits that should be evaluated

Noise volumes for houses right near the tracks. Vibration and structural impact - the houses in our neighborhood are 90+ years old. Mine already has interior foundation crumbling/damage. I want them to think about what it will be like for those of us hearing dinging every 7 1/2 minutes.

■ Other comments

I am concerned about safety - I have kids who play - how will they be kept away from accessing tracks etc? I'm concerned about my quality of life - especially ~~sleep~~^{sleep} - I'm a really light sleeper. I would from home at least 2 days just teleconferences - I often work outside - all of these things will be impacted and not for the good.

Name: Melanie Haggie

Address: 4007 Hubbard Ave. N., Robbinsdale, MN 55422

email: melhaggie@usfamily.net

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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■ Purpose and need for the project

Bus rapid transit down Co. Rd 81 makes the most sense financially. The obsession with trains seems like an 8 year old infatuated with 'Choo-Choo trains'. Keep it simple!

■ The alternatives proposed for study

D2 is not a good idea. It'll slow down the trains, cost millions more, and destroy several nice places to live. The train corridor already exists. use it.

■ Project impacts or benefits that should be evaluated

The D2 idea seems like nobody has actually been here to look and see how how a big a project this would be.

■ Other comments

I recently had jury duty. I took the bus downtown everyday and found it to be fast, convenient and clean. Transit is good, and our transit system is better than its reputation suggests. Thanks!

Name: Kurt Coykendall

Address: 3355 France Ave N. Robbinsdale Mn 55422

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

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■ Purpose and need for the project

I don't believe there is purpose or need for Light rail thru Robbinsdale or Golden Valley. There are plenty of Buses and mobility sources. A lot of the Buses are half empty.

■ The alternatives proposed for study

Perhaps more Shuttle Buses?
Cheaper Bus rates?

■ Project impacts or benefits that should be evaluated

The Impact would be huge! Our neighbors and ourselves would ~~lose~~ lose houses and would no longer have a quiet neighborhood. Would it not cause more congestion with Ambulances and emergency routes? It's a huge cost to Residents etc. I also enjoy Mary Hills Park and Socha's Park which are adjacent to Railroad and will ruin more wildlife and wreck a wonderful nature area and community.

Name: Julie Madsen

Address: 3316 France Ave N. Robbinsdale 55422

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

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▪ Purpose and need for the project

The purpose of the project should be to provide additional means of travel for those without vehicles and provide an alternative to a long commute alone for those who do have them.

▪ The alternatives proposed for study

DI Stop Between 42nd + Plymouth

▪ Project impacts or benefits that should be evaluated

Bus routes which are so overburdened as to become inefficient. Businesses which could benefit from additional foot traffic. The priority should be in providing for those with no alternative before catering to the whims of those who can explore any and all options.

▪ Other comments

Having regular traffic helps to prevent crime by not allowing areas to empty out for gangs and bring more regular patrols. Since the addition of the Hawthorne line, the east lake street midtown neighborhood has vastly improved along with businesses. North Minneapolis has struggled for years and this line can be a chance to provide some much needed relief.

Name: Lindsay Merrick-Thompson

Address: 3332 France Ave N, Robbinsdale, MN 55422

email: lmerrickthompson@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

■ The alternatives proposed for study

■ Project impacts or benefits that should be evaluated

D2 has better options for the poor community. I like D2. Businesses would be helped by the extra stops on Penn + Broadway. Help the poor communities.

■ Other comments

The D1 Option Needs a Stop Between 4th & Plymouth. There should be more stops as population density increases not less. Bass Lake road ^{at} 6th + next stop is 4th — then Plymouth around 13th ave. It does not make sense to go so long without a stop.

Name:

Ryan Magard

Address:

3332 France Ave W Robbinsdale MN

email:

ra-magard@msn.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Robbinsdale



AnnMarie Podobinski
<annmariepodobinski@yahoo
.com>

01/17/2012 06:49 AM

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject: Light rail

I am planning to attend a meeting for more information, but have one question I hope you can answer before then. After looking at the maps, if I'm looking correctly, it appears the train might run through my property in Robbinsdale. I live on the corner of France and Oakdale (3824 Oakdale Ave.) in the condos on that corner. Do you have any information about how this will affect me and my property?

Thank you,
AnnMarie Podobinski

Sent from my iPad

Robbinsdale



BOB BEARD
<bobbeard35@msn.com>
02/02/2012 08:55 AM

To <bottineau@co.hennepin.mn.us>
cc
bcc
Subject LRT

We are residents of Robbinsdale. We live less than a block from the BNRR track on 40th Avenue. Below you find our questions and comments after attending the meeting and reading the Scoping Booklet.

The "demand" for LRT, which we have been hearing and reading about for over 20 years, is a "demand" created on paper because government wants LRT. We have read how often it is expected that the train or busses will run and I can't imagine hearing the disruption this would cause all day and night long to residents plus how full do you really think these cars will be? We don't see ourselves ever using it mainly do to safety issues waiting for the train and while riding it. Plus if I am able to get into my car to drive to a station I can just drive to where I am going.

Being we are aware that we are going to have Bottineau Transit way constructed one way or another, we suggest that it be constructed on Bottineau Blvd, not through the middle of the residential area of Robbinsdale. Living so close to the BNRR tracks we have great concerns for traffic, vibrations and especially decreased property value and noise. At the meeting we were told the transit way will increase our property value. When this proves to not be the case what agency will be responsible for compensating homeowners? I don't think you could give a house away near the proposed route at present, leave alone selling one.

Hopefully you will consider the residents of Robbinsdale when making your decision.

Robert and Mary Beard



Corrine McCarty
<Corrine@creativolaminating.net>

02/02/2012 11:50 AM

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject lite rail

Wednesday, February 2nd

Corrine McCarty
3910 Noble Ave N
Robbinsdale, Mn 55422
W - 763-746-2663
C - 763-221-2892

Dear Mr. Rusco:

I received the Bottineau Transit notices in the mail and disregarded them assuming that if a lite railway was built it would run along the Bottineau Highway 81. But a neighbor suggested that it may run along the already existing track behind my home. I can tell you that immediately produced some strong anxiety. If that had occurred to me I would have been to the meetings with bells on. I admit I should have read the fliers and come to the meetings regardless.

But since I didn't I'd like to tell you about my concerns. I bought this house (a foreclosure) 3 years ago as an investment. I waitressed for years and as many people don't realize, waitressing offers no benefits such as retirement investments. So my home will act as a partial substitute in my retirement years.

If you put a train so close I can only imagine how that will affect my property values. I have done some research online and have concluded that initially the value will go up a bit, but as time goes by it steadily declines. I lived in Chicago for a time and believe me, the homes near the tracks were not prime real estate value, or anywhere close. Homes by major freeways and trains are doomed.

Trains mean noise, damage to foundations, crime, dirt, pollution and an unwanted foot traffic and population. It's a frightening prospect.

If you want to put a train through Robbinsdale, please keep it in the business or industrial section of the city. Do not put it through so many people's backyards. Run it along Bottineau as the name of the lite rail suggests.

Right now living by the railroad track is pleasant and charming. An occasional train comes through with it's old fashioned whistle and brings up a pleasant and romantic charm. It's not so noisy or frequent to be a bother.

My dream was always to own my own home with a lilac bush, a clothes line and within sight of a railroad track. Right now I have that, and am worried that this project will ruin it.

Sincerely,

Corrine McCarty

Corrine McCarty
Billing and Accounts Receivable



**CREATIVE
LAMINATING, INC.**

www.creativelaminating.net

Phone: 763-746-2663 Toll Free: 1-800-919-5552



<stephen.hogan@thomsonreuters.com>

02/02/2012 01:27 PM

To <bottineau@co.hennepin.mn.us>

cc

bcc

Subject Bottineau BLVD

I am a Robbinsdale resident and I think this is a great idea and will help make the city a better place to live. It will make commuting much easier and take advantage of Robbinsdales central location. I think the light rail provides a great option because it s better for the environment . I am very hopeful this will pass and connect Robbinsdale to the light rail.

3934 Scott Ave N
Robbinsdale MN 55422

Stephen Hogan | West Consultant | West, a Thomson Reuters Business
Stephen.hogan@thomsonreuters.com Tel: 651-244-2362 | Fax: 800-227-7097
24 Hour Reference Attorney Help | 1.800.REF-ATTY

WestlawNext



Anne Mazzocco
<annemazz@gmail.com>

02/06/2012 10:56 AM

To bottineau@co.hennepin.mn.us

cc

bcc

Subject Comments and questions

Hello,

I am a Robbinsdale resident at 34th and Grimes. I am alarmed to hear that one of the proposed transit routes is right down 34th. While I am all for the project, I am strongly opposed to disrupting what is now a very quiet neighborhood. It seems that 36th would be a better option because it is already a busy road with lots of traffic noise - residents who purchased homes there knew what to expect. I did not purchase my home with the expectation of this kind of disruption.

I have a few questions:

- The flyer I received says that there are "property impacts" between Indiana and France? Does that mean houses are torn down?
- How do bus rapid transit and light rail compare in terms of noise and disruption? What is the impact? Would a train cause my entire house to shake?
- Would the project include a noise barrier or some other effort to reduce disruption?
- Are property owners typically compensated for the loss of property value in these situations?
- How far off is the construction of this project, if all goes according to plan?

Thank you,
Anne Mazzocco
3407 Grimes Ave N

Robbinsdale



"Lisa"
<Lisa@selectproductscompa
ny.com>

02/06/2012 11:41 AM

To <bottineau@co.hennepin.mn.us>

cc

bcc

Subject Bottineau Transit

Brent—

The City of Robbinsdale has posted on FB the video regarding this. I made comments and was told to comment here as all comments will be considered. I wish I could make it to the meetings.... suffice it to say, what makes Robbinsdale so charming is it's small town feel, a community, a town that has been dedicated to its lakes and parks. I have lived here since 1998 and the idea of ripping the town in half with very ugly LRT makes me sad. LRT has cost taxpayers enough and it will never pay for itself. But we are led to believe that we so DESPARATELY need it. The path doesn't even take people to where the jobs continue to go and that is the western suburbs. I can handle a bus, but the idea of the wires, etc is just visual pollution.

Lisa Dolan
Select Products
612-751-2249
lisa@selectproductscompany.com
Check out Promo Gal on Facebook!



Bottineau Telephone Scoping Comment
Brent C Rusco to: Joseph Scala
Cc: Joseph R Gladke

02/13/2012 02:39 PM

I took a verbal comment over the phone. The caller would like his input entered into the record.

Donald Hasler
3940 Noble Avenue North
Robbinsdale, MN

Donald lives adjacent to the west side of the BNSF railroad corridor.
Concerned about noise and vibration on his residential property. Currently experiences noise and vibration as freight trains pass his property.
Don questions the need for a transitway investment along the Bottineau Corridor.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579



AMELIA HUMMEL RONALD
G WILLIAMS
<tobie3065@msn.com>
02/17/2012 11:45 PM

To <bottineau@co.hennepin.mn.us>

cc

bcc

Subject Bottineau Transitway Commentary

Mr. Rusco:

Please see the attached commentary. Please let me know if there was some problem with the transmission and you did not receive the attachment. Thank you for your attention to this matter!

Ronald Griffith Williams

BOTTINEAU TRANSITWAY ALTERNATIVES COMMENTARY

by

Ronald Griffith Williams
4368 France Avenue North
Robbinsdale, MN 55422
(763) 533-3065
tobie3065@msn.com

February 17, 2012

INTRODUCTION

Based on the 2008-2010 Alternatives Analysis Study (*Alt.*), I think the best alternative for the Bottineau Transitway discussed there is LRT A D1. Alternative A is the train starting from Maple Grove and alternative D1 is the train going through Golden Valley. I think this alternative is the best way to solve the transportation problems as outlined in the study's "Problem Statement" (*Alt.*, p. 17) in accordance with its stated goals and objectives. (*Alt.*, p. 25)

However, I think LRT A D1 would serve its purposes better if it were amended with the following two additions: 1) A BRT line in Brooklyn Park which is designated as alternative B in the study; 2) and additional station at the railroad tracks and 34th Avenue in Robbinsdale and a BRT line (basically the D2 alternative in the study) from that point past North Memorial Medical Center to Broadway Avenue, to Penn Avenue and to Olson Memorial Highway.

I stress here something that was not even mentioned at Bottineau Transitway open forum in Brooklyn Center, September, 2011: Solving the region's transportation problems according to the goals discussed below will be very beneficial to those who never take public transit. In fact, it will be necessary in order to avoid system-wide transportation gridlock. It is easy for those who are experts in public transit to take this for granted. However, when presenting public transit proposals to the legislature, it must not be taken for granted. It must be emphasized again and again.

A thorough and complex feeder bus system is essential to making the chosen alternative for the Bottineau Transitway work to its fullest. I cite one example of a desirable feeder bus, because it would run in my immediate neighborhood: A bus on Thomas Avenue from Lowry Avenue in Minneapolis to Lake Drive in Robbinsdale and to the Robbinsdale Transit Center where there will be a LRT station. Such a bus would serve both commute and reverse commute purposes and draw Robbinsdale people out of their cars to the train.

PROBLEM STATEMENT (*Alt.* p. 17)

Population growth

The seven-county Twin Cities metropolitan area is expected to grow by one million people by 2030. The area north and northwest part of the Twin Cities, including the Bottineau Corridor study area, is expected to absorb most of this growth.

Employment growth

While nearly half of the jobs in the study area are in downtown Minneapolis, most of the job growth in this area is expected to be in the second ring suburbs. Thus there is a need to facilitate reverse commute.

Traffic congestion

Already most of the several major regional highways in the study area experience significant congestion. This will only get worse with the anticipated growth.

Limited reverse commute

There are limited reverse commute opportunities in the study area. This is important because of big employers in the area such as North Memorial Medical Center in Robbinsdale and Target Corp. in Brooklyn Park. But there is also a significant proliferation of smaller employers throughout the area, a concentration which is expected to grow.

Transit options

There is a lack of competitive transit options in the Bottineau Corridor.

PROJECT GOALS AND OBJECTIVES (*Alt.*, p. 25)

1. Enhance Regional Mobility. This is to be accomplished by maximizing total routes, serving people who depend upon transit, expanding reverse commute service, connecting existing and proposed transitways, and balancing costs (construction and operating) and benefits.
2. Expand the effectiveness of Transit Service Within the Corridor.
3. Provide a Cost Effective and Financially Feasible Transportation System.
4. Encourage Transit-Supportive Land Use and Development Pattern.
5. Support Sustainable Communities and Sound Environmental Practices.

ALTERNATIVE EVALUATION

To assess the comparative desirability of the alternatives, the study presented many tables comparing various projections pertaining to the alternatives. I present below truncated tables from that information and evaluate this limited number of alternatives, including the three most promising alternatives listed by the study: LRT A D1, LRT B D2 and LRT A D2. I do not include any BRT alternatives in these tables for discussion because, even though BRT costs about half as much as LRT, BRT does not, on its own, solve the aforementioned problems in accordance with the outlined project goals.

Serve total number of transitway riders. (Alt., p. 68)

AB - D1	19,655
AB - D2	18,665
A - D1	19,525
A - D2	18,295
B - D1	16,355
B - D2	15,365

Putting LRT at Maple Grove and Brooklyn Park (AB) and combining them with the Golden Valley route (D1) gives us the highest number of riders. But that edges out the cheaper combination of A D1 by only 70 riders. Each of the alternatives with D 1 surpass the corresponding D2 (Broadway and Penn in Minneapolis) alternatives by about 1,000 riders. As the study reports, a major reason why D1 is superior to D2 is that it is faster. More riders will be drawn to the faster system. Finally, each of the A alternatives surpass the B alternatives by about 3,000 riders. So my choice of A D1 is second highest in this category.

Serving people who depend upon transit. (p. 70)

A	1,312
B	2,822
AB	3,116
D1	10,461
D2	19,461

Serving those who depend upon transit is one of the most important goals specified in the study. This table shows that the Minneapolis option serves almost twice as many of such people as the Golden Valley option. Even the Golden Valley option serves three times as many as the Brooklyn Park alternative, which serves over twice as many as Maple Grove. For reasons discussed pertaining to the first table of total transitway riders and for other reasons discussed below, I chose A D1.

But we must certainly do something about this alternative which, standing alone, underserves those who depend upon transit. That is why I chose to amend A D1 to include BRT on the Brooklyn Park route and the Minneapolis route. Each of them can serve as very effective feeder lines to the train and link the transit dependent riders to the train with its advantages. The additional cost will be relatively modest since we are adding BRT only.

Here is another important reason for the BRT in Minneapolis: It connects the train to the most important destination in the region, North Memorial Medical Center in Robbinsdale. It will be relatively easy to connect BRT to the train at 36th Avenue in Robbinsdale. Put a platform under the bridge below 36th Avenue with steps up to the street on both sides. The BRT can start there and continue to the station next to North Memorial Medical Center. It can do this without the expensive elevation engineering feats required of the LRT going through the area.

Notice that the figures for A and B added separately come to a greater sum than what is listed for AB. I have been unable to detect an explanation for this in the study. These figures suggest that AB is the train

shared by Maple Grove and Brooklyn Park. Thus one trip will be from Maple Grove and the next from Brooklyn Park. But, obviously, this is not optimal for either the people in Maple Grove or for those in Brooklyn Park. Since we have available only one train, it does not work well to divide the train tracks between two different areas.

A is better than B in securing ridership, so it would be better to start with the LRT in Maple Grove. There will be a great deal of value added by adding BRT in Maple Grove now. Some decades later we can think about putting another train in Brooklyn Park and extending the line through Champlin to Anoka and/or Rogers.

Serving low-income and minority populations. (p. 70)

A	2,101
B	5,909
AB	6,219
D1	16,922
D2	31,553

The numbers in this table are proportionately very similar to the ones in the last table. Here the numbers happen to be somewhat larger. The numbers for Minneapolis are about twice that for Golden Valley, etc. So we have the same problem here as we had with serving those dependent upon transit since it is imperative that public transit serve low income people and minorities. This imperative is legally required:

With a foundation in the Civil Rights Act of 1964, President Clinton's Executive Order 12898 established a formal policy on Environmental Justice (EJ) in 1994 to ensure that when considering the effects of a federally funded project on human health and the environment, effects of the project on minority and low-income populations and communities are explicitly considered.

(Bottineau Fact Sheets, p. 1-3)

My proposed BRT additions solve this problem in a cost-effective way just as they do for serving those who depend upon transit. No doubt there is considerable overlap in these populations.

Serving reverse commute jobs. (p. 72)

A D1	30,636
B D1	16,231
A D2	31,924
B D2	17,519
AB D1	33,532
AB D2	34,820

The highest number here, 34,820, is provided by AB D2. But notice that this number is only a little less than three thousand more than A, by itself, combined with D2. Yet B D2 serves 17,519 reverse commute jobs, almost six times that difference of almost 3,000. AB, together, will not serve the optimal number of

reverse commute jobs. This is why it is important to keep the train on one set of tracks and supplement the north end of Bottineau Corridor with BRT in Brooklyn Park.

A D1, my favored alternative, produces a relatively high number here, 30,636. However it is edged out by A D2 at 31,924. This shows that there is a greater reverse commute need in the north Minneapolis area than in Golden Valley. This need can be met by my proposed BRT through north Minneapolis and is another reason why this BRT addition is critical.

Bring new transit riders. (p. 75)

A D1	5,215
B D1	4,494
A D2	4,597
B D2	3,876
AB D1	5,015
AB D2	4,397

A D1 produces the highest number here, 5,215. Since it is very important for the system to bring in new riders, the results of this table is a major reason to select A D1 as the best alternative. This table is an indication that A D1 is the best choice to reduce traffic congestion in the Bottineau Corridor. Notice that if you add BRT at Maple Grove and Minneapolis, you will add to this top new transit riders figure.

Riders per vehicle hour. (p. 75)

A D1	141
A D2	113
B D1	115
B D2	85
AB D1	138
AB D2	101

Again A D1 yields the highest number, 141 per vehicle hour. This is an important statistic because it speaks to the efficiency of the system and to the number of people it serves. Notice that A D1 here surpasses AB D1 and A D2 surpasses AB D2. This is another indication that splitting the train service at the north end of the Bottineau Corridor will not work to the system's advantage. Furthermore, if you would add the two BRT's I suggest, then you would also significantly increase the riders per vehicle hour to perhaps 200.

Traveler time saving (regional minutes per weekday) (p. 75)

A D1	189,428
A D2	162,429
B D1	192,522
B D2	165,523
AB D1	161,222
AB D2	134,223

Here B D1 shows the most minutes per weekday saved, 192,522. But this is only 1.6% more than the amount for A D1, the alternative that I have chosen for the best. The highest split train amount here is 16% less than the 192,522 top amount. Again, if you add BRT in Maple Grove and Minneapolis, you will have significantly greater regional minutes per weekday than the highest amount shown here.

Reduction in vehicle miles travelled daily, 2030. (p. 85)

A D1	28,939
A D2	22,524
B D1	27,123
B D2	21,208
AB D1	33,533
AB D2	27,618

The highest number here is garnered by AB D1, one of the split-train routes, at 33,533. However, it is only 13.7% higher than that provided by A D1. B D1 also shows a relatively high number, 27,123. This means that if you add BRT at Maple Grove, a significant number of vehicle miles will be added. More would be added with BRT in Minneapolis as well. With my proposals, the reduction in vehicle miles travelled daily would surely top the 33,533 figure here.

Capital costs (millions). (p. 106)

A D1	\$885
A D2	\$929
B D1	\$932
B D2	\$963
AB D1	\$1,104
AB D2	\$1,135

Fortunately for my chosen option, A D1, it comes in as the cheapest one at \$885 million. However, there is more to discuss since I have proposed additions. Let's look at it this way: If you didn't care so much about things like the greatest ridership and just want to focus on environmental justice, then we would choose B D2 and put LRT in Minneapolis and Brooklyn Park, accommodating minorities and low income people to the fullest. However, this would cost \$963, more than the lesser amount cited above. Adding the two BRT lines would only modestly increase the total cost to perhaps the \$1.1 billion cost of the AB D1 line. But this would mean that we would have a Bottineau Transit Corridor system which would meet

all the goals set out at the beginning. And it would be achieved at a cost of only 12.8% more than the B D2 alternative which would satisfy environmental justice concerns while ignoring all the others. This would seem to be a taxpayer bargain!

Operating costs per year (millions). (p. 107)

A D1	17.5
A D2	18.4
B D1	23.5
B D2	24.8
AB D1	24.1
AB D2	25.8

Again A D1 is the best alternative here because it costs the least at \$17.5 million per year. My proposal to add BRT lines would add perhaps \$2 to \$3 million to this cost. So, let's say that the annual operational cost for my collective proposals is \$20.0. Then let's divide the capital cost of the project, \$1.1 billion, by 50 to spread the cost over 50 years. (Sorry to be so crude, but I don't have time to do an amortization schedule now.) The result is \$22 million. So the project costs about \$42 million a year.

Now consider that this project will reduce daily vehicle miles travelled by about 33,000. Multiply this by the 352 days of the year to get 11,616,000 vehicle miles reduced annually. This costs \$42 million. So it costs 42 million/11,616,000 or \$3.61 for each mile reduced. But this ignores the fact that this project serves the greater good of the total transportation system by assuring gridlock-free miles driven. Surely such miles are many times that of the vehicle miles reduced. If they are 10 times each mile reduced, then the cost for them is 36 cents per mile. If they are only five times, then the cost is \$1.80 per mile. Providing good system-wide transportation is not cheap. But considered in this light it seems cost effective.

Cost effectiveness index (CEI). (p. 108)

A D1	1.00
A D2	2.00
B D1	2.00
B D2	4.00

CEI here is the annualized project cost divided by the transportation system user benefits. Again, A D1 wins as the best alternative.

SUMMARY OF CHOOSING LRT A D1 COMBINED WITH MINNEAPOLIS AND BROOKLYN PARK BRT

LRT A D1 scores #1 on bringing new transit riders, riders per vehicle hour, reduction in vehicle miles travelled, capital costs, operating costs and cost effectiveness index. It also scores #2 on total transitway riders, serving reverse commute jobs, traveler time saving (regional minutes per weekday) and reduction

in vehicle miles travelled. No other alternative comes close to doing so well in the projections of these ten measures. Here's the thing: These measures are the heart of why you invest in public transit, to efficiently move people throughout an area and reduce vehicular traffic so that the whole transportation system works.

There were two measures on which LRT A D1 did not score well: On serving people who depend upon transit and on serving the low-income/minority population. This is why I recommend the addition of BRT in Brooklyn Park and Minneapolis. Remember, environmental justice in this context is legally mandatory.

LRT EFFECTS ON PROPERTY VALUES

The experience of the Twin Cities is both very limited and very recent. However, LRT has been present for many decades throughout the country and has been studied extensively. I think it is worth considering at least briefly.

A 2007 study of Buffalo, New York, examined the impact of LRT on property values near LRT stations:

"The model suggests that, for homes located in the study area, every foot closer to a light rail station increases average property values by \$2.31 (using geographical straight-line distance) and \$0.99 (using network distance). Consequently, a home located within one-quarter of a mile radius of a light rail station can earn a premium of \$1300-3000, or 2-5 per cent of the city's median home value." (Hess, p. 1041)

This is especially interesting since, for several decades, Buffalo had been losing population in the area in question. The authors of the study also said, "Rail transit substantially increases property values where transit investments can be co-ordinated with new development in nearby neighbourhoods;..." (Id., p. 1042) But if such development is not coordinated, transit investment may relieve traffic congestion without necessarily contributing to economic growth and urban revitalization. The authors cited studies pertaining to the following cities where transit station properties experienced up to a 32 percent premium: Washington D.C., St. Louis, San Jose, San Francisco, San Diego, Sacramento, Portland, OR, Philadelphia, Queens, NY, Dallas and Atlanta. (Id., p. 1047)

LRT VS. BRT

One online article reports that, for new starts in the corridors of the core areas of U. S. Canadian cities, BRT has attracted only one-third of the rider trips estimated for them by the Federal Transit Administration-approved modeling. In contrast, LRT attracted 122 percent. Some cities considered were Pittsburgh, Los Angeles, Ottawa, and Washington D.C.

References:

2008-2010 Alternative Analysis Study, Bottineau Transitway Draft Environmental Impact Statement, prepared by SRF Consulting Group Team for Hennepin County Regional Railroad Authority.

“BRT” – You can Build it... But Will They Come?” Light Rail Progress, Updated, December, 2002.
http://www.lightrailnow.org/facts/fa_brt001.htm

Fact Sheets, September 2011, Bottineau Transitway brochure distributed during the public forum at Brooklyn Center Government Center.

Hess, Daniel Baldwin and Almeida, Tangerine Maria, “Impact of Proximity to Light Rail Rapid Transit on Station-area Property Values in Buffalo, New York,” *Urban Studies*, Vol. 44, Nos. 5/6, 1041–1068, May 2007.

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: scott hagen <sahagen3911@yahoo.com>
Cc: "thirdwardgeorge@aol.com" <thirdwardgeorge@aol.com>, Beth Bartz <bbartz@srfconsulting.com>
Sent: Thu, Feb 16, 2012 22:05:29 GMT+00:00
Subject: Re: Light Rail through Robbinsdale

Scott,

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

One of the key issues to be studied in the Draft Environmental Impact Statement (Draft EIS) will be the study of impacts for residential properties along the transitway alignments. You can monitor Draft EIS progress using the project website at www.bottineautransitway.org or contact me any time with questions or concerns.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: scott hagen <sahagen3911@yahoo.com>
To: "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>
Cc: "thirdwardgeorge@aol.com" <thirdwardgeorge@aol.com>
Date: 02/13/2012 06:28 PM
Subject: Light Rail through Robbinsdale

Brent,

I wanted to express my concern over the proposal for running light rail through our neighborhood at the intersections of 39 1/2, Major, and Lee Avenues N in Robbinsdale.

First I feel the houses are too close to the tracks if the proposal includes running two more rail lines in the existing space. Also the noise and frequency of trains would damaged housing values even further than what we have experienced over the last few years.

If it is decided to run light rail down this existing line, I would insist on the crossing at 39 1/2 Ave N be closed to reduce traffic streaming through our neighborhood. 39 1/2 Ave N is too narrow to handle the traffic as it exists now, the prospect of traffic stopped on our street waiting for trains would be intolerable.

Finally, much like they have done along the Hiawatha line in Minneapolis, earthen berms should be built between the homes and the tracks to reduce noise for the homeowners.

I am a supporter of light rail, however, steps should be taken to ensure it is a good neighbor to homeowners along its route.

Scott Hagen
3911 Major Ave N
Robbinsdale, MN 55422

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Frye Family at Home <mfrye3831@comcast.net>
Cc: "thirdwardgeorge@aol.com" <thirdwardgeorge@aol.com>, "Joseph.Gladke@co.hennepin.mn.us" <Joseph.Gladke@co.hennepin.mn.us>, Beth Bartz <bbartz@srfconsulting.com>, "Joseph.Gladke@co.hennepin.mn.us" <Joseph.Gladke@co.hennepin.mn.us>
Sent: Thu, Feb 16, 2012 23:57:23 GMT+00:00
Subject: Re: Scoping comments- Bottineau Transitway

Thanks very much for your input and for clearly stating your concerns and ideas. Your comments will be included as part of the scoping input for the Draft EIS.

Please let me know if you have questions or need additional information. You can also monitor progress of the Draft EIS on the project website at www.bottineautransitway.org

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Frye Family at Home" <mfrye3831@comcast.net>
To: <brent.rusco@co.hennepin.mn.us>
Cc: <thirdwardgeorge@aol.com>
Date: 02/14/2012 11:17 PM
Subject: Scoping comments- Bottineau Transitway

Hi,

I am emailing my major concerns in regards to the Bottineau Transitway. I understand the need for the project, however I do not agree with bringing light rail through the residential housing area in Robbinsdale. To run light rail trains every 7.5 -15 minutes through the front and back yards of the residents of Robbinsdale homes is outrageous! This would dramatically increase noise, pollution and vibration damage to the homes. Not to mention safety issues trying to cross the tracks at the intersections in our neighborhoods. I am concerned for my children's safety when they walk to school and have to cross the tracks daily at 39 ½ Ave N. We will no longer be safe walking to visit Dairy Queen, Church or other areas in downtown Robbinsdale. Adding light rail with trains running every 7.5 -15 min will destroy the small town, pedestrian friendly neighborhoods. This will destroy the standard of living that drew me to Robbinsdale and destroy our home values. Who is going to want to live in a neighborhood with light rail trains going by constantly. Who is going to buy my house which has the train tracks in my front yard? This will destroy Robbinsdales neighborhoods.

Now my solution – Why not run the light rail down Bottineau Blvd. It's a busy street with commercial businesses and North Memorial is right there. It would be far enough away from the residential housing and more accessible to the businesses in Robbinsdale yet it would be close enough for Robbinsdales residents to use. Not to mention closer to senior housing like Copperfield Hill. To add a set of tracks alongside the street shouldn't be that difficult. They did it on the Hiawatha line in Mpls. This solution saves the neighborhoods from the noise, pollution, vibration damage to our homes, safety to pedestrians and increases visibility to the Robbinsdale business district. A win-win solution for all.

Mary and Mike Frye
Robbinsdale Residents

3010 Abbott Avenue North
Robbinsdale, MN 55422

February 17, 2012

Mr. Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Dear Mr. Rusco,

I am a resident of Robbinsdale, Minnesota, and attended the January 31st Bottineau Transitway Scoping Open House. I have spent some time reviewing both the Scoping Booklet (SB) and the Bottineau Transitway Alternatives Analysis Study Final Report (AAFR) and am writing to express some of my questions and concerns.

Both the SB and the AAFR indicate that anticipated population growth is one of the primary factors contributing to the need for the Bottineau Transitway Project (BTP). The AAFR refers to estimates of population growth between the years 2000 and 2030 and cites as sources the 2000 census as well as the Metropolitan Council 2030 Regional Development Framework. Given that over one-third of the 2000 to 2030 period is now in the past, how much of the projected population growth for that period has actually occurred? If approximately one-third has not come to pass, why has it not and why should we place faith in the accuracy of these estimates? Given that these estimates were most likely produced prior to the economic downturn we have experienced during the past few years, are the assumptions upon which they were based still accurate? The SB refers to estimates of population growth between the years of 2010 and 2030 and cites no source(s). What is/are the source(s) of these estimates? If they are the same, the same questions apply. If they are different, why should we believe that the population of the Bottineau Transitway communities (BTC) will increase by 140,000 people during the next twenty years (as stated in the SB) when the population of the same area was only expected to increase by a little more than that over the same period plus the previous ten years (per the AAFR)?

Both the SB and the AAFR devote half of their respective "People Who Depend on Transit" sections to senior citizens and suggest that the existing senior population as well as anticipated growth of that population in the BTC is another significant factor contributing to the need for the BTP. As a former resident of North Minneapolis who made occasional use of both Metro Transit's Route 5 (bus) and Hiawatha Line (light rail), I seriously question this implication. My personal experience would suggest that the percentage of the senior population that uses public transit is extremely small. Further information is needed to support the implication, made in both documents, that seniors are an important market segment for the BTP. The AAFR provides the percentage of both zero-car households and seniors in the BTC but provides no combined statistic. How many of the seniors who live in these communities are also members of zero-car households? What percentage of the seniors who currently live along local public transit routes

with similar operating characteristics (The AAFR cites the existing Hiawatha LRT service as consistent with that being proposed for the BTP.) use them twelve times per year or more?

An anticipated increase in traffic congestion is also cited as a factor contributing to the need for the BTP. The SB contains many general statements pertaining to traffic congestion in the Twin Cities Metropolitan Area as a whole. While these statements might all be very true, they alone do not demonstrate a need specific to the BTP. The AAFR presents a traffic volume growth forecast specific to the BTC in Figure 3-4. However, many of my questions pertaining to the forecasts of population growth apply to this as well. What is the source of this forecast? Since it is a forecast of growth between the years 2005 and 2030, it seems likely that it was generated during a period of much more optimistic economic outlooks. What are the assumptions upon which it was based? Are those assumptions still reasonable?

I could go on with questions and concerns related to the need for this project, but I would also like to include some of my questions and concerns related to some of the build alternatives proposed for study in the Draft Environment Impact Statement (DEIS). As a resident of Robbinsdale, I am particularly interested in the D1 and D2 alternatives.

First and foremost among my areas of concern is access to North Memorial Medical Center (NMMC). NMMC provides the nearest emergency room to a large geographical area, especially to the west of the hospital. Due to existing infrastructure, direct routes to the hospital are already somewhat limited. A difference of a minute or less in transit time to an emergency room can be the difference between survival and death in some emergency situations. Furthermore, not everyone who arrives at the hospital in need of emergency care is driven there by an ambulance driver or someone else familiar with the streets immediately surrounding the hospital. While the D1 alternative offers no change to the existing accessibility of the hospital, even the best of the D2 alternatives increases the potential for longer emergency transit times. The omission of "Access to Emergency Services" (or some similarly titled measurement) from the impact evaluation measures in the AAFR should be corrected in the DEIS. Furthermore, legal advice should be sought on this issue. If a D2 alternative is built and results in longer emergency transit times and reduced survival rates (data which, if not already available, could almost certainly be gathered), is there any risk of litigation? If so, what might the costs of that litigation be? Those costs (if any) should be included in the assessment of the D2 costs in the DEIS.

I also have significant questions about the noise and vibration assessment as reported in Table 7-10 in the AAFR. What information was used to reach the conclusion that the noise impact for the D1 alternative would be "Moderately High" while the noise impact for the D2 alternative would be "Moderate?" Without data to support the assertion, it is extremely difficult to believe that LRT along a relatively straight, long-established, and in use railroad track would have a greater noise impact than LRT down city streets where no rail transit currently exists and which would require at least two sharp turns and many crossing signals. Additionally, how were the overall noise/vibration impact scores calculated? Without explanation, they seem very arbitrary. For example, for the D2 LRT alternative, a "Moderate" noise impact plus one facility (NMMC) potentially impacted by vibration yields a "Moderate" overall score. For the D3 LRT alternative, a "Slight" noise impact plus the same facility (NMMC) potentially impacted by vibration also yields a "Moderate" overall score. Why does the overall score increase from the noise score for

one but not the other when the vibration impacts seem to be the same? There are multiple similar examples of seemingly inconsistent overall scores in this table, and explanation is required.

Thank you for taking the time to review this partial list of my questions and concerns related to the BTP. I look forward to seeing these addressed in the DEIS.

