



Minneapolis & Golden Valley Community Meeting – June 4th, 2015

All comments are recorded verbatim from comment cards and discussion worksheets. No grammatical, word choice changes or spelling has been corrected. If handwriting is unclear, then correct spelling is used and the most contextual word choice is assumed or marked illegible. Any personal identifiable information, if provided, has been deleted from these comments

Are the pedestrian crossing in the best locations?

001

I am concerned that separating the planning between 4 groups (Penn Ave Committee, WBdvg Committee, Emerson/Fremont Committee and Bottineau LRT Committee) is failing to consider the overall picture of how transit to the LRT on the Northside.

002

Is there one west of the station on Golden Valley Road?

003

Yes. Ok.

004

WHY PEDESTRIAN CORRINGS GET PEOPLE ON THE LRT AND LEAVE IT AT THAT! NOT IN MY NEIGHBORHOOD!

005

No, I am worried about people crossing in the middle of GV road from the kiss and ride to get to the station. Golden Valley Rd is very busy. People will not walk to the corner to cross.

006

The G.V. road/Theo Wirth intersection is very unsafe for bikers –

007

Good question-look at how many and how long at any given location. Prioritize people. Put pedestrians first

008

Possibly-at least connecting N to S.

009

I only looked at Plymouth Station area. Crossing on Plymouth Ave bridge to get to the park seems fine. However, I often use the path at the south end of Dorr Drive to access the park, especially in winter. I will miss that access as I will no longer easily be able to walk/jog/ski to Wirth Lake without getting on the roadways (Olson Memorial Highway, Plymouth Ave).



Would a multi-use trail on the north side of Olsen Memorial Highway be a desirable addition?

001

The Penn Ave BRT should connect Bust Transit between Olson Mem. Hwy. and Penn Ave Station at I394. This provides the quickest connection to the SW LRT for recipients on the west side of north mpls. By adopting a direct connection to SW LRT, the penn station at I394 becomes an integral part of North Side Transit.

002

Yes, probably

003

Yes

004

NOT REALLY!

005

Yes, or south side ok

006

As long as it does not displace home owners or existing buildings

007

Or protected bike way. Right now, no good connection from DT mpls to bike paths at Theo Wirth-out to golden valley, Douglas Drive. Segment from I-94 to Theo Wirth is car only-needs to change

008

Yes, that seems to make sense - if it connects already existing trails and sidewalks (e.g. to the trail system on the north side of the road in T. Wirth Park).

Olson Memorial is a busy road, and very dangerous to cross. I used to bicycle commute downtown along it prior to the addition of the bike path on Plymouth. I still sometimes ride Olson Memorial at night to avoid the bad areas on Plymouth as I am a woman riding alone. Drivers often speed down Olson Memorial when commuting into the city from the west (55-60 mph in a 40mph zone) and 1 out of 5 drivers are on their cell phones (informal surveys I've taken). My preference would be to force cars to follow the posted speed limits or do something to slow the traffic down. But if that can't be done, it is safer to build bike and pedestrian trails and bridges away from the traffic.

Are you concerned about any impacts from the addition of the Blue Line Extension (Bottineau LRT)?

001

The Penn Ave BRT should not connect olson memorial hwy to downtown. It duplicates Bottineau LRT and adds additional costs.

002



Not really

003

Yes, if GVR Station

003

Congestion and pressure to turn current low-density neighborhoods near Golden Valley Rd into high-density housing

004

YES-IT WILL FUNDAMENTALLY CHANGE MY FAMILY'S LIFE NEGATIVELY! WE WISH FEWER PEOPLE IN OUR NEIGHBOR, LESS TRAFFIC/PARKING

005

I am worried about the impact of the Blue Line on Sohacki Park and the Rue lake in those parks. Mary Hills Nature Area

006

Concerned about the land the LRT will run along existing train track near Mary Hills Park in GV. Which is very wet and swampy-How much to build that up at the expense of the wildlife-

007

Pedestrian safety in crossing to stations. Would it be better to put tracks on one side or the other rather than down middle?

008

Yes=what if BNRR is successful and routes oil trains along route. What happens to LRT? Strongly believe planners should be creating a contingency plan-if not then we will find ourselves in un-livable neighborhood.

009

Yes - see question #7. I am also very concerned about oil freight and commuter rail being right next to each other. (Even if the Blue Line Extension is not built, I am very concerned about explosive oil trains right next to my home.)

What benefits of LRT are you looking forward to?

001

We need to have east west bus routes connect to Bottineau LRT and in particular 44th and 45th Ave N or 42 Ave Shoreline Dr-40th Ave to Robbinsdale so there is a good connect to north and west Twin Cities (not just downtown Mpls)

002

Able to ride Downtown, and to Airport

003

Ok, If no GVR Station

004

NONE



005

Economic development and stabilization of no. mpls.

006

I am concerned about subsidies for businesses to build. Less than 60% AMI housing in North Mpls. Need to spread this out along lines.

007

I don't feel the LRT will have any benefit for me or most of the people in my neighborhood. Now Target will probably have a lot of benefits.