Thank you,
Emily Kaess

4815 Culver Road
Golden Valley, MN 55422

02-12-12

Brent Rusco
Hennepin County
701 Fourth Ave. S., Suite 400
Mpls., MN 55415

Dear Sir:

I am writing to express my concern about Hennepin County's possible plans to construct a light rail line in Golden Valley. The proposed line would cut through Theodore Wirth, Walter J. Sochacki and Mary Hills Parks, wildlife and recreation areas.

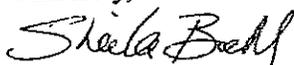
A light rail line through these areas would have a tremendous negative impact on these areas and the surrounding neighborhoods. The people that designed these parks and other parks in the city were very wise. They knew that in order to have a healthy city, we needed quiet places where people could feel a connection with nature. Light rail through these areas, although relatively quiet, would be very disconcerting to hear and to see.

1. Nature areas play an essential part in the physical and emotional health of people living in the city. Sochacki and Mary Hills parks are profoundly quiet and are used by many people every day for exercise and relaxation. A light rail line would cut off access for the residents living on the East side of the park, would be a danger to wildlife that live in the parks and to children playing in the park. If the tracks were fenced, this would be an added negative visual impact.
2. There would not be a benefit to this area. We already have good express bus service to downtown within walking distance. The possible stop at Golden Valley Road would not make sense, as people would have to drive there and there is no room for parking. The stop would be below grade and would be isolated and not secure.
3. Theodore Wirth is also such a treasure and is used by people from all over the city in every season. When I tell people that a light rail line could be going through this park, their jaws drop and then they say, "I can't believe it!" We need to fiercely protect this park for future generations.
4. When we moved here twenty-eight years ago, we specifically looked for a house in a quiet neighborhood with bus service my husband could take to work downtown. Although we support light rail generally, we do not think it should be used to encourage more urban sprawl. People should be encouraged be more responsible and to live nearer to their place of work, but in order for this to happen, we need cities to be livable and this would have to include parks and nature areas. We love our neighborhood and do not feel the need to race out of town every weekend to escape to a cabin. This is another type of "rush hour" traffic.

5. Light rail is costly; it needs to be built where it can do the most good and the least harm. I supported light rail construction down Hiawatha and University Ave., but these were already busy corridors. I do not support putting light rail through residential neighborhoods and wildlife areas. This is excessively punitive for people living in these areas.
6. Some might say, "Well, you already have a rail line running through these parks". Yes, but I believe there is only one train that runs through once a day in the middle of the night. The effect is negligible.

Thank you for your time and consideration. I hope that an alternative route for this light rail line can be found that will be beneficial and will help make the city more livable. If not, I hope that other options will be found.

Sincerely,



Sheila Bahl

Robbinsdale

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Nathan Supplee <nathansupplee@yahoo.com>
Cc: Beth Bartz <bbartz@srfconsulting.com>
Sent: Thu, Feb 16, 2012 23:18:17 GMT+00:00
Subject: Re: Bottineau Transitway - Local Resident Feedback

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

We'll be sure to put your email on the information distribution list for the Bottineau Transitway. We encourage you to monitor progress on the study process through the project website at www.bottineautransitway.org. You can also contact me with questions or if you need information.

You can be assured that noise and vibration impacts on properties along the alignments as well as parkland impacts will be assessed as part of the study process.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Nathan Supplee <nathansupplee@yahoo.com>
To: "bottineau@co.hennepin.mn.us" <bottineau@co.hennepin.mn.us>, "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>
Date: 02/16/2012 01:48 PM
Subject: Bottineau Transitway - Local Resident Feedback

To Whom this May Concern:

We are very concerned about this proposed Bottineau Transitway. Everything about this project will ruin our backyard, our outdoor activities, our comfort in our own home.

Our house is situated no more than 100 feet from the existing train tracks with a crossing that goes through Robbinsdale. We are a couple houses in from the corner of Lee Ave and 39 1/2 Avenue.

And although we realize that there are already trains going by our house, it is only once or twice a day, NOT every 7 minutes.

Our backyard will be ruined. No longer will we be able to partake in outdoor activities, such as BBQ's, without the constant sound of lightrail trains going by. Our children like to play in our backyard, how will the constant noise affect them? Will their hearing be hurt? We have dogs that spend time in the backyard, will the constant trains cause any negative behavior in them?

Our house is 98 years old right now. The trains that go by right now (*only once or twice a day*) shake the house a lot and rattle the windows. Will anything be done to help minimize the fact that every 7 minutes our house will be shaking? What about structural concerns? Who is to say that our house or foundation can withstand the massive increase in vibrations?

What about the noise? We have small children whose bedroom faces the tracks. Our walls are thin and the windows are old and not very sound proof. The sound of constant trains will be a nuisance for our household. We are also very close to a crossing. From our understanding, the lightrail cars start sounding a bell when they are a certain distance from the crossing. This will most certainly be right in line with our house. We don't want our children to lose sleep because of the constant trains and bells.

What about the value of our house? Although being close to this form of mass transit can be beneficial, nobody will want to ever live **this** close to the actual tracks.

What about the construction phase of this project? The strain on the neighborhood will be too much. Construction crews and their vehicles will be all over the place. The sound disturbance will be too much.

Another area of concern that we have is that the two parks (*Triangle Park & Lee Park*) that we take our children to are right next to the current train tracks. So close that we worry the parks will be unusable or possibly even removed for this project.

Please take our concerns into account when considering this project. We very work hard for our homes and neighborhoods. While the arguments for the greater good are understood, you also have to take care of the people that live here now.

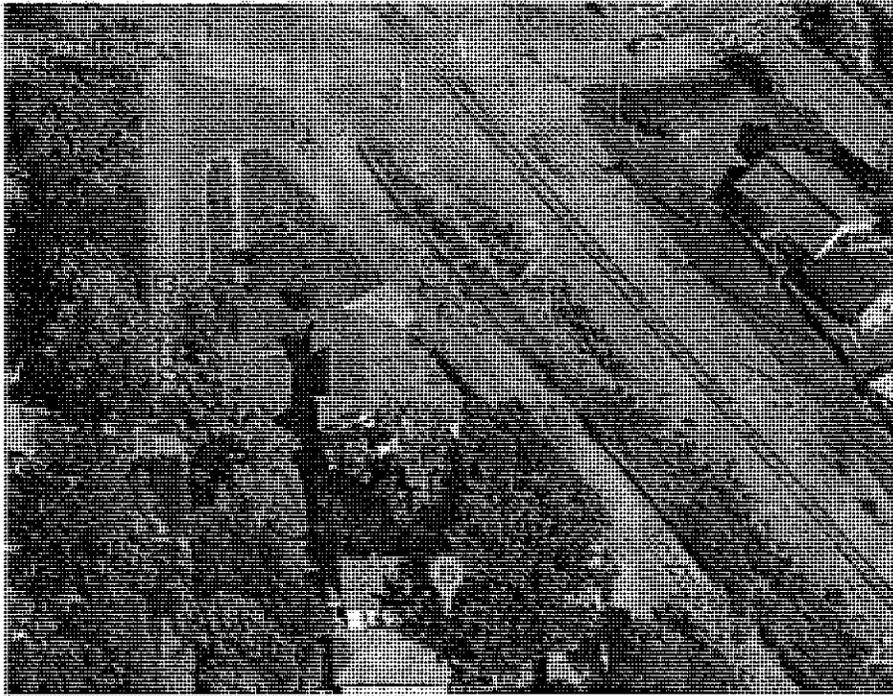
****We would like to be kept informed of any updates regarding this project.****

**Nathan & Michelle Supplee
3848 Major Ave N
Robbinsdale, Mn 55422
763-971-7950**

To Whom this May Concern:

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Our house is situated no more than 100 feet from the existing train tracks with a crossing that goes through Robbinsdale. We are a couple houses in from the corner of Lee Ave and 39 ½ Avenue.



And although we realize that there are already trains going by our house, it is only once or twice a day, NOT every 7 minutes.

Our backyard will be ruined. No longer will we be able to partake in outdoor activities, such as BBQ's, without the constant sound of lightrail trains going by. Our children like to play in our backyard, how will the constant noise affect them? Will their hearing be hurt? We have dogs that spend time in the backyard, will the constant trains cause any negative behavior in them?

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Please take our concerns into account when considering this project. We very work hard for our homes and neighborhoods. While the arguments for the greater good are understood, you also have to take care of the people that live here now.

****We would like to be kept informed of any updates regarding this project.****

**Nathan & Michelle Supplee
3848 Major Ave N
Robbinsdale, Mn 55422
763-971-7950**

Robbinsdale

From: Pat Backen <robbinsdale.pat@gmail.com>
To: Alison Garey <AGarey@hga.com>
Cc: "rpearson@ci.robbinsdale.mn.us" <rpearson@ci.robbinsdale.mn.us>, "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>, Chris Garey <CGarey@hga.com>
Date: 12/27/2011 02:56 PM
Subject: Re: Bottineau Boulevard Transitway study - Contact

Hi Allison -

I am a member of the Bottineau Boulevard Community Advisory Commission and have been attending meetings regularly. George Selman, another Robbinsdale Council member, is the Chairman of the group and has been attending meetings for many years. Mayor Holtz and I attended a bus trip along the proposed line with interested community leaders from throughout the area last fall. Mayor Holtz and city manager Marcia Glick attend the Policy Advisory Commission frequently. The entire council is also aware of the proposals and we have all seen and discussed plans several times. So you can rest assured that Robbinsdale is well represented as the planning moves forward.

There are still several options for the line, including two through Robbinsdale - D1 and D2. The D2 plan also includes three separate options around Terrace Mall/North Memorial area. The 34th Ave option is one of those. Nothing has been decided yet, but things are moving quickly right now.

The process is currently in the "Draft Environmental Impact Study" phase, where a detailed plan is created for the line. This plan will eventually be sent as part of the official request to Washington DC for approval and funding.

I can let you know that there will be a meeting at Robbinsdale City Hall on January 31st from 6:00 to 8:00 pm to answer questions and gather feedback and comments regarding the options for the line - both specifically through Robbinsdale and the entire line.

Also attached is the Scoping Booklet that is available to help answer questions and gather feedback. The booklet just came out last week, so we're not too behind the curve on that one! Please feel free to pass along this email or just the booklet.

I am happy to receive comments and pass them along to our Council and Brent for inclusion in the public record.

As this is primarily a county effort, Brent can answer the questions concerning notifying the affected neighborhoods - I am not sure of their communication plan.

Feel free to call or email with any additional concerns or comments!

Pat Backen
763-439-6454

On Tue, Dec 27, 2011 at 1:17 PM, Alison Garey <AGarey@hga.com> wrote:
To whom it may concern:

I am writing to verify if Mr. Harper is/will be working on the future light rail route(s) through Robbinsdale? We need a Robbinsdale contact to voice concerns for our neighborhood. Or should we contact Mr. Backen about this information.

We live in the neighborhood near 34th and Halifax Ave – Ward 4. Even though my husband and I have been keeping up with the Bottineau Boulevard Transitway Study, it appears that our neighborhood is not being informed of the decisions being made to run a light rail dividing our neighborhood and reducing our property values further. Right now one option shows the train on top of our neighbors house – right next to our house. We have three children and a dog and do not want to live on a train line. Our daycare lady is in the neighborhood, we have friends in the neighborhood and we are concerned about the impact to our neighborhood. Many of our elderly neighbors do not have access to the internet and do not know much if any about the line proposed.

We would like to know what types of efforts you have done and will be doing in the future to inform the neighborhood of this “proposed” line. We have seen the surveyors and some people have talked to the random people walking through our neighborhood taking pictures for “historical” or “environmental” impact studies, but no one has received any further information.

Please email contact information at your earliest convenience.

Sincerely,

Alison M. Garey

From: Rick Pearson <Rpearson@Ci.ROBBINSDALE.MN.US>
To: 'Alison Garey' <AGarey@hga.com>
Cc: "'Brent.Rusco@co.hennepin.mn.us'" <Brent.Rusco@co.hennepin.mn.us>
Date: 12/27/2011 02:18 PM
Subject: RE: Bottineau Boulevard Transitway study - Contact

Alison:

This planning effort is being led by the Hennepin County Regional Rail Authority with participation by the local communities on various committees. I noted that you had copied Brent Rusco who is the project manager for Hennepin County. They are responsible for the process. There have been several open houses and more are planned. There are a series of open houses scheduled for the last 2 weeks in January. The Robbinsdale open house is scheduled for January 31. The schedule of open houses and their locations should be on the Bottineau Transitway web site. I recommend that you attend this meeting and tell your neighbors. It is not a formal public hearing, but all comments are accepted and will be included in the environmental scoping report. This environmental scoping report is a lead into the environmental review process. I am also copying Brent in case he needs to correct my response to you.

There are several route options that are still on the table. Pat Backen and the other City of Robbinsdale Council members have not yet taken formal action regarding the Robbinsdale preference. However, I am certain that the City Council would strongly prefer the route called D-1 which keeps the LRT in the Burlington Rail Corridor until it aligns with Hwy 55/Olson Memorial Highway, then heads east into Minneapolis. One of the many reasons they are expected to endorse D-1 is because it has the least impact on residential properties in Robbinsdale.

It is important to note that the Robbinsdale City Council does not have the final say on which route is picked. They will take action endorsing their preference, but ultimately, the decision is expected to be made by the Hennepin County Board and the Metropolitan Council. There is a policy committee (PAC) made up of elected officials from the various cities that will be making the recommendation to the Hennepin County Board. George Selman, Council member for Ward 3, and Mayor Mike Holtz have been serving on the PAC.

You are welcome to contact me if you have any questions. E-mail works, but you can also call me at 763-531-1266.

Rick Pearson

From: Alison Garey [<mailto:AGarey@hga.com>]
Sent: Tuesday, December 27, 2011 1:17 PM
To: Rick Pearson
Cc: 'brent.rusco@co.hennepin.mn.us'; Chris Garey; Pat Backen
Subject: Bottineau Boulevard Transitway study - Contact

To whom it may concern:

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We would like to know what types of efforts you have done and will be doing in the future to inform the

neighborhood of this "proposed" line. We have seen the surveyors and some people have talked to the random people walking through our neighborhood taking pictures for "historical" or "environmental" impact studies, but no one has received any further information.

Please email contact information at your earliest convenience.

Sincerely,

Alison M. Garey
Phone 612-716-1823

VI. Other Cities

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

There is no need for the project.

The alternatives proposed for study

We have sufficient buses.

Project impacts or benefits that should be evaluated

The cost should be evaluated.

Other comments

Name: Mary O'Connor
Address: 5429 Lyndale Ave N, Brooklyn Center, MN 55430
email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: "amyh@usfamily.net" <amyh@usfamily.net>
Cc: Beth Bartz <bbartz@srfconsulting.com>
Sent: Thu, Feb 16, 2012 22:42:30 GMT+00:00
Subject: Re: Bottineau Transitway Scoping Feedback

Amy,

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Thanks for passing along your input on mode preference, security, and existing bus route service and concerns about future changes. All of these issues will be addressed in the study process.

You can monitor progress on the Draft EIS via the project website at www.bottineautransitway.org or contact me anytime you have questions or concerns.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: amyh@usfamily.net
To: brent.rusco@co.hennepin.mn.us
Date: 02/15/2012 07:29 PM
Subject: Bottineau Transitway Scoping Feedback

Hi Brent,

I'm a resident of Brooklyn Center and work in downtown Minneapolis. I have some comments about the Bottineau Transitway project to share for the scoping period:

1. I prefer LRT to BRT. I like the idea of taking LRT all the way to the airport. I'm also concerned that buses will fill up too quickly at rush hour. I'm thinking more people/trip can be moved via LRT.

2. I am concerned about security, though. The route 5 bus has a reputation of being one of the rougher routes. And I gave up on the 724, because I got tired of problems. E.g. a drunk passenger once falling asleep on my shoulder. And a guy who pretended to be hurt when he wasn't, bringing the bus to a stop while that was sorted out. If this is built, will people feel safe enough to use it?

And will trouble-makers use it to expand the range of their activities? This is where I see a drawback to LRT, since the driver isn't present in the cars with

the passengers. Trouble-makers may feel freer to cause problems.

3. D2 concerns me more from a security perspective than D1. But I think D2 better meets the goal of serving people who rely on public transportation and don't have alternative means of transportation. I also like the idea of being able to get to North Memorial.

4. A vs. B is a tough decision. I personally shop at lots of businesses in Maple Grove that would make A my preferred route. But my perception is that there are few high-paying jobs there. B at least has the Target campus, and that would make the route more attractive to professionals, in addition to people with lower incomes. I think the route is most sustainable in the long run if it appeals to a mixture of people.

5. I am very worried that this project would take away bus route 760, which I rely on to get to work. I have health problems that make it hard to drive to a job, and I bought my house specifically because I only need to walk a block to catch the 760. I'm worried this project could take that away and either force me to drive for part of my commute, or lengthen the time of my commute if I have to catch a bus to transfer to BRT/LRT. That would pose quite a challenge for me.

I'm hoping that this project would instead expand my options. That the 760, (which has fewer trips than it had when I bought the house) would still be there. But that there would be a feeder route down 63rd ave to the BRT/LRT stop. This would a) provide options to get to downtown (as well as other destinations), and b) provide service in the middle of the day--something I don't currently have now that I don't feel comfortable on the 724. Presuming the BRT/LRT doesn't simply acquire those same problems. I should note the other problem with the 724 is how long it takes to get home. It's just not worth it.

Mostly, though, I'm excited for this project and I support building better infrastructure to meet transportation needs without relying solely on cars. I drive so little that I only fill my tank once every 4 weeks, and my maintenance costs are nice and low.

Thanks for considering my input!

Amy Harth
Brooklyn Center, MN
amyharth@usfamily.net

Crystal



Mark Gaulke
<Mark.Gaulke@ci.crystal.mn.us>

01/12/2012 10:17 AM

To "'bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject transit options

It's a great idea! But for my vote somehow tie the line in with the north star out of Big Lake there are a lot of people coming down 94 in the morning from that direction that would ride I am sure 3 of us at Crystal for sure. Thanks! MARK

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

LRT IS THE PREFERRED MODE FOR THE TRANSITWAY TO LINK THE NORTHWEST METRO TO THE PRESENT AND FUTURE TRANSIT SYSTEM. LRT IS VITAL TO THE MOVEMENT OF INCREASING POPULATIONS BETWEEN WORK CENTERS WHERE HIGHWAY AND ROAD CONSTRUCTION ALONE IS UNSUSTAINABLE.

■ The alternatives proposed for study

BOTH A & B ALTERNATIVES ARE BEST TO SERVE THE OUTER OPPORTUNITIES FOR JOBS, SHOPPING, SHOPPING, AND COMMUTES. D2 IS THE BEST ROUTE FOR THE LRT LINE IN THAT IT BETTER SERVES A DEMOGRAPHIC IN THE GREATEST NEED. D1 SHOULD BE CONSIDERED FOR A WIRTH PARK BIKE TRAIL WHILE IN NEGOTIATIONS WITH BNSF RAILROAD RUNNING ADJACENT TO THE TRAINS IN THE PARK.

■ Project impacts or benefits that should be evaluated

WHILE LRT ALONG BOTTINEAU BLVD SERVICING MAPLE GROVE AND BROOKLYN PARK BRANCHES WOULD BE BENEFICIAL TO THE GROWING AREAS, THE MOST CONSTRUCTIVE AND SERVICEABLE LOCATION IS FOR NORTH MINNEAPOLIS UTILIZING THE D2 BROADWAY TO PENN ROUTE TO REVITALIZE THE AREA. THIS WOULD ENCOURAGE NEW CONSTRUCTION AND PROVIDE TRANSPORTATION WHERE IT IS MOST NEEDED.

■ Other comments

BRT IS AN ALTERNATIVE BUT LRT IS THE BEST CHOICE TO CONNECT WITH A SYSTEM NEEDED FOR AN EVER GROWING METRO POPULATION WHERE PROJECTIONS DEMONSTRATE MOST INCREASE IS EXPECTED NORTHWEST OF MINNEAPOLIS. LRT IS THE MEANS TO KEEP UP WITH IT AND MOVE THE LARGEST NUMBER OF PEOPLE MOST EFFICIENTLY. GOOD VIDEO.

Name: BILL FELKER

Address: 7802 QUAIL AVE N CRYSTAL, MN 55429

email: film @ visi . com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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- D2 will facilitate the needs of the community
- D1 could be a bike green way that would allow green access to other bike routes & downtown
- Important for NW suburbs to have LRT!

■ The alternatives proposed for study
- A & B are both needed! (to commute workers)
- D1 could be BRT to facilitate transport to D2, LRT. (under line could serve the LRT on D2)
- Important that NW suburbs connects to regional transitways.

■ Project impacts or benefits that should be evaluated
- Greenway along Theodore Wirth - preserve the park.
- Sound impact going thru residential neighborhoods.
- Overall appearance of area around rail - (ie. plantings, trees, etc)

■ Other comments
N. Mpls public meeting was informative and being able to ask questions was helpful! Great job! Loved the video - brought it all to life!

Name: Tanell Felker
Address: 4802 Quail Ave N Crystal
email: felker@visi.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

I would really like Minnesota/Twin Cities to invest in transit options. Highways seem unlikely to improve and access to commercial areas are vital to invest in what Minnesota is great at (tech, business).

▣ The alternatives proposed for study

- I prefer the D1 alignment → I think it would work better with a potential station on I-94. I think the faster D1 route will serve more people in the long term.
- Consider adding a station between Robbinsdale & Bass Lake? → give access to more central residents
- Good that line connects to Hiawatha if LRT chosen

▣ Project impacts or benefits that should be evaluated

- Options to add parking to stations should be planned for implementation if successful
- @ Robbinsdale station - consider shared public parking/park+ride to serve LRT & local shopping/downtown → development opportunity for Robbinsdale
- What does the benefit of the LRT look like in context of a potential Mpls streetcar?

▣ Other comments

- Rail & speed should be priorities → better for the long term
- Study should propose feeder bus routes for public evaluation
- Bike access/parking would increase ridership @ stations
- How disruptive will the SS LRT segment be to traffic & what will it do to the SS/94 intersection

Name: _____

Name Address: Matt Hetter 5108 98th Ave N Crystal MN 55429

email: matt.hetter@gmail.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party



RickTina Brauer
<mnbees@hotmail.com>
01/22/2012 12:14 PM

To <bottineau@co.hennepin.mn.us>
cc
bcc

Subject: Bottineau Transitway route alternatives

Hello,

I was very excited to read about the plans for the Bottineau Transitway project in today's edition of the Star Tribune. I work at Target's Corporate office in City Center, downtown Minneapolis. I am part of the Target Technology Services (TTS for short) group. It was announced a month or so ago that the entire TTS group will be relocated to the Target North Campus in Brooklyn Park by 2014.

My mode of transit is biking to work from New Brighton in the AM, and then I put my bike on the bike rack of an 825 bus to go home in the evening. The relocation to Brooklyn Park will mean my public transit days are likely over unless the Bottineau Transitway northern route goes to the Target Brooklyn Park campus.

Several of my co-workers who live or commute downtown are also concerned about transit options to the Brooklyn Park campus. The Bottineau Transitway would make it possible for many of them to have a reliable and environmentally friendly mode of transit to the Brooklyn Park campus.

I also support service running throughout the day between DT Minneapolis and the Target Brooklyn Park campus. This would allow Target employees and vendors to commute efficiently between Target's offices in DT Minneapolis and the North Campus location for on-site meetings at both locations.

I like the train option between bus and train, but not so much that I think it's worth twice the cost to build and maintain. If there is inclement weather the train option would be preferable due to higher reliability. So, if cost weren't an issue, I think the train option would be better.

In summary, I fully support the Bottineau Transit route option that goes to the Target North Campus location. By 2018 there will be thousands of employees at the North Campus location and those employees will be heavy users of the Bottineau Transitway system.

Respectfully submitted,
Rick Brauer
651-470-1034
130 Brentwood Drive
New Brighton, MN 55112

Scoping Comment Form

Bottineau Transitway

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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■ Purpose and need for the project

THE NEED IS HERE FOR THE NW METRO LIGHT RAIL AREA. THE RANGE, IN MY OPINION SHOULD BE W. ON HWY 55, NORTH TO OLIVER AV. & BROADWAY TO BSF ROW.

■ The alternatives proposed for study

THE LOOPS AT OSSEO/M6 MAKE NO SENSE TO ME. AT 63 AV. GO NORTH ON ZANE AV. WITH ONE "TRACK" ONLY, LOOP IT ACROSS NO. #610 & WEST THRU SFR. AREA, NW OF DIT OSSEO. LOOP THIS

■ Project impacts or benefits that should be evaluated

SINGLE TRACK INTO DIT MAPLE GROVE, W. OF OSSEO & COME BACK TO BSF ALONG SO. SIDE OF SUN CREEK BLVD, WITH SINGLE TRACK (LATER TO ADD SECOND TRACK TO COVER NW METRO SO. OF MISS. R.) PEOPLE WILL

■ Other comments

NOT COMPLAIN IF ITS "ONEWAY" AROUND THIS LOOP, NOR IF IT TAKES 10 MINUTES MORE AM OR PM. BECAUSE THIS IS TOO LONG! IT SERVES MORE PEOPLE FOR THE DOLLAR OUTPUT, AT THIS TIME! THANK YOU!

Name:

M. R. PAT CROUGH, CIVIL ENGR.

Address:

9370-46 Av. No, NEW HOPE 55428

Email:

612-741-7045

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

The project is needed. These aging drivers need an alternative transportation source. Hurry up, no one is getting any younger.

▣ The alternatives proposed for study

▣ Project impacts or benefits that should be evaluated

market the reduced congestion, less pollutants, transportation options for the elderly.

▣ Other comments

Quit studying, start building. Hurry up. Keep motorcycles in mind during design.

Name: James Lindini

Address: 7215 Grand Ave N 55428 New Hope

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Postmark Jan 13, 2012

Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

Public Transit would boost the economy. A all goods solution is not the answer. Improvement to a public transportation would encourage people to use it day after day again and again.

■ The alternatives proposed for study

Alt 1 or Alt 5 DLR

■ Project impacts or benefits that should be evaluated

Maybe some time in the future, Extend the Transitway to Rogers and possibly Albertville.

■ Other comments

Name:

Joel Miller

Address:

1095 Montreal Ave Apt 907 Saint Paul, MN 55116

email:

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

• Purpose and need for the project

Not enough traffic to need a light rail.

• The alternatives proposed for study

If it's possible, the Penn Stop is important.

• Project impacts or benefits that should be evaluated

• Other comments

I think the city need to focus on building the rail to Duluth first.

Name:

Younie Hou

Address:

8330 Morris Rd. Bloomington MA. 01937

email:

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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1 Purpose and need for the project

Easy transportation.

2 The alternatives proposed for study

3 Project impacts or benefits that should be evaluated

4 Other comments

Even though this project sounds like a great idea, there's already good transportation in Minneapolis such as the city bus. Not many people use city bus, why need a train?

Name:

PangNhia Lao

Address:

4868 3rd ST NE Fridley MN

email:

laopangnhia@gmail.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Bottineau Transitway
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Scoping Comment Form

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- Purpose and need for the project
_Faster and easier transportation from St. Paul to Minneapolis

- The alternatives proposed for study
_N/A

- Project impacts or benefits that should be evaluated
_Will attract more projects to those areas where the lightrail travels at.

- Other comments
_I may not take the transportation because I usually drive from and to Minneapolis, but this lightrail transportation will be very useful to many people who need transportation.

Name: See Xiong

Address: 1541 Barclay St., St. Paul, MN 55106

Email: see.xiong@amamedia.org

Please check all of the following that apply:

- Area resident
- Area business owner
- Community-based organization member
- Other interested party

VII. Unknown Locations

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

Golden Valley, Robbinsdale & Minneapolis are not experiencing notable growth → project seems to be tailored to second ring suburbs, encouraging/promoting sprawl versus building city infrastructure. GV, Robby, & Mpls already have adequate transit

■ The alternatives proposed for study

D1 is not a preferable option for several reasons:
→ already transit available to arrive downtown in 10 min
→ corridor is natural → additional noise and traffic will disrupt ecosystem
→ D1 does not serve a high ridership, nor does it provide an opportunity for economic development.

■ Project impacts or benefits that should be evaluated

→ cost of living will be impacted while not providing benefit to the surrounding community
→ wildlife in theo wirth includes endangered species

■ Other comments

PLEASE MAINTAIN THE INTEGRITY OF OUR
PARK & ~~STATION~~ FOCUS THE LINE
ON BUSINESS CORRIDORS ONLY.

Name: _____

Address: _____

Theo Wirth Ott

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

Use what we have + improve it.

▣ The alternatives proposed for study

▣ Project impacts or benefits that should be evaluated

Taxes

Environment + habitats, animals.

Noise issues, more people, more buses, more cars, more pollution, etc. This is going to ruin Golden Valley.

▣ Other comments

Will ↑ (increase) Crime

The people who need this, need it in their backyards, so they can get on + use it.

Name: _____

Address: _____

Theo Wirth Ott.

email: _____

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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■ Purpose and need for the project

The stat about 50% of households without a car (interview) is true of neighborhoods in North Minneapolis but not Golden Valley. Put the rail where it would have the most riders

■ The alternatives proposed for study

D1 Makes no sense! Too heavy environmental impact and far less ridership. D2 which goes by North Memorial and Penn makes much more sense!

■ Project impacts or benefits that should be evaluated

Noise of D1 near Golden Valley Rd. D1 Wetlands destruction
No parking on D1 route. Noise in Theodore Wirth Park

■ Other comments

It makes me feel ill to think folks are even considering going through Wirth Park. Please don't do that!

Name: Marlene Jacobs

Address: Theo Wirth A.A.

email: marlene_918@yahoo.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

Use what we already have and find ways to improve it.
Stop wasting our tax dollars!

■ The alternatives proposed for study

■ Project impacts or benefits that should be evaluated

Huge mistake going through Golden Valley. It will
lower the property value and raise taxes, and the
residents do not need it.

■ Other comments

Bad for our existing trails + bike paths into Theodore Wirth
Borough we wanted traffic.

Name: _____

Address: _____

Theo Wirth O.H.

email: _____

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

~~Needed~~ The study is needed, as ~~the~~ a transit solution is needed.

▣ The alternatives proposed for study

Any option will have negatives and positives. The alternatives make this clear - as long as the +/- are studied & explained.

▣ Project impacts or benefits that should be evaluated

~~As difficult as it is,~~
Financial cost/benefit comparison will be important, also: compare to auto mobile travel (no built infrastructure)

▣ Other comments

The venue of this mtg. is perfect, I think the mapping is good - allows people to understand clearly.

Name:

David Smyser

Address:

1100 W. 14th St. N.H.

email:

ds@smyser@hotmail.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

I believe we need more transit options than just personal cars

▣ The alternatives proposed for study

I am strongly in favor of D2 through Robbinsdale and on Penn Avenue. I oppose D1 as just a way for suburban commuters to avoid racial diversity.

▣ Project impacts or benefits that should be evaluated

I believe the number of jobs and residences served by the line is the most important consideration.

▣ Other comments

Name: _____

Address: _____

Theo Wirth O.H.

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Going to move if you run it
through Golden Valley.

Other comments

Don't want more buses in the area to bring
in people to get on the train.
Take it to the people who need it!

Name: _____

Address: _____

email: _____

Theo Wirth O.H.

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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☐ Purpose and need for the project

☐ The alternatives proposed for study

☐ Project impacts or benefits that should be evaluated

☐ Other comments

This system will NOT bring business to North Memorial Medical Center.

When you get hurt, you either have a family or friend drive you, or others will take a taxi. Taxis pick you up at your doorstep, who's going to get on a bus + ride it to the hospital? Light rail to go to the hospital?

Name: _____

Address: _____

email: _____

Theo Wirth C.H.

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

It would be beautiful

▣ The alternatives proposed for study

I think the maple grove lane makes more sense

▣ Project impacts or benefits that should be evaluated

Please do not get rid of wagners drive in!

▣ Other comments

Hire local workers

Name:

Neil Theisen

Address:

Theo Wirth O.H.

email:

n.theisen@yahoo.com

Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

Please! The Twin Cities area is so far behind in mass transit compared to other metropolitan areas. Having mass transit available more ^{hours} ~~areas~~ and more days to help business development along 610 + help northern corridor residents is long ^{overdue}.

▣ The alternatives proposed for study

The B option would help 610 business development. It would also have a stop at the new BP library which would be nice. I would prefer LRT to BRT.

▣ Project impacts or benefits that should be evaluated

- what would Option A do to transportation options for the new library?

- how close to any option come to Brookdale?

- can any necessary landscaping be done w/ native plants?

▣ Other comments

Can't wait!! BP needs more mass transit options.

Name: _____

Address: _____

Brooklyn Park O.H.

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Other comments

DR is the way to go - but you can not just work with the landlords. You must make sure tenants are taken care of. Otherwise, many landlords will just dump them on the street. Take care of them, make sure their cases are managed. They will have to pay the price so that the rest of N. Mpls is served, but make it as easy on them as possible

Name: _____

Address: _____ *UROC Open House*

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

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Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

I am skeptical about whether operating costs of this project can be funded. A year or two ago the Met Council was threatening to eliminate weekend bus service and eliminate 40% of service. If transit funding is that shaky, I have a hard time imagining

Other comments

how a vastly expanded service will be funded. Even if the federal government funds a significant portion of the tracks and stations, operating costs could be substantial.

Name: Steven Stuck

Address: Robbinsdale O.H.

email: bicycling elephant@yahoo.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



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▣ Purpose and need for the project

we don't want ANY
RAIL
NO - need

▣ The alternatives proposed for study

none

▣ Project impacts or benefits that should be evaluated

none

▣ Other comments

Don't WANT.
NO RAIL

Name: _____

Address: _____ Robbinsdale A.H.

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

Expand transit use. Connect regional amenities. Serve transit-dependent populations. Connect to major employers. Interline with existing Light Rail service at the interchange.

▣ The alternatives proposed for study

D2 along Penn is vastly superior. To avoid North Mpls entirely (D1) would be a crime. D1 would not serve North Memorial Hospital, that would be a missed opportunity to serve Robbinsdale's largest employer. Ridership and employment should weight higher than cost & travel time.

▣ Project impacts or benefits that should be evaluated

Ridership would be extremely low on D1. D2 serves transit dependent populations. D2 provides a one-seat ride to the airport and MOA (interline w/Hiawatha). D1 alignment through Wirth Park would drastically reduce ridership and possibly affect sensitive wetlands or wildlife.

▣ Other comments

If the Maple Grove terminal is chosen, it must serve Arbor Lakes. Your current map has the stations too far from the Mall to be useful. Brecklyn Park looks more promising & connects to rapidly growing Target North campus.

Name:

Matt Brillhart

Address:

Robbinsdale O.H.

email:

mrbrillhart@gmail.com

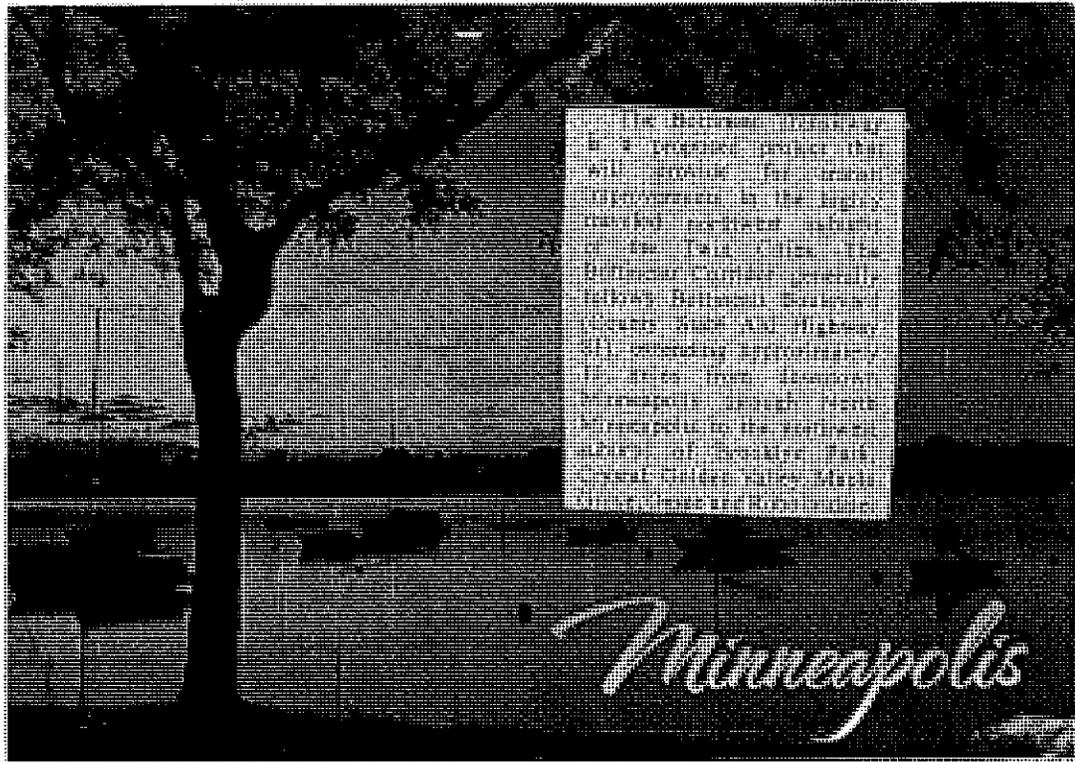
Please check all of the following that apply:

Area resident

Area business owner

Community-based organization member

Other interested party



Scoping Comment Form



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Purpose and need for the project

The alternatives proposed for study

Project impacts or benefits that should be evaluated

Other comments

Name: _____

Address: _____ Robbinsdale O.H.