008

Would appreciate occasional ride to Twins Game or St. Paul, etc. Not a frequent rider.

009

Train to park. More walkable, transit I'm concerned that overall approach assumes continue, growing car volumes.

010

None-the purpose is to serve suburban fold, not city dwellers.

011

Better transit without trying to work with bus schedules

012

Ease of transportation to areas in and adjacent the Twin Cities. Economical transport. Reduction of vehicle pollution with the increase in public transport. We're a long way off, but with feeder lines to the LRT stations, I could ditch my car. As I age, I will no longer need to worry about driving and can easily get to a nearby clinic or hospital. Maybe someday I'll be able to take a train to Duluth!

Do you have any other questions or comments about LRT?

001

We need more though how East side of North Minneapolis is going to be connected to Bottineau LRT. Probably BRT should start at Robbinsdale at 45th and go to 44th Ave and Webber Pkwy to Lyndale in North Minneapolis

002

Eliminate Plymouth Station Keep GV. Road Station

003

No GVR station

004

OF COURSE BUT YOU ARE NOT LISTENING TO THE PEOPLE WHO LIVE AROUND THE STATION AREAS AND WILL BE IMPACTED THE MOST.

005

Missed opportunity for some development



006

Need car drop off areas near ALL LRT lines-not necessarily EVERY stop but more than now.

007

Even if no park and rides – need drop off areas

008

Parking, parking, parking and noise

009

Very concerned about the G.V. Road Station- Not feeling safe about the location and parking for station would not feel safe boarding or unboarding train underground

010

Make the most of it

011

Comment about stations in general-what features would/could be eliminated if budget is cut? Planning study should prioritize features so that we all know what will not happen if money is tight.

012

I just have to say, though I'm resigned to the alignment along Wirth Park, that I am disappointed that our neighborhood (north Mpls) was avoided. It would have been a great economic driver for us to have the LRT alignment and stations in the nascent commercial corridors (Broadway/Penn/Etc.) rather than along the park.

Do you have any comments about the Golden Valley Road Station?

001

Need to know what bus connections to various Minneapolis LRT stations so to make sure all of North Minneapolis is connected to LRT

002

I would recommend not having parking. There should be parking restrictions in the nearby neighborhoods so neighbors are not negatively impacted by people driving to the station.

003

Inappropriate. BRT/streetcar best implemented on Hwy 55 to serve GV from Penn Station

004

Please reconsider opening neighborhoods around this station to independent developers-please protect the low-density neighborhoods in the immediate vicinity of this station.

005

YES – KEEP IT AWAY FROM GV-PLYMOUTH AVE. MAKES FAR MORE SENSE IN TERMS OF RIDERSHIP RECREATIONAL ACCESS ETC. ALREADY HAVE SAID THIS BUT GV. COUNCIL MAYOR NEED TO GO!

006

Again parking and the impact of LRT on the parks.



007

Feels like an unsafe station for boarding and unboarding down in the ravine-too much woods nearby to be safe in the dark-

008

Why is station so far from any structures-places to walk to or from? If you make it too isolated, it's an orphan. Im having trouble understanding how a person gets to the station-dropped off in car or by bus. Hmmm. Is there opportunity to put some housing, small retail-coffee shop, dry cleaner, day care to make station area a thriving node?

009

No need for two stations. Best to create one that serves both park and transit. Golden Valley Road has better transit connection and can serve with Park, with some modifications in the park.

010

Keep if possible, please

011

We need at least one station that has the potential to serve north Mpls- and Golden Valley Road has the most transportation connection opportunities which I think is good. It will allow transit to the east and west, unlike the Plymouth station. But because it is in park/natural/residential area I have concerns about maintaining the integrity of the parkland and homeowners' privacy and safety - some of the same concerns I have for the area around Plymouth station.

Do you have any comments about the Plymouth Station?

001

I don't think this station is worth the costs. (money and extra time riding route).

002

Yes – MPLS to biggest park

003

Plymouth station or Robbinsdale Station are close enough and could eliminate need for G.V station

004

Ditto-I'm really concerned about how isolated are these stations and the lack of places nearby.

005

No need for two stations. Best to create one that serves both park and transit. Golden Valley Road has better transit connection and can serve with Park, with some modifications in the park.

006

Yes. A station at Plymouth only has downsides for me. I would prefer it not be built. I can walk/bike to Penn or Golden Valley Road as those are very close to me.

SAFETY & NEIGHBORHOOD STABILITY:



If a station is built, I think the north side of Plymouth is better. It would give closer to grade access from Xerxes and sight lines from the T. Wirth chalet and Xerxes This seems much safer than building the station in an isolated area underneath a bridge.

We try to take care of each other and get to know our neighbors. We are a stable community of home owners with a wonderful economic and ethnic diversity. Some houses are still passed down generation to generation. We don't need to be "developed" - we love our residential neighborhood and want to enhance its safety and stability. I am happy that higher density housing and retail development is recommended further down Plymouth towards Penn - and not next to the station.