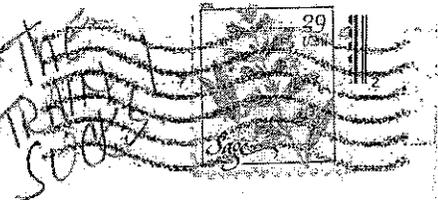
email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

LAKE HARRIET - MINNEAPOLIS, MN

Photo © Kim Frankles



YOU ALWAYS SAY
IT'S FOR "IMPROVEMENTS"

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Scoping Comment Form



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▪ Purpose and need for the project

There is a strong need for this project and how it could serve as a catalyst for economic development.

▪ The alternatives proposed for study

LRT

▪ Project impacts or benefits that should be evaluated

Please evaluate the racial, environmental, and health impacts of the transitway project. What impact will there be on homeowners?

▪ Other comments

What are the environmental implications of the project and to what extent it will have on minority business owners.

Name: _____

Address: _____

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

■ Purpose and need for the project

Think the light rail should service more people in the community - not just for the folks in the suburbs -

■ The alternatives proposed for study

Would be great if something could be figured out without taking all the homes along Penn Ave.

■ Project impacts or benefits that should be evaluated

Environmental impact of D1 -
D1 would come directly behind my property and to be honest I would not care for that.

■ Other comments

Really feel option D1 should be left as a nature area. Penn Ave. is already filled up w/ people - already impacting that area. Please leave some areas Natural -
Do we have to be every where!

Name: Lisa Parks

Address: _____

email: parks3659@msn.com

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party



"Diane Baltes"
<wdbaltes@comcast.net>
01/19/2012 07:20 PM

To <bottineau@co.hennepin.mn.us>
cc
bcc
Subject FW: Bottineau transit - input

To Whom It May Concern:

I read the article about the proposed northwest suburban transit options. First of all, the NW suburbs is definately in need of this project. Secondly, I am very much in favor of a light rail option instead of bus rapid transit. The light rail that is currently in Mpls is highly successful. Let's just use their same winning format and continue that light rail line into the NW suburbs. Please don't create a new system! Keep one system and make transfers, fares, connections easy.

Why would you do a bus rapid transit that still uses gasoline and emits CO2? These are the fundamental problems that the US has to solve - not create more of them. Light rail is the answer.

Thank you for taking my comments into consideration.

Diane Baltes



Jill Stelljes
<cjsamjn@gmail.com>
01/20/2012 09:04 AM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject LIGHT RAIL FROM MPLS TO MAPLE GROVE

I am in favor of light rail rather than buses!



Eric Ecklund
<airfrance747@msn.com>
01/21/2012 11:28 PM

To <bottineau@co.hennepin.mn.us>
cc
bcc
Subject Bottineau Corridor

If light rail is chosen for the Bottineau Corridor will light rail trains share tracks with BNSF freight trains or run on streets? Could the Bottineau Corridor be extended farther northwest if demand warrants?



matt zabka
<mzbka@yahoo.com>

01/22/2012 02:47 PM

Please respond to
matt zabka
<mzbka@yahoo.com>

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>

cc

bcc

Subject Bottineau Light Rail

Dear Mr. Brent Rusco,

I am a resident of the Twin Cities, and while I cannot attend any of the public meetings regarding the Bottineau Transitway Project, I'd like to express my support for building light rail. I'd further ask you to choose the from the A/B and D1/D2 alternatives those that will maximize ridership.

Thank you for your time!

Sincerely,
Matt Zabka



Kathryn Brandt
<jrdogs@prodigy.net>
01/23/2012 02:46 PM

To "bottineau@co.hennepin.mn.us"
<bottineau@co.hennepin.mn.us>
cc
bcc

Subject Bottineau

I think it's stupid to put a big stop right before a neighborhood that terrifies most people from the suburbs. They won't ride it if they have to be afraid of the last stop passengers. I doubt it will serve north Minneapolis residents as it is too far away from the core of the north side.

Kathryn Brandt
Realtor
Cbburnet
763-670-1564
Kabrandt@Cbburnet.com



derrick schultz
<DERRICK.SCHULTZ@STU
DENTS.MSBCOLLEGE.EDU
>

Sent by:
der0rickster@gmail.com

To bottineau@co.hennepin.mn.us

cc

bcc

Subject Project opinions

01/27/2012 04:28 AM

Hello,

I would like to voice my opinion on the project. I have been going to school in the Brooklyn Park area for 5 years now and I know of many students who wish the transit options were better in speed and efficiency to and from the school(s). I personally live in elk river so my transit options are typically more limited but I typically go to the Brooklyn Park area to ride the bus down to the cities which typically takes an hour to an hour and a half because of bus frequency to the area and having multiple transfers. I would prefer the LTR option better because I believe it would be an extension of the blue line going to the mall of america so I would be able to go to maple grove get on one train and ride all the way to the mall of america instead of having to drive around the city, which could be backed up with (rush hour) traffic. As implied I like the A alignment though I also see the benefit for Target and North Hennepin Community College, which is why I would prefer both options being built or having a BRT for the B Alignment from the split or 71st Station following West Broadway north to the Target campus. As for the Robbinsdale alternatives I feel that the local impact would be a lot less to follow the BNSF railway all the way to 55 though I see the benefit in having Penn Avenue utilized I just wish it didn't impact so many homes/businesses, Which I think could be mostly eliminated through having Penn Ave becoming a one-way south bound and utilize Oliver Ave as a North bound one-way connecting to Logan/W. Broadway intersection next to the christian academy this would allow for the same amount of parking on both streets though with less stop light/sign service needed and dedicated turn lanes and more traffic I feel is traveling south bound to 55 anyways. I hope this helps I really am excited about a light rail going to maple grove/ Brooklyn park I think the protege of Light rail will go well with maple grove's image and also increase the value of the corridor as well. I feel that buses really do not have the image to increase value and for Maple grove I think that in Brooklyn park they would be happier with a light rail though they would be fine with a bus to their terminus as it would still increase the amount of frequency and convenience of the west Broadway's current system, which I do not believe to be really making an impact and if the revenue is there after the BRT is put in it would be fairly easy to have the LRT put in the dedicated route of the BRT to expand the LRT system. I also think it would be a good idea for the NE corner of 85th and W. Broadway to have a parking ramp built, which would be able to flow into the College campus located there (even though all the campus buildings are currently on the SE corner) This would increase ridership because of the ramp as a park and ride for the area (with its convenience from 169's new ramps making it a better connection area then the Starlite transit center) and students coming in for school. Again I hope this information helps. Please email me if you would like to as more questions.

Sincerely,

Derrick Schultz



Scottie Tuska
<scottie.tuska@gmail.com>
02/02/2012 12:53 PM

To bottineau@co.hennepin.mn.us
cc
bcc
Subject scoping comment

North Minneapolis should not be skipped over during the building of the bottineau transitway. I prefer the d2a and d2b routes that do not take an entire side of Penn Aveneu's homes. Though there are blighted areas of penn south of broadway, there are many homes that should stand alongside a vibrant transit corridor. Either way I prefer the penn and broadway alternatives to cutting through Theodore Wirth Park. I would not support any route that bypasses the heart of North Minneapolis without guarantees of a future street car line on Broadway.

--

Scottie B. Tuska
scottie.tuska@gmail.com
414.795.4652



"Jennifer Schurrer"
<jschurrer@izoom.net>
02/11/2012 08:09 AM

To <bottineau@co.hennepin.mn.us>
cc
bcc
Subject NW suburbs transit

I was not able to attend the open houses but I wanted to let you know that I think a train would be a much better option for the NW suburb area. I would train whereas I would be much less likely to ride a bus. I also like the idea of getting more people off the busy roads.

Sincerely,
Jennifer Schurrer

From: Brent.Rusco@co.hennepin.mn.us [Brent.Rusco@co.hennepin.mn.us]
Sent: Saturday, February 04, 2012 5:15 PM
To: Paul Swenson
Cc: Beth Bartz; Joseph.Gladke@co.hennepin.mn.us
Subject: Re: Bottineau Transitway

Paul,

Thanks very much for your comments regarding the Bottineau Transitway. Your comments will be included as part of the scoping input for the Draft Environmental Impact Statement (EIS).

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Paul Swenson <pgswenson@hotmail.com>
To: <brent.rusco@co.hennepin.mn.us>
Date: 02/01/2012 10:58 AM
Subject: Bottineau Transitway

Brent:

I support the concept behind the Bottineau Transitway but please be respectful of our tax dollars. A bus rapid transit system will serve the need just as well as a light rail transit system. There is no need to incur the extra initial cost and the additional operating expenses of LRT.

Thank you.

Paul G. Swenson
612-382-9659

Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Karen Lee Rosar <karen.rosar@comcast.net>
Cc: Beth Bartz <bbartz@srfconsulting.com>
Sent: Thu, Feb 16, 2012 21:42:51 GMT+00:00
Subject: RE: Bottineau LRT Scoping Comments

Karen,

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Karen Lee Rosar" <karen.rosar@comcast.net>
To: <Brent.Rusco@co.hennepin.mn.us>
Date: 02/09/2012 10:42 AM
Subject: RE: Bottineau LRT Scoping Comments

Greetings Brent

I just wanted to add another personal comment. I know it was addressed and dismissed long ago...but I still think a good alternative for Bottineau would be West Broadway to Washington Ave and then into The Interchange.

Thank you,

Karen Lee Rosar

612-220-5390
karen.rosar@comcast.net

From: Brent.Rusco@co.hennepin.mn.us [<mailto:Brent.Rusco@co.hennepin.mn.us>]
Sent: Saturday, January 28, 2012 2:44 PM
To: Karen Lee Rosar
Cc: 'Heinle, DJ'; Beth Bartz; Joseph.Gladke@co.hennepin.mn.us
Subject: Re: Bottineau LRT Scoping Comments

Karen,

Thanks very much for your scoping input for the Bottineau Transitway Draft Environmental Impact Statement.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: Dana Evans <dana55422@netscape.com>
Cc: Beth Bartz <bbartz@srfconsulting.com>, "Joseph.Gladke@co.hennepin.mn.us" <Joseph.Gladke@co.hennepin.mn.us>
Sent: Thu, Feb 16, 2012 22:23:41 GMT+00:00
Subject: Re: I vote NO BUILD

Thanks very much for your input. Your comments will be included as part of the scoping input for the Draft EIS.

We encourage you to be involved in the study process which can be monitored on the project website at www.bottineautransitway.org. The issues you raise regarding need for transit improvements, impacts, demographics, and financial feasibility will be addressed as part of the Draft EIS.

You can also contact me anytime you have questions or need information.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Dana Evans" <dana55422@netscape.com>
To: <brent.rusco@co.hennepin.mn.us>
Date: 02/15/2012 03:17 PM
Subject: I vote NO BUILD

It's obvious that someone has done a lot of work to research alternatives for transportation in the northwest metro but there isn't the same pattern of congestion in the northern corridor as there is in the southeastern metro, especially since they addressed the issues at 169/85 and Highway 10. Maple Grove has traffic problems because of the intentional concentration of retail shops. Both Target and North Memorial have concentrations of employees with inadequate parking facilities. But the majority of citizens living in the north metro do not need LRT or bigger buses. They need better bus routes with more frequent service and smaller vehicles. People with disabilities and seniors will continue to use private transportation because it is more convenient and easier than driving or walking and waiting at a public transit station.

Although the existence of current rail lines appears to be advantageous, it would require an additional set of lines to accommodate LRT and lots of excavation in areas which are currently public parks, resulting in disruption of their use and displacement of wildlife. It would also result in forced displacement of people who have been living in these quiet neighborhoods. Why can't public transportation use the existing transportation byways such as Highway 100 instead of cutting through the neighborhoods and parks?

Also, I question your statistics in the Bottineau Transitway Draft Environmental Impact Statement. According to Twin Cities Business, 3/21/11, Minneapolis' population hasn't grown in a decade and the region's population only increased 8% compared to the previous decade of 15% growth.

According to the US Census Bureau Quick Facts, Hennepin County has experienced only 3.2% growth in the last decade compared to the 7.8% in Minnesota. Not the 31% increase this document suggests for Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties.

I'm not sure how a job growth of 0.46% over the past year for Hennepin County translates to a projected growth of 32% increase over the next decade for the aforementioned counties.

I do believe:

The per capita income in Hennepin County is \$35,082.

The median household income is \$63,796.

The unemployment rate is currently 6.10% with job growth of 0.46%.

The sales tax is currently 6.65%.

The income tax is currently 7.85%.

Who do you think is going to pay for the LRT starting in Maple Grove and ending in Minneapolis? Not Anoka, Carver, Dakota, Ramsey, Scott and Washington Counties. Who can afford this?

http://stats.metc.state.mn.us/stats/pdf/PopulationEstimates_MS2008.pdf

http://tcbmag.blogs.com/daily_developments/2011/03/minneapolis-population-stagnant-for-a-decade.html

<http://quickfacts.census.gov/qfd/states/27/2743000.html>

<http://www.bestplaces.net/economy/county/minnesota/hennepin>

<="" div="">



"Dana Evans"
<dana55422@netscape.com

>
02/15/2012 03:23 PM

To <bottineau@co.hennepin.mn.us>

cc

bcc

Subject Fw: I vote NO BUILD

It's obvious that someone has done a lot of work to research alternatives for transportation in the northwest metro but there isn't the same pattern of congestion in the northern corridor as there is in the southeastern metro, especially since they addressed the issues at 169/85 and Highway 10. Maple Grove has traffic problems because of the intentional concentration of retail shops. Both Target and North Memorial have concentrations of employees with inadequate parking facilities. But the majority of citizens living in the north metro do not need LRT or bigger buses. They need better bus routes with more frequent service and smaller vehicles. People with disabilities and seniors will continue to use private transportation because it is more convenient and easier than driving or walking and waiting at a public transit station.

Although the existence of current rail lines appears to be advantageous, it would require an additional set of lines to accommodate LRT and lots of excavation in areas which are currently public parks, resulting in disruption of their use and displacement of wildlife. It would also result in forced displacement of people who have been living in these quiet neighborhoods. Why can't public transportation use the existing transportation byways such as Highway 100 instead of cutting through the neighborhoods and parks?

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http://tcbmag.blogs.com/daily_developments/2011/03/minneapolis-population-stagnant-for-a-decade.html

<http://quickfacts.census.gov/qfd/states/27/2743000.html>

<http://www.bestplaces.net/economy/county/minnesota/hennepin>

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▪ Purpose and need for the project

not enough traffic

▪ The alternatives proposed for study

study other neighborhoods and weigh the priority of other locations

▪ Project impacts or benefits that should be evaluated

resident area, construction noise

▪ Other comments

I think the bus system works well already

Name: _____

Address: _____

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

I think the project should continue as more transportation options are always good and infrastructure brings jobs and helps the economy

▣ The alternatives proposed for study

~~_____~~

▣ Project impacts or benefits that should be evaluated

Ensuring the light rail does not interfere with sensitive equipment and sensors along the route.

▣ Other comments

Name: Lawrence Niu

Address: _____

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

* Purpose and need for the project

THIS PROJECT IS TO DISCOVER WHETHER OR NOT THE COMMUNITY FEELS A NEED FOR A LIGHT RAIL TRAIN TO COME THROUGH THE NEIGHBORHOOD

* The alternatives proposed for study

A LINE GOING THROUGH ~~THE~~ PARK AVE OR THROUGH WIRTH PARK.

* Project impacts or benefits that should be evaluated

- THE HOMES THAT MAY BE DESTROYED DURING CONSTRUCTION
- THE POSITIVE AND NEGATIVE IMPACTS OF BRINGING A L.P. LINE TO THE NEIGHBORHOOD COMMUNITY. BUSINESSES THAT WILL BE AFFECTED, NOISE AND TRAFFIC CONGESTION.

* Other comments

Name: _____

Address: _____

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

Scoping Comment Form



Please help us determine the scope of issues to be studied during the Bottineau Transitway Draft EIS by providing comments on the areas outlined below. The scoping period closes on February 17, 2012. All comments must be received by that date. Thank you!

▣ Purpose and need for the project

I feel like there is not a purpose or need for the project because this is a residential area, we should not combine business w/ residential like in other countries such as Thailand or China

▣ The alternatives proposed for study

I do not like the idea of the light rail to come through Penn Ave. It needs to be divided business vs. residential.

▣ Project impacts or benefits that should be evaluated

Are we making this country like that of populated China/Thailand? We (residential) need peace & quietness to live, learn, & grow...

▣ Other comments

Name: _____

Address: _____

email: _____

Please check all of the following that apply:

- Area resident Area business owner Community-based organization member Other interested party

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Stop the light-rail obsession. (We'll save money if get off.)

Article by: DAVID OSMEK Updated: February 1, 2012 - 6:32 PM



Stop the light-rail obsession. (We'll save more

184 comments [resize text](#) [print](#) [buy reprint](#)



Hiawatha light-rail line is \$2.46. Riders pay only 99 cents of this cost, leaving almost 60 percent to be subsidized by the public.

But this is not the true cost of a ride, as it does not include the 30-year amortized costs of bonding for the build-out of the line. Adding those costs in, at a 4 percent bond interest rate, a single ride actually costs \$6.42, which means each ride is subsidized by 85 percent.

If a family of four rides the Hiawatha Line to a Twins game, the public is paying a total of \$43.36, while the riders are contributing \$3.96.

Right now, we are paying over \$15 million each year to keep the Hiawatha Line operating. Adding in the amortized costs of building the line, it's more than \$56 million in taxpayer dollars each year. Yes some of the costs were federally funded, and other revenue streams are bearing some of the burden. But with trillions of dollars of deficit spending, do we really want to add to the debt that future generation will pay for decades to come?

Using the Hiawatha Line as a model, let's project the costs of the Central Corridor and Southwest lines. Assuming the same level of revenue from ridership and operating costs, the Central Corridor will require more than \$17 million each year in operating subsidy and more than \$55 million a year for the amortized costs. The new Southwest line will require more than \$12 million in operating subsidy with more than \$72 million in amortized costs. And don't forget about Northstar commuter rail, which has an annual operating subsidy of over \$13 million, with amortized costs of over \$18 million.

Once all four lines are in operation, the public will pay more than \$58 million each year to just operate the lines. The actual costs, with the amortized build-out costs included, is just short of a quarter of a billion dollars each year.

This is for a mode of transportation that, in my opinion, has a negligible effect on traffic congestion and would be more economically provided by existing bus service. Even worse, we are taking money away from building or rebuilding critical highway infrastructure needs to operate this incredibly expensive mode of transportation. Starving the rest of our transportation system in favor of a more expensive, less efficient and totally inflexible light-rail system is the epitome of politics trumping common sense.

Proponents will cite the fact that light rail will create jobs. But so will building lane miles and bridges. Minnesota Department of Transportation studies have proven that roads have a benefit/cost ratio greater than one, meaning that the economic benefit of a project outweighs the actual cost of the improvement and will pay for itself over time. Most road and bridge projects have ratios of three or four, meaning that \$3 or \$4 of calculated value is returned for every dollar of costs. The Hiawatha Line was projected at 0.42 in 1999, meaning that for every dollar spent, we receive 42 cents in value.

When you look at the costs, building more light rail lines is nothing short of a money pit that will bankrupt our state and our nation. It is time to cut our losses and stop this madness.

David Osmek is a member of the Mound City Council and a Republican candidate for the state Senate.

VIII. Corridor Cities



Office of the City Manager

5200 85th Ave. N., Brooklyn Park, MN 55443-4301 • Phone 763-424-8000 • Fax 763-493-8391
TDD 763-493-8392

JAMES VERBRUGGE
City Manager
763-493-8002

February 3, 2012

Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Dear Mr. Rusco:

Re: BOTTINEAU SCOPING PROCESS

The City of Brooklyn Park thanks you for the continued efforts for improving transit in the Northwestern Twin Cities, including Brooklyn Park. We are supportive of continuing efforts through this scoping process for the draft environmental impact statement (DEIS) for the Bottineau Transitway. Specifically:

1. The City is supportive of continuing study of alignment sub-option B (West Broadway route through Brooklyn Park). This route will be able to reach more of our residents and businesses.
2. The City is supportive of continuing study of an alignment that will allow our residents to reach downtown Minneapolis and points beyond faster than other alignment options. Through studies to date, it is our understanding that this is sub-option D1 (Theodore Wirth Park route through Golden Valley). The slower routes become less competitive with driving and, therefore, will not become an attractive option to choice riders.
3. The City is supportive of continuing study of light rail transit (LRT) as the preferred transit mode.

These transit options will further Brooklyn Park's mission as a thriving community, inspiring pride, where opportunities exist for all. We look forward to continued work with you in the upcoming months.

Sincerely,


James D. Verbrugge
City Manager

RESOLUTION 2012 - 14

CITY OF CRYSTAL

**RESOLUTION TRANSMITTING THE CITY OF CRYSTAL'S
OFFICIAL COMMENTS ON THE BOTTINEAU TRANSITWAY
SCOPING PROCESS**

WHEREAS, the Hennepin County Regional Railroad Authority (HCRRA) and the Metropolitan Council have initiated the Bottineau Transitway Scoping Process, which is the initial stage of development of the Environmental Impact Statement (EIS) for construction of a proposed transitway adjacent the Bottineau Boulevard corridor; and

WHEREAS, the HCRRA and the Metropolitan Council have developed the Bottineau Boulevard Scoping Booklet for public review to elicit comments from stakeholders and members of the public on the purpose and need for the project, the alternatives proposed for study in the EIS, and project impacts or benefits that should be evaluated in the EIS; and

WHEREAS, the transitway is proposed to traverse the city of Crystal within the BNSF Railroad right-of-way along the Bottineau Boulevard corridor, with a proposed station location at or near 56th Avenue North (Bass Lake Road); and

WHEREAS, the alignment of a contemplated transitway offers benefits and presents impacts, both locally and system-wide, that demand further study in an EIS; and

WHEREAS, the City Council of the City of Crystal has reviewed the Bottineau Transitway Scoping Booklet and now desires to officially confirm and transmit its formal comments for consideration in the EIS.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CRYSTAL, that the city confirms its official comments on the Bottineau Transitway Scoping Process as contained in Exhibit A to this Resolution and transmits those comments to the HCRRA and Metropolitan Council for further consideration in the EIS process.

Approved this 6th day of February, 2012.


ReNae J. Boyman, Mayor

ATTEST:


Christina Serres, City Clerk

EXHIBIT A
To City Council Resolution 2012 - 14

The Crystal City Council transmits to the HCRRRA and Metropolitan Council the following official comments on the Bottineau Transitway ("Transitway") Scoping Process:

I. PURPOSE AND NEED FOR THE PROJECT

- a. *Provided that the city's preferred alignment as indicated in II. below is identified ultimately as the Locally Preferred Alternative, the City Council finds that the proposed Transitway will:*
- i. Provide enhanced connections and an additional transit alternative to access jobs, areas of high growth, schools, housing, health care and activity centers;
 - ii. Respond to the region's increasing traffic congestion by providing an alternative to roadway travel as a method for managing transportation demand;
 - iii. Respond affirmatively to the needs of transit dependent populations;
 - iv. Offer time-efficient, express transit service to both urban and suburban destinations; and
 - v. Help satisfy the regional objective for growth, efficient development patterns and sound communities.

II. ALTERNATIVES PROPOSED FOR STUDY

- a. *From a local perspective, the City Council supports the alignment of the Transitway that transects Crystal (Segment "C") within the BNSF Railroad right-of-way as the reasonable alignment through the city. This local alignment is preferred because it:*
- i. Minimizes crossings at roadways and signalized intersections, thereby reducing conflicts between the transitway operations and motor vehicle traffic;
 - ii. Offers reasonable opportunities for station siting between Wilshire Boulevard and 56th Avenue North (Bass Lake Road);
 - iii. Proposes to share an existing railroad right-of-way with an existing freight rail service, thus requiring no additional right-of-way aside from that which may be necessary for the station and any related parking areas; and
 - iv. Provides a transitway station within Crystal's most significant concentration of existing shopping and employment, 312 existing multi-

family housing units within one-quarter mile, and adjacent residential neighborhoods.

b. *From a system-wide perspective, the City Council finds that the preferred alignments for further study should be A-C-D1 and B-C-D1 for the following reasons:*

- i. The dramatically shorter travel times, two fewer stops and seven fewer signalized intersections associated with the D1 alignment are more attractive to potential new transit users and are in the best interests of the system when compared to the D2 alignment alternative;
- ii. This "express" service translates to optimized ridership numbers;
- iii. The investment in a fixed transitway component of a regional transit system is sizable, and the return on that investment is better realized by offering true express transit service to a resulting increased ridership;
- iv. The operating conditions of the D1 alignment are more compatible with general motor vehicle, bus, bicycle and pedestrian traffic and with neighboring businesses and residents for the long term;
- v. The D1 alignment achieves the level of mobility improvements and transitway system operating and safety conditions required for a dedicated transitway investment in the Twin Cities region; and
- vi. The D1 alignment maximizes the opportunity for addressing and mitigating potential impacts and optimizing the benefits of a dedicated transitway system.

c. *Alternatives that include the D2 alignment should not go forward for further environmental review because:*

- i. Construction and funding of a fixed transitway along the D2 alignment would sacrifice the reduced overall travel times and higher overall ridership numbers offered by the D1 alignment;
- ii. When compared to the D1 alignment, the D2 requires two additional station stops that results in longer dwell time and seven additional signalized intersections that increases overall travel time, likely at the expense of ridership;
- iii. The D2 alignment has significant technical challenges associated with operating a transitway in a largely residential neighborhood and on arterial streets with relatively narrow existing rights-of-way, a practice unprecedented in North America;
- iv. The extraordinary number of property acquisitions (i.e., nearly all properties on the west side of Penn Avenue in Minneapolis and a number

of properties in Robbinsdale) required to optimize the D2 alignment will have lasting adverse impacts on neighborhood fabric and function and residents' sense of place;

- v. For all practical purposes, the costs of right-of-way acquisition to accommodate the D2 alignment render this alternative infeasible;
- vi. Costs associated with the investment in a fixed guideway along the D2 alignment duplicates existing bus service in contrast to the express service to be provided by the D1 alignment; and
- vii. A practical approach to providing satisfactory local transit service within the corridor of the D2 alignment would be to develop a system of feeder buses to stations on the D1 alignment and enhanced arterial bus service as already contemplated by Metro Transit.

d. *The City Council prefers that both LRT and BRT be studied further in light of the significant difference in capital costs between the two modes.*

III. PROJECT IMPACTS OR BENEFITS TO BE EVALUATED

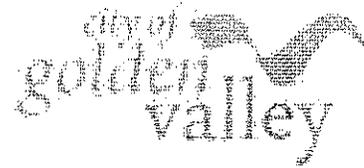
a. *The City Council expects that each of the issues cited below will be subject to further examination during the EIS process for the reasons stated.*

- i. Noise - Transitway operations will increase the frequency of noise above the baseline within the rail alignment through Crystal, particularly at crossings (Bass Lake Road, Corvallis, and West Broadway).
- ii. Vibration - Transitway operations will increase the frequency of vibrations above the baseline within the rail alignment through Crystal.
- iii. Vehicular traffic - Traffic control devices must offer protection at transitway crossings without compromising the integrity and capacity of the local street and county roadway systems.

b. *The City Council has identified various issues related to station location and operation specifically that will require further investigation and consideration during the station area planning phase of the transitway effort.*

- i. Parking - Neither park-and-ride nor kiss-and-ride lots are contemplated currently for the Crystal station. The lack of such parking or drop-off facilities suggests that the Crystal station will serve walk-up riders only, which is not a realistic expectation. The lack of such facilities will compromise pedestrian safety and pose traffic/pedestrian conflicts as riders are dropped off and picked up on adjacent roadways.

- ii. Pedestrian access to station - Pedestrian access to proposed Bass Lake Road station requires safe crossing of Bottineau Blvd, Bass Lake Road and the rail line.
- iii. Safety - The safety of pedestrians and non-motorized traffic must be protected.
- iv. Location - The siting of the Crystal station at a location between 56th Avenue North (Bass Lake Road) and Wilshire Boulevard is dependent upon various considerations that must be taken into account, including adjacent opportunities for redevelopment, visual prominence, traffic delays at nearby roadway crossings, and noise impacts on adjacent residential properties.



February 21, 2012

7400 Golden Valley Road
Golden Valley, MN 55427

The Honorable Peter McLaughlin
Chair, Hennepin County Regional Railroad Authority
A-2400 Government Center
300 S. 6th St.
Minneapolis, MN 55487

Mr. Chair;

Thank you for allowing the City of Golden Valley the opportunity to review and provide comments to the Bottineau Transitway Draft Environmental Impact Statement (DEIS) Scoping Document. The City appreciates the opportunity to be a partner in the study process. The City supports alternate transportation modes and appreciates Hennepin County's commitment to analyzing transit corridors in the northwest metro area. While the Bottineau Transitway would be an important tool in providing mass transportation to the region, the City has significant concerns surrounding the D-1 Alignment, which is shown to cross through northeast Golden Valley along the Burlington Northern Santa Fe (BNSF) railroad corridor.

The City has received feedback from several of its commissions, as well as residents of the community. In general, most of the comments pertain to concerns over the potential impacts that the D-1 Alignment would have to natural areas in the city, as well as potential impacts to surrounding properties. Further, it appears that the proposed D-2 Alignment, which would travel through North Minneapolis, would serve a larger population and provide a greater opportunity for economic development.

If the County chooses to continue study of the D-1 Alignment, the City of Golden Valley requests that the following comments and concerns be addressed:

Natural Resources

The D-1 Alignment is proposed to be located within and adjacent to Theodore Wirth Regional Park as well as the Mary Hills Nature Area and Glenview Terrace Park. These areas are invaluable and unique natural and recreational amenities to the City as well as the northwestern Twin Cities region. The Comprehensive Plan for the City establishes clear goals that provide protection of these natural areas. The City requests that it be involved in all decisions that impact the parks. The City is interested in the comparison between the carbon footprint associated with building a transit facility in a natural area versus the carbon footprint that

would be associated increased transit usage as a result of the Bottineau Transitway.

Any impacts to the floodway or floodplain must be mitigated in accordance with the laws and policies of the regulating agencies. The City recognizes that mitigation within the existing railroad corridor will be challenging, and it encourages the County to work closely with the Bassett Creek Watershed Management Commission (BCWMC) and its member cities to identify potential flood storage areas outside of the railroad rights-of-way.

Wetland impacts will need to be mitigated in accordance with the laws and policies of the regulating agencies. The City of Golden Valley is the local government unit responsible for administration of the Wetland Conservation Act. The County is encouraged to work with its local partners to identify potential mitigation solutions outside the railroad right-of-way, if needed.

The Transitway project will need permits or approvals from all agencies regulating stormwater, including but not limited to the City, BCWMC, and Minnesota Pollution Control Agency. At a minimum, best management practices addressing erosion and sediment control will need to be implemented during construction. It is possible that rate control and stormwater treatment that reduces pollutants and runoff will be required, especially with the development of a transit station, park and ride facility, Bus Rapid Transit (BRT), or other impervious surface.

The natural areas located within the D-1 Alignment are home to vast array of wildlife. Care should be taken to avoid impacts to the habitat and travel ways of all wildlife, including endangered, threatened, or special concern species. The City Council requests more specific information about the location of fencing along the D-1 Alignment, as well as what type of fencing would be used. Movement of wildlife through the natural areas may be impeded by certain types of fencing. If fencing along the route is a requirement, the City Council would like to know if there are ways in which to waiver from the requirement.

As the proposed project has the potential to impact areas within large parks and natural areas, and areas adjacent to Bassett Creek, the corridor would need to be studied for the presence of historic and cultural resources. The historical significance of the Theodore Wirth Park Chalet should also be considered in this study. The City requests to be contacted if archaeological discovery is made.

Station Location

If the D-1 Alignment, consisting of either Light Rail Transit (LRT) or BRT through Golden Valley is selected to be evaluated in the DEIS, one station location must be chosen. The potential station locations for the D1 are Golden Valley Road near Wirth Parkway and Plymouth Avenue near Wirth Parkway. Both are located

in the City of Golden Valley and would require the acquisition of property owned by the Minneapolis Park and Recreation Board.

Prior DEIS information indicates that the Golden Valley Road station would serve mostly Golden Valley residents and businesses and the Plymouth Avenue station would serve mostly Minneapolis residents, businesses, and Wirth Park facilities. Businesses served in Golden Valley include regional destinations (Courage Center, Minneapolis Clinic of Neurology, Regency Hospital of Minneapolis, Wirth Park) and local destinations (Church of St. Margaret Mary, Unity Christ Church, The Family Partnership).

While a station located at Plymouth Avenue would likely have less effect on Golden Valley neighborhoods and community resources, the Golden Valley Road station would provide more direct access for Golden Valley residents and businesses. In addition, the Golden Valley Road location is on an existing bus line with potential feeder bus connections, and has planned regional trail connections.

The City would like more detailed information about how buses would be incorporated into the station areas, including the amount and frequency of feeder buses serving the stations, and information about how bus drop-off and pick-up would function at the stations.

As proposed in prior DEIS plans, parking options at either station location are limited or non-existent. The location of both proposed stations within natural areas seems to preclude possible parking options. The City would like more detailed information about how parking would be studied to function at the station locations, as well as potential costs that are associated with parkland acquisition for parking. The City would like to know how many parking spaces would be necessary at each location and whether or not parking ramps are being considered for the sites. If there were to be insufficient onsite parking at station locations, and transit riders park on the surrounding streets, an access and traffic management plan should be considered as part of the project.

As the City understands it, there are no plans for a park and ride facility at either station location. Current land use and zoning controls that are currently in place at the proposed station location sites do not allow parking that is not associated with park uses. To allow for parking to be constructed, changes to land use and zoning controls would need to be made by the City Council. The City requests that funding be made available to allow for planning studies, which include consideration for parking options, if the County moves forward with study of the D-1 Alignment. Surrounding landowners have expressed concerns about their existing parking conditions so the integration of public and private parking improvements could be an opportunity for further study.

The trip generation from the proposed station or a future park and ride facility may result in the need to modify, enhance, or expand the nearby transportation system, which includes roads, trails and sidewalk facilities. It is expected that the

County would partner with the appropriate road authority to address and mitigate any traffic concerns.

Sidewalks currently serve both station locations. The existing sidewalk system will require upgrades and/or expansion to meet accessibility design requirements and the needs of the community. It is expected that this would be accomplished as part of the site access evaluation and implementation. The City of Golden Valley owns and maintains concrete sidewalks on both sides of Golden Valley Road (CSAH 66) at the intersection of the proposed Transitway. In addition, Three Rivers Park District has identified the Golden Valley Road corridor for the proposed Bassett Creek Regional Trail which would connect French Regional Park and the Medicine Lake Regional Trail to Wirth Regional Park and the trails along the Grand Rounds National Scenic Byway. This network of trails and sidewalks would also require year-round maintenance – especially for accessibility purposes - for LRT or BRT to succeed in this multi-modal transportation area.

The City owns and maintains an asphalt trail near the BNSF Railway in the Mary Hills Nature Area. This trail provides an important north-south connection from Golden Valley Road north into Robbinsdale via Sochacki Park. It is anticipated that a new Transitway may impact this trail and the City requests that it be actively involved with any reconstruction or realignment of this trail.

The costs to reconstruct Golden Valley Road and the existing multi-modal facilities discussed above, in addition to any facilities deemed necessary to fully meet the anticipated needs, must be considered in evaluation of the potential station location.