The addition of pedestrian and vehicular traffic will reduce our privacy and safety - there will be many more strangers walking in front of our homes and potentially through our backyards scoping out "opportunities". Since it is a destination station for T. Wirth Park, the station hours should mimic the park hours. The lights and activity should be shut off at 10pm.

The city and county design teams should work directly with impacted home owners (i.e. go door to door and talk about the building plans). Home owners adjacent to the stations should be consulted before building plans are finalized and short term and long term impacts to their properties should be clear. (for example, increases in property taxes for maintenance of a city sidewalk built adjacent to a home).

LIGHT AND NOISE:

There will be additional noise and light pollution. I am concerned about the proposed additional trail lighting and station lighting - in addition to the development projects planned by T. Wirth Park, and the current non-directional lighting on Plymouth bridge - all of this lighting will essentially ensure we will never see a star at night again. Too much lighting also causes shadows for people to hide in. The lighting needs to be thoughtfully placed, directional, and not so bright that it degrades safety.

There should be trees planted along the rail corridor as noise barriers. Not only are they lovely, and fit the nature of the park, but they act as noise dampers. The difference in noise levels was striking after the tornado took the trees - traffic noise from Olson Memorial, and freight rail noise are much more noticeable now.

PROTECTION OF WILDLIFE & PARKLAND EQUITY:

The development for LRT will impact the natural environment. It will be expensive to build on unstable soils - current natural and wild areas may be filled in to shore the ground up for more frequent trains, and there will be impacts to the Bassett Creek watershed. Areas may be mowed, paved, or cemented, and trees or wild flowering plants removed - degrading habitat for birds and animals and removing food sources for pollinators. Though the natural flora and fauna and water quality often get pushed to the bottom of the list, these should be protected as much as possible during and after development. The station should be low impact to the environment and the design tuned to harmonize with a natural area.

I believe that the station will be an economic benefit to T. Wirth Park- and will allow more people access to the park from the north and south suburbs to purchase ski passes, golf rounds, or participate in races -bringing in non-tax revenue to the park. If a station is built to serve T. Wirth Park, the design of the station and signage should be used to promote the park, but reflect balanced public uses - and should welcome ALL to the park - rich



or poor, young or old, piknickers or exercisers. As a north side resident and tax payer, I want the park to remain equitable - with monetized, competitive sports balanced with free public parkland accessible to all.

Do you have any comments about the Penn Station?

001

Yes, needed, essential to Golden Valley

002

NO

003

-walkability, to and from

-more density and mix use needed

004

I could see myself using this station frequently to connect to transit traveling all directions (North,South,East,West) in the Twin Cities.

Do you have any other comments about the Van White Station?

001

No

002

NO

003

Same-these are not pedestrian friendly plans that create vibrant station areas.

004

No.



Minneapolis & Golden Valley Open House – June 4, 2015

All comments are recorded verbatim from comment cards and discussion worksheets. No grammatical, word choice changes or spelling has been corrected. If handwriting is unclear, then correct spelling is used and the most contextual word choice is assumed or marked illegible. Any personal identifiable information, if provided, has been deleted from these comments

1. Consider alignments that save the trees.



2. Major Economic Development w/ Push @ Glenwood, Bryn Mawr Brea & others.

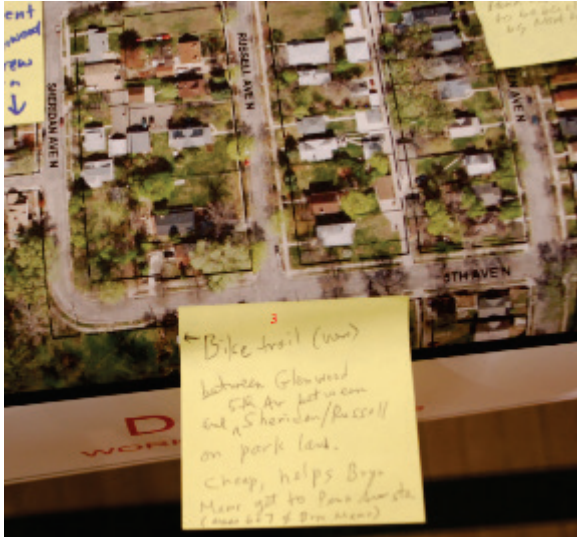




METRO Blue Line LRT Extension (BLRT)

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

- 3. Bike trail (new) between Glenwood and 5th Av between Sheridan/Russell on park land. Cheap, helps Bryn Mawr get to Penn Ave Sta. (areas 6 & 7 of Bryn Mawr)**



- 4. Golden Valley Business**



5. Golden Valley BRT/Streetcar



6. 1) It would shorten connection to SWLRT for Western North Minneapolis 2) It makes it possible Penn Ave SWLRT Station to be built & be used by North Minneapolis