Property Impacts

It is unclear how the Bottineau Transitway would impact surrounding properties. There is information that addresses property value impacts for properties located adjacent to transit station locations. However, there is no comparable data that demonstrates impacts to properties along the Transitway with no convenient access to a station. Data should be provided that shows how the Transitway would impact single family residential properties along the corridor.

The potential noise and vibration impacts from the Transitway and the freight track are a significant concern. While current and possible future freight rail traffic also create noise, it is different from constant and consistent noise associated with a regional transit system. BRT and LRT may yield different noise and vibration levels in surrounding neighborhoods. These effects should be studied in greater detail. The City would also like to have more information about the presence of potential sound walls and other barriers that may cause visual obstructions to surrounding properties.

With high frequency transit service, the potential Transitway and transit station will have a visual impact on surrounding properties. Most notably will be the addition of lights and lighting that does not exist with the current freight rail. The effects of lighting should be studied and the screening of adjacent neighborhoods and park areas should be considered as part of this project.

Community Resources

The proposed Transitway and transit stations would likely require an increase in community resources such as police, fire, public works maintenance, and traffic management. Since the proposed transit system is managed by the Metropolitan Council, it is anticipated that Metro Transit Police will be the primary law enforcement agency at the station.

The City of Golden Valley owns watermain, sanitary sewer, and storm sewer facilities in the area of the proposed route. Some of these facilities cross under the existing BNSF Railway. Record drawings and other information are available in the City's engineering office to assist in the planning and design of the project. The City requests that it be consulted on all design and construction considerations and field decisions involving City-owned utilities.

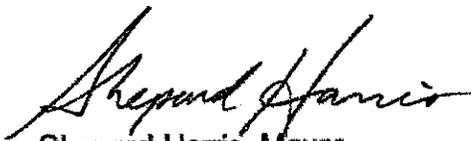
The City of Minneapolis owns a 48-inch watermain which passes under the BNSF Railway north of Golden Valley Road and Metropolitan Council Environmental Services owns a large sanitary sewer interceptor which parallels the BNSF railway in Wirth Park. The City requests that it be consulted along with the custodial agency on all design and construction considerations and field decisions involving these utilities.

The County's project consultant estimated that as many as fifteen Xcel Energy transmission line towers may need to be relocated as a result of the proposed Transitway. The City's Right-of-Way Management Ordinance currently requires that any proposed reconstruction, relocation, or replacement of overhead utility lines over 300 feet be buried underground. This code requirement may apply to this situation.

Many areas of Golden Valley have substandard soils which are unsuitable for construction without proper correction or engineering. A good portion of the Transitway corridor through Golden Valley is located within floodplain, lowland, or wetland areas. In addition, there are areas in Golden Valley that were found to be filled with construction debris or hazardous materials in the past. The City requests that a careful and detailed analysis of the soils be included as part of the project.

The City of Golden Valley respectfully requests that these concerns be addressed in a sufficient manner, and that they become part of public record associated with the Bottineau Transitway Draft Environmental Impact Statement. As stated before, the City recognizes the regional significance of transit in the northwest metro area, but remains concerned over the significant impacts that the D-1 Alignment would have on Golden Valley. Thank you for working with the City to address these concerns.

Respectfully,



Shepard Harris, Mayor



Mike Freiberg, Council Member



Paula Pentel, Council Member



DeDe Scanlon, Council Member



Joanie Clausen, Council Member

RESOLUTION NO. 12-016

CITY OF MAPLE GROVE

**RESOLUTION FORWARDING COMMENTS AND FINDINGS REGARDING THE PROPOSED
BOTTINEAU TRANSITWAY SCOPING STUDY**

WHEREAS, the Bottineau Transitway is proposed to extend from the Northwest Suburbs, including Maple Grove, to downtown Minneapolis on a dedicated right-of-way as either a light rail transit line (LRT) or a bus rapid transit line (BRT) in order to satisfy the long term regional mobility and accessibility needs for businesses and the traveling public and,

WHEREAS, the Bottineau Transitway is currently in the federal environmental review process and as part of that process a number of alignments are considered as part of the Scoping Study and,

WHEREAS, the Scoping Study helps refine the number of alignments forwarded on for further review and,

WHEREAS, the Cities along the corridor are able to comment and give feedback regarding what alignments should be reviewed further as well as any other comments regarding the project and,

WHEREAS, LRT alignments A-C-D1 and A-C-D2 originate in the Gravel Mining Area of Maple Grove and are currently proposed to follow the alignment of a future extension of Arbor Lakes Parkway and,

WHEREAS, the City of Maple Grove currently operates Maple Grove Transit service with express routes to downtown Minneapolis utilizing a federally funded transit station and,

NOW, THEREFORE, the City Council of the City of Maple Grove makes the following:

FINDINGS

- A. The City of Maple Grove and development in the Gravel Mining Area would be impacted by the construction of a LRT system in the city that would connect the City of Maple Grove to downtown Minneapolis and the Minneapolis-St. Paul International Airport with a dedicated transit line.

- B. The City of Maple Grove's existing Maple Grove Transit operation has the potential to be affected by such a system and issues related to the continuation of the federally funded transit center would need to be resolved.
- C. The location of such an LRT system in the city has the potential to impact the right-of-way of a future extension of Arbor Lakes Parkway.

DECISION

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Maple Grove and based upon the information received and the above Findings:

1. The City of Maple Grove supports forwarding on for review the Alignment A-C-D1, A-C-D2, B-C-D1, B-C-D2 as they can help meet the needs and purpose outlined in the Scoping Study.
2. If the alignment of the transitway is located in the right-of-way of a future Arbor Lakes Parkway, the line should be located on the north side of the street and not be center running.
3. If a Bottineau Transitway route alignment located in Maple Grove, either upon initial start-up of transit operations or after start-up of operations to maximum not to exceed 30 years, renders the Maple Grove Transit Station located at 12350 Main Street North to be obsolete of its current designated transit use, Hennepin County will bear the cost to decommission the facility. Furthermore, while the City of Maple Grove will retain ownership of the parcel, it will not be responsible to pay back any pro rata share of Federal, State or Metropolitan Council grants to purchase land and to construct the Maple Grove Transit Station due to failure to maintain capital asset for designated purpose for 50 years as pursuant to the following documents:
 - a) Transportation Advisory Board Solicitation document for federal funding grants dated July 19, 1999,
 - b) CMAQ Grant Funding Application submitted by the City of Maple Grove for the Maple Grove Transit Hub dated September 20, 1999,
 - c) Project Memorandum for the Maple Grove Transit Station SP 189-595-01; CMA 2703(143) approved by the Minnesota Department of Transportation on October 10, 2002,
 - d) Regional Transit Capital agreement No. SG-02-72 between the City of Maple Grove and the Metropolitan Council fully executed on October 21, 2002 and subsequent amendments one and two,
 - e) Purchase Agreement (document #6400/00283/315376.9) between Opus Northwest, L.L.C., and the City of Maple Grove for the 4.28 acre Transit Station parcel fully executed on October 24, 2002, and

f) Regional Transit Capital agreement No. SG-04-032 between the City of Maple Grove and the Metropolitan Council fully executed on May 13, 2004.

3. The City's affirmation of support for this project does not in any way obligate current or future City of Maple Grove funds to be used for the construction and/or operation of the Bottineau Transitway.

Motion to approve the foregoing findings, conclusions, and decision was made by Leith and seconded by Johnson, upon a vote being duly taken thereon, the following voted in favor thereof: Acting Mayor Jaeger, Councilmembers Leith, Johnson

and the following were against: None

and the following were absent: Mayor Steffenson, Councilmember Sargent

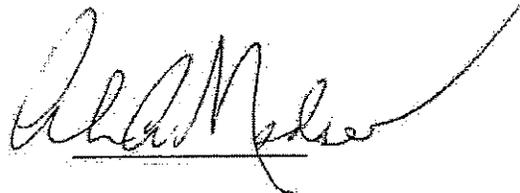
where upon, the resolution was declared duly passed and adopted the 21st day of February, 2012.

STATE OF MINNESOTA)

COUNTY OF HENNEPIN) SS.

CITY OF MAPLE GROVE)

I, the undersigned, being the duly qualified and acting Clerk of the City of Maple Grove, Hennepin County, Minnesota, a Minnesota municipal corporation, hereby certify that the above and foregoing Resolution No. 12-016 is a true and correct copy of the Resolution as adopted by the City Council on the 21st day of February, 2012.



Al Madsen, City Clerk

City of Minneapolis Bottineau DEIS Scoping Comments
Approved by City Council 2/15/2012

The following comments on the scope of issues and alternatives to be studied in the Draft Environmental Impact Statement reflect the extreme difficulty that the City of Minneapolis has in supporting either of the alignment alternatives through Minneapolis: D1, which bypasses the neighborhoods in North Minneapolis, and D2, which, while promising some economic development, divides, and in other ways negatively impacts the neighborhoods in North Minneapolis.

1. D Alignment Alternatives Issues

The City of Minneapolis has significant concerns with the impacts of the D2 alignment alternative. The D2c alignment alternative through North Minneapolis along West Broadway and Penn Avenue North has significant negative impacts on the communities in North Minneapolis. Like most North Minneapolis streets, it has a narrow right-of-way width (66 feet on Penn Avenue N and 75 feet on West Broadway Avenue) and requires right-of-way acquisition along a 1+ mile stretch of Penn Avenue North, including all of the single-family homes on the west side of the street, in order to fit the LRT and maintain two-way traffic. The remaining parcels on the west side of Penn Avenue would be substantially smaller, and it is not known whether they could be redeveloped. In addition, West Broadway Avenue would be reduced from 4 traffic lanes to 2 traffic lanes, and the existing off-peak on-street parking would be removed. There has been significant study of subalternatives for the D2 alignment on Penn and Oliver avenues (D2a and D2b); these subalternatives also had significant negative impacts. City staff, with the assistance of the Bottineau project team, have not been able to identify other alternative alignment options through North Minneapolis for LRT or dedicated busway modes that do not have similar significant negative impacts due to the physical constraints of existing neighborhoods with narrow street rights-of-way throughout North Minneapolis.

The City of Minneapolis also has significant concerns with the D1 alignment alternative. One of the factors contributing to the need for the Bottineau Transitway project is to improve transit access for the high proportion of people who depend on transit in the study area. As stated in the DEIS Scoping Booklet, 14% of households in the project area do not own a vehicle, compared with only 8% regionwide, but that in some areas of North Minneapolis, the number of zero-car households exceeds 50%. The D1 alignment alternative, however, largely bypasses these transit-dependent communities in North Minneapolis and does not extend the transportation and economic development benefits provided by the transitway directly to these communities.

One significant reason to choose one alignment over another is the positive economic development impacts which can result from transit investment, and specifically rail construction. The City of Minneapolis believes that little development would result from the D1 alignment, and that minimal development would result from the D2 alignment. North Minneapolis could certainly benefit from the positive economic development effects of transit investment, however, and so the City believes that the region should pursue other

arterial transitway improvements (fixed rail modern streetcar on Broadway or rapid bus on Penn Avenue, Emerson/Fremont Avenues, etc), as well as transit-oriented development initiatives, in North Minneapolis.

The City of Minneapolis believes the D1 vs. D2 alignment decision must be presented in the context of potential improvements to the transit network as a whole, rather than solely in the context of the opportunities presented by the Bottineau Transitway project. Unlike the impacts of the D2 alignment alternative, the City of Minneapolis believes that the issues of concern associated with the D1 alignment could be avoided through improvements to the broader transit network, including specifically one or more arterial transitway projects (streetcar or rapid bus) connecting North Minneapolis to the regional transitway system via premium transit service along arterial streets, potentially including West Broadway Avenue, Penn Avenue and Emerson/Fremont Avenues. These types of transitway improvements generally operate in mixed traffic and are more compatible with the existing neighborhoods and narrow street rights-of-way in North Minneapolis. Metro Transit is currently studying these types of premium transit improvements through the *Arterial Transitway Corridors Study*; however, there has been no commitment to fund and implement these improvements.

Existing city plans support the development of an arterial transitway network, in addition to supporting the development of a regional transitway network, including Bottineau. The City's comprehensive plan, *The Minneapolis Plan for Sustainable Growth* directs growth and redevelopment into a pattern of corridors and nodes along transit corridors (see the activity centers, commercial corridors, community corridors, neighborhood commercial nodes, and transit station areas in Attachment A), and the city's *Access Minneapolis Citywide Transportation Action Plan* supports these growth policies by recommending a Primary Transit Network (PTN) along those corridors that is a permanent network of all-day transit service, either bus or rail, that is reliable, frequent, maintains reasonable speeds, and has vehicles and passenger facilities that have the same amenities and quality of service as rail transit (see Attachment B). To further coordinate economic development and transit service in these corridors, the City undertook the *Minneapolis Streetcar Feasibility Study* to identify the PTN corridors with the greatest potential for streetcar to both increase transit ridership and catalyze economic development. Fourteen corridors were evaluated, including West Broadway Avenue, Penn Avenue, and Emerson/Fremont Avenue, and West Broadway was recommended for the long-term network of seven streetcar corridors citywide (see Attachment C).

In addition to these City priorities, Metro Transit is also currently studying rapid bus improvements (also termed "arterial BRT") through the *Arterial Transitway Corridors Study* on many of these same corridors including West Broadway Avenue and is considering future study on Emerson/Fremont avenues (see Attachment D). The City strongly supports the future study of rapid bus improvements on Emerson/Fremont avenues and Penn Avenue N.

These arterial transitway improvements are needed now, regardless of a Bottineau Transitway improvement, because they improve the quality of transit service of existing high-ridership bus routes that are planned to remain in place with the Bottineau Transitway improvement. While they will improve transit connections between North Minneapolis and

the Bottineau Transitway, they do not duplicate the transit service to be provided in the future by the Bottineau Transitway. Therefore, the City of Minneapolis strongly supports implementing these arterial transitway improvements in North Minneapolis independently from the Bottineau Transitway project.

Recommendation: The City of Minneapolis recommends that the DEIS include an analysis of the distribution of the project's benefits relative to the transit-dependent, minority and low-income communities in the corridor for the D1 alignment alternative. The City also recommends that, separate from the Bottineau Transitway project, the Twin Cities region pursue arterial transitway improvements (streetcar or rapid bus) and transit-oriented development initiatives on one or more arterial streets in North Minneapolis, potentially including West Broadway Avenue, Penn Avenue North, and Emerson/Fremont Avenue N.

2. D1 Reverse-Commute Feeder Bus Network

One of the factors contributing to the need for the Bottineau Transitway project, as stated in the DEIS Scoping Booklet, is to improve transit access in the reverse-commute direction between Minneapolis and the inner northwest suburbs to schools and jobs in Maple Grove and Brooklyn Park. Because the D1 alignment alternative largely bypasses North Minneapolis, as stated in comment #2, it is extremely important that the feeder bus network be modified to provide convenient transit connections to the D1-C stations from North and Northeast Minneapolis neighborhoods in the reverse commute direction. Currently, the majority of bus service in North Minneapolis, particularly in neighborhoods north of Lowry Avenue, terminates at the Brooklyn Center Transit Center, which does not connect with the D1-C stations, and there is poor transit connectivity between the D1 alignment and Northeast Minneapolis with only one infrequent bus route on Lowry Avenue crossing the river. In the inbound direction, the existing bus network provides reasonable connections to the LRT system in downtown and the D1 alignment on Highway 55.

Recommendation: The City of Minneapolis recommends that the DEIS include an evaluation of reverse-commute feeder bus connection options from North and Northeast Minneapolis to the D1 alignment and identify improvements to the feeder bus network to the D1 alignment connecting residents in North and Northeast Minneapolis with jobs and schools in the northwest suburbs.

3. D1 Station Locations in Theodore Wirth Park

The two D1 alignment station location options in Theodore Wirth Park just west of the North Minneapolis neighborhoods are at Golden Valley Road and Plymouth Avenue. There are benefits to both of these station locations. The Golden Valley Road station has more roadway connections through both Minneapolis and Golden Valley, and these roadways are designed to carry heavy vehicles; it therefore, offers more opportunities for feeder bus connections, which is particularly important for neighborhoods north of West Broadway Avenue. The Plymouth Avenue station provides direct access to the main entrance of Theodore Wirth Park, a regional park, and has more housing units within a ½ mile radius of

the station than the Golden Valley Road station; however, it has fewer opportunities for feeder bus connections. The proximity and use of these two stations is similar to the 46th St and 50th Street/Minnehaha Park stations on the Hiawatha LRT.

Recommendation: The City of Minneapolis recommends that the DEIS include an evaluation of the benefits and costs of including stations at both Golden Valley Rd and Plymouth Avenue along the D1 alignment.

4. D1/D2 Highway 55 Pedestrian Environment

Both the D1 and D2 alignment alternatives run on Highway 55 into downtown Minneapolis. Highway 55 is a wide, multi-lane roadway with residential neighborhoods on either side. There are currently pedestrian crossings every 1/16 to 1/8 mile along Highway 55 through either signalized intersections or uncontrolled pedestrian crossings connecting the discontinuous streets to the north and south. The introduction of a transitway and potential redevelopment spurred by the transitway will increase the number of pedestrians crossing this busy roadway to access stations or other neighborhood destinations. It is important that pedestrian crossing opportunities be conveniently located and safely designed to accommodate this increased pedestrian activity. In addition, the initial D1/D2 alignment concepts on Highway 55 included geometric changes to add turning lanes, resulting in a wider roadway for pedestrians to cross and narrowing space behind the curb for sidewalks and tree boulevards, which could be contrary to the goal of creating a transit-oriented, pedestrian-oriented environment around the stations.

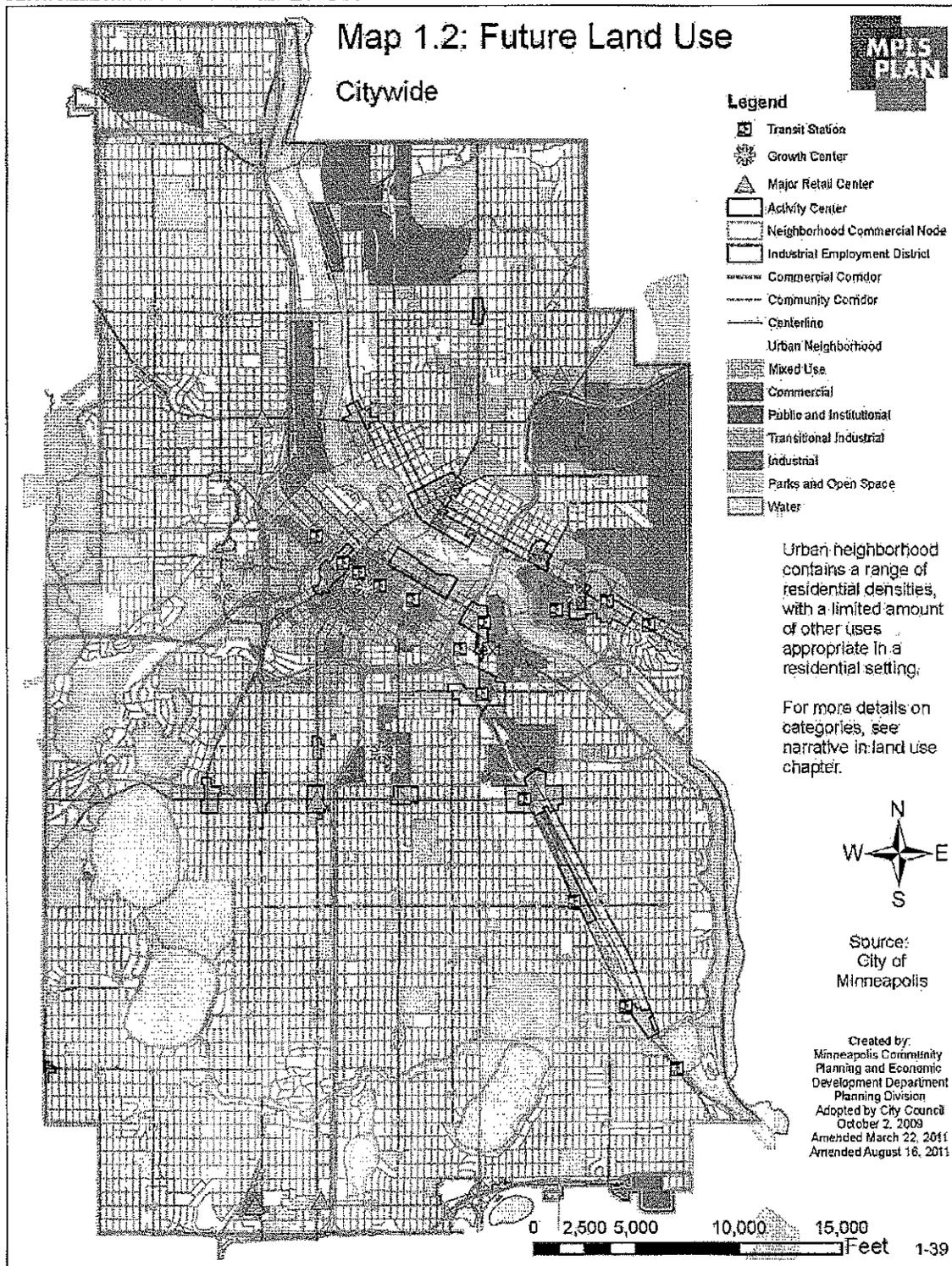
Recommendation: The City of Minneapolis recommends that the DEIS evaluate the impacts of the transitway and associated roadway design on pedestrian safety along Highway 55 and identify safe and convenient pedestrian infrastructure improvements.

5. BRT Interchange/Target Field Station

The Bottineau Optimized BRT alternative developed at the end of the Alternatives Analysis study and shown in the inset map on page 7 of the Scoping Booklet runs on 5th Street, similar to the LRT alternatives, but does not stop at The Interchange/Target Field, different from the LRT alternatives. The BRT alternative has stations approximately ¼ mile west of The Interchange at Border Avenue and approximately ½ mile east of The Interchange at Hennepin Avenue and 4th Street. These station locations will require transit riders to walk several blocks to access Northstar Commuter Rail and Target Field; this is particularly an issue on Twins game days when LRT ridership is very high to Target Field.

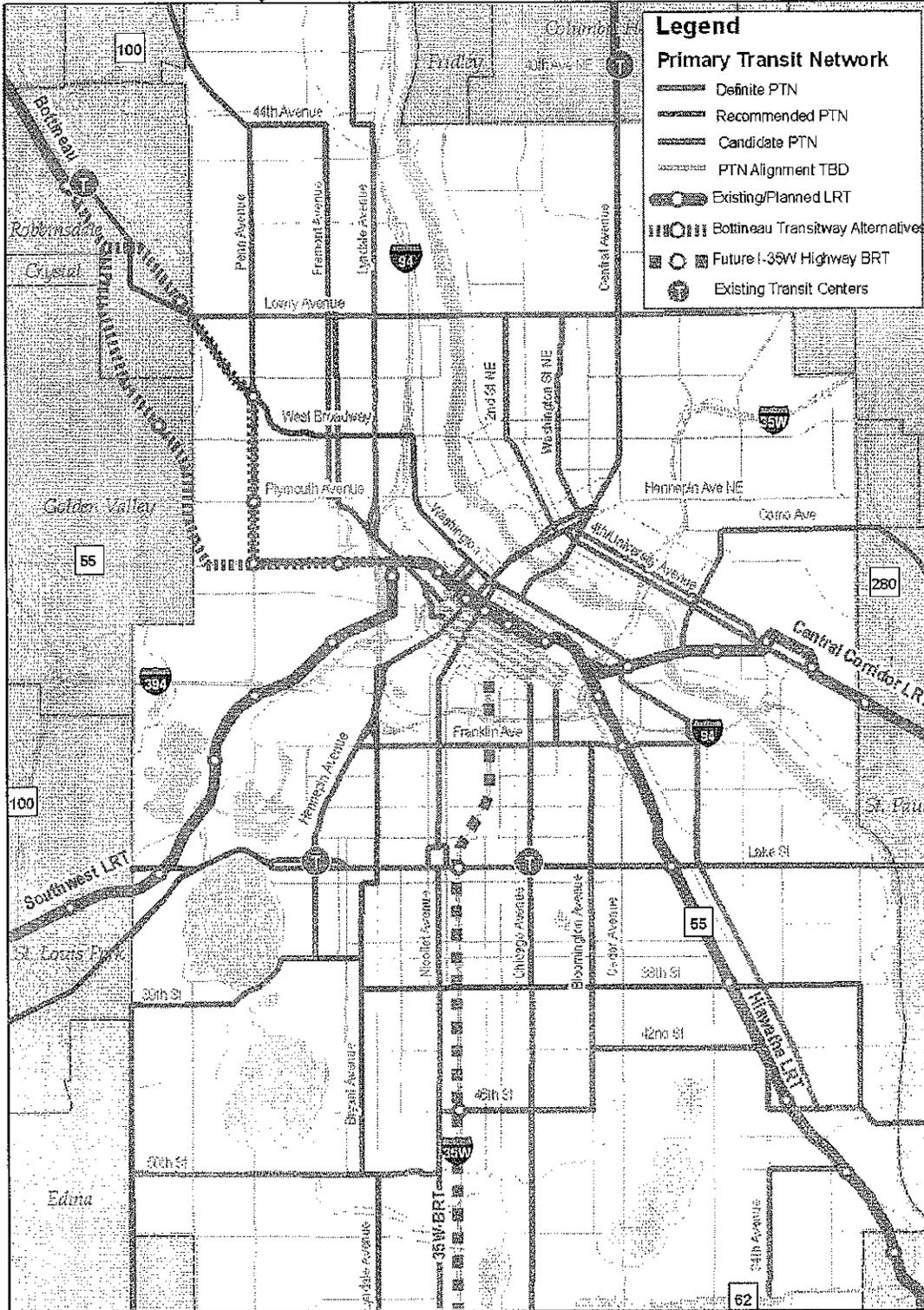
Recommendation: The City of Minneapolis recommends that the DEIS evaluate alternative Target Field station location options and/or pedestrian access improvements for the BRT alternative that provide more convenient access to Target Field and the Interchange than the proposed Border Avenue station.

Attachment A: Future Land Use



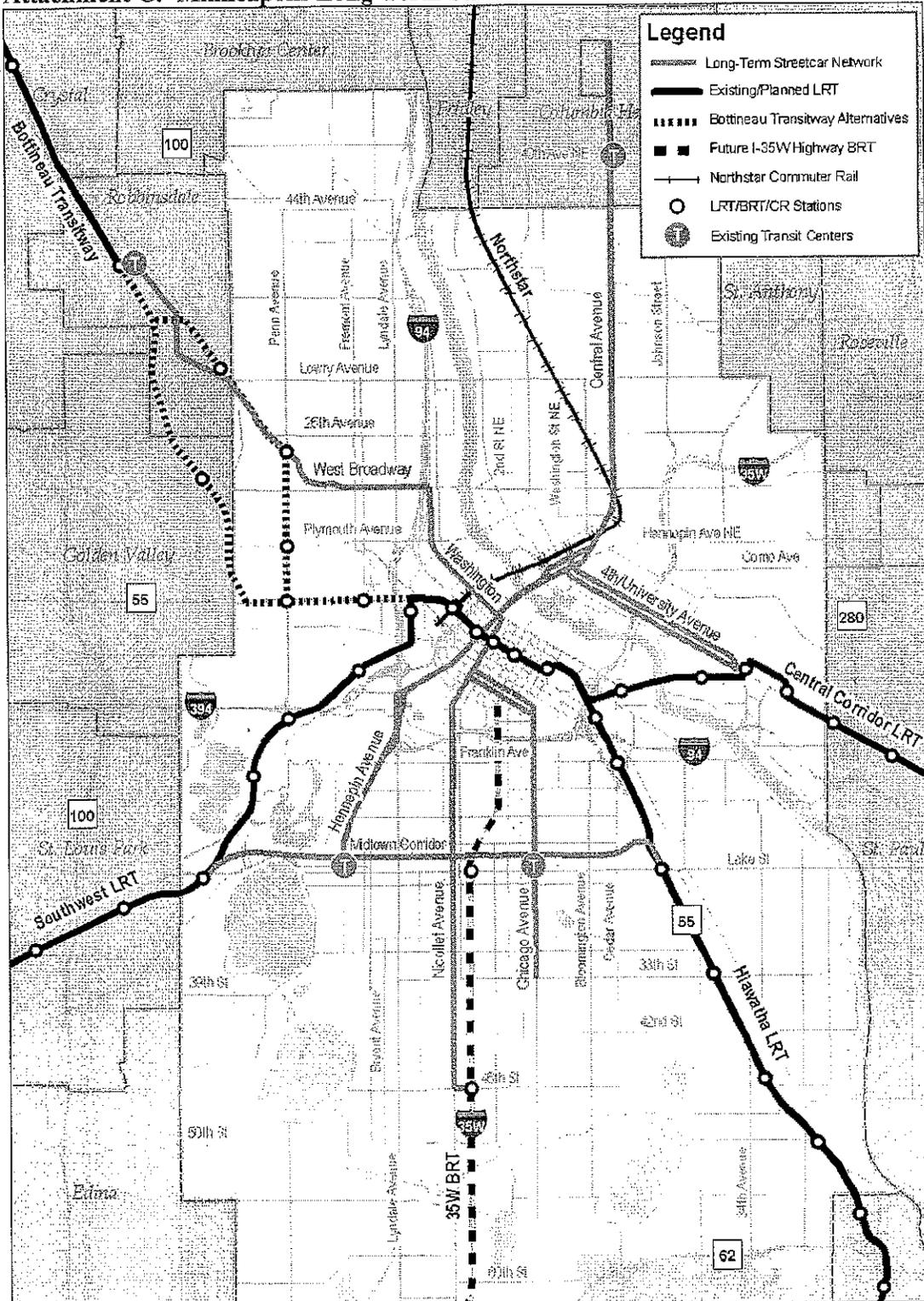
Source: *The Minneapolis Plan for Sustainable Growth, 2009*

Attachment B: Primary Transit Network



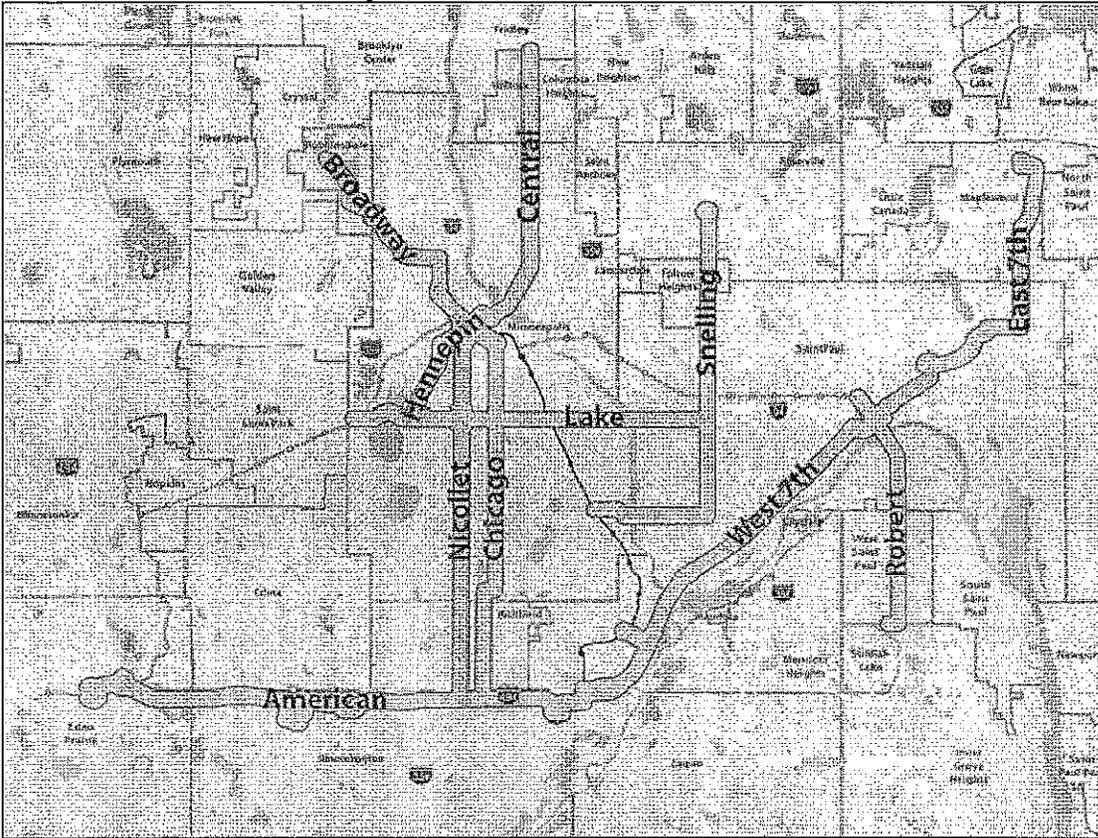
Source: Access Minneapolis Citywide Transportation Action Plan, 2009 (with current Bottineau alignment alternatives)

Attachment C: Minneapolis Long-Term Streetcar Network



Source: *Minneapolis Streetcar Feasibility Study, 2007* (with current Bottineau alignment alternatives)

Attachment D: Potential Rapid Bus Corridors



Source: *Metro Transit Arterial Transitway Corridors Study*, currently underway

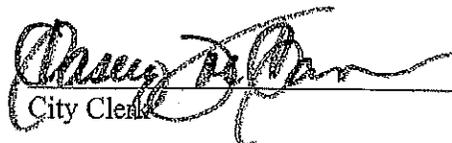
CITY OF MINNEAPOLIS
CERTIFICATION

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF MINNEAPOLIS)

I, Casey Joe Carl, City Clerk of the City of Minneapolis, in the County of Hennepin, State of Minnesota, certify that I have examined the attached copy of a **Transportation & Public Works Committee Report, concerning the Bottineau Transitway Draft Environmental Impact Statement (DEIS)**, adopted February 15, 2012, approved by the Mayor February 15, 2012, and to be officially published February 18, 2012, and have carefully compared the same with the original on file in this office, and that the attached copy is a true, correct and complete copy of the original.

IN WITNESS WHEREOF, I have signed and
affixed the city seal on **February 17, 2012**.




City Clerk

T&PW - Your Committee, having under consideration the Bottineau Transitway Draft Environmental Impact Statement (DEIS) process, which was referred back to the Transportation and Public Works Committee by the City Council on February 10, 2012, now recommends:

- a) Accepting the invitation that the City of Minneapolis become a participating agency for the Bottineau Transitway Draft Environmental Impact Statement process; and
- b) Approval and submittal of comments, dated February 14, 2012, on the scope of issues to be studied in the Bottineau Transitway Draft Environmental Impact Statement.

Certified as an official action of the City Council: *DM*

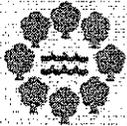
RECORD OF COUNCIL VOTE (X INDICATES VOTE)													
COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN	COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN
Reich	X						Glidden	X					
Gordon	X						Schiff	X					
Hofstede	X						Tutthill				X		
Johnson	X						Quincy	X					
Samuels	X						Colvin Roy	X					
Lilligren	X						Hodges	X					
Goodman				X									

ADOPTED FEB 15, 2012
DATE

ATTEST *[Signature]*
CITY CLERK

APPROVED NOT APPROVED VETOED

[Signature]
MAYOR RYBAK
DATE FEB 15 2012



**Minneapolis
Park & Recreation Board**

Administrative Offices

2117 West River Road
Minneapolis, MN 55411-2227

Operations Center

3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone

612-230-6400

Fax:

612-230-6500

www.minneapolis-parks.org

February 17, 2012

Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Dear Mr. Rusco:

Thank you for inviting comment during the scoping phase of the proposed Bottineau Transitway and for providing a presentation of the project to the Minneapolis Park & Recreation Board (MPRB) of Commissioners on February 1, 2012. As you are aware, the MPRB owns, maintains and operates nearly 7,000 acres of parkland and water in and near the City of Minneapolis. The MPRB's mission is as follows:

The MPRB shall permanently preserve, protect, maintain, improve, and enhance its natural resources, parkland, and recreational opportunities for current and future generations.

The MPRB exists to provide places and recreation opportunities for all people to gather, celebrate, contemplate, and engage in activities that promote health, well-being, community, and the environment.

It is within the context of our mission that the MPRB makes the comments contained in this letter. There are three overall messages the MPRB wishes to express regarding the Bottineau Transitway:

- The MPRB supports the Bottineau Transitway and a light rail transit plan for it.
- The MPRB believes that for numerous significant reasons, the D2 Alignment using Penn Avenue is the best and only legitimate option for the locally-preferred alternative.
- The MPRB unanimously opposes the D1 Alignment adjacent to Theodore Wirth Regional Park for reasons articulated in this letter.