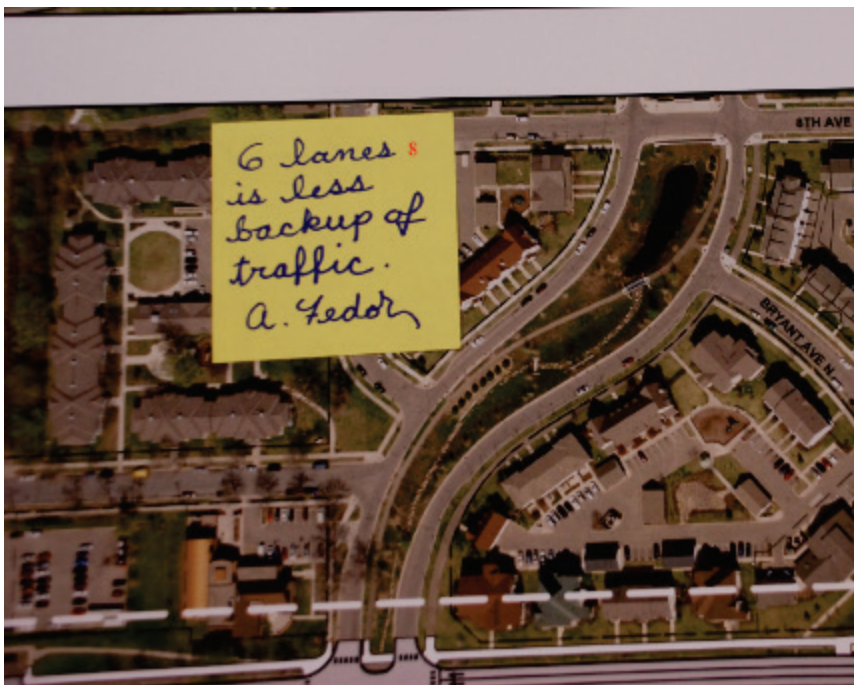
METRO Blue Line LRT Extension (BLRT)

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

7. Continue BRT down Penn Ave to connect to SWLRT Station. Agree from 612 and Bryn Mawr.



8. 6 lanes is less backup of traffic.

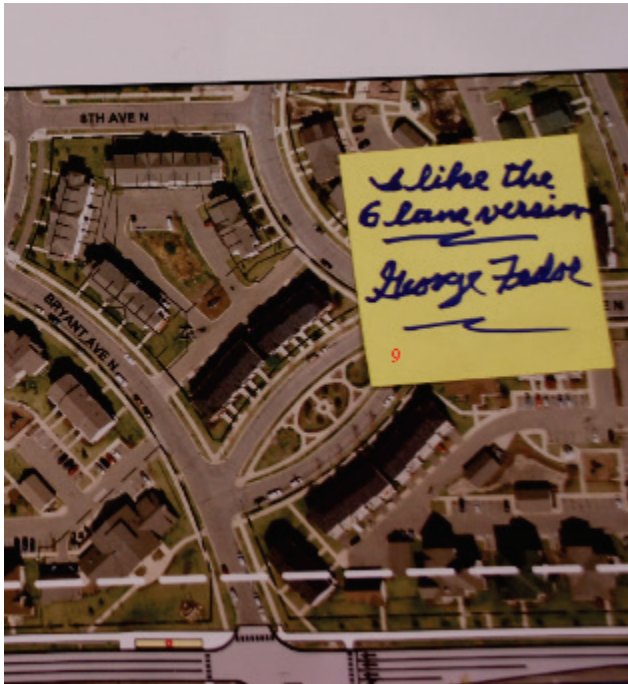




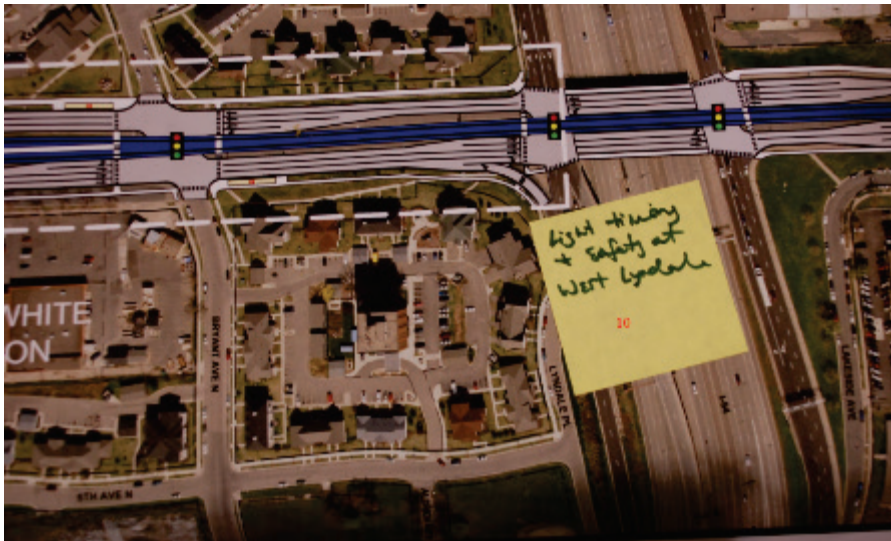
METRO Blue Line LRT Extension (BLRT)