In review of the proposed routes, the MPRB believes that the D2 Alignment presents the greatest opportunities for urban revival, economic development, strong ridership, and transportation equity in North Minneapolis and therefore is the only legitimate option. In addition, the MPRB believes that the D1 Alignment presents great potential for significant impacts to current and potential natural resources, parkland, and recreation opportunities it is entrusted to protect.

President
John Erwin

Vice President
Liz Wielinski

Commissioners
Brad Bourm
Bob Fine

Carol A. Kummer
Jan C. Olson

Anita Tabb
Scott Vreeland
M. Annie Young

Superintendent
Jayne Miller

Secretary to the Board
Michael P. Schmidt



The MPRB offers the following additional comments to the scoping process:

- 1) Theodore Wirth Regional Park and Wirth Memorial Parkway Regional Trail are part of the MPRB's Grand Rounds. The Grand Rounds is considered eligible for the National Register of Historic Places. The D1 and D2 Alignments will need to be assessed to ensure significant historic characteristics of the Grand Rounds are preserved.
- 2) Theodore Wirth Regional Park is part of the Metropolitan Regional Park system. The proposed station at either Golden Valley Road or Plymouth Avenue requires land currently owned by the MPRB. As such, loss of park acreage due to the D1 Alignment or potential stations at Golden Valley Road or Plymouth Avenue will require a thorough review of original property deeds and current Metropolitan Council policies related to disposition of regional parklands. If it is determined that the Bottineau Transitway project is required to replace MPRB land that is taken for the project, the MPRB will require that the replacement land be free and clear of environmental concerns and suitable for park use.
- 3) The Minneapolis Park and Recreation Board's Ordinance PB-5 outlines bus transportation restrictions on MPRB parkways. It states:

"While the board may, under exceptional circumstances, be prompted for good and sufficient reasons to grant the restricted use of certain sections of the parkways and boulevard system for bus transportation, it should be understood that such permits will be considered temporary, and that it is the board's fullest expectation and earnest request that other suitable routes over city streets and highways be provided and suitably improved, and that any such temporary permit for use of the roads under the jurisdiction of the board will always be promptly withdrawn when the board deems its continuance inadvisable or the cause of its issuance removed".

Therefore, it is critical that the projected ridership does not assume that bus routes on MPRB parkways are added to increase ridership at proposed stations for the D1 or D2 Alignment.
- 4) Currently, a path exists along the eastern edge of Theodore Wirth Regional Park. This is an important route for the community through the park. It is the MPRB's intent to restore and retain a trail in this area. It is critical that this be included in design development, if the D1 Alignment is selected.
- 5) A portion of the D1 Alignment parallels the eastern boundary of Theodore Wirth Regional Park. The increased frequency of LRT or BRT travel in addition to current rail services along this segment is expected to increase the barrier between the community and Theodore Wirth Regional Park, create a significant barrier for wildlife near Bassett Creek, and permanently and significantly alter the passive recreation opportunities on the eastern side of the park. Therefore, if the D1 Alignment continues to move forward, it is critical that this impact to parkland, wildlife, and recreation be identified and addressed in future corridor consideration, environmental assessments, and design development.

- 6) Currently, the Highway 55 underpass along the D1 Alignment is used by pedestrians, bikers, and skiers. As a critical segment of the Luce Line Regional Trail and the winter cross-country ski trails, it is essential that this area continue to be passable by cyclists, pedestrians, and cross-country skiers. Additionally, the available space needs to accommodate ski trail grooming equipment.
- 7) The D1 Alignment would have significant floodway and floodplain impacts. The master planning for Theodore Wirth Regional Park that is currently in progress is addressing multiple recreation, habitat restoration and ecosystem protection goals and interests. Due to these goals and interests, it is not expected that the park will be able to accommodate floodway or floodplain mitigation for the transit project.
- 8) The median of Highway 55 is the site of a previous Arbor Day event. It was planted with disease resistant elms by the MPRB. Mitigation for removal of any trees along this corridor will be expected by the MPRB.
- 9) If the D1 Alignment is selected for inclusion in the Draft Environmental Impact Statement, the MPRB recommends inclusion of Golden Valley Road and Plymouth Avenue station in the analysis. While it is understood that only one would be built if the alignment is chosen, it is critical that both are fully evaluated.

Again, thank you for inviting comment on the Bottineau Transitway. As this project moves forward, we look forward to Hennepin County's proactive coordination with the Minneapolis Park and Recreation Board of Commissioners and staff.

Sincerely,



John Erwin, MPRB Board President

Cc: MPRB Commissioners
Jayne Miller, Superintendent

Member Rogan moved and Member Blonigan seconded a motion that the following resolution be read and adopted this 14th day of February 2012.

RESOLUTION NO. 7143

**A RESOLUTION IDENTIFYING ISSUES FOR FURTHER STUDY IN THE
BOTTINEAU TRANSITWAY ENVIRONMENTAL REVIEW PROCESS**

WHEREAS, the City of Robbinsdale has participated in the alternatives analysis process for the Bottineau Transitway planning; and

WHEREAS, the City of Robbinsdale has solicited comments from the Planning Commission, the Parks and Recreation Commission and affected property owners including direct mailing announcements and has hosted three open houses with very high attendance; and

WHEREAS, the Bottineau Transitway includes three segments in Robbinsdale known as C, D-1 and D-2 which have general and specific concerns regarding the impact on adjacent and nearby residential properties and neighborhoods;

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Robbinsdale supports Light Rail Transit for the Bottineau Transitway and supports the C - D1 Alternative;

BE IT FURTHER RESOLVED, that the City Council of the City of Robbinsdale submits the following comments that it believes require further study in the environmental analysis process for the two segments under study in Robbinsdale:

I. Purpose and Need for the Project.

The Transitway will:

- Provide enhanced connection and an additional transit alternative to access jobs, areas of high growth, schools, housing, healthcare and activity centers;
- Significantly enhance the transit options for Robbinsdale and neighboring city's residents;
- Respond to the region's (and Robbinsdale's) increasing traffic congestion by providing an alternative to roadway travel as a method of managing transportation demand;
- Offer Robbinsdale residents time-efficient, express transit service to both urban and suburban destinations; and
- Provide enhanced economic development opportunities for downtown Robbinsdale.

II. Alternatives Proposed for Study.

C - D1 Alternative

From a local perspective, the City Council supports the alignment described as Segments C and D1 within the BNSF Railroad right-of-way. Study of C - D1 alternative should include:

- The main items that must be studied in detail are noise, vibration, vehicular traffic and parking, including the following:
 - Traffic delays/congestion caused at crossings with preemption particularly at County Road 9/42nd Ave. N. with a variety of bus (school, metro mobility, etc.) traffic required to stop at crossing in addition to stops for transit traffic crossings and methods to mitigate these impacts;
 - Noise and vibration impacts and loss of privacy to adjacent residential properties and possible methods to mitigate these impacts;
 - Specific study is required on loss of privacy, noise and vibration impacts in locations where the LRT tracks are elevated (such as north of County Road 9) and homes are near the railroad right-of-way;
 - Specific study is required of the impact (specifically noise and vibration) on several residential dwelling units that will be as close as 35 feet from the presumed relocation of the freight railroad tracks and the addition of two light rail tracks and several dwellings including one high density residential building (Windsor Court Apartments) which will be 25 feet from the closest set of light-rail tracks and what mitigation efforts are needed;
 - Study of these impacts is especially necessary because the very close proximity of the above mentioned homes to the relocated freight and new light-rail tracks and the impact has not been experienced elsewhere in the metro area on the Hiawatha light rail system;
 - Study of the impact of Park and Ride demand at and near the Hubbard Marketplace transit station is needed. This parking will have a significant impact on traffic and could have an impact on available surface parking essential to the nearby compact downtown which already depends on shared parking;
 - Study of the crossing at 39 ½ Ave. N. for mitigation of noise caused by signal controls and impacts on the neighborhood and traffic if the crossing is not closed;
- Impact on drainage in the post developed Burlington Northern Railroad right of way;
- Impact of increased noise and vibration due to Burlington Northern Railroad track being moved closer to properties on the west side of the railroad right-of-way;
- Wetland mitigation and flood plain compensating storage requirements will be required for the construction of the light rail lines in the flood plain;
- Impacts to the natural/quiet character of the park as a result of the movement, noise and vibration;

D2 Alternative

The D2 alignment creates significant additional impacts on the City of Robbinsdale. In addition to the items discussed in C - D1 Alternative, study of the D2 alternative should include:

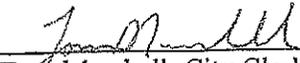
- Impacts caused by noise, vibration, vehicular traffic and parking in the areas south of 36th Avenue;
- Impacts of increased noise, vibration and traffic resulting from a new Light rail crossing at France and Oakdale Avenues North;
- Impacts on North Memorial;
- Impacts on the neighborhood south of 36th Avenue that will become fragmented and isolated as a result of the closure of local street crossings in Robbinsdale and the new LRT Line;
- The difficulty of emergency access through "bottlenecks" resulting from local street closings;
- Dislocation/relocation of affected property owners/tenants. The 34th Ave. alignment directly affects at least 13 dwelling units and significantly affects more than twice that number;
- Movement, noise, vibration and visual impact to adjacent properties including several dwelling units that will be only 45 feet from the center of the tracks;
- Impacts to aging foundations of homes built in the 1920's by vibration caused by the light rail lines only 45 feet away and by the construction of the rail lines;
- Safety at controlled crossings particularly for pedestrians and safety for individuals that may not cross at controlled crossings;
- Impacts and disruption to neighboring residential and commercial properties during the construction process;
- Costs associated with acquisition of right of way, mitigation, and construction; and
- Impacts on vehicle traffic on Bottineau Boulevard, West Broadway, and Victory Memorial Parkway.

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

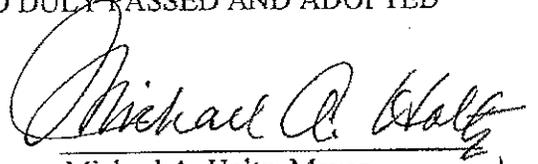
and the following voted against the same: None

WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED
THIS 14TH DAY OF FEBRUARY 2012.

ATTEST



Tom Marshall, City Clerk
(SEAL)



Michael A. Holtz, Mayor

IX. Organizations



Harrison Neighborhood Association

February 17, 2012

To: Brent Rusco
Bottineau Transitway Study Manager

From: Larry Hiscock
Director/Lead Organizer

Re: DEIS Scoping Comment

The Harrison Neighborhood Association voted to submit public comment requesting that the DEIS take into consideration the impact on job creation, affordable housing, creation of community amenity, promoting the sense of place, and does not displace the existing community.

The following are specific concerns that should be included in the DEIS Scoping:

1. **Promotion of Long-term Employment Opportunities:** Harrison and North Minneapolis experience substantial racial disparities regarding unemployment. The overall unemployment rate for Harrison is 20.5% for Hispanic residents it is 25% and for African Americans it is 32.5%. The analysis done should take into consideration job centers, workforce characteristics, and needed employment linkages to address entrenched racial and economic disparities in North Minneapolis.
2. **Build Wealth and Value without Displacing Low and Moderate Income Households:** Much of the rental housing in Harrison is single-family homes. These homes have been affordable to low-income and moderate-income families needing multiple rooms and yard space. What impact will the line have on the land values and loss of affordable rental opportunities of existing Harrison families?
3. **Pedestrian Connectivity:** Olson Highway is four lanes with turn lanes. Adding a LRT line may add additional barriers limiting pedestrian access, further segment communities, may create safety concerns, and may create traffic patterns unsupportive redevelopment/revitalization for the surrounding community. The DEIS should consider the impact of the transit line on traffic pedestrian/automobile/bicycle to ensure transit oriented development.
4. **Importance of a full Environmental Justice Analysis to Support Racial and Economic Equity:** Attached are two planning maps from 1935. One in an original form and the other is an overlay of current neighborhoods and highway

placement. It is vital this DEIS looks at the long-term cumulative impacts (positive and negative) that the Bottineau LRT Line will have on the historic populations of North Minneapolis. This should include the impacts on health, housing, educational, employment, business opportunities and access to needed services.

Below are the Guiding Principles that the Harrison Neighborhood Association uses to evaluate public and private investments in the community. We request that the DEIS addresses the principles below.

Guiding Principles for Redevelopment

Overarching Guiding Principle: We, the people of Harrison, view redevelopment as an opportunity to improve the lives of the people who currently live and work in the Harrison Neighborhood. We will not support redevelopment which does not benefit the existing community. Sixty-six percent of us are people of color; sixty-three percent of our children live in poverty; and nearly a quarter of us speak a language other than English at home.

RESIDENTIAL/HOUSING

Redevelopment shall:

- Preserve and improve existing housing in the BCV area while safeguarding against displacement and gentrification.
- Create a wide variety of new housing options-both single family and multi-family, both ownership and rental-at a mix of affordability levels to meet the housing needs of future, but especially current, residents.

ECONOMIC

- Provide long-and short-term living wage jobs for area residents.
- Create work opportunities and resources for existing businesses in Harrison, with an emphasis on those that are minority and female owned.
- Establish links between educational/job training resources and neighborhood residents, including youth, to enhance employment opportunities.
- Set minority and female construction participation goals above City minimums; provide for the necessary outreach to attain these goals.

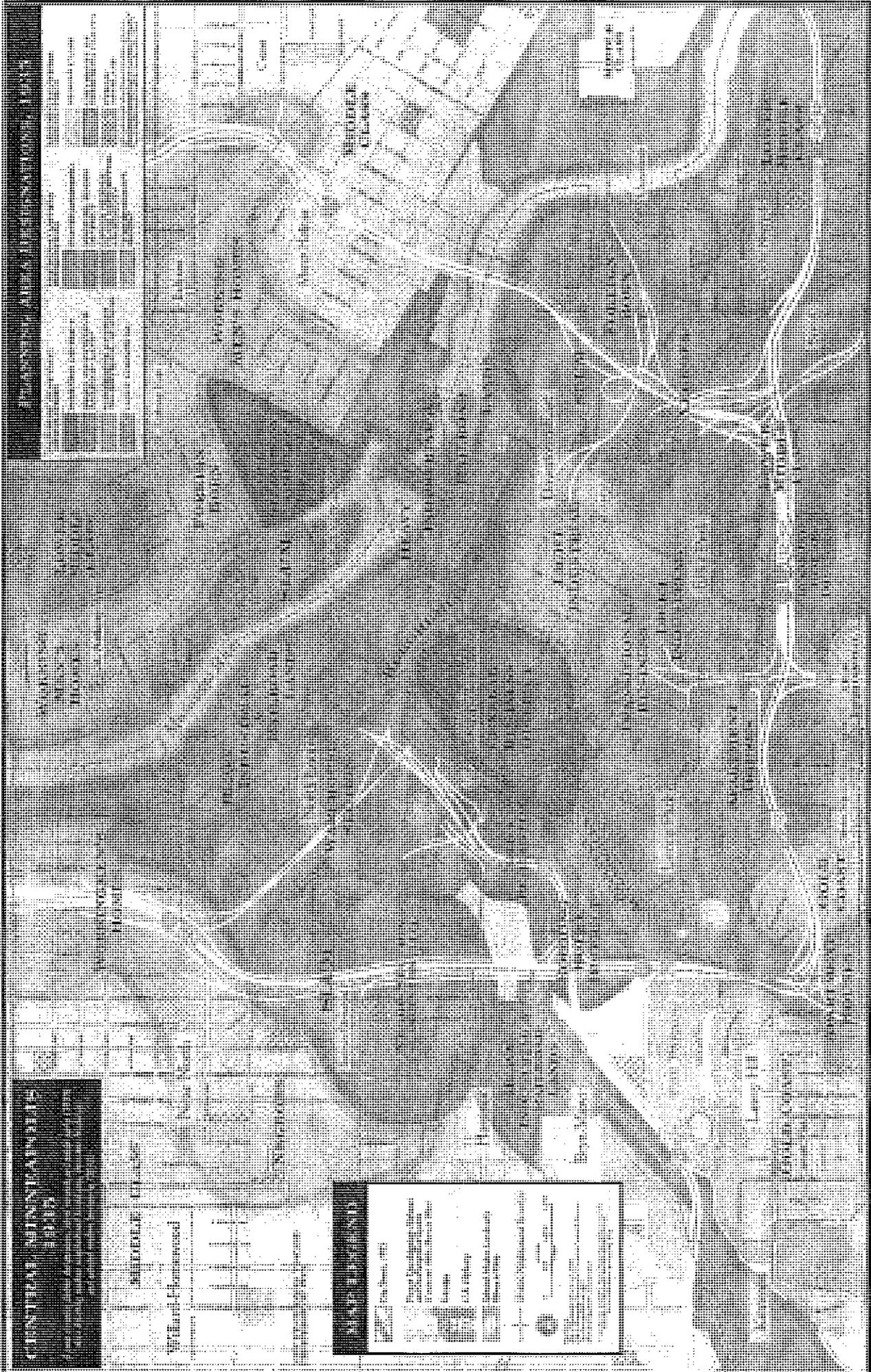
ENVIRONMENT

- Improve the air, water and land quality within the Bassett Creek Valley. This is to be achieved through permitting, monitoring and regulating all industrial pollution in the BCV, this is also to be achieved through incorporating green space into each industrial site in a way that reduces run-off pollution and litter.
- Increase public access to new and existing green spaces within the BCV and adjacent areas by creating north and south open space corridors.
- Protect the ecological integrity of the creek and surrounding wildlife habitat by restoring Bassett's Creek to a more natural and meandering route.

- Use green building materials made with safe building materials.

QUALITY OF LIFE/COMMUNITY

- Address the basic retail and service needs of the people who live and work in and around the Harrison neighborhood
- Support HNA in creating a “sense of place” in the Basset Creek Valley and within the larger neighborhood that reaches across culture and economic classes.
- Create designs that are pedestrian friendly and fully accessible, that inhibits crime and improve the sense of safety.
- Improve linkages to other parts of the city and surrounding areas.



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.

4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.

5. ALL UTILITIES SHALL BE PROTECTED AND MARKED PRIOR TO CONSTRUCTION.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

8. THE CONTRACTOR SHALL MAINTAIN A NEAT AND ORDERLY WORK SITE AT ALL TIMES.

9. ALL MATERIALS SHALL BE STORED PROPERLY AND PROTECTED FROM THE ELEMENTS.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES AND UTILITIES.

LEGEND

1. WALLS

2. DOORS

3. WINDOWS

4. CLOSET

5. BATH

6. KITCHEN

7. LIVING ROOM

8. BEDROOM

9. HALL

10. PORCH

11. DRIVEWAY

12. GARAGE

13. UTILITY ROOM

14. STORAGE

15. TERRACE

16. PATIO

17. FENCE

18. LANDSCAPE

19. POOL

20. SPA

PROJECT INFORMATION

Project Name: [REDACTED]

Project Address: [REDACTED]

Project City: [REDACTED]

Project State: [REDACTED]

Project Zip: [REDACTED]

Project Start Date: [REDACTED]

Project End Date: [REDACTED]

Project Manager: [REDACTED]

Project Engineer: [REDACTED]

Project Architect: [REDACTED]

Project Designer: [REDACTED]

Project Contractor: [REDACTED]

Project Subcontractor: [REDACTED]

Project Consultant: [REDACTED]

Project Inspector: [REDACTED]

Project Surveyor: [REDACTED]

Project Geotechnical Engineer: [REDACTED]

Project Environmental Engineer: [REDACTED]

Project Electrical Engineer: [REDACTED]

Project Mechanical Engineer: [REDACTED]

Project Civil Engineer: [REDACTED]

Project Structural Engineer: [REDACTED]

Project Landscape Architect: [REDACTED]

Project Interior Designer: [REDACTED]

Project Furniture Designer: [REDACTED]

Project Lighting Designer: [REDACTED]

Project Acoustic Designer: [REDACTED]

Project Fire Protection Engineer: [REDACTED]

Project Safety Engineer: [REDACTED]

Project Environmental Scientist: [REDACTED]

Project Geologist: [REDACTED]

Project Hydrologist: [REDACTED]

Project Meteorologist: [REDACTED]

Project Oceanographer: [REDACTED]

Project Atmospheric Scientist: [REDACTED]

Project Earth Scientist: [REDACTED]

Project Planetary Scientist: [REDACTED]

Project Astronomer: [REDACTED]

Project Astrophysicist: [REDACTED]

Project Cosmologist: [REDACTED]

Project Physicist: [REDACTED]

Project Chemist: [REDACTED]

Project Biologist: [REDACTED]

Project Ecologist: [REDACTED]

Project Environmental Scientist: [REDACTED]

Project Geographer: [REDACTED]

Project Historian: [REDACTED]

Project Linguist: [REDACTED]

Project Philologist: [REDACTED]

Project Sociologist: [REDACTED]

Project Anthropologist: [REDACTED]

Project Archaeologist: [REDACTED]

Project Historian: [REDACTED]

Project Linguist: [REDACTED]

Project Philologist: [REDACTED]

Project Sociologist: [REDACTED]

Project Anthropologist: [REDACTED]

Project Archaeologist: [REDACTED]

REVISIONS

1. [REDACTED]

2. [REDACTED]

3. [REDACTED]

4. [REDACTED]

5. [REDACTED]

6. [REDACTED]

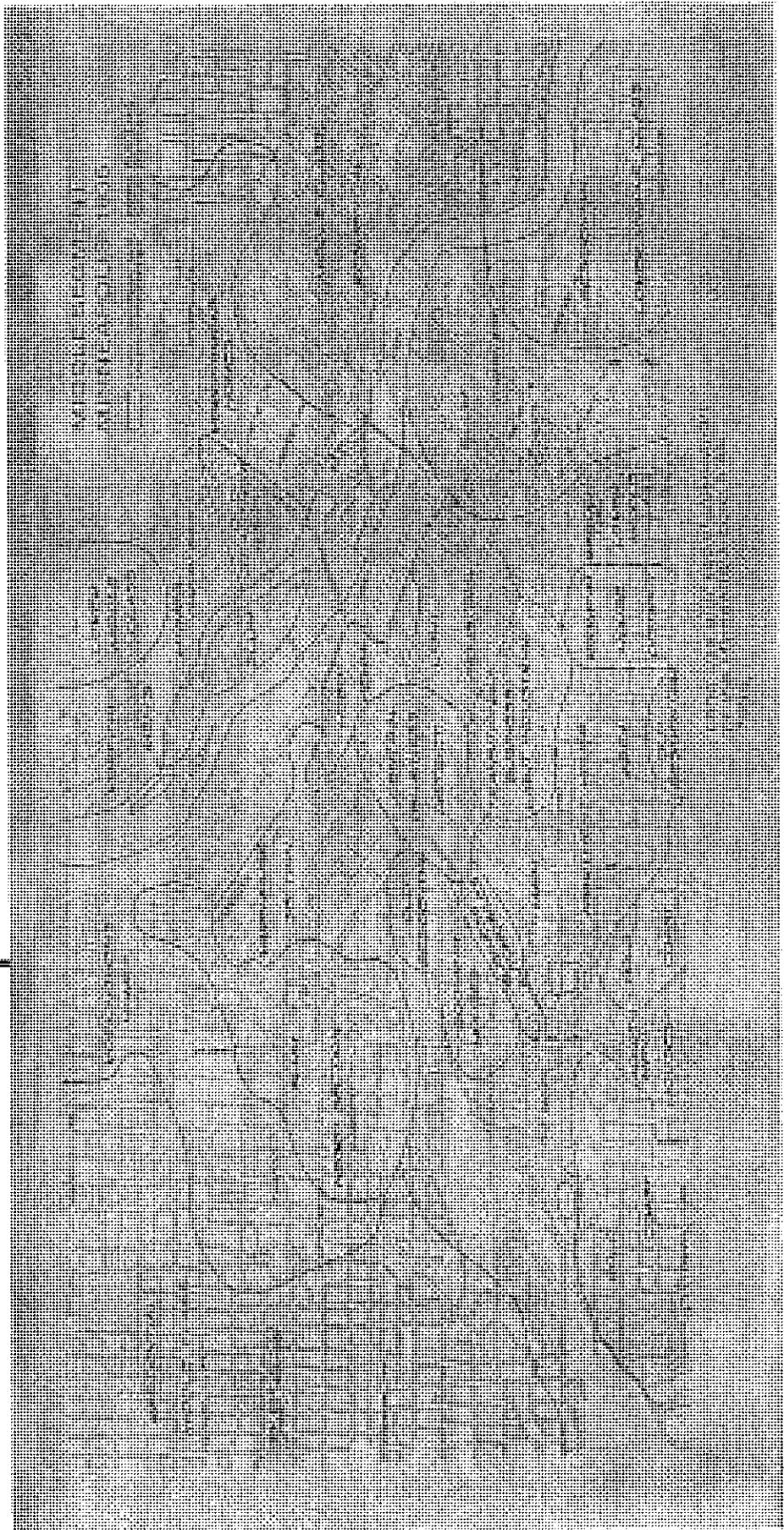
7. [REDACTED]

8. [REDACTED]

9. [REDACTED]

10. [REDACTED]

Institutionalized Racism: History Minneapolis and Harrison





Comments submitted in response to the Bottineau Transitway Scoping Booklet
January 2012 Minneapolis, MN

To: Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Ave. S., Suite 400
Minneapolis, MN 55415

From: David Greene
ISAI AH
2720 E. 22nd St.
Minneapolis, MN 55406
612-333-1260
612-747-1982
greened@obbligato.org

February 17, 2012

ISAI AH is a coalition of 100 churches in the Twin Cities and St. Cloud regions. We advocate for racial and economic justice in our communities through several avenues, including public policy and public infrastructure investment.

These are our comments in response to the Bottineau Transitway Scoping booklet, specifically on the project purpose, environmental justice impacts and potential alignments.

Project Purpose

The Bottineau Transitway must have serving the needs of environmental justice communities as a core purpose. This should be clearly stated in the official project purpose to ensure that the project does not primarily provide benefits to communities outside North Minneapolis and primarily negatively impact North Minneapolis.

Environmental Justice

Because of the history of disinvestment and marginalization of North Minneapolis communities, Environmental Justice must be a central focus of any study of the Bottineau Transitway. The study must focus on cumulative impacts as well as the immediate impacts of the project on North Minneapolis neighborhoods.

While we will call out some particular points of interest, we do not intend this list to fully encompass all Environmental Justice criteria the Environmental Impact Statement should include.

Any alignment for the project must provide access to regional opportunities and amenities for residents of Environmental Justice Communities. The EIS should include studies of how proposed stations will serve these communities. The EIS should include a study of how the project will provide access to opportunity for Environmental Justice communities. This study should indicate job center locations, current travel patterns for residents and how they will be served by the project. Our comments on alignment issues below also cover additional environmental justice issues.

Across the country, 1/4 mile is the standard for considering pedestrian access to stations. Access studies should use the 1/4 mile standard for determining which areas will have pedestrian access to stations.

A possible additional Plymouth Ave. station on the D1 alignment should be included in the EIS and evaluated for economic development and access impacts.

Alignment Options

Of the two proposed alignments suggested by the Policy Advisory Committee, D1 and D2-c, one (D2-c) destroys houses and businesses along Penn Ave. N., an important artery in North Minneapolis. Multiple community meetings and surveys indicate that North Minneapolis residents strongly object to the D2-c alignment. This is no choice at all, leaving the study with only one viable alignment alternative. Such a study is inherently incomplete.

While the scoping booklet mentions the D2-a, D2-b and D2-c options, it does not mention the D2-d and D2-w options though Hennepin county presented them as possibilities at several community meetings. We are concerned that potentially viable options were taken off the table in favor of an option that no one in the community supports. None of the options other than D2-c appears on current publications and we have been unable to find documents explaining why the county dropped the other D2 options.

The EIS should include further investigation of one or more of the other D2 alignment options - D2-a, D2-b, D2-d and D2-w. These are options that generally follow the Penn Ave. route but have a much lower negative impact on the neighborhood. In particular the study should compare these options against the PAC recommendations, including studies of environmental justice, access and economic development benefits and impacts.

If one or more of these other D2 options is truly not viable, further documents should clearly explain why. We believe that at least one other D2 option should be viable compared to D2-c as tearing down houses and buildings has significant costs and environmental justice issues.

A study of the D2 options should pay particular attention to impacts on pedestrian mobility. The study should determine whether pedestrian crossings of Penn. Ave. should be restricted and how. The study should

carefully evaluate pedestrian connectivity of the impacted neighborhoods and try to maintain good connectivity.

We believe the D1 alignment could have serious access issues for North Minneapolis residents. It runs on the west fringes of North Minneapolis and below grade. The EIS should clearly indicate how residents will access the transitway in the D1 scenario. We understand that local bus service can be realigned and/or a streetcar on West Broadway could provide better access. The EIS should acknowledge these options and indicate the minimal frequencies of operation and routing needed to provide equal access to the Bottineau Transitway for Environmental Justice communities.

In addition, the D1 alignment removes nearly all possible direct economic benefits of the line for North Minneapolis. The EIS should include studies of economic development scenarios for the D1 and various D2 alignments to determine whether benefits of the project accrue equally to Environmental Justice Communities. Economic benefits include access to jobs outside of the North Minneapolis community, economic development within North Minneapolis and the ability of people outside North Minneapolis to access North Minneapolis businesses and amenities.

Maple Grove

From: "Thompson, Wendy" <WendyThompson@cousinsproperties.com>
To: "jeff.r.johnson@co.hennepin.mn.us" <jeff.r.johnson@co.hennepin.mn.us>
Cc: "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>, "admindept@ci.maple-grove.mn.us" <admindept@ci.maple-grove.mn.us>, Mike Opatz <mopatz@ci.maple-grove.mn.us>
Date: 01/19/2012 02:56 PM
Subject: Bottineau Trail

Commissioner Johnson:

I just read the detailed article in the Osseo Maple Grove Press, "Connecting the Northwest Suburbs". I understand that the County is seeking public comment on the proposed project, The Bottineau Transitway. I understand the need to connect the northwest suburbs to the rest of the metro, as well as to keep up with regional population increases and encourage economic development. I also know the importance of getting feedback from your constituents.

Was a public hearing meeting considered for the Maple Grove community?

Maple Grove is the second largest retail community in the state of Minnesota following only Mall of America. There is also an Arbor Lakes Business Association that I am sure would be interested in learning more about the project, as well as the tenants at The Shoppes at Arbor Lakes. In addition, the City of Maple Grove has integrated a variety of housing options located near the Maple Grove option that you are proposing to end the Bottineau Trail.

Why are public comments only being received through February 17th?

I recently attended the State of the City for the communities of Maple Grove, Osseo, Brooklyn Park and Brooklyn Center and heard nothing about this. I think that Maple Grove residents would be interested in learning more about the project and let you know if you have "got it right". Evening meetings located in Minneapolis and other suburban locations are not convenient for Maple Grove residents, of which many commute.

I challenge you and the Board to consider getting public comment from all areas that will be served and affected by the proposed Bottineau Trail.

Thank you,

Wendy T. Thompson, CMD
General Manager
The Shoppes at Arbor Lakes

12459 Elm Creek Boulevard N.
Maple Grove, MN 55369
Direct 763.488.9930
Fax 763.424.9456

www.shoppesatarborlakes.com

From: Brent.Rusco@co.hennepin.mn.us [<mailto:Brent.Rusco@co.hennepin.mn.us>]
Sent: Saturday, January 28, 2012 2:44 PM
To: Karen Lee Rosar
Cc: 'Heinle, DJ'; Beth Bartz; Joseph.Gladke@co.hennepin.mn.us
Subject: Re: Bottineau LRT Scoping Comments

Karen,

Thanks very much for your scoping input for the Bottineau Transitway Draft Environmental Impact Statement.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Karen Lee Rosar" <karen.rosar@comcast.net>
To: <brent.rusco@co.hennepin.mn.us>, <bottineau@co.hennepin.mn.us>
Cc: "Heinle, DJ" <DJHeinle@cmarch.com>
Date: 01/22/2012 03:12 PM
Subject: Bottineau LRT Scoping Comments

Greetings Brent

I wanted to write to you at this important juncture to reaffirm the North Loop Neighborhood Association's (NLNA) support for the Bottineau LRT as originally submitted to you, in the letter of support attached, on November 19 2009.

Additionally, I want to let you know that I personally support the Bottineau LRT. I believe LRT is superior to Bus Rapid Transit. LRT has the ability to expand significantly within its own corridor. BRT does not have this ability. Further, the Bottineau LRT would uniquely and efficiently be additive to a Metro LRT system. There is significant opportunity for Transit Oriented Development in the Bottineau corridor and I believe local businesses and municipalities are adopting this efficient use of land and transportation dollars.

Thank you,

Karen Lee Rosar

612-220-5390
karen.rosar@comcast.net



**NORTH
LOOP**
NEIGHBORHOOD

November 19, 2009

Mr. Brent Rusco
Hennepin County Department of Transit and Community Works
417 5th St N, Suite 320
Minneapolis, MN 55401-1362

RE: Bottineau Transitway Light Rail Transit Resolution of Support

Dear Brent:

Thank you for presenting to the North Loop yesterday evening.

The North Loop Neighborhood Association (NLNA) supports the ongoing study and analysis of Bottineau Transitway Light Rail Transit (LRT). The NLNA P & Z Committee will continue to monitor and provide input on the study through:

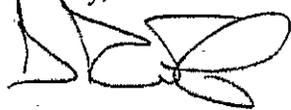
- Bottineau study Committee representatives (ARCC, CAC, PAC).
- Contact of study staff with questions/comments.
- Future outreach efforts.
- Available study information from email distribution list.
- Visiting Bottineau Transitway website.

The NLNA supports Bottineau Transitway LRT utilizing the Minneapolis Transit Hub to interlink with the Hiawatha LRT, Central Corridor LRT, Southwest Transitway LRT and the Northstar Commuter Rail. The NLNA sees this link to the Northwest metropolitan area as essential in building a modern metropolitan transportation system that moves people efficiently, safely, and in a clean environmental manner.

Mr. Brent Rusco
Hennepin County Department of Transit and Community Works
November 19, 2009
Page 2

Brent, please let me know if I can answer any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Frank', with a stylized, overlapping flourish at the end.

David R. Frank
North Loop Neighborhood Association

cc: Phil Essington
Erin Fitzgerald
Karen Rosar
John Slack



Transit for Livable Communities
626 Selby Avenue
Saint Paul, MN 55104
651-767-0298
tlc@tlcminnesota.org
www.tlcminnesota.org

February 16, 2012

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Mr. Brent Rusco, Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue S.
Suite 400
Minneapolis, MN 55415

RE: Scope of Issues for Bottineau Corridor DEIS

Dear Mr. Rusco,

Thank you for providing an opportunity to offer comments and suggestions regarding the scope of the upcoming Draft Environmental Impact Statement (DEIS) that will be prepared for the Bottineau Transitway Corridor.

PURPOSE AND NEED FOR THE PROJECT

- 1) Better transportation alternatives are desperately needed for the current and future residents of north Minneapolis and the northwest suburban communities. A disproportionate number of lower-income families, newer immigrant communities, and people of color live in these communities and need dependable and affordable travel options so they can get to school and work.
- 2) Much of the future population growth in the Twin Cities Metropolitan region is expected to occur in the neighborhoods that could be served by the Bottineau transitway.
- 3) The Twin Cities region is on a path to construct a fixed-route transitway system that allows residents to travel throughout much of the metro area without having to rely completely on a private automobile. The Bottineau transitway is an integral piece of the system and will allow more people to get to more places conveniently and affordably.

3)

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ALTERNATIVES PROPOSED FOR STUDY

- 4) The "A" and "B" northern alignments hold great potential for ridership and employment connectivity. Both alignments should be evaluated.
- 5) Another alternative to consider should be the possibility of constructing both northern alignments for Bus Rapid Transit (BRT)
- 6) An alternative should also be considered based on a Minimum Operating Service analysis, for example, terminating at the 63rd or 71st Ave. station. The full build-out of the Bottineau corridor could take place in two phases, first the minimum operating service described above and the second phase coming on-line after more significant development occurs at the Target site in Brooklyn Park and /or the Arbor Lakes site in Maple Grove.
- 7) Both the D1 and D2 alignments should be given further consideration as both could result in significant ridership and impact to the community.
- 8) The D2-A alignment with 1-way pairs allowing LRT along Penn Avenue should also be given further consideration since it has different impacts on the existing residents and property owners of the community. The D2-B and D2-C alternatives also are worthy of further study in an effort to minimize the undesirable impact to local residents while achieving an alignment with great potential for the residents.
- 9) The potential travel sheds should be identified along with the locations where park-ride and TOD development opportunities may be possible.
- 10) Further study of a route through Minneapolis that would run along West Broadway to Washington Avenue might be worthy of consideration. Broadway being the main business corridor through North Minneapolis, a route may be able to better leverage future development opportunities and increase potential ridership, without some of the impacts that the current D2 alignment might create.
- 11) Both light-rail transit and bus-rapid transit should be given full consideration. To the extent possible, the DEIS should consider assessing the best Bottineau Corridor mode and alignment given recent studies of arterial bus rapid transit and streetcars in portions of the study area.

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PROJECT IMPACTS AND BENEFITS TO BE EVALUATED

- 12) The short- and long-term impacts to the community need to be given full consideration. Short-term might impacts include: construction disruption and temporary relocation of businesses while long-term impacts might include: acquisition of property, noise, and vibration.
- 13) The physical and quality-of-life benefits to the community must be fully considered. A fixed-route transitway holds great potential to transform the physical environment over time. Local zoning and planning provisions should be evaluated to determine the anticipated real estate potential as well as to evaluate the safeguards in place to ensure that current residents and stakeholders benefit from these physical improvements.
- 14) Negative outcomes from the alignments must also be fully considered. The potential for forced displacement and gentrification is real. The threat must be fully understood in order to safeguard against undesirable outcomes.
- 15) Lessons learned from the planning and construction the Central Corridor LRT illustrate the utter necessity to embrace local residents, businesses and property owners not merely as stakeholders but as partners in the project. The Bottineau transitway must NOT happen 'to' the community but instead must happen 'with' the community.
- 16) A public investment of this size and scope can bring many employment and profit-making opportunities to lower income households who desperately need a path to break out from poverty. The role of people of color and lower-income residents in the development, construction and operation of the system must be given sincere consideration.

MISCELLANEOUS COMMENTS

- 17) Further work on the project should be cognizant of potential changes to the FTA New Starts program.

18) Construction of LRT or BRT along the Bottineau Corridor moves the Twin Cities region one step closer to having a 21st century transportation network that provides residents and workers greater opportunity travel to destinations throughout the region without having to rely on the private automobile.

19) The necessity for safe and convenient access to any future stations by pedestrians and bicyclists must be recognized and explored in the DEIS.

20) Analysis in the DEIS should use the latest demographic projections for the region. The Metropolitan Council will have new projections for population growth region-wide and at the city level this summer.

Thank you for providing opportunities to offer input and guidance so that our transportation investments are shaped by the people who will use them.

Sincerely,

Bill Neuendorf
Director of Policy and Advocacy

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WEST
BROADWAY
BUSINESS & AREA
COALITION

Hennepin County Department of Housing, Community Works, and Transit
Joe Gladke
417 North Fifth Street, suite 320
Minneapolis, MN 55401-1362
2/12/2012

Dear Joe Gladke,

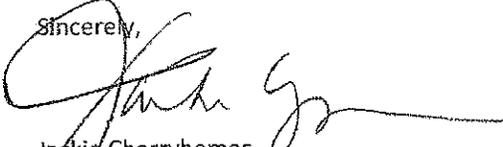
I am writing to you to voice the sentiment of the West Broadway Business and Area Coalition-WBC around the Bottineau Area Transitway alignment. We understand there are potential issues and opportunities that surround the business community with both the D1 and D2 alignments. When considering alignment and future planning it is in the best interest of our community for the City, County and Metropolitan Council to acknowledge the following:

We demand best practiced learned from, Hiawatha, Central and Southwest Transit Lines to be applied to any line that comes through North Minneapolis. Along the Central Corridor line several businesses have cited poor transit planning, communications, and outreach as the cause of their businesses failing. We know there are several businesses mitigation strategies and best practices that have been used in other cities and are currently being developed in our own Metro Area; these strategies must be implemented early on in North Minneapolis. Additionally, if D2 is selected, we want to assure small businesses survive and thrive through construction and rail stops be designed for the best accessibility to existing businesses.

The West Broadway Community has been engaged in two recent planning processes W. Broadway Alive! and the Penn/Broadway Transit Oriented Development study. If D1 is selected and W. Broadway is bypassed, our request is that County, City, and Metropolitan Council continue to follow through on the plans outlined through these community engagement processes and additional resources are leveraged for the W. Broadway corridor. This includes fulfilling the TOD development vision for the Penn/Broadway node including BRT, arterial transitway, and/or streetcar. We want to assure equitable investment for the W. Broadway business community.

Please contact me with any questions.

Sincerely,



Jackie Cherryhomes
Board Chair- West Broadway Business and Area Coalition
JackieCherryhomes@fctvler.com
612-961-5614

X. Other Stakeholders



Douglas D Perry, P.E.
Asst. Director Public Projects
East Region

BNSF Railway Company
80 - 44TH Avenue N.E.
Minneapolis, MN 55421

Office: 763-782-3478
Fax: 763-782-3061
Email: douglas.perry@bnsf.com

February 16, 2012

Joseph Gladke, P.E.
Manager of Engineering and Transit Planning
Hennepin County
417 N. 5th Street, Suite 320
Minneapolis, MN 55401

Mr. Gladke,

Hennepin County's proposal to operate a Bus Rapid Transit (BRT) system immediately adjacent to BNSF trackage on the Monticello Subdivision has been reviewed by the Operations and Engineering Departments. After reviewing the proposal, BNSF will not support the BRT option.

Please feel free to contact me if you have any questions.

Sincerely,

Douglas D. Perry

Bottineau Transitway Community Advisory Committee (CAC) Scoping Input to the Policy Advisory Committee (PAC) and Advise, Review and Communicate Committee (ARCC)

Introduction

This paper provides scoping input for the Bottineau Transitway Draft Environmental Impact Statement (Draft EIS) from the Bottineau Transitway Community Advisory Committee (CAC).

CAC members appreciate their roles in:

- Representing communities, businesses and institutions in the Bottineau Corridor study area. Providing a conduit for integrating the values and perspectives of citizens, communities, businesses, and institutions into the study process.
- Providing a multi-faceted communications link between the communities or organizations represented and the study process.
- Communicating with ARCC members, the Policy Advisory Committee (PAC), and the project management team (PMT)
- Preview of study materials planned for release to public stakeholders.

Scoping Input

The following scoping input is based on CAC participation in the Bottineau Transitway Alternatives Analysis Study process and the Draft EIS scoping process to date. This input is the result of discussions at the February 9, 2012 CAC meeting.

1. LRT Mode Preference.
 - The CAC has a strong preference for LRT for the Bottineau Transitway. LRT is seen as the best transit mode to serve the long range needs of the corridor.
2. Transitway Alignment Preferences
 - Alignment B is favored over Alignment A. Alignment A should be considered for future expansion potential. Alignment A has the benefits of Maple Grove Transit service and uncertainty regarding future development of the gravel mining area. Alignment B has near term emerging needs.
 - Alignment D1 is favored over Alignment D2. Trade offs are recognized but alignment D1 is considered preferable from a system wide perspective.
3. Challenges, impacts and benefits which need to be addressed in the Draft EIS>
 - Noise and vibrations for close-by properties
 - Grade crossing bells and signals
 - Visual effects of tracks, overhead wires and support poles which power LRT vehicles (catenary system) and stations.

- Possible need for visual screening mitigation
Number of homes adjacent to the rail corridor, especially properties in Crystal and Robbinsdale close to rail corridor
- Impacts on residential and commercial property values
- Market assessment of transit-oriented development (TOD) potential.
Assessment of mixed use development balance, parking needs, planning and zoning requirements, and financing in relation to future land use planning efforts is needed.
- Assess potential for transit passengers to park in neighborhoods close to transit stations ("park and hide").
- Assess impacts of increased pedestrian traffic in neighborhoods close to transit stations.
- Assess impacts of operating subsidies on the public as the transit system is expanded.
- Assess safety around the tracks and at grade crossings.
- Assess benefits of increased transit usage in corridor could have in helping relieve congestion on County Road 81, improving travel time of the road for freight shipments and auto users.
- Assess benefits of police presence on light rail creating atmosphere of safety for passengers.
- Improved transit will serve growth in the corridor and support the year 2030 regional development planning framework.
- Improved transit will make transit more accessible and provide higher utility for people. Opportunities become more "reachable" for corridor residents.
- Improved transit will improve mobility for people with disabilities.
- Improved transit will make travel to activity centers more affordable for families.
- Improved transit will make travel more accessible for seniors.
- Improved transit will create options for travel to the urban core, where parking is expensive.
- Improved transit in the Bottineau Corridor is part of building out a regional system of transit service.
- Emphasize the Target Campus expansion in Brooklyn Park: 3,900 jobs to be accommodated.
- Emphasize the Bottineau Transitway's role in supporting regional growth.
- Emphasize the potential for student use of the transitway. Emphasize the potential for expansion of the two colleges in the corridor.
- Assess the potential for multi-modal facilities/connections in the corridor.

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: "Karlsson, Mary" <Mary.Karlsson@metc.state.mn.us>
Cc: 'Ron Biss' <ronbiss@hotmail.com>, Beth Bartz <bbartz@srfconsulting.com>, "Joseph.Gladke@co.hennepin.mn.us" <Joseph.Gladke@co.hennepin.mn.us>
Sent: Thu, Feb 16, 2012 23:45:01 GMT+00:00
Subject: Re: Bottineau -- Metropolitan Council Transit Accessibility Advisory Committee Comments

Mary,

Thanks very much for sending these comments on behalf of TAAC. These comments are being included as part of the scoping input for the Draft EIS.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Karlsson, Mary" <Mary.Karlsson@metc.state.mn.us>
To: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
Cc: "Ron Biss" <ronbiss@hotmail.com>
Date: 02/16/2012 04:23 PM
Subject: Bottineau -- Metropolitan Council Transit Accessibility Advisory Committee Comments

Brent,

Per Chair Biss's direction and based on the summary of the 2/1 TAAC meeting, I am submitting the following comments for Bottineau Scoping on the TAAC's behalf:

- The BRT alternative does not appear to provide direct service to neighborhoods in North Minneapolis
- Carefully consider the inclusion of park-and-rides at stations, they may not be needed in neighborhoods with high numbers of zero car households
- Carefully consider economic development potential in the selection of the locally preferred alternative
- The TAAC requests that a TAAC member be named to one of the project advisory committees to advise on accessibility for people with disabilities, if the Bottineau project proceeds into preliminary engineering
- If the BRT alternative advances, carefully consider whether wheelchairs need to be secured on a BRT vehicle, and if so, how to secure wheelchairs effectively and very efficiently to minimize transit travel time
- If commuter bus service is assumed in the Baseline alternative (e.g., similar to Northstar Link), consider how to provide paratransit service that complements the commuter bus service so this kind of connecting transit service is available to people of all ages and abilities
- The TAAC requests a meeting with Hennepin County Public Works ADA Title II specialist, if one exists and the Bottineau project moves forward into preliminary engineering

Mary Karlsson, PE (MN)
Senior Transportation Planner

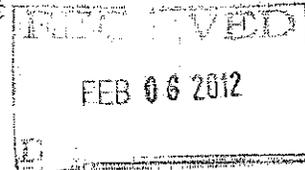
Metropolitan Council
ph: 651.602.1819
f: 651.602.1739
mary.karlsson@metc.state.mn.us



MILLE LACS BAND OF OJIBWE

Executive Branch of Tribal Government

January 27, 2012



Brent Rusco, Project Manager
Bottineau Transitway Project, Hennepin County
417 North 5th Street
Minneapolis, MN 55401

Re: Section 106 Tribal Reviews and Consultation NHPA: Federal Transit Administration/Hennepin County Regional Railroad Authority and Metropolitan Council: Bottineau Transitway Project; Minneapolis, Golden Valley, Robbinsdale, Crystal, Brooklyn Park, and Maple Grove, MN.

Dear Mr. Brent,

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the Tribal Historic Preservation Office by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council of Historic Preservation (36CFR800).

Based on available information we cannot comment on this project without maps detailing the route of the Bottineau Transitway in Minneapolis, Golden Valley, Robbinsdale, Crystal, Brooklyn Park, and Maple Grove, MN.

Please contact Natalie Weyaus at 320-532-4181 extension 7450 if you have any questions regarding our review of this project.

Respectfully,

Natalie Weyaus
Tribal Historic Preservation Officer

Cc: Mary Ann Heidemann, MN SHPO Review and Compliance

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URBAN OFFICE

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XI. Resource Agencies



February 14, 2012

Mr. Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

**Re: Bottineau Transitway Project Scoping for Draft EIS
BCWMC #2012-5**

Dear Mr. Rusco:

Thank you for providing the Bassett Creek Watershed Management Commission (BCWMC) with the opportunity to review the Bottineau Transitway Project Scoping Booklet and to provide comments on the scoping for the Draft EIS. We also appreciated the invitation to attend the January 19, 2012 interagency scoping meeting. Although we did not attend the meeting, over the past few months BCWMC staff met with project representatives on three occasions to discuss the project and concerns that the BCWMC may have regarding the project.

On behalf of the BCWMC, we have reviewed the Scoping Booklet and offer the following comments on the areas potentially impacted by the project that are within the BCWMC jurisdiction.

General/Background

Portions of two of the proposed alignment alternatives are located in the jurisdiction of the BCWMC:

- Nearly all of Alternative D1, from about Russell Ave. N. in Minneapolis to the intersection of Alternative D1 and D2 near the Robbinsdale/Crystal border. Stormwater runoff from this portion of the route will discharge directly to Bassett Creek, or to Grimes Pond, North Rice Pond and South Rice Pond (which eventually drain to Bassett Creek).
- A portion of Alternative D2, between about 17th Ave. N. in Minneapolis and the Robbinsdale/Minneapolis border. Stormwater runoff from this portion of the route will discharge directly to Bassett Creek.

Floodplain Issues

The Alternative D1 route follows the Burlington-Northern Santa Fe (BNSF) railroad corridor. A portion of this route in Golden Valley (and Wirth Park in particular) is located along the Main Stem of Bassett Creek and South Rice Lake. In Robbinsdale the route is located along Grimes Pond, North Rice Lake and South Rice Lake. The BCWMC's 100-year floodplain elevation for Bassett Creek along the D1 route ranges from elevation 826.0 ft. (NGVD29) at the upstream end of TH 55 to 832.0 ft. (NGVD29) at the

Bassett Creek Watershed Management Commission

7800 Golden Valley Road | Golden Valley, MN 55427 | www.bassettcreekwmo.org | Established 1968

Crystal | Golden Valley | Medicine Lake | Minneapolis | Minnetonka | New Hope | Plymouth | Robbinsdale | St. Louis Park

downstream side of Bassett Creek Drive. In addition, the BCWMCs 100-year floodplain elevation for Grimes Pond/North Rice Lake is 838.0 ft (NGVD29) and for South Rice Lake is 831.5 ft (NGVD29).

During our meetings with project representatives, we discussed the potential of this project to result in filling in the Bassett Creek floodplain, generally within Wirth Park, and in Grimes Pond/North Rice Pond. As discussed, the BCWMC will not allow filling within the BCWMC-established floodplain without mitigation. Proposals to fill within the floodplain must obtain BCWMC approval and provide compensating storage (1:1 basis) and/or channel modifications so that the flood level is not increased at any point along the creek due to fill. Floodplain management policies are listed in Section 5.2.2.2 of the BCWMC's 2004 Watershed Management Plan. Please also see the BCWMC's submittal and design requirements for projects ("Requirements for Improvements and Development Proposals," 2008). These documents can be found on the BCWMC website: www.bassettcreekwmo.org.

Runoff and Rate Control

The BCWMC regulates stormwater runoff discharges and volumes to minimize flood problems, flood damages, and future costs of stormwater management systems. The Bottineau Transitway project has the potential to significantly increase the amount of impervious surface in the Bassett Creek watershed. Alternative D1 in particular, would increase the impervious surface in close proximity to the creek itself. This will result in increased runoff rates if not controlled. Best management practices must be implemented to ensure flood profiles are not increased along Bassett Creek.

Water Quality

The BCWMC and its member cities have committed significant resources to the improvement of the quality of stormwater runoff reaching the Mississippi River, by reducing nonpoint source pollution carried as stormwater runoff. The BCWMC strongly encourages the County to implement best management practices to treat transitway runoff to ensure that the project does not increase pollutant-loading to adjacent water bodies. The BCWMC's water quality policies are listed in Section 4.2 of the Watershed Management Plan.

The BCWMC expects the Bottineau Transitway project design to include stormwater treatment and erosion control measures that will reduce the amount of phosphorus and sediment carried by stormwater runoff to Bassett Creek. The BCWMC also expects the county to consider measures to minimize the amount of increased impervious surfaces resulting from the project.

Additional pollutants of concern to the BCWMC include chloride from road salting, fuel, oils, metals and construction runoff which could enter storm drains and downstream water resources. Adequate permanent and temporary construction BMPs must be implemented as part of the project.

Please also see the BCWMC's submittal and design requirements for projects ("Requirements for Improvements and Development Proposals," 2008). These documents can be found on the BCWMC website: www.bassettcreekwmo.org.

Maintenance

Maintenance of stormwater management (water quality and flood control) features is critical to ensure proper operation. The EA should describe the maintenance measures the county proposes to undertake to

ensure the effectiveness of stormwater management features. The EA should also identify the parties responsible for inspections, the parties responsible for maintenance, and the inspection and maintenance schedules. The BCWMC is concerned that if these operation and maintenance responsibilities are not clearly laid out, the responsibility will fall on the member cities or BCWMC to perform the duties.

Erosion Control

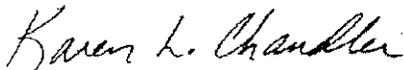
A BCWMC goal is to prevent erosion and sedimentation to the greatest extent possible to protect the BCWMC's water resources from increased sediment loading and associated water quality problems. Temporary and permanent best management practices must be implemented to control construction and post-development runoff from the site and erosion. Erosion and sediment control policies are listed in Section 6.2 of the Watershed Management Plan. Please also see the BCWMC's submittal and design requirements for projects ("Requirements for Improvements and Development Proposals," 2008). These documents can be found on the BCWMC website: www.bassettcreekwmo.org.

Wetland Management

The BCWMC wetland goal is to achieve no net loss of wetlands in the Bassett Creek watershed in conformance to the Minnesota Wetland Conservation Act (WCA) and associated rules (Minnesota rules 8420). Minneapolis and Golden Valley are the local governmental units (LGUs) responsible for administering the WCA in their cities; BCWMC is the LGU for Robbinsdale. Potential wetland impacts were discussed during our meetings with project representatives. Wetland management policies are listed in Section 8.0 of the Watershed Management Plan. Please also see the BCWMC's submittal and design requirements for projects ("Requirements for Improvements and Development Proposals," 2008). These documents can be found on the BCWMC website: www.bassettcreekwmo.org.

The BCWMC recognizes the challenges of meeting the corridor's transportation needs, and providing transit alternatives in particular. The BCWMC appreciates the opportunity to provide these comments early in the process and looks forward to working with you to restore and protect the health of the BCWMC's water resources. Again, thank you for the opportunity to review the Bottineau Transitway Project Scoping Booklet. Please feel free to contact me if you have any questions at 952-832-2813 or kchandler@barr.com.

Sincerely,



Karen L. Chandler, P.E.
Barr Engineering Co.
Engineers for the Bassett Creek Watershed Management Commission

c: BCWMC Commissioners
Jeannine Clancy, City of Golden Valley
Lois Eberhart, City of Minneapolis
Richard McCoy, City of Robbinsdale
Rachael Crabb, Minneapolis Park and Recreation Board

From: "Brent.Rusco@co.hennepin.mn.us" <Brent.Rusco@co.hennepin.mn.us>
To: "Andrew.Horton@fws.gov" <Andrew.Horton@fws.gov>
Cc: "Lisa.Treichel@ios.doi.gov" <Lisa.Treichel@ios.doi.gov>, "Nick.Rowse@fws.gov" <Nick.Rowse@fws.gov>, "Stephanie.Nash@fws.gov" <Stephanie.Nash@fws.gov>, "Tony.Sullins@fws.gov" <Tony.Sullins@fws.gov>, Beth Bartz <bbartz@srfconsulting.com>, "Joseph.Gladke@co.hennepin.mn.us" <Joseph.Gladke@co.hennepin.mn.us>
Sent: Thu, Feb 16, 2012 23:42:13 GMT+00:00
Subject: Re: Bottineau Transitway

Mr. Horton,

Thanks very much for your scoping input on the Bottineau Transitway. We look forward to continued coordination on the important issues you identified in your email.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: Andrew.Horton@fws.gov
To: brent.rusco@co.hennepin.mn.us
Cc: Stephanie.Nash@fws.gov, Lisa.Treichel@ios.doi.gov, Tony.Sullins@fws.gov, Nick.Rowse@fws.gov
Date: 02/16/2012 03:58 PM
Subject: Bottineau Transitway

Mr. Rusco,

Thank you for the opportunity to provide comments on the Tier 2 Scoping Document for the Bottineau Transitway. Higgins eye pearly mussel (*Lampsilis higginsii*) is the only endangered species listed under the Endangered Species Act for Hennepin County, MN. This species is found in the Mississippi River, outside of the action area for this project. There are no federal lands of concern for areas near the proposed light rail line.

Wetlands are a Trust Resource identified by the Service. The proposed D1 alignment has the potential for wetland impacts along Theodore Wirth Park. The Fish and Wildlife Service (Service) would like to see a detailed discussion of anticipated wetland impacts and mitigation to such impacts to be included in the alternatives analysis for the Draft EIS. Moving the Golden Valley Station from Golden Valley Road to Plymouth Avenue also has the potential for wetland impacts. At this time we encourage Hennepin County to look closely at all possible alignment alternatives and rail station locations to avoid or reduce wetland impacts to the greatest extent practicable.

There are no known eagle nests within the action area, however, data in the Minnesota Department of Natural Resources Natural Heritage database might not be current for Hennepin County. We do have records of bald eagles frequenting Theodore Wirth Park (near

Segment D1) and there may be nests in the area. If Segment D1 continues as a viable option, eagle nest surveys should be incorporated in the EIS for any forested areas planned for development. Surveys can consist of visual observation of the forest canopy within a 1/2 mile surrounding buffer of the proposed project area and are most easily done when foliage is absent (fall, winter, or early spring). If possible, these surveys should be performed for a few years prior to construction. Bald eagles often build new nests in early spring and we recommend that a nest survey also be completed in mid-March preceding any construction occurring between March and August. If eagle nest's are discovered, construction timetables should be designed to do much of the work outside the eagle nesting season or outside a 660 foot buffer from the nest. The Fish and Wildlife Services has generated The National Bald Eagle Management Guidelines (<http://www.fws.gov/midwest/eagle/guidelines/guidelines.html>), which are intended to help landowners minimize disturbance to bald eagles, thereby benefiting bald eagles and protecting landowners. The Fish and Wildlife Services strongly encourages adherence to these guidelines.

Please keep these recommendations in mind when considering the preferred alternative for this project. As this project progresses into the Draft EIS stage, there may be a need for greater coordination with the Service to mitigate for any impacts to wetlands or bald eagles. Thank you for your cooperation in meeting our joint responsibilities under NEPA and the Endangered Species Act. If you have any further questions, please contact me at (612) 725-3548 x2208.

Sincerely,
Andrew Horton

Andrew Horton
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
Twin Cities ES Field Office
4101 American Blvd East
Bloomington, MN 55425-1665
(612) 725-3548 ext. 2208



Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

February 13, 2012

Mr. Brent Rusco
Bottineau Transitway Project Manager
Hennepin County
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Bottineau Transitway Scoping Booklet

Dear Mr. Rusco:

Thank you for the opportunity to review and comment on the Scoping Booklet for the Bottineau Transitway Project (Project) located in Hennepin County, Minnesota. The Project consists of bus and light rail transit improvements in the northwest area of Hennepin County. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

- If the project will disturb a total of one acre or more of land, a National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) Construction Stormwater Permit (CSW Permit) is required from the MPCA. The owner and operator (usually the general contractor) are jointly responsible for obtaining and complying with the conditions of the CSW Permit. A detailed Stormwater Pollution Prevention Plan (SWPPP), containing stormwater management requirements both during and post construction, as well as erosion control and sediment control requirements during construction, must be prepared prior to submitting a CSW Permit application. CSW Permit coverage is required prior to commencing land disturbing activities (i.e., clearing, grading, filling, or excavating) relating to the project. For an overview of this permit and program, please refer to the following factsheet: <http://www.pca.state.mn.us/publications/wq-strm2-05.pdf>. Questions regarding CSW Permit requirements should be directed to Roberta Getman at 507-206-2629.
- We recommend you check the current listing of impaired waters on the MPCA Inventory of Impaired Waters located on the MPCA website at <http://www.pca.state.mn.us/water/tmdl/tmdl-303dlist.html>. We recommend you utilize the MPCA Special Waters and Impaired Waters Search mapping tool to identify special or impaired waters located near proposed projects. The mapping tool is located on the MPCA website at <http://pca-gis02.pca.state.mn.us/website/stormwater/csw/viewer.htm>. Certain impairments will dictate additional increased stormwater treatment both during construction and require additional increased permanent treatment post construction. These requirements will be included in any NPDES/SDS Construction Stormwater Permit. The project proposer should determine that compliance with these increased stormwater water quality treatments can be achieved on the project site or elsewhere. Information regarding the MPCA's Construction Stormwater Program can be found on the MPCA's Web site at <http://www.pca.state.mn.us/water/stormwater/stormwater-c.html>.

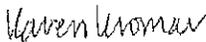
In addition, any project that will result in over 50 acres of disturbed area and has a discharge point within one mile of a special or impaired water is required to submit their Stormwater Pollution Prevention Plan (SWPPP) to the MPCA for a review at least 30 days prior to the commencement of land disturbing activities. If the SWPPP is found to be out of compliance with the terms and conditions of the General Permit, further delay may occur. The MPCA encourages the project proposer to meet with staff at preliminary points to avoid this situation. Questions regarding SWPPPs should be directed to Todd Smith at 651-757-2732.

Mr. Brent Rusco
Page 2
February 13, 2012

- Please be aware that if a U.S. Army Corps of Engineers (USACE) Section 404 Individual Permit is required for any project related wetland impacts, an MPCA Clean Water Act (CWA) Section 401 Water Quality Certification or waiver must also be obtained as part of the permitting process. The Section 401 Water Quality Certification ensures that the activity will comply with the state water quality standards. Any conditions required within the MPCA 401 Certificate are then incorporated into the Corps 404 Permit. You can find additional information about the MPCA's 401 Certification process at www.pca.state.mn.us/water/401.html. For further information about the 401 Water Quality Certification process, please contact Kevin Molloy at 651-757-2577 or Judy Mader at 651-757-2544.
- It is not uncommon for public utility projects to encounter contamination, especially petroleum-contaminated soil from storage tanks or spills. Efforts should be made prior to construction to determine if and where any petroleum or other contamination is likely to be encountered during the project. Utilization of the MPCA's database and mapping tool, *What's In My Neighborhood?* can be helpful in evaluating the project area or areas for potential contamination. This mapping tool can be found at <http://www.pca.state.mn.us/wimn/index.cfm>. It is the responsibility of the project sponsor to complete the project safely through any areas of contamination and to properly manage any contaminated soil that is excavated during the project. The factsheet, *Managing Petroleum Contaminated Soil at Public Works Projects*, is available to assist with this process, including how to identify potential sources of contamination. The factsheet can be found at <http://www.pca.state.mn.us/publications/c-prps-01.pdf>. If contamination is found, it must be reported immediately to the State Duty Officer at 651-649-5451 or 800-422-0798.

We appreciate the opportunity to review this project. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this Scoping Booklet please contact me at 651-757-2508.

Sincerely,



Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:mbo

cc: Craig Affeldt, MPCA, St. Paul
Doug Wetzstein, MPCA, St. Paul
Roberta Getman, MPCA, Rochester
Todd Smith, MPCA, St. Paul
Kevin Molloy, MPCA, St. Paul
Judy Mader, MPCA, St. Paul

From: Brent.Rusco@co.hennepin.mn.us [<mailto:Brent.Rusco@co.hennepin.mn.us>]
Sent: Saturday, January 28, 2012 2:14 PM
To: Ed A. Matthiesen
Cc: Diane F. Spector; Judie Anderson; Joseph.Gladke@co.hennepin.mn.us; Paul Danielson; Beth Bartz
Subject: Re: Bottineau Transit Comments

Ed,

Thanks very much for your email. This information is helpful and we'll be in touch soon regarding the Bottineau project and potential implications on the Shingle Creek Watershed.

Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843
Direct: 612.543.0579

From: "Ed A. Matthiesen" <ematthiesen@wenck.com>
To: "brent.rusco@co.hennepin.mn.us" <brent.rusco@co.hennepin.mn.us>
Cc: "Diane F. Spector" <dspector@wenck.com>, Judie Anderson <judie@jass.biz>
Date: 01/18/2012 03:51 PM
Subject: Bottineau Transit Comments

I am the Engineer for the Shingle Creek Watershed Management Commission and am writing to provide you with comments in advance of tomorrow's open house. We won't be attending but I want you to be aware that we are currently undergoing a rule revision that will probably affect your project by the time you get around to submitting to the Commission for a project review. Here are the points that may affect your project:

1. The volume management standard will probably change from retaining a 0.5" storm off of impervious surface to 1.0" storm.
2. The project threshold may change from 5 ac to something less but your project is probably well in excess of the existing size threshold.
3. We are considering a soil management standard that will require a top soil and compost mix in turf areas to a depth of 12".
4. There are wetlands along the corridor and the Commission is the LGU for Crystal and Brooklyn Park.

If you'd like to discuss this please call either Diane Spector or me at 763-479-4200.

Thanks,
Ed Matthiesen

Verbal Comments

- Scoping Open House #1: Theodore Wirth Chalet, January 23, 2012
- Scoping Open House #2: Brooklyn Park City Hall, January 24, 2012
- Scoping Open House #3: Urban Research and Outreach/ Engagement Center, January 25, 2012
- Scoping Open House #4: Robbinsdale City Hall, January 31, 2012

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BOTTINEAU TRANSITWAY
SCOPING OPEN HOUSE #1

CERTIFIED

* * * * *

PUBLIC COMMENTS
MONDAY, JANUARY 23, 2012
THEODORE WIRTH CHALET
MINNEAPOLIS, MINNESOTA
4:30 P.M.

* * * * *

Taken before Cheryl M. Lippman, RPR
www.nwcourtreporters.com
nwcr@nwcourtreporters.com
1-800-628-7551

1 LEE SCHIESTL: My name is Lee Schiestl,
2 S-C-H-I-E-S-T-L, and I live at 2500 Kewanee Way,
3 Golden Valley, next to the existing BNSF railroad
4 tracks, which now has one train a day each way
5 five days a week, which is already quite a noise
6 level for our residence and several more closer
7 to the track than I am, so I'm against running
8 traffic from North Minneapolis, Maple Grove, and
9 funnel it all down through our neighborhood, when
10 North Minneapolis and Maple Grove already have
11 bus service going down to the central city. And
12 if anything had to change, I would be for running
13 the bus instead of rail and run it down West
14 Broadway, which has a lot of room and a lot of
15 nonexistent businesses, and the roadway is
16 already in, which I understand they could do at
17 half the price over light rail.

18 BRENT GISSLEN: Brent Gisslen,
19 G-I-S-S-L-E-N, address is 3400 Beard Avenue
20 North, Robbinsdale, and then I think that the
21 main routes should never be a BRT with buses,
22 they should only be for the trains, and the buses
23 should feed either end of the train route and
24 some points along the center. That's pretty much
25 it.

1 GEORGE PUZAK: My name is George Puzak, last
2 name spelled P, as in parks, U-Z, as in zebra,
3 A-K. My address is 1780 Girard Avenue South,
4 Minneapolis, 55403. I think our decision makers
5 should choose Route D2 in North Minneapolis, and
6 maintain all the proposed stations in North
7 Minneapolis.

8 Additionally, I think Route D1 and the rail
9 trench should be converted to a non-motorized
10 greenway similar to the Kenilworth Trail, the
11 Cedar Lake Trail, the Midtown Greenway. This
12 off-road non-motorized transport corridor would
13 be a great amenity for the northwest part of
14 Minneapolis and its suburban neighbors. Again,
15 please choose Route D2 for light rail transit in
16 North Minneapolis.

17 At the northwest -- well, let's see, at the
18 north of the line, at the northern end of the
19 Bottineau line, I'm ambivalent about which route
20 is taken, but I've heard that Route B is more
21 politically doable. Some sort of transit should
22 connect the Maple Grove Arbor Lakes Shopping
23 Center with this Bottineau LRT line. Thank you.

24 RAYMOND DUFFY: Raymond Duffy. I'm at 2916
25 17th Avenue North, Minneapolis. The purpose of

1 my coming to see what's going on here -- and I've
2 been to several other regional transit meetings
3 prior, is to ensure that the light rail transit
4 is accessible to people at the Courage Center,
5 because -- and why I state this explicitly is
6 because when the Minneapolis city clerk board was
7 redoing the parkway -- the paving crew parkway, I
8 should say, they weren't allowing for the sloped
9 curves for handicapped people, and with light
10 rail transit -- well, first off, they did go
11 ahead, and they did slope 'em so people with
12 wheelchairs, it was accessible, and I live in the
13 area, even though I'm a few blocks one way -- or
14 to the east, I notice a lot more people in
15 wheelchairs are using the beautiful Theodore
16 Wirth Park because they can get to it, and you
17 think the same would apply for light rail transit
18 'cause there's a lot of people in that area that
19 are handicapped, and it's probably a federally
20 funded project, no doubt, that I think it would
21 be good to address the American Citizens with
22 Disability Act at the same time and bring their
23 concerns. I'm sure there's probably somebody
24 from the Courage Center here or will be speaking,
25 but I'm just a resident of my community, and I'll

1 say all of my community, handicapped, black,
2 white, it doesn't really matter, so I just wanted
3 to state that.

4 ELIZABETH LINDHOLM: Elizabeth Lindholm,
5 L-I-N-D-H-O-L-M, 2511 Byrd, B-Y-R-D, Avenue North
6 in Golden Valley, and our comments are mainly
7 that our concern about the vibration of the line.
8 The current line is used, I think, twice a day at
9 9 and 5 p.m., something about that -- like that,
10 so we definitely feel the impact of the existing
11 grade line in our home, and we would be horrified
12 if this line was coming through every, you know,
13 say, 20 minutes, to be able to feel that
14 vibration would significantly impact our quality
15 of living.

16 The other factor is that we don't agree with
17 the selection of any line going through Theodore
18 Wirth because it is such an important and
19 valuable resource in this -- as an urban park
20 setting. It's very serene for being this close
21 to a metropolitan area, and it's so beautifully
22 designed with so many different activities. I
23 question the use of this line for commuter
24 purposes simply because there's an existing
25 freight line there. Those are my comments.

1 Oh, we did have one other concern around
2 disruption of our commute patterns if Golden
3 Valley Road was to be closed at any point during
4 the construction, so that we would -- it would
5 have an impact to our getting onto Highway 100
6 for work and school purposes.

7 JASON LAUSCHE: Hi, my name is Jason
8 Lausche, L-A-U-S-C-H-E, and I live up at 3554
9 Knox Avenue North. I'm a huge proponent of the
10 D2 plan. I think some of the reasons that I have
11 for believing that is that in that neighborhood
12 going through North Minneapolis property, you're
13 going to run into a lot of folks who simply don't
14 have their own transportation, no cars, no way to
15 get around, and they would be able to service
16 those -- those people a lot better with the D2
17 plan going directly through North -- North
18 Minneapolis there; and then, also, I guess, the
19 impact of North Memorial, of course, whether it's
20 the patients that need to go to and from, or all
21 of the employees. In the D1 plan, I'm very
22 concerned that we not only disenfranchise all the
23 people in North Minneapolis who really could
24 utilize that service and are really in dire need
25 of it, but also the entire concept of servicing

1 North Memorial Hospital is gone from that plan
2 what -- whatsoever, and then, I mean, I would
3 just believe that, you know, when you're dealing
4 with public transit, and especially light rail
5 systems, I think you really need to service the
6 density of a population. To not do so, my
7 concern is that it continues to -- to encourage
8 sprawl and further sprawl from the inner city, so
9 I guess that's all I have to say. Thanks.