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

9. I like the 6 lane version



10. Light timing and safety at West Lyndale

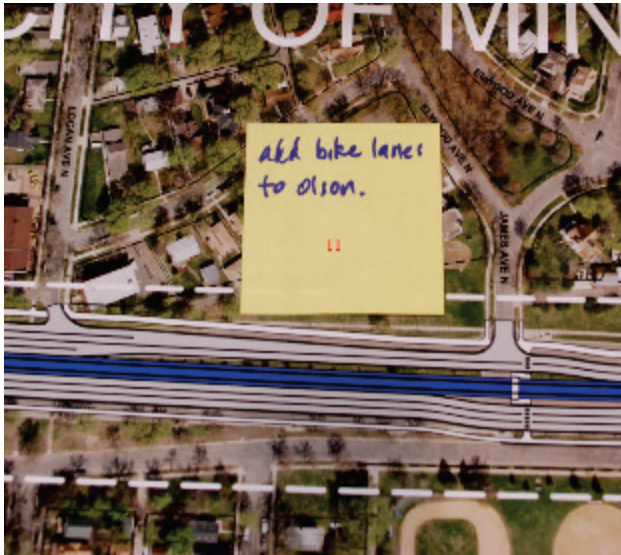




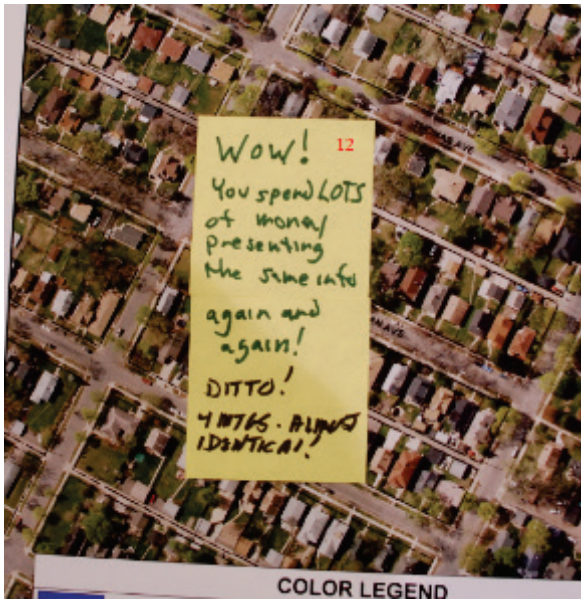
METRO Blue Line LRT Extension (BLRT)

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

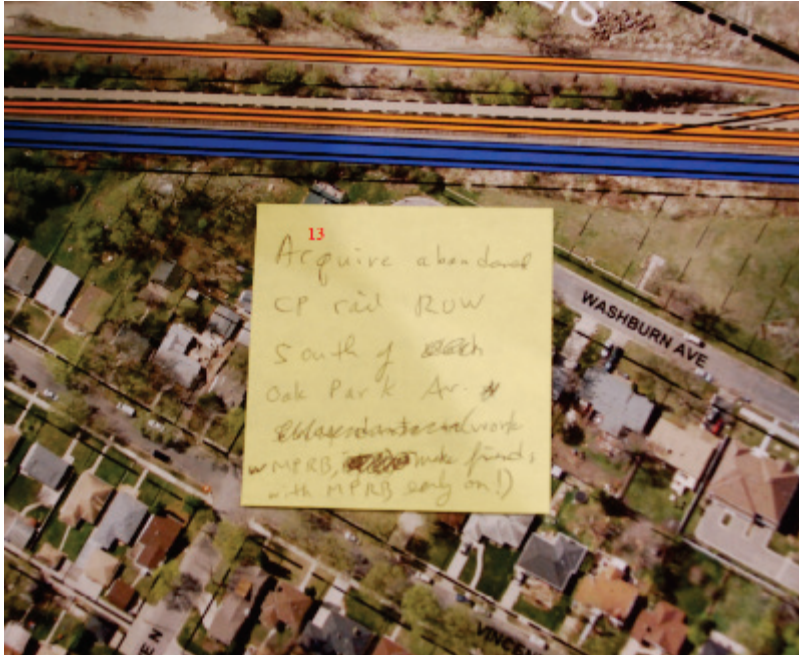
11. Add bike lanes to Olson



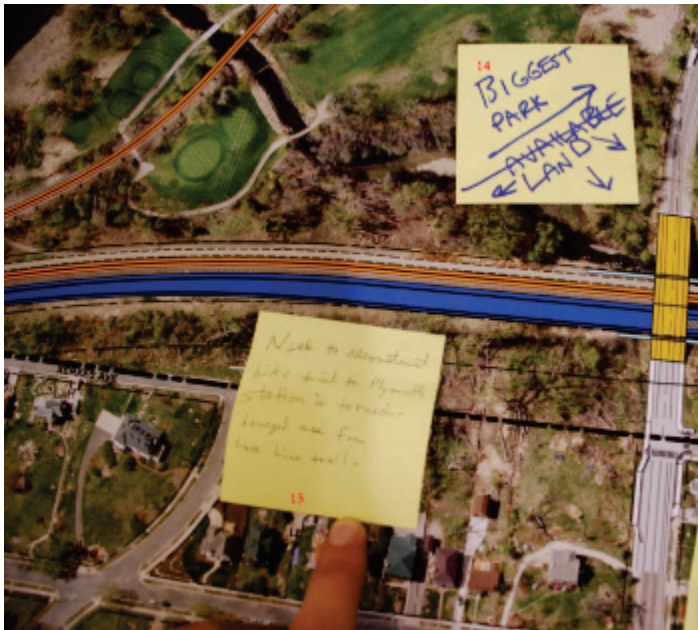
12. WOW! You spend LOTS of money presenting the same info again and again! DITTO! 4 MTGS. ALMOST IDENTICAL!



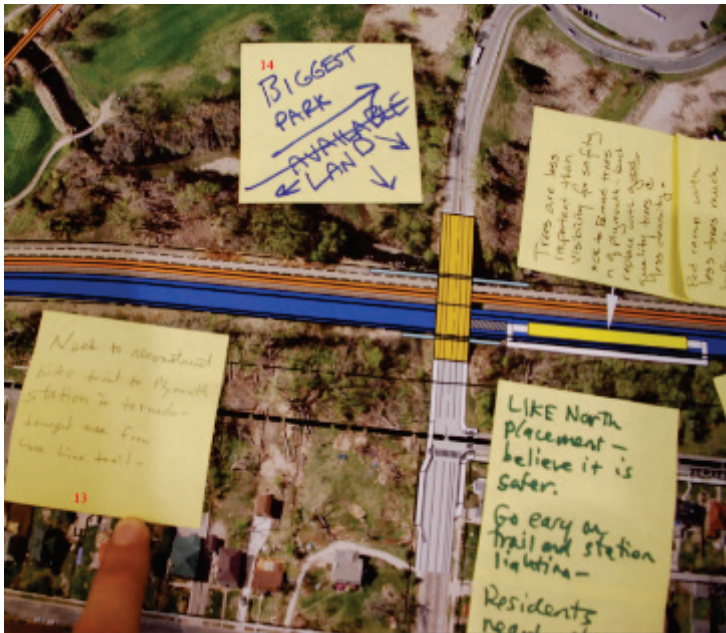
13. Acquire abandoned CP rail ROW South of Oak Park Av. Work w/ MPRB, make friends with MPRB early on!



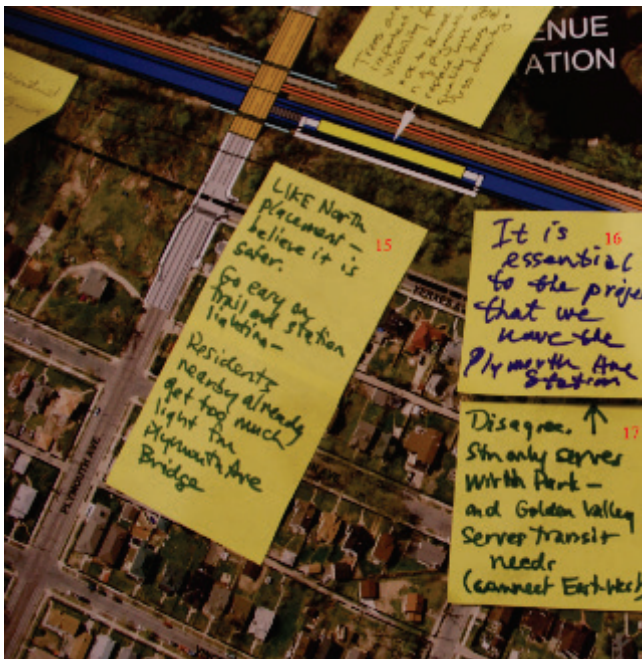
13. Need to reconstruct bike trail to Plymouth Station in tornado damage area from Luce Line trail.



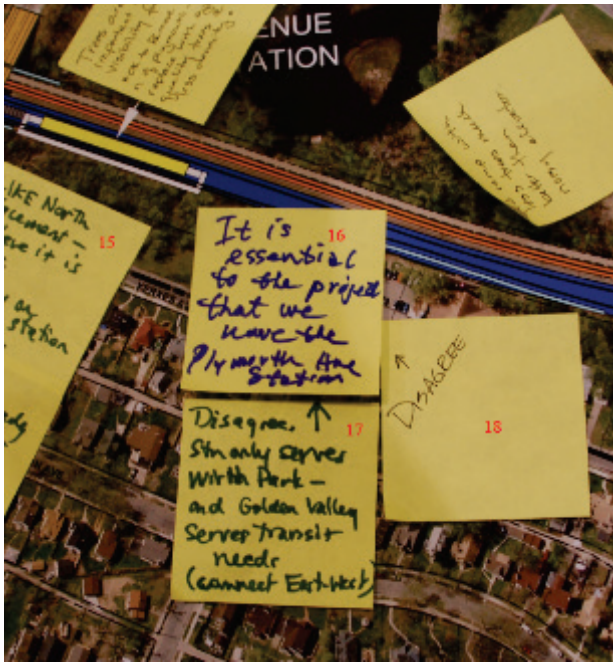
14. Biggest Park. Land.