10 WILLIS CROONQUIST: Okay. My name is Willis
11 Croonquist, spelled C-R-O-O-N-Q-U-I-S-T, I'm a
12 28-year resident of Golden Valley, and our family
13 strongly supports this project. Preferably, we
14 would like to see light rail transit continue as
15 the other one has years ago. We -- we had a
16 cousin, who, years ago, owned a restaurant; in
17 fact, he still owns it down by Hiawatha in -- in
18 South Minneapolis, he was very disappointed when
19 light rail was going past his restaurant, and
20 because I supported light rail, we'd have some
21 tremendous arguments. Now, today, there's a
22 station half a block from his restaurant, and his
23 restaurant -- restaurant has tripled with
24 business because of light rail. I saw him some
25 time ago over Christmas, we get together, I said

1 what do you think of light rail now, and he said
2 it was the best thing that ever happened to me.
3 And if you remember a number of years ago, we had
4 a state senator, a very prominent Minnesota state
5 senator who vigorously opposed light rail in
6 those days, and he called that train a train to
7 nowhere, and, boy, was he wrong. So I hope you
8 continue to work on this, and as a resident of
9 Golden Valley, we strongly urge the Hennepin
10 County Rail Authority, and whoever's backing
11 this, to continue the fine work they're doing,
12 and let's have some progressive politicians who
13 think about the future of our -- our grandkids,
14 and do something positive for change for
15 Minnesota and Minnesota communities. Thank you.

16 BRENT GISSLEN: Brent Gisslen, B-R-E-N-T,
17 Gisslen, G-I-S-S-L-E-N, and 3400 Beard. Anyways,
18 my concern is I want to point out that on the --
19 the D2 option where the rail line goes over or
20 under the Theodore Wirth Parkway, that bridge has
21 already been repaired for a 20-year commitment,
22 and -- and it would cost a fortune to go over it,
23 and there's been a lot of talk about switching
24 the parkway so it goes over 81 instead of under
25 81, the park desires that option, but they don't

1 want to pay the cost of the bridge, and you're
2 going be spending a lot of money on a bridge,
3 and, actually, it's cheaper for you to go at
4 grade level and buy the parkway a cheaper bridge
5 instead of a freeway bridge. A possible --
6 another possible option is try and re --
7 reinitiate the old traffic circle, that's a
8 suggestion.

9 DAVID RHUDE: David Rhude, R-H-U-D-E,
10 Minneapolis. Build it.

11 MONICA WADE: I'm Monica Wade, M-O-N-I-C-A,
12 W-A-D-E, 3423 Grimes Avenue North, Robbinsdale,
13 Minnesota, 55422. So my concerns are, I'm, like,
14 five houses away from 34th Avenue where it's
15 possible it's gonna go down. Concerns on noise
16 and vibration, and also if there's gonna be a
17 wall on the -- it looks like on some of the
18 plans, the wall stops between Grimes and Halifax,
19 and that means I could see it out my kitchen
20 window, that's a concern. I think that's
21 probably about it.

22 RICHARD HUNTLEY: Richard Huntley, 2925 Kyle
23 Avenue North. Doesn't seem like the Golden
24 Valley route really is gonna access enough people
25 because it misses North Memorial where you get

1 patients and workers there without cars, and also
2 you bypass all of Minneapolis stops for people
3 who don't have cars, so they're not gonna drive
4 over to Golden Valley station.

5 NANCY HUNTLEY: Since there's no parking
6 there anyway.

7 RICHARD HUNTLEY: But I understand there's
8 gonna be no parking provided there, you know,
9 they'll have to walk. I understand there might
10 be a bus to go over there, but I doubt they're
11 gonna take the -- take the bus over there. I
12 guess that would really be some of my concerns
13 there.

14 NANCY HUNTLEY: I'm Nancy Huntley. Golden
15 Valley line will go through a nature center, and
16 what will happen to the wildlife and the general
17 park atmosphere if you have a train going through
18 every seven minutes during peak time, every 15
19 minutes during the day?

20 RICHARD HUNTLEY: It doesn't seem
21 cost-effective either to move the other rail line
22 over so to get that rail in there.

23 NANCY HUNTLEY: I think that's it.

24 RICHARD HUNTLEY: Thanks.

25 KELLY MADSEN: This is Kelly Madsen at 3316

1 France Avenue North, Robbinsdale, and I'm opposed
2 to the light rail going down 34th down to --
3 to -- is it 81? I'd rather have 'em just reuse
4 Burlington Northern Santa Fe's railroad. I think
5 that if they're gonna be redoing that anyways,
6 I'd rather see 'em do that rather than tear up
7 homes and go through neighborhoods, and I guess
8 that's the only comment I have. Thanks.

9 KATRINA MADSEN: Katrina Madsen,
10 K-A-T-R-I-N-A, and M-A-D-S-E-N, and I'm 11. I
11 live on France, and there's a wooded area that it
12 would be a lot better for because there's already
13 a track, and maybe it would work a little bit
14 better.

15 MARY ADAMS: Mary Adams, 2815 Kyle Avenue
16 North, Golden Valley. Purpose and need for
17 project, use the buses and existing systems and
18 improve those so we do not pay more in taxes and
19 hurt the environment. All right. Let's see,
20 these are my thoughts on why I do not like the
21 project going through Golden Valley. It will not
22 be used by residents in Golden Valley, it will
23 bring in more undesirable people to the area, it
24 will create a lot of parking issues, which means
25 they're gonna have to make parking and take away

1 more of the environment and surrounding area and
2 residential property. The -- my property value
3 will probably go down, my taxes will probably go
4 up. It's gonna bring in more buses, because the
5 buses have to bring in the people to use it, and
6 so it's going to have a huge impact on noise, the
7 environment, the trails, and existing bike
8 trails, and the animals in the vicinity next to
9 the train tracks. It's gonna have a huge impact
10 on crime 'cause our crime rate will increase as
11 you bring in more population of people into the
12 neighborhood that do not live there, and -- and I
13 will move if this is coming into Golden Valley.

14 And my suggestion is, if you can think of
15 the analogy when we started busing children to
16 other districts, the best result would have been
17 to build better schools right where they live so
18 they could have all the wonderful benefits of a
19 brand-new school with teachers. Well, the same
20 thing is true here, put the transportation in the
21 backyards of the people who need it so they can
22 walk out the door and get on it and not need to
23 get -- be bused, or take a taxi, or whatever they
24 have to use to come over to get on a train that's
25 not in their neighborhood. That's it.

1 RICHARD ADAIR: Hi, this is Richard Adair,
2 200 Upton Avenue South, Minneapolis, A-D-A-I-R.
3 I would be equally distant -- this is in the brim
4 of my neighborhood between the Southwest
5 Transitway and the Bottineau Boulevard
6 Transitway. Would be -- to plan for the future,
7 it should be a train rather than a bus. I have
8 two quick comments. Number one is, if you have
9 it -- you don't need two van wait stations, if
10 you have one on the Southwest Transitway, you
11 don't need one on the Bottineau Transitway, or
12 vice versa. In my opinion, they're really close,
13 and people can walk between those two. The
14 second one is, time of transit is essential.
15 This metro area's gonna continue to grow, and it
16 should be able to -- people from the suburbs
17 should be able to get downtown for the longer
18 rides in the shortest possible period of time.
19 For that reason, I prefer the D1 route over the
20 D2 route, and the other way of saying it is that
21 people who live in North Minneapolis can get
22 downtown on the bus pretty easily, the southern
23 part of North Minneapolis, and the people who are
24 gonna be using this, it would be worth their
25 while getting over to one of the stations in the

1 D1 route because the only people who are gonna
2 use it from so close to downtown are those that
3 are going to the U, or to St. Paul, or to the
4 Mall of America, and it's gonna be worth their
5 while to take a feeder bus to one of the others,
6 to the -- to the station on the D1 route. Thank
7 you for listening.

8 JASON STURGIS: Jason Sturgis,
9 S-T-U-R-G-I-S, 2500 Dresden Lane, and I would not
10 be in favor of the D1, as it's my backyard, I
11 live on the trail behind the -- the -- the
12 freight line runs there now, it's fairly loud;
13 but having said that, I have got -- I don't know
14 all the impact studies, and things of that
15 nature. At face value right now, I would not be
16 in favor of this in my backyard. It's a
17 beautiful trail area there, Merry (ph) Hills,
18 that freight train once or twice a day is
19 disturbing enough, I can't imagine, you know,
20 constant -- or not constant, but regular rail
21 service. That's it for now. Thank you.

22 GILLIAN ROSENQUIST: I'm Gillian,
23 G-I-L-L-I-A-N, Rosenquist, R-O-S-E-N-Q-U-I-S-T, I
24 live at 2321 Kyle Avenue North in Golden Valley,
25 55422, and I appreciate that the residents of the

1 eastern part of Golden Valley are being included
2 in this conversation and discussion, and I
3 appreciate the fact that our new mayor, Shep
4 Harris, made sure that we were, because we really
5 intimately know the traffic patterns and the
6 needs of this neighborhood. One of the needs
7 that we really have is for some kind of safe and
8 useful bike corridor, and we think that that
9 would be a real wonderful thing to tie into
10 this -- this system. Light rail and alternate
11 transit, such as biking, I think, can go hand in
12 hand, especially when you have -- when you're
13 talking about the Route 1 proposal through the
14 park system into Theodore Wirth.

15 ROSEMARY FROEHLE: My name is Rosemary
16 Froehle, the last name is spelled F, as in Frank,
17 R-O-E-H-L-E. I live at 1007 Sheridan Avenue
18 North, Minneapolis, 55411, I've been a resident
19 there for over 40 years. My main concern is I've
20 been attending many of the neighborhood meetings
21 around this transit issue, and at our last
22 meeting here in the near North Side, we had voted
23 on the option going down Oliver Avenue, and the
24 information we'd been given at that time was that
25 that was the least destructive as far as the

1 number of homes that would be taken, and it would
2 not affect some of the businesses right on Penn,
3 Estes Funeral Home, North Point, the Urban League
4 building, and so that was the primary -- or the
5 number one choice for the residents in the
6 neighborhood. As I come here tonight, I don't
7 see that being reflected anywhere, and I
8 understand that there was a decision made by an
9 advisory committee that voted to go down the Penn
10 Avenue route rather than hitting -- than doing
11 the Oliver alternative, and I'm just concerned
12 about the effect on the businesses in the area,
13 and also the fact that there's a lot of mistrust
14 in the neighborhood and feeling like the
15 neighborhood isn't being listened to, and
16 especially with the understanding that this was
17 the least destructive of homes, and also was
18 gonna be a less expensive alternative than going
19 down Penn. I understand the complexity of -- of
20 these decisions, but also I'm concerned about the
21 apparent, sort of divergence of looking at a
22 number of issues and listening to the
23 neighborhood, or the lack thereof.

24 Oh, I am opposed to the alternative of going
25 through the railway bed through North -- through

1 North Regional -- North -- through Wirth Park.
2 I'm a user of the park, and my children and
3 grandchildren use this park, and I believe it's a
4 natural resource which needs to be thoroughly
5 protected. I am in favor of light rail coming
6 through North Minneapolis, but would prefer to
7 see it on the Oliver alternative rather than down
8 Penn. That's it.

9 PAUL KRAWCZYK: My name is Paul Krawczyk,
10 K-R-A-W-C-Z-Y-K. We live at 1223 Washburn Avenue
11 North, essentially where the Plymouth Bridge and
12 Theodore Wirth Parkway intersect, or Plymouth and
13 Washburn is the intersection. We're very close
14 to the prospective route that would run along
15 Theodore Wirth Parkway versus Penn. We do Met
16 Transit often from our home at this point, but do
17 not feel that the location of the tracks running
18 currently with the railroad tracks -- I don't
19 know what you call that section that -- what is
20 it, the prospective track here? Oh, well, the
21 track that's gonna run down the current railroad
22 track and not Penn, I don't feel like it would
23 benefit the neighborhood nearly as much as the
24 Penn route would, I think the Penn route would
25 certainly benefit the masses. I think that the

1 Theodore Wirth route would simply bypass North
2 Minneapolis and avoid the mass -- need for mass
3 transit from the -- North Minneapolis. All down
4 Penn and Broadway, I think that that would be a
5 much better option for the city and for the
6 train. I guess that's it.

7 PAT JORDAN: I'm Pat Jordan, I've lived, for
8 the last 26 years, at 3830 Bassett Creek Drive.
9 Bassett Creek runs through the -- my -- the end
10 of my property, and when -- my son is 41, when he
11 was around 13, 14 years old, he found an
12 arrowhead in the creek, in the creek in our
13 backyard, and he had it looked at by some museums
14 and some archeologists, and it was dated about
15 700 years old, it is now in a museum that's
16 dedicated to the Mississippi River, and I'm not
17 sure what city and state that's in, but it's a --
18 it's a very beautiful area that we live in and
19 has a lot of nature and a lot of things that
20 people might miss. Thank you.

21 (Scoping Open House #1 public comments
22 concluded at approximately 6:45 p.m.)

23 * * * * *
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1 STATE OF WISCONSIN)
)ss.
2 COUNTY OF ST. CROIX)

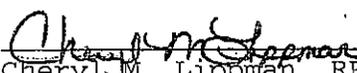
3 Be it known that I took the public comments in
4 the above-entitled matter on the 23rd day of January, 2012,
5 at Minneapolis, Minnesota;

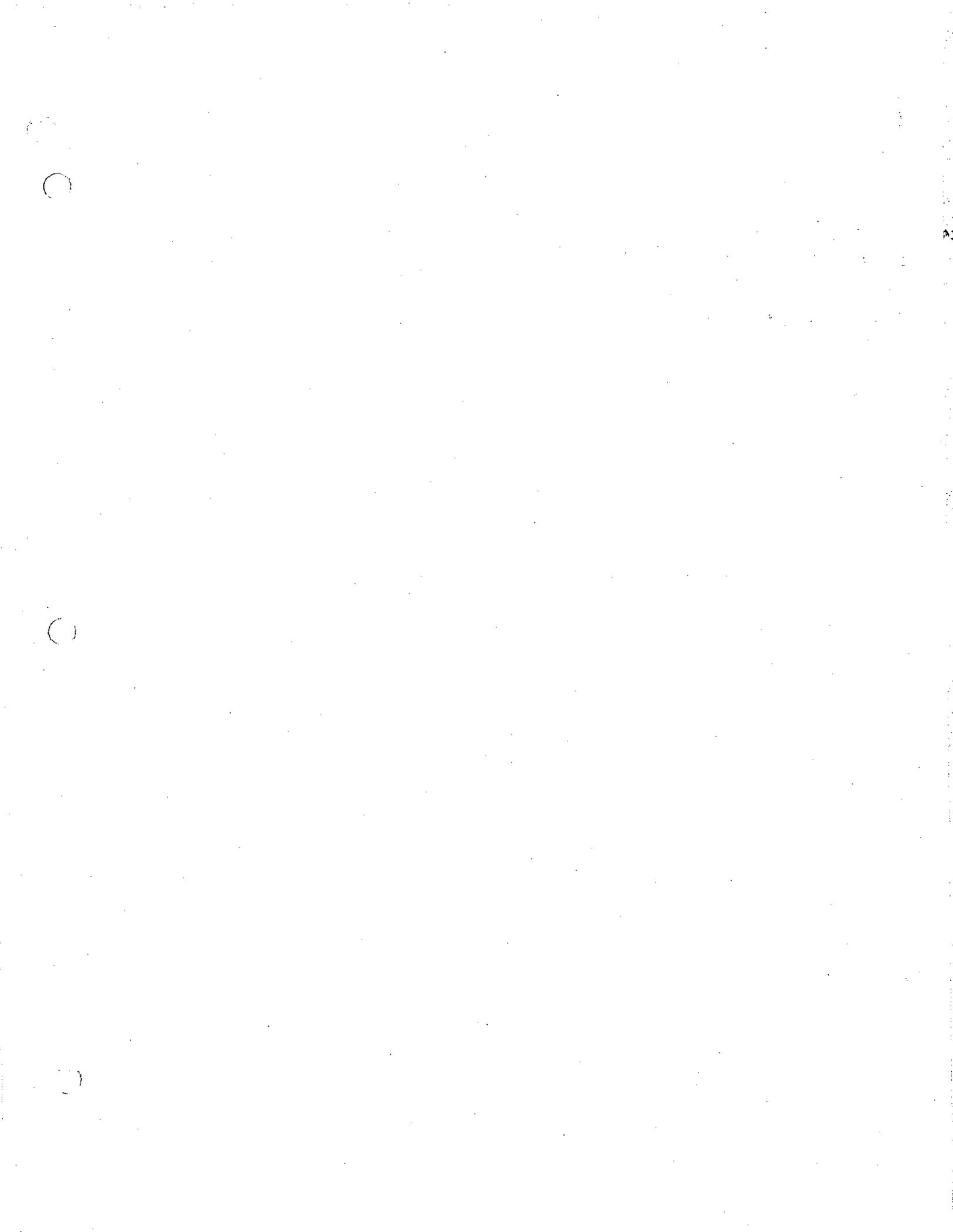
6 that I was then and there a Notary Public in
7 and for the County of St. Croix, State of Wisconsin, and
8 that by virtue thereof I was authorized to administer
9 an oath;

10 that the public comments were recorded in
11 stenotypy by myself and reduced to print by means of
12 Computer-Assisted Transcription under my direction, and
13 that it is a true record of said comments to the best of my
14 ability;

15 that I am not related to any of the parties
16 hereto nor interested in the outcome of the action.

17 Dated this 27th day of January, 2012.

18
19 
Cheryl M. Lippman, RPR
Notary Public,
20 St. Croix County, Wisconsin
My commission expires 2-10-2013
21
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23
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25



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BOTTINEAU TRANSITWAY
SCOPING OPEN HOUSE #2

CERTIFIED

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PUBLIC COMMENTS

TAKEN ON THE 24TH DAY OF JANUARY, 2012

AT THE BROOKLYN PARK CITY HALL

BROOKLYN PARK, MINNESOTA

6:00 P.M.

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Taken before Lynn Gondreau, RPR

www.nwcourtreporters.com

nwcr@nwcourtreporters.com

1-800-628-7551

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1 MR. HANSON: Thomas Alfred Hanson, 6741 83rd
2 Place North, Brooklyn Park, Minnesota. I believe
3 the best option is for -- coming to the northwest
4 suburbs is the B, the Brooklyn Park option, where
5 there's a lot of jobs and industry compared to
6 retail in Maple Grove.

7 I also think that the LRT is the only way to
8 go, which you'll notice on this reporting and also
9 my comments, that it's greener, it's less
10 maintenance, and I think that it would be the
11 future to connect the northern metro with the
12 southern metro, what they so call now the Blue
13 Line.

14 I would also prefer going through Golden
15 Valley to keep the speed up and using buses to
16 bring to the trunk line so people could get to the
17 train so that it would go to place of work or the
18 mall or school or airport.

19 And I think you really don't need a lot of
20 stops in North Minneapolis just because the bus
21 already provides a well service within five miles
22 of the metropolitan core to bring people to and
23 from the city, but on just the outside edges, they
24 could always bring it to the train to keep the
25 train at full capacity, that goes all the way out

1 into North Minneapolis, Brooklyn Center, Plymouth,
2 Maple Grove, Rogers, Champlin. It could all come
3 to the park and rides or stations to help move the
4 train at full capacity.

5 I think that would help get their numbers
6 instead of having the buses run into Brooklyn Park
7 and go downtown and also the train going downtown.
8 Make the train the main trunk and the buses feed
9 it. Thank you very much.

10 MR. FANDRICH: James Fandrich. The
11 information that we're, you know, receiving
12 tonight doesn't include any of the cost per
13 ridership or the subsidy, particularly the subsidy
14 per ridership. And, you know, that's something
15 that, you know, I'm pretty interested in because
16 I'm not a rider, I'm retired, but I am going to
17 subsidize people that do the ridership.

18 I'd like to hear more of that information
19 because particularly the flexibility of the bus
20 service or rapid transit I think outweighs what
21 the LRT can provide in cost and flexibility of
22 meeting the ridership requirements, so, you know,
23 that's my comment.

24 One tongue-in-cheek comment is that the
25 extension of the LRT is simply going to bring --

1 make it more -- will make it easier for thugs to
2 get to the Mall of America. Like I say,
3 tongue-in-cheek comment.

4 But I am -- I'm particularly interested in
5 trying to evaluate the cost that it's going to be
6 to me, a retired person, who doesn't use the
7 system, and where I see and view the bus service
8 as a more flexible method of transportation.
9 Those are my comments. Thank you.

10 MS. TILTON: Melody Tilton. As someone
11 that's looking to buy a house in the area in the
12 next year or two, this is really important to me,
13 because it's either buy a house along the proposed
14 light rail line or buy a house in Minneapolis and
15 St. Paul where I know there's going to be a light
16 rail. That's really important.

17 But for the options, I like Option C and
18 Alignment D2 and Alignment B. I think keeping it
19 in Brooklyn Park where there isn't development yet
20 along the Target corporate office, someone here
21 was telling me that they're going to be planning
22 on putting in some hotels and some more
23 entertainment options around that area. I think
24 that if it doesn't pick up by the time that it's
25 there for the employees of the Target Corporation,

1 that it would really encourage growth and Brooklyn
2 Park would really benefit from that.

3 And I think if they went with the bus route,
4 the high-speed buses, that if they did a hydrogen
5 option instead of a gasoline or a diesel, that it
6 would be a lot more affordable by the time that
7 the project's completed than gasoline, and I think
8 that it would have more longevity. And I think
9 that's it. I guess that's it. Thanks.

10 MS. RICHARDS: Marietta Richards, 7408
11 Douglas Drive, Brooklyn Park. Well, they're
12 talking about rail and bus. Okay. You'd want to
13 make the most direct point with the rail, I would
14 think, and take your points where you want to pick
15 the rail up with the bus. You know what I mean?
16 You'd just go straight up Brooklyn Boulevard --
17 or, I mean, Bottineau Boulevard to the end and
18 then have your buses pick them up in other areas,
19 you know, because they can -- they can turn, where
20 your rail line, you want to do it as cheaply as
21 possible, because it's not going to be cheap to
22 put all that rail in.

23 That's my idea. Just go straight up
24 Bottineau Boulevard and then catch your buses to
25 the offshoots. That would seem to be about the

1 cheapest way to go.

2 MS. GUSTAFSON: Beverly Gustafson, 5300 62nd
3 Avenue North, Brooklyn Center 55429. My comment
4 is that I want to make sure that at the stations,
5 that there's plenty of parking available. That's
6 my main concern is that there's going to be
7 drop-off and pickup stations but no parking spaces
8 available. Okay. That's it.

9 (The Scoping Open House #2 came to a close at
10 approximately 8:00 p.m.)

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1 STATE OF WISCONSIN)
) ss.
2 COUNTY OF ST. CROIX)

3 Be it known that I took the Scoping Open House #2
4 on the 24th day of January, 2012, at Brooklyn Park,
5 Minnesota;

6 that I was then and there a Notary Public in
7 and for the County of St. Croix, State of Wisconsin,
8 and that by virtue thereof I was authorized to
9 administer an oath;

10 that the proceedings were recorded in stenotypy by
11 myself and reduced to print by means of Computer-Assisted
12 Transcription under my direction, and that the transcript is
13 a true record of the proceedings to the best of my ability;

14 that I am not related to any of the parties
15 hereto nor interested in the outcome of the action.

16 Dated this 3rd day of February, 2012.

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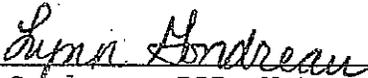
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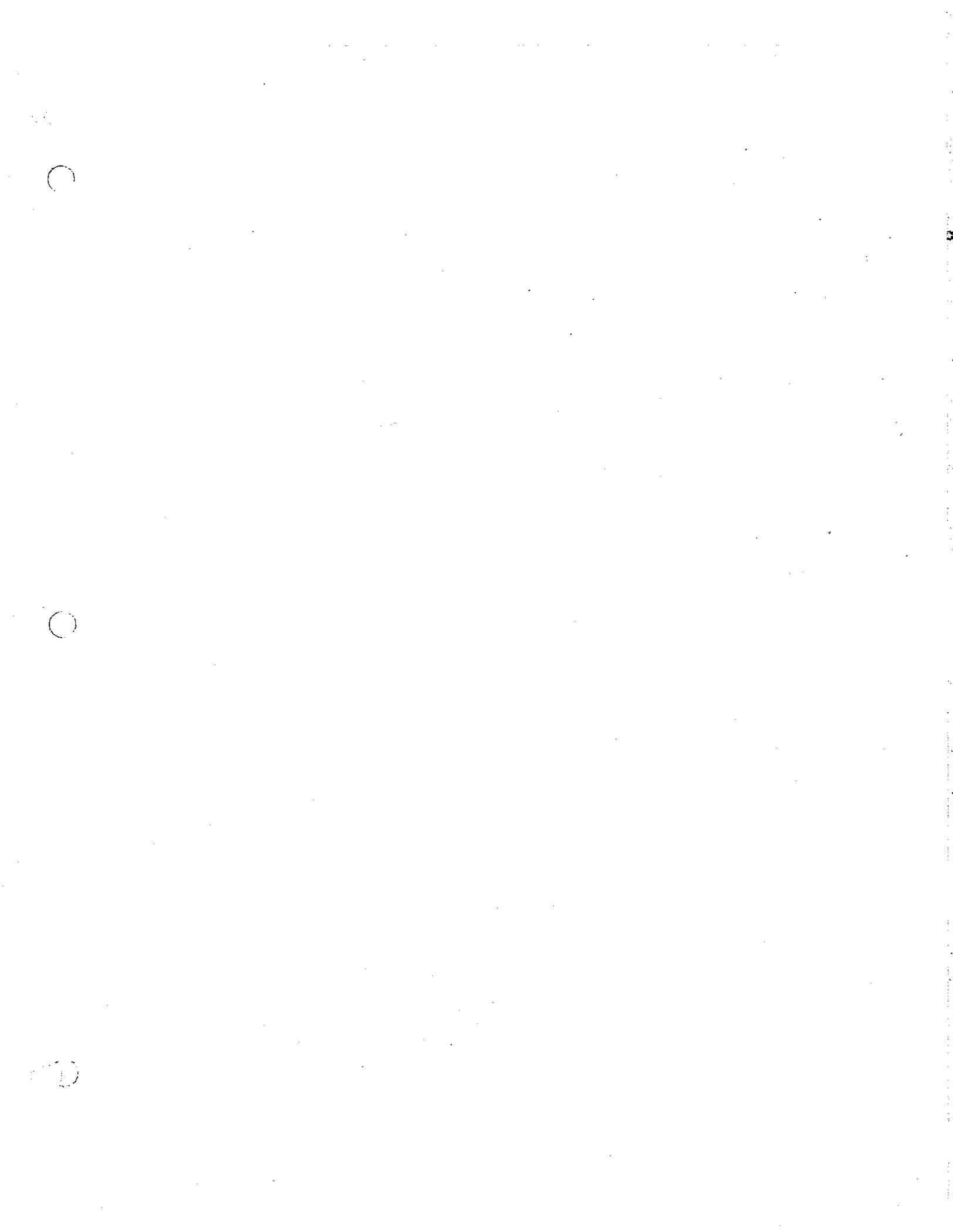
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Lynn Gondreau, RPR, Notary Public
St. Croix County, Wisconsin
My commission expires 2/19/2012



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BOTTINEAU TRANSITWAY

CERTIFIED

SCOPING OPEN HOUSE #3
HELD ON THE 25TH DAY OF JANUARY, 2012
AT URBAN RESEARCH AND OUTREACH/
ENGAGEMENT CENTER (UROC)
2001 PLYMOUTH AVENUE NORTH
MINNEAPOLIS, MINNESOTA
5:30 P.M.

Taken before Lynn M. Ettl, RPR, CRR

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1 Wesley C. Moses
2 1900 Vincent Avenue North, Apartment 8
3 Minneapolis, Minnesota 55411.
4 I do agree with the -- we need light --
5 the system, light rail system, but I
6 disagree with them coming down Oliver Avenue
7 because it's taking out houses, residential
8 on both sides, two blocks, both sides, when
9 they could easily come down 55 and maybe go
10 down Penn or really they can down Broadway.
11 Broadway is -- is a really better street.
12 It's wider and everything. They did the
13 same with University in St. Paul, so, and
14 they didn't take no residential out. So
15 this is what they got proposed here, is
16 taking some of the residential. This is
17 ridiculous. So that's it.
18 Basically, I want them to come down
19 Broadway. I do represent my church and
20 mostly everybody, members and pastors do
21 agree that the rail system should come down
22 Broadway, and shouldn't come through no
23 residential. Shouldn't come -- nobody
24 should lose their place to live, you know.
25 We have plenty of space business wise

1 to come down Broadway and it will enhance
2 the business, for one. They're trying to
3 enhance Broadway anyway. This would enhance
4 Broadway. If you do it the other way,
5 you're taking out people's houses, and
6 that's not feasible.

7 Faith Tabernacle Gospel Fellowship
8 International is the church I was referring
9 to. That's about it.

10 The thing is, those that are planning
11 this do not live in the area and they're
12 doing more detriment to the north side by
13 coming through the residential area as
14 opposed to coming down the business side.
15 They do not live in this area, so it really
16 has no impact on them as much as does those
17 of us who live, eat, worship, play, and
18 everything there. So, yeah.

19

20

Rita Frenzel

21

1004 Queen Avenue North

22

Minneapolis, Minnesota 55411.

23

24

I wanted to make a comment about the
route, specifically the D1 and D2 routes

25

that are being proposed for the LRT line. I

1 want to say that the D2 route, that
2 either -- any one of the D2 options would be
3 acceptable to me. D2, Option C, would be
4 the most preferable. But I want to be very
5 clear and state very strongly that I
6 vehemently oppose the D1 option. And the
7 reason is that it will effectively isolate
8 North Minneapolis again. It will bypass
9 North Minneapolis. It will become
10 essentially a commuter rail between downtown
11 and the northwestern suburbs, and -- and
12 once again North Minneapolis will be
13 experiencing perhaps the negative impacts of
14 an LRT line that's close, but not really
15 close enough to be useful.

16 The D1 option would bypass North
17 Memorial Hospital, which is an important
18 piece of the community. People need to be
19 able to get to it. People that don't have
20 car transportation need to be able to get to
21 the hospital. The LRT line would help to do
22 that. If you go with the D1 route, that
23 bypasses the whole north side and including
24 North Memorial Hospital. You -- you don't
25 provide anything. So -- so essentially the

1 D1 route doesn't help North Minneapolis. It
2 helps the northwestern suburbs. It doesn't
3 help North Minneapolis, at all.

4 And I would argue that there is no area
5 in the greater -- in the Metropolitan area
6 that needs help more than North Minneapolis.

7 The other concern I have about the D1
8 route is that it has to have a significant
9 environmental impact, and that's not good.
10 We need wetlands for flood water retention,
11 for groundwater filtration, groundwater
12 recharging. We need those kind of areas,
13 and to -- to put an LRT line through it and
14 to do the kind of environmental upset that
15 would happen with that just -- I just don't
16 see any good in that. I do think, though,
17 that a greenway along that route would be
18 very -- very positive, would really add
19 something to the community and add something
20 to the area. It would make some good
21 connections. I don't -- don't like the idea
22 of an LRT route there, though. That's the
23 only comments I have.

24

25

1 Diane Loeffler
2 1004 Queen Avenue North
3 Minneapolis, Minnesota 5411.
4 I would concur with her comments.

5
6 April and Richard Estes
7 2210 Plymouth Avenue North
8 Minneapolis, Minnesota 55411.
9 I think it's a really a bad idea
10 because it is going to be taking property
11 from people who have had property for a long
12 time. And specifically our chapel, Estes
13 Funeral Chapel has been in the community for
14 54 years. We are needed in this community.
15 We help this community. My husband has been
16 here, he has helped everyone, and I think it
17 will be a shame for them to come down
18 Plymouth and take our chapel. Plus, they
19 will be taking all of our land. Plus, I
20 don't think it's safe as far as kids are
21 concerned.

22 People have lived on that block.
23 They're going to lose their homes and
24 everything. And I think it's really a
25 disgrace, because there's other lands here,

1 too. And the other thing is the emotional
2 part. I feel, how would they, meaning the
3 Hennepin County, whoever, the City, whoever,
4 how would they like for their mother or
5 their father's funeral home to be going out
6 and a big light rail going down, bells
7 ringing, minister preaching? It's very
8 emotional for me. And this big thing coming
9 down, people can't get across the tracks.
10 You got to go one way or whatever. And I
11 think that's terrible. I wouldn't want my
12 mom buried and a funeral going on, minister
13 preaching, you can't hear when he's
14 speaking. You can't hear the songs or
15 anything like that. And I think that's --
16 that is disrespect for the people in our
17 community, since we bury people in our
18 community.

19 And I also think it would be terrible
20 for them to come down and take North Point.
21 We have just built North Point. That's
22 where our people, the African American
23 people go there for health care. Poor
24 people go there for health care. So how do
25 they expect for them to get their health

1 care? I think it's ridiculous.

2 I think they can find other places to
3 get people down to the Target Center. My
4 personal feeling is all of this is just to
5 get people to the Target Center. And I feel
6 how many African American -- I'm speaking
7 because I'm African American. How many
8 African Americans do you see down at the
9 Target Center working? How many is at the
10 ball game? And I feel that's the purpose of
11 it.

12 I also feel that there's cars.
13 Everyone around here has a car. There's
14 buses and there's other places that it could
15 go. I think it should go in Theodore Wirth
16 Park. There's a rail over there. But, oh,
17 no, that wouldn't be the right thing to do
18 because they've done a lot of work on the
19 park over there and it looks very nice, so
20 why would they want a light rail going down
21 between the park? So that's my comments.

22 I've attended every meeting, and that's
23 my personal feeling, and we all feel it.
24 Not only me, our community. They're being
25 disrespected. I wouldn't even -- we

1 wouldn't even be able to bring a body out
2 the door. And we need to be on a corner
3 where people know where we are. And we've
4 been in this community 54 years helping
5 people who are not able -- does not have
6 resources to bury their people. And my
7 husband is right here, been doing it for 54
8 years. And our family is highly respected
9 in this neighborhood.

10 But I think they are, whoever is in
11 charge of this light rail and all, I think
12 they're disrespecting our community. That's
13 what I have to say.

14 Estes Funeral Chapel is a small
15 business. Once the streets are torn down
16 and everything is blocked off, how are we
17 supposed to pay off our bills? How are we
18 supposed to bury people without money? And
19 the vibration will tear down our building.
20 We can't afford to buy a new building.
21 They're not going to pay us what we are
22 worth.

23 The -- our competition, who is
24 Washburn McReavy, they're not going around
25 their funeral chapels. They're the people

1 who have all of the money. They got money
2 and they're not tearing nothing up around
3 them, but they come over here to the only
4 black funeral chapel in Minneapolis of 54
5 years and move us all out where we can't --
6 we can't -- we can't even get money to
7 rebuild or anything like that. So they
8 will -- will -- the vibration will just
9 knock our building down. We're not going to
10 even have enough room to bring a body out of
11 the door because they're going to try to
12 take everything that we have. And you -- I
13 wonder if their mama was there, again, if
14 their mother was there being funeralized and
15 all this mess come through there, and I
16 resent them doing that. And like I said, we
17 are a small business. And we have struggled
18 to be there 54 years to help the people in
19 North Minneapolis. And now they're trying
20 to tear us down and that's disrespectful for
21 my husband and Estes Funeral Chapel being
22 here 54 years in this community. So I hope
23 they listen to what I say.

24

25

1 Erika Shatz
2 1807 Queen Avenue North
3 Minneapolis, Minnesota 55411.

4 I've lived in the community for ten
5 years, and for five years I have not owned a
6 car. So the first thing that I want to say
7 is the buses are fantastic. The only thing
8 that I'm unhappy about with the buses is
9 that I used to be able to take a bus from my
10 home directly to the UM, to the university,
11 and that has been canceled with cutbacks.
12 And I can walk down to the funeral home, but
13 I can't get it right from my house. So, you
14 know, it's good to have public
15 transportation to education.

16 I have, like, some erratic comments,
17 and then I have some together comments, so
18 I'm going to keep going off my various
19 notes.

20 So the work proposal, I'm very
21 disappointed that it doesn't have more
22 stops. I think there can be a stop at
23 Plymouth -- I mean, I think it shows a stop
24 at Plymouth, but there should be a stop at
25 Broadway. There should be a way -- a stop

1 up near North Memorial Hospital for people
2 to have a way to come and go from the
3 hospital.

4 I guess if we are definitely going to
5 go to adding another lane somewhere, I'm in
6 favor of using the existing space.

7 Overall, I think that I've experienced
8 some of this process in a dis -- in a
9 disrespectful way, and I'd like to give some
10 examples. But, first, I'd like to
11 appreciate -- and I think a lot of outsiders
12 have good intentions, but good intentions
13 don't automatically mean good outcomes. And
14 people might want to help economically
15 depressed North, but to come in and be
16 disrespectful, hoping to build a city of
17 great mutual respect for each other, you
18 know, will not be successful. I -- I think
19 that outsiders are bringing this idea of
20 this is going to be really good for economic
21 development, especially coming down Penn.
22 And I don't hear insiders saying this is
23 what our community -- this is the answer to
24 our economic development.