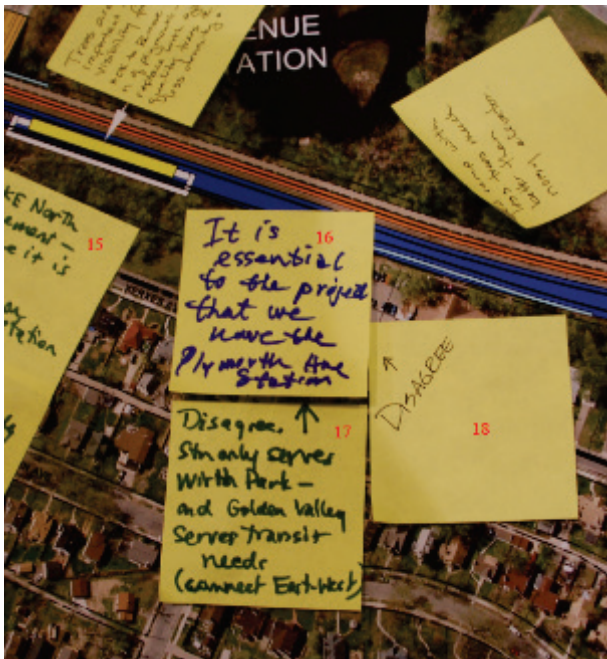
15. Like North placement—believe it is safer. Go easy on trail and station lighting – residents nearby already get too much light from Plymouth Ave Bridge



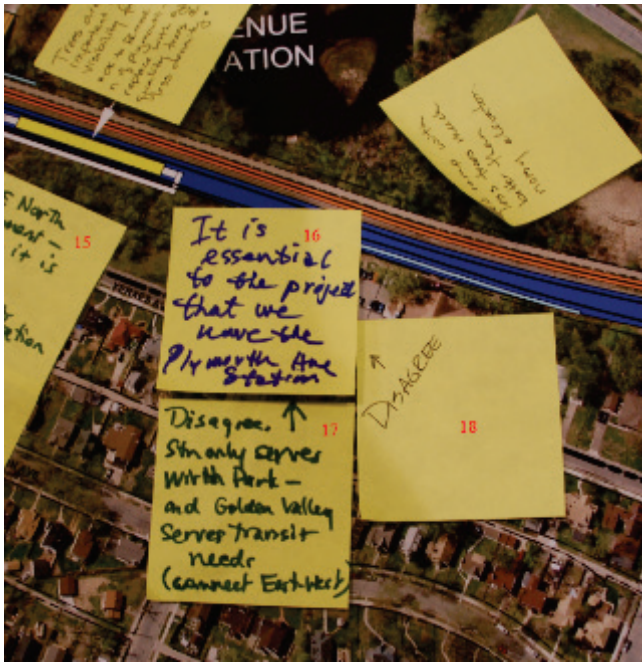
16. It is essential to the project that we have the Plymouth Ave Station



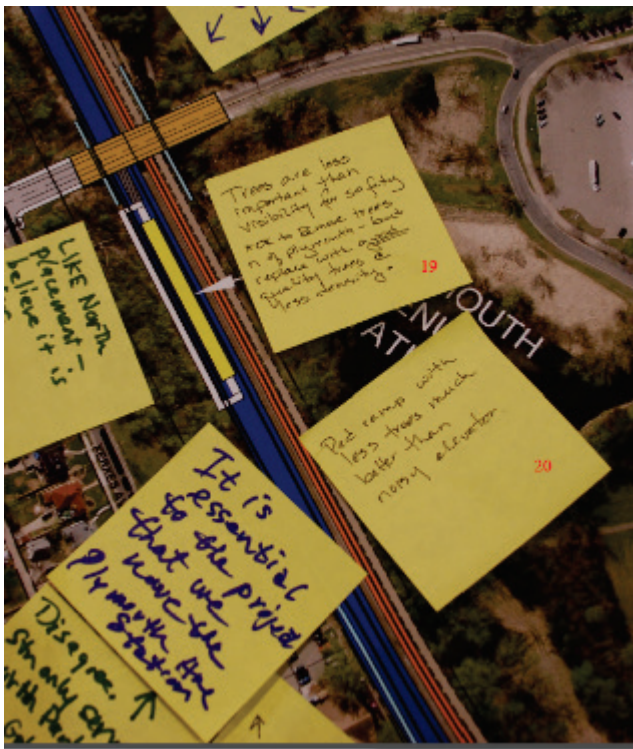
17. Disagree, stn only serves Wirth Park – and Golden Valley serves transit needs (connect East-West)



18. Disagree



19. Trees are less important than visibility for safety. Ok to remove trees n of Plymouth – but replace with good quality trees @ less density.