25 The issues around the economic

1 development in this area have to do with
2 human relations, have to do with mutual
3 respect, have to do with entrenched poverty
4 and racism, and it's really not centrally
5 about stops of a transportation system.

6 So some of the disrespect, and I feel
7 really emotional about the first one, is
8 what had been a proposal is no longer one of
9 the most likely outcomes to re -- to take
10 partial removal of dozens of people's homes.
11 I have never heard of such a proposal for
12 any residential area, other than
13 North Minneapolis. And I cannot imagine it
14 being proposed to any people of any
15 neighborhood. I am just astounded and I
16 think it's horrendous. I think it's -- I
17 think I'm embarrassed of my city and my
18 state to take people's property and say
19 we're not even going to buy your property.
20 We're just going to take your front door,
21 we're just going to take your parking spots,
22 and the people that pick you up and drop you
23 off at night. It's -- it is just so painful
24 to be treated that way and talked about that
25 way.

1 Some other examples I think include
2 taking North Point, which is a fairly new
3 facility. It started as a pilot program to
4 increase health access, you know. And then
5 ten years later, let some middle class
6 people from outside do a new project over
7 here, trying to be helpful and take away
8 something that we just built up. I use
9 North myself. I like to be able to walk to
10 my health care clinic.

11 Then I think as far as the Estes
12 Funeral Home, I've only -- this is as an
13 outsider. I have never been to a funeral at
14 the home, and my family is not from here, so
15 I don't have a legacy, a history with the
16 home. But when I think about, it's just
17 obvious the longevity of the funeral home
18 and the places where I've been to my --
19 family funerals back East, and to lose those
20 buildings where you, you know, face the
21 transitions of life, I just think, wow,
22 isn't that kind of a meaningful place to
23 people to lose all those memories.

24 And another example of what I feel is
25 disrespect is the very poor efforts to get

1 community people to come out to these
2 meetings. I have email, and I received an
3 email asking me -- for example, offering me
4 an invitation to come to this meeting
5 tonight and to download this packet. Well,
6 not only do my elder neighbors not have
7 email and not have computers, but who even
8 wants to print all this (indicating)? I
9 mean, and then I thought, well, I'll just
10 print it for everybody, and I thought why
11 should I spend \$50 of ink printing this? I
12 don't know why people haven't gone door to
13 door up and down Penn asking the residents,
14 you better come to a meeting and hear about
15 what's going to happen.

16 The packet I'm referring to is the
17 Scoping Booklet of the Bottineau Transitway,
18 the Draft EIS, by Hennepin County.

19 Now, I called and I asked, can you
20 please give me ten copies and we'll spread
21 them out to the neighbors? And -- and they
22 were provided, which I appreciate very much.

23 The people whose homes will have
24 vibrations and noise should be involved.
25 It's their property that the foundation is

1 going to settle more than it would naturally
2 settle.

3 I -- I just think that, you know,
4 putting a notice in the newspaper is not
5 sufficient, especially when it's not a high
6 computer using neighborhood and it's not a
7 high literacy neighborhood. I mean, what do
8 we do when the tornado happened? We had
9 notices on every street about where to go
10 for services. And it was all over the
11 radio, it was all over KMOJ Radio. You
12 know, they should have been announcing this
13 stuff. Okay.

14 So here, what else do I want to say?
15 The -- I have concerns about the impact of
16 the rail coming down Penn. Now, some people
17 are for it, and I'm not totally against it,
18 but, again, to approach it with the
19 disrespect that's happening is not going to
20 have good outcomes for the community.
21 Dividing neighborhoods is not good for a
22 community, and that's what the rail is going
23 to do. Increase noise and vibrations,
24 taking people's homes.

25 And they -- the incredible sense of

1 danger that I have for children. You know,
2 it's not like it's elevated. It's -- it's
3 right in the street. I'm very offended, or
4 let me just say it feels slippery that the
5 15-minute video that I was asked to watch
6 coming in, that is an overview, never shows
7 the rail going down a residential street.
8 All of the pictures in the video are of wide
9 open and industrial areas and major streets
10 with parks on both sides. They're not
11 showing what it's going to look like on our
12 street. I mean, has anybody even envisioned
13 it?

14 We can't take people's parking and
15 access to a front street. Like if -- if the
16 homes are left on Penn, and they're partial
17 takes so they don't have street access, they
18 can't be dropped off and picked up, they
19 can't park. They have to do all of life out
20 the alley. Alleys are dangerous, alleys are
21 not paved. You can slip in alleys. If
22 you're in a wheelchair, you can't get up and
23 down alleys. I mean, nobody wants to live
24 their life out of an alley, and nobody else
25 would be asked to.

1 I know I'm really being long-winded
2 here, probably because you're sitting next
3 to me. I'm getting on my soap box, so
4 (indicating).

5 All right. So if this is a 50- to a
6 hundred-year vision, which I think that's
7 what the transportation issues we're trying
8 to address here, I don't think these are
9 particularly visionary plans. I think
10 they're visionary for what we wish our
11 city's like today, but I don't think it's
12 going to be anything special and appropriate
13 50 or a hundred years from now.

14 You know, we've got to have room for
15 people to walk and for bikes. You know, if
16 the earth manages to survive, there's going
17 to be a lot of people on unmotorized
18 vehicles. We got to have room for bike
19 lanes. What about covered bikeways? What
20 about a monorail that goes up in the sky?
21 How cool would that be? And that's a
22 visionary 50- to a hundred years from now is
23 space travel.

24 What would teenagers propose? This is
25 all about their lives. It's not about --

1 I'm sorry, but Mrs. Estes, this -- by the
2 time this is even built, my elder's
3 generation will be passed and I'll be elder.
4 This is all about what do young people want.
5 You know, kids are very creative. I'd like
6 to see a bunch of kids brainstorm the
7 transportation issues.

8 So I think that vision -- I think the
9 vision is strong communities, strong city,
10 sense of involvement, everybody respecting
11 each other. And I think if we don't use
12 respect on the path to where we're going,
13 that we're not going to have respect when we
14 get to the end. Thank you.

15 I wanted to add that I wonder how the
16 number of stops on Penn, if the rail was to
17 come down Penn, are determined, because
18 the -- they're so -- they're spaced so far
19 apart that an older person would not be --
20 an older person in my neighborhood that
21 might walk to the Golden Valley stop would
22 not walk to the Plymouth or Broadway stop.
23 So then is the question, will it serve North
24 Minneapolis at all or is it just really for
25 the suburbs? That's it.

1 Thank you for your thoughtful
2 consideration.

3
4 Roosevelt Turner
5 1800 Queen Avenue North
6 Minneapolis, Minnesota 55411.

7 I personally do not see the need for
8 any type of rail, period. First of all, I
9 do not think a rail will take the place of
10 buses. Buses go to Anoka and pick up
11 passengers if you are going shopping or to
12 your job, or whatever. They let you off
13 much closer than this train is going to.

14 And I look at some of the printouts.
15 There's two stops and people have to walk
16 blocks and blocks and blocks in subzero
17 weather and senior citizens cannot be out
18 walking in subzero weather. And I just -- I
19 just don't think it's a good idea. I don't
20 see a need for light rail. This is not
21 New York, Chicago, or California. So I
22 think it's a waste of taxpayer money.

23 And I -- you talk about knocking
24 people's homes out. I live -- my back door
25 is Penn Avenue. And if you take -- I'm a

1 retired senior citizen. If you own your
2 home, they're not going to give you what
3 your home is worth. You got to go out
4 retired senior citizen on a fixed income and
5 buy another home. I don't think that's very
6 good, at all. I just think -- can't do
7 that. How can you do that?

8 If your house is worth \$200,000, are
9 they going to give you 200,000 for your
10 house when they tear it down? I don't think
11 so. You got to go out and make another loan
12 for a home? I don't think so. That's
13 not -- I just don't think that's feasible.
14 That's all I have to say. I do not think
15 it's feasible for the north side residents.
16 This isn't -- the north side are catching
17 buses. Most people have cars.

18 They're not -- people are not going to
19 stand out in the cold in the winter. I
20 wouldn't walk five blocks to get the train
21 myself. Not in the summer I wouldn't do
22 that at my age. Think about doing it in sub
23 below zero weather, no, no. I don't think
24 it's -- uh-uh. I just -- I don't think it's
25 for the north side residents. I am totally

1 against this, 100 percent. With that, I end
2 my comments.

3

4 Ronald R. McConico
5 2114 Queen Avenue North
6 Minneapolis, Minnesota 55411.

7 My first comment I want to make is that
8 I believe we need to protect Penn as a
9 thoroughfare. It is the only street that
10 connects south to north. Lyndale stops,
11 Emerson stops. It's the only street that
12 allows traffic to go from south to north.
13 And by disrupting that, you're going to
14 disrupt the pattern flow of the
15 neighborhood.

16 I've been thinking about people that
17 live up in the 40s -- you know, 30s and 40s.
18 The other thing is I think that by running
19 down Oliver, you'll disrupt a lot of homes
20 in the short term, but you'll still protect
21 Penn as a thoroughfare, and then Oliver can
22 become a commercial district.

23 I also think that serious consideration
24 needs to be given to BRT, bus rapid transit,
25 and to think on how you can do that and

1 still travel at the same speeds as light
2 rail with it being half the cost to produce
3 and two-thirds of the cost to run. If we
4 think a little bit more out of the box on
5 how we can get it still to run as quickly as
6 a light rail, I think that's an important,
7 important issue.

8 By coming through North Minneapolis,
9 yes, we're going to disrupt homes, but we're
10 also going to bring business and commerce to
11 North Minneapolis, where if we run up on the
12 parkway, North Minneapolis is -- is
13 something that gets avoided. So for the
14 long term and for the future of
15 North Minneapolis, I think this is a good
16 idea, but I also think we need to protect
17 Penn Avenue as a thoroughfare. Okay.

18

19

Esther Adams

20

1701 Queen Avenue North

21

Minneapolis, Minnesota 55411.

22

23

24

25

My concern is access to the west side
of Penn Avenue at street -- okay, say 14th,
16th, 17th, those three street intervals to
the left. How are we going to get to our

1 properties to the left -- the left -- yeah,
2 to the left of that light rail, because
3 they're -- they're saying that they have
4 stations that are going to be at Plymouth
5 and Golden Valley Road. But what happens to
6 us trying to get to the left, even to the
7 right really, with the rail going down the
8 middle of that street? How do we get access
9 to our streets?

10 It's different than it is over south
11 because that's running across the back of
12 property and then they still -- you know,
13 you have that rail come down, like, at 30 --
14 34th Street and 38th Street. It's off
15 Hiawatha. Are we going to get an arm that's
16 going to come down to let us in where we
17 need to get in to go into our streets, or am
18 I going to have to go from Plymouth Avenue
19 all the way over to -- because these are
20 one-way streets north and south. All of
21 these are one-way streets. One way -- Queen
22 is one-way north. Russell is south.
23 Sheridan is north. Thomas is south. So am
24 I going to have to go all the way over to --
25 russell is one-way -- Sheridan from Plymouth

1 to go up to 17th to get to my house? Or --
2 or am I going to have to go to Golden Valley
3 Road, that way, to come to the one-way
4 street coming south to get to my house?
5 That's my question.

6 And that's probably going to be a
7 question for a lot of other people, too, you
8 know, with that train coming up and down.
9 That was my main one.

10 Is there going to be a barrier once
11 they get rid of the houses on Penn that's
12 going to go all the way or are there going
13 to be breaks in the barrier? How is that
14 going to work?

15 And -- and this plan, have they decided
16 just only to take one side of the street,
17 which is the west side, and leave the east
18 side? Or are they going to take both sides?
19 That's it.

20 Will I get a personal answer to my
21 questions?

22 One more. How does that affect the
23 property value of the houses once they put
24 this in? Yeah. How does it affect the
25 property value?

1 Then another question is, will you
2 treat the -- how are you going to deal with
3 the renters as well as the -- the
4 homeowners, because when the tornado came
5 through, the homeowners took their checks
6 and the renters were just left out, no place
7 to go, no help, no assistance, or anything
8 like that. Is this going to happen again in
9 our neighborhood? Okay.

10 (Whereupon, the Foregoing Proceedings
11 were concluded at approximately 7:30 p.m.)

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1 STATE OF MINNESOTA)

2 COUNTY OF WASHINGTON)

3 Be it known that I took the Foregoing Proceedings
4 on the 25th day of January, 2012, at Minneapolis,
5 Minnesota;

6 that I was then and there a Notary Public in and
7 for the County of Washington, State of Minnesota;

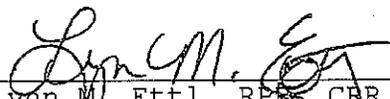
8 that the Foregoing Proceedings was recorded in
9 stenotype by myself and reduced to print by means of
10 Computer-Assisted Transcription under my direction,
11 and that the Foregoing Proceedings is a true record of
12 the Comments given to the best of my ability;

13 that I am not related to any parties hereto nor
14 interested in the outcome of the action.

15 Dated this 1st day of February, 2012.

16

17



Lynn M. Ettl, RPR, CBR
Washington County, Minnesota
My Commission Expires 1-31-2015

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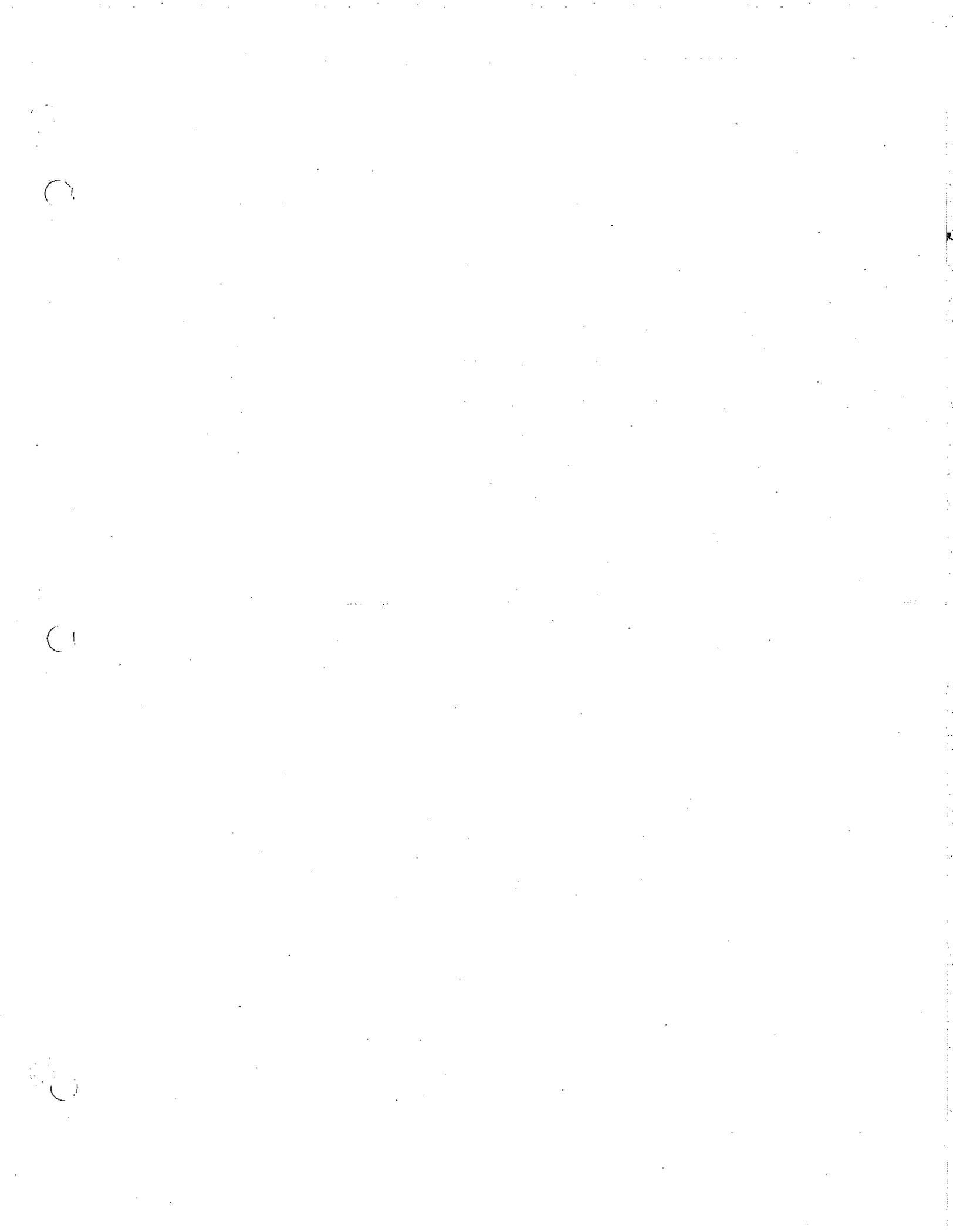
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2

BOTTINEAU TRANSITWAY

CERTIFIED

3

4

SCOPING OPEN HOUSE #4

5

HELD ON THE 31ST DAY OF JANUARY, 2012

6

AT THE ROBBINSDALE CITY HALL

7

4100 LAKEVIEW AVENUE NORTH

8

ROBBINSDALE, MINNESOTA

9

6:00 P.M.

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Taken before Lynn M. Ettl, RPR, CRR

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1 Martha Hoffman
2 4545 Beard Avenue North
3 Robbinsdale, Minnesota 55422.

4 My comment is, do it tomorrow. It's
5 about time. I would like to voice my
6 support for Alignment B out to TNC, the
7 Target North Campus. I -- they're moving
8 3,000 employees in -- starting 2012 to
9 Target North Campus, and a lot of us live
10 north and would love to have that option.

11 My other thing is there is no bus
12 service between Parkway and Bottineau
13 Boulevard, 81. That whole west -- or east
14 side of 81, that community is without bus
15 service. So we desperately need bus service
16 to whatever this light rail will be. So do
17 it. It's 2012, people need transportation.
18 That's my comments.

19
20 Earl Nevala
21 3336 France Avenue North
22 Robbinsdale, Minnesota 55422.
23 What about what we were told last year
24 during the discussions of improvements to
25 France Avenue south of Oakdale, the widening

1 and the realignment of the intersection?
2 Did all of this have to do with the rail
3 line? And was a choice already made to run
4 down Oakdale Avenue? I say keep it on 81,
5 not on the residential streets.

6 Safety is an issue. Hiawatha Line has
7 caused eight deaths in the short time it's
8 been running, and I think safety is a big
9 issue here. I say keep it off the
10 residential streets. Keep it on the rail
11 line or keep it on 81. I don't want it
12 running down the streets in a residential
13 neighborhood. That's it.

14
15 J.S. Fatcher
16 4132 Regent Avenue North
17 Robbinsdale, Minnesota 55422.

18 To me, it makes more sense to use the
19 existing Burlington Northern Santa Fe
20 Railroad tracks, but I understand from
21 tonight's presentation that the railroad, or
22 somebody, isn't going to let -- let this be
23 used. So, therefore, the light rail transit
24 is going to come right down along the same
25 line as the railroad tracks. And, to me,

1 this is sort of a waste of resources when
2 they already have some -- a good railroad
3 track going right through the area. As I
4 said, I would prefer to see the railroad
5 tracks used.

6
7 Deb Berger
8 3408 France Avenue North
9 Robbinsdale, Minnesota 55422.

10 I'm not against a light rail system. I
11 think it's in the wrong spot. I think down
12 81 to 41st or 42nd would be much more
13 beneficial. There's more open property
14 there for parking. It would bring
15 businesses to downtown Robbinsdale. I just
16 think that the way that they're going is
17 disrupting too many elderly people in that
18 area that have lived there for too long.
19 All this is going to benefit is the
20 hospital. Anything else?

21 And also about putting all that money
22 into your homes over the years, because you
23 can't afford to move. Where are people
24 going to go? Hennepin County is going to
25 lose more revenue by doing this with all the

1 taxes.

2 Mary Kay Harris

3 3538 Grimes Avenue North

4 Robbinsdale, Minnesota 55422.

5 I was starting to write it. I agree
6 that public transit needs to be improved in
7 North Minneapolis and Robbinsdale. For 26
8 years I took the bus to work downtown. Now
9 for the past 18 months, I have had to drive
10 because the bus routes to Robbinsdale along
11 Broadway have been decreased. That's the
12 frequency of the buses.

13 But it's my belief that the light rail
14 project is regressive and not progressive.
15 At one time Minneapolis had an exemplary
16 trolley car system, in the '30s, '40s, and
17 '50s. And that was taken down, eliminated,
18 because of -- and I don't have to go into a
19 lot of detail. But it's a fact that it was
20 a plan between the rubber companies for
21 tires, auto manufacturers, and so on. So at
22 one time, we had the best mass transit
23 system in the -- in the whole United States,
24 and that was dismantled.

25 So now something is being put into

1 place that causes a great deal of
2 destruction. For example, the route going
3 through St. Paul along University Avenue is
4 causing huge hardships for the business
5 owners there. And the Metropolitan Council
6 even had to put \$1.2 million out to help
7 promote those businesses so they wouldn't go
8 under.

9 Or the idea of having this train go
10 through Robbinsdale on a trajectory where
11 the imaginary 34th Avenue will be taking out
12 all kinds of trees and houses. At one time
13 the infrastructure was in place, but that
14 was demolished. And now they're trying to
15 put something in place that doesn't belong
16 there now. Okay. That's one point that I
17 want to make.

18 The other thing is, when they talk
19 about senior citizens, I don't think that
20 senior citizens are going to use light rail.
21 I don't think that is a mode of
22 transportation that will be suited to senior
23 citizens because they'll have to walk quite
24 a distance to get there. So I think that's
25 a specious argument, that this is something

1 that will be used or appeal to senior
2 citizens.

3 As I say, I agree that we need an
4 improved mass transit, and I think that it
5 would be a good idea to buy a fleet of small
6 electric buses and vans and run those in --
7 in North Minneapolis and Robbinsdale, I mean
8 even out to Arbor Lakes. It looks as if
9 there's going to be a lot of destruction
10 going out that way, too. So that's what I
11 want to say.

12 There again, the incredible disruption
13 that that's going to cause along Broadway,
14 all of those businesses. To be truly
15 progressive, this should have been done back
16 in the '60s. Now the time is past for this
17 project.

18 And the last thing I want to say is
19 that these trains are very large, even
20 though they're called light transit. I work
21 downtown. I see them on 5th Street. This
22 is a very large conveyance, and I can't
23 imagine it going down, like, Penn Avenue or
24 going down 34th Avenue in Robbinsdale.
25 These things are huge. They're not meant to

1 be on a small corridor.

2 I think, if anything, it should go on a
3 large corridor, maybe on Highway 55. It's
4 also known as Van White. So that's what I
5 want to say. Thank you so much for this. I
6 just think that -- I think that we're way
7 behind the curve with this. The damage has
8 been done already with urban sprawl and the
9 destruction of the environment. And this
10 should have been done years and years ago,
11 and now it's too late.

12

13 Dale Price
14 3336 Halifax Avenue North
15 Robbinsdale, Minnesota 55422.

16 As a resident of 3336 Halifax, this
17 will be impacted by D2, the Robbinsdale
18 directive for the LRT.

19 Having talked with Golden Valley
20 council members, the Mayor of Robbinsdale,
21 and consultants on behalf of light rail,
22 their intent is to do the least amount of
23 disruptive intersections and removal of
24 homes. Yet the D2 option leaves you nothing
25 but options of putting in a bridge,

1 restructuring traffic patterns, going over
2 multiple intersections. And then the
3 process in going down to North Memorial
4 Hospital.

5 I would suggest that we have a current
6 hub at 41st for our bus transit. We have a
7 block, half-block section that's available
8 to be depot style disembarkment for LRT
9 coming in from the north side.

10 It makes a little more sense to me to
11 get off the track at level grade; when they
12 exit the track to a transit hub, to do so at
13 a level grade location where no homes are
14 purchased, no bridges are built, and the
15 easy access to Bottineau Drive, which is a
16 component to take it to the north side of
17 Minneapolis. I would hope that they would
18 consider looking at that, rather than the D2
19 location. I guess that's it.

20

21 Jeannette Hiel
22 3359 Grimes Avenue North
23 Robbinsdale, Minnesota 55422.

24 I am a senior citizen and I'm a little
25 scared, worried about my house. And I -- I

1 don't think it's a good idea. I see that
2 it's for future -- you know, future traffic,
3 cars, getting them off the road and all this
4 stuff. And I just -- I talked to Rick, the
5 guy here in Robbinsdale who is on -- the
6 roads, and he said that it wasn't anything
7 that was going to happen overnight. And
8 that -- and then I talked to somebody here,
9 and he said 2018 or 2020. So I thought,
10 well, you know, I probably won't be here,
11 but I just don't -- there are other options
12 than coming down -- you know, building a
13 bridge over Indiana Avenue North down 34th
14 side street there, taking houses on both
15 sides of the street. I mean -- and it's
16 just -- it's disruptive and it's not right.
17 It's just not -- you know, this is my own
18 opinion. It just -- it's upsetting. It's
19 just not -- but I don't know, you know, how
20 it's going to end.

21 I understand the mayor here in
22 Robbinsdale isn't for this idea. And
23 there's a better -- there's a couple better
24 options, which they might go for. We don't
25 really know what they're going to be doing.

1 You know, it isn't decided yet. And even
2 the time element isn't decided yet. Okay.
3 That's all I have to say.

4
5 Amelia Hummel
6 4368 France Avenue North
7 Robbinsdale, Minnesota 55422.

8 My name is Amy Hummel, and I live in
9 Robbinsdale between Crystal Lake and
10 Lake Drive. I'm DFL co-chair for
11 Robbinsdale and I have lived in Robbinsdale
12 since 2000, and I used to live in St. Paul
13 Midway. I was an honors degree in economics
14 and attended the Johns Hopkins University
15 School of Advanced International Studies,
16 and worked for the World Bank. I also lived
17 in Washington, D.C., while they were
18 building the subway metro system.

19 It's a well-known principle, I guess,
20 of urban development and urban studies that
21 any transit system increases land rent and
22 this has a dramatic impact on the -- the
23 transit systems' increased land rent and
24 have a kind of a star-spoked development
25 pattern that they impose upon urban areas,

1 and that they facilitate urban growth and
2 the integration of populations in a
3 well-served transportation area.

4 I am 100 percent in favor of bus rapid
5 transit or light rail transit or anything
6 else they can build to integrate the first
7 ring suburb with the rest of the metro area
8 and make it accessible to everyone.

9 But I don't want one cent of my tax
10 dollar going to this system unless I can
11 ride on it. I want there to be dense and
12 frequent affordable bus feeder routes to all
13 stations. And I think they need an extra
14 station in Robbinsdale between Bass Lake
15 Drive and the southern station so that I can
16 ride it, too.

17 I went and testified in favor of the
18 recently established, and then discontinued,
19 metro transit bus route R-19. And I have
20 never been so disappointed in how -- public
21 policy makers and my neighbors as I was
22 going to those public hearings and hearing
23 that people didn't care about elderly
24 residents or the handicapped or people who
25 simply wanted to ride the bus. The main

1 beneficiaries of mass transit are the people
2 still driving their cars, because bus -- the
3 streets are not crammed with other car
4 riders, especially during rush hour. But a
5 good transit system promotes economic
6 development and employment and property
7 values.

8 As a single woman living in Washington,
9 D.C., I knew, as we all knew, the safest
10 places to live were right on a bus line. So
11 I would like to see this knowledge
12 incorporated in this planning.

13 I personally would prefer the bus rapid
14 transit because it costs less to build and
15 maintain. Also, when you have an incident,
16 whether it's caused by weather or equipment
17 or a car driver or a pedestrian or whatever,
18 when you have an incident on a train track,
19 the trains can't go around it. But bus
20 rapid transit offers that extra degree of
21 reliability and I think the safety, as the
22 buses are not -- bus transportation would
23 not be impaired.

24 Also, I want there to be money left
25 over for those bus feeder routes, even

1 though I understand it comes out of separate
2 tax revenue areas. And the light rail
3 transit for sure and possibly the bus rapid
4 transit would have some federal funding that
5 would mandate that there would be bus
6 routes. I want them to be as many as
7 possible, rather than as few as we can get
8 away with. And I want there to be money
9 left to fund it.

10 I'm almost 65 and I would like to
11 support a cause that would actually benefit
12 me, and this definitely would. We need
13 access not only between residences and
14 places of employment, but places of medical
15 care, like North Memorial, and basic
16 shopping. And the train doesn't have to go
17 there, but the feeder buses should. If you
18 have a bus accessible at a
19 pedestrian-friendly town, it has to have bus
20 transit.

21
22 Dawn Henning,
23 3415 Halifax Avenue North
24 Robbinsdale, Minnesota 55422.
25 I'm just concerned about the -- the

1 houses. Like, we just moved in in October,
2 we had no idea this was going on. We
3 weren't told about it. But anyway, the
4 houses in the area, even when we drive down,
5 like, the alleys, you can see foundation
6 cracks from -- there's kind of a hill right
7 there. And I'm just really concerned about
8 the house structures and the structures in
9 general being compromised because of all the
10 construction and the light rail vibrations
11 and stuff.

12 I was just told that there would be a
13 lot of vibrations because of the light rail,
14 but there wouldn't be. He said that it
15 would be less than even the railroad. But
16 there's also beforehand. There's all that
17 construction and everything. So there is
18 going to be -- I believe that some homes
19 will have some issues with foundations. And
20 that's my real main concern.

21 Diane Steen-H.
22 2829 Yosemite
23 St. Louis Park, Minnesota 55416.

24 After looking at that 12-minute tape in
25 there, I'm thinking about two of the slides,

1 and one was saying that the senior citizen
2 population up in this area is going to
3 explode by, like, 125 percent in the next
4 decades. And so looking at these two
5 options for the southern route, either going
6 along Theodore Wirth or swinging east to go
7 down Broadway, that one seems the best, the
8 one that would go past the North Memorial
9 complex, because of senior citizens having
10 to get to medical care.

11 So I prefer for this general area here
12 to have the eastern option used, instead of
13 the more scenic one that's going to go along
14 Theodore Wirth Park.

15 And then another slide said that close
16 to 15 percent of the residents in this area
17 don't have a car and so they also will
18 benefit from this line, especially that
19 eastern swing around, because if they don't
20 have -- if it goes along Theodore Wirth,
21 they're going to have to get on some feeder
22 buses and -- or take a half-mile walk or
23 whatever. And that's just going to add to
24 the burden of this urban area up here. So I
25 think when you think of the

1 North Minneapolis citizenry, older people,
2 people without cars, I don't think they
3 should go along that park. I think they
4 should take the urbanized route along Penn
5 and Broadway.

6 And that's -- also, I'm a social
7 activist and I canvas the neighborhoods for
8 things, rank-to-choice voting. I've done
9 that for years. And so I really feel for
10 the people and I don't think they should
11 have to have an extra burden of getting to
12 the Theodore Wirth area to get onto light
13 rail. It should be closer to where they
14 live. So the eastern option, Broadway and
15 Penn is best.

16

17

David Kiser

18

3807 Vandemark Road

19

Robbinsdale, Minnesota 55422.

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25

Well, I strongly believe it should be
the D1 alignment from Robbinsdale going
south, that it would allow for the best use
of the line with the people from farther out
getting to downtown quickly, rather than
having to make multiple stops. And in my

1 estimation, that's the purpose of the whole
2 line is to move people further away to
3 downtown quickly. That's all I have to say.

4
5 Carol Larson
6 3711 Lee Avenue North
7 Robbinsdale, Minnesota 55422.

8 You can put down that I'm all for it,
9 the project. I'm looking forward to it.

10

11 (Whereupon, the Foregoing Proceedings
12 were concluded at approximately 8:05 p.m.)

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1 STATE OF MINNESOTA)

2 COUNTY OF WASHINGTON)

3 Be it known that I took the Foregoing Proceedings
4 on the 31st day of January, 2012, at Robbinsdale,
5 Minnesota;

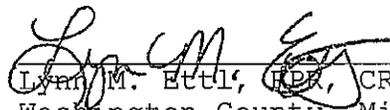
6 that I was then and there a Notary Public in and
7 for the County of Washington, State of Minnesota;

8 that the Foregoing Proceedings was recorded in
9 stenotype by myself and reduced to print by means of
10 Computer-Assisted Transcription under my direction,
11 and that the Foregoing Proceedings is a true record of
12 the Comments given to the best of my ability;

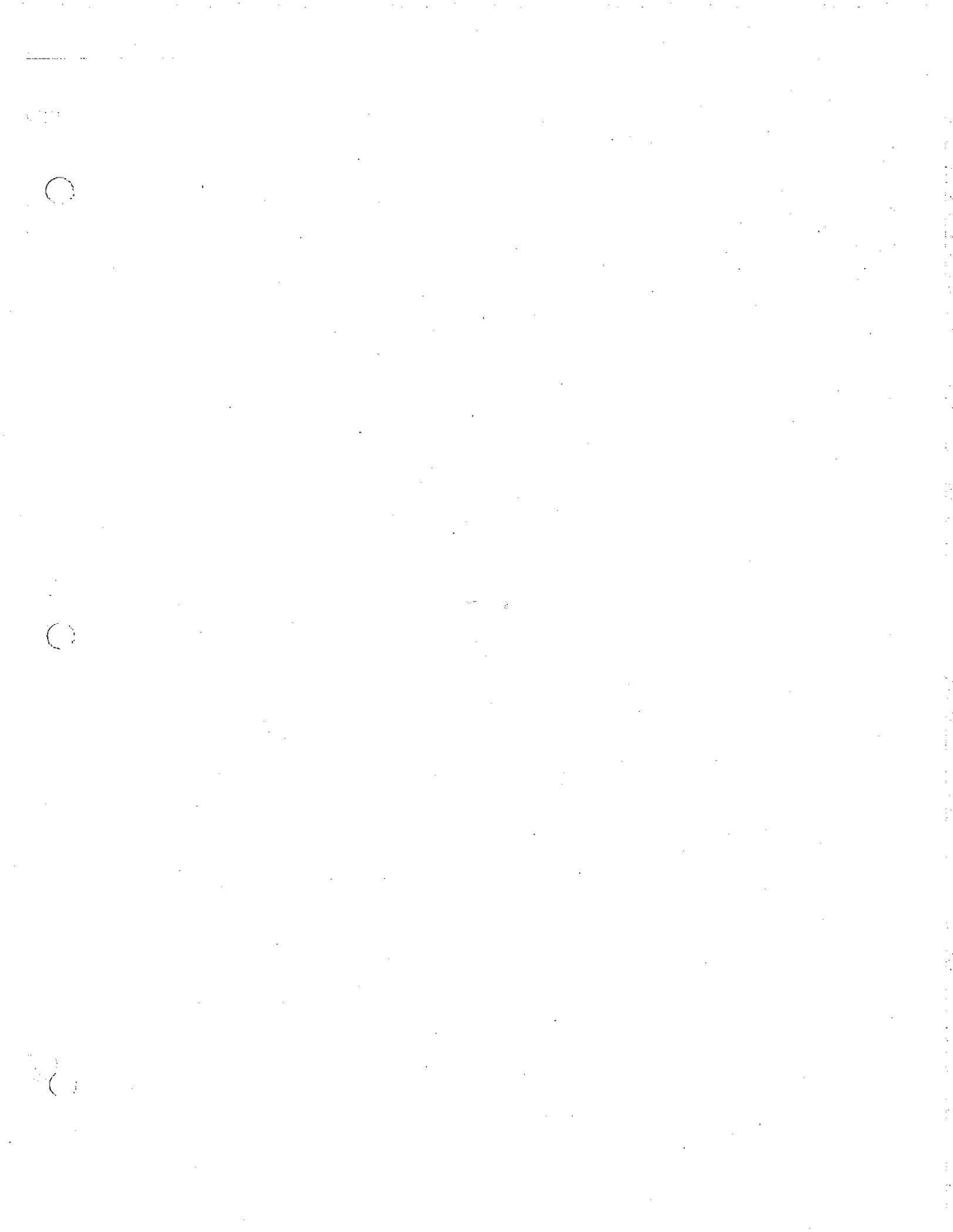
13 that I am not related to any parties hereto nor
14 interested in the outcome of the action.

15 Dated this 1st day of February, 2012.

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25



Lynn M. Ettl, RPR, CRR
Washington County, Minnesota
My Commission Expires 1-31-2015



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