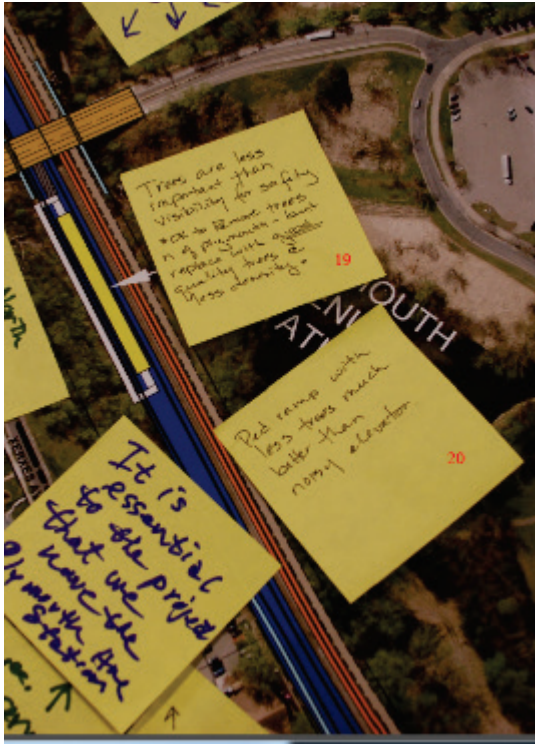




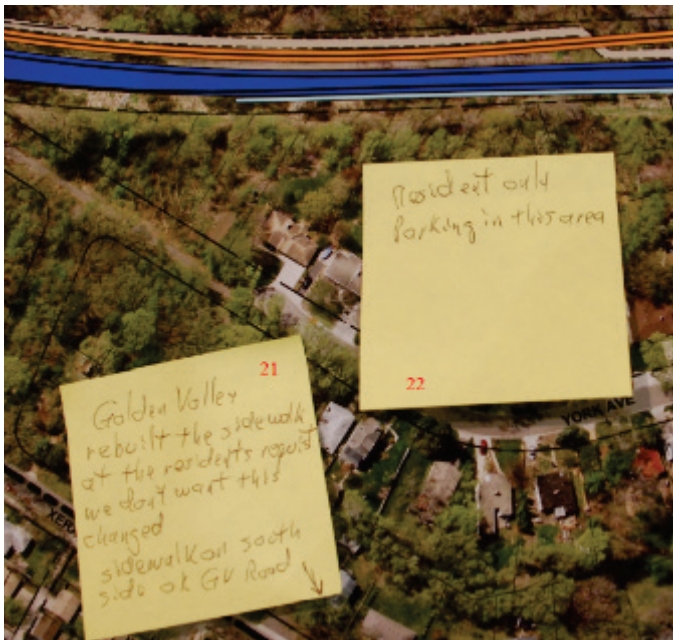
METRO Blue Line LRT Extension (BLRT)

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

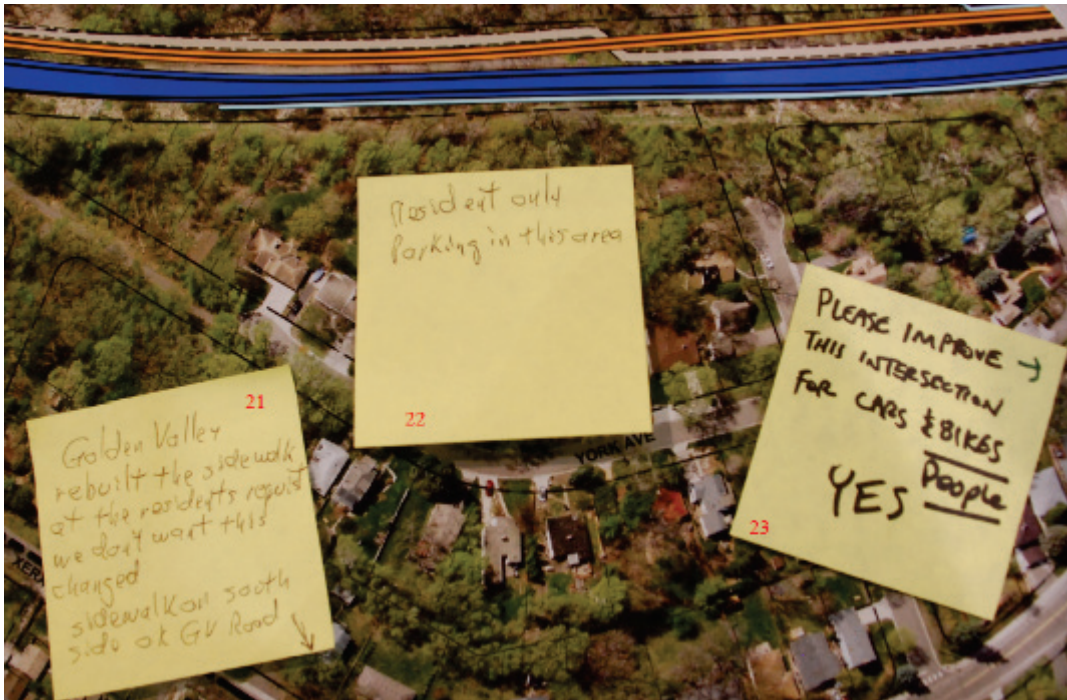
20. Ped ramp with less trees much better than noisy elevator.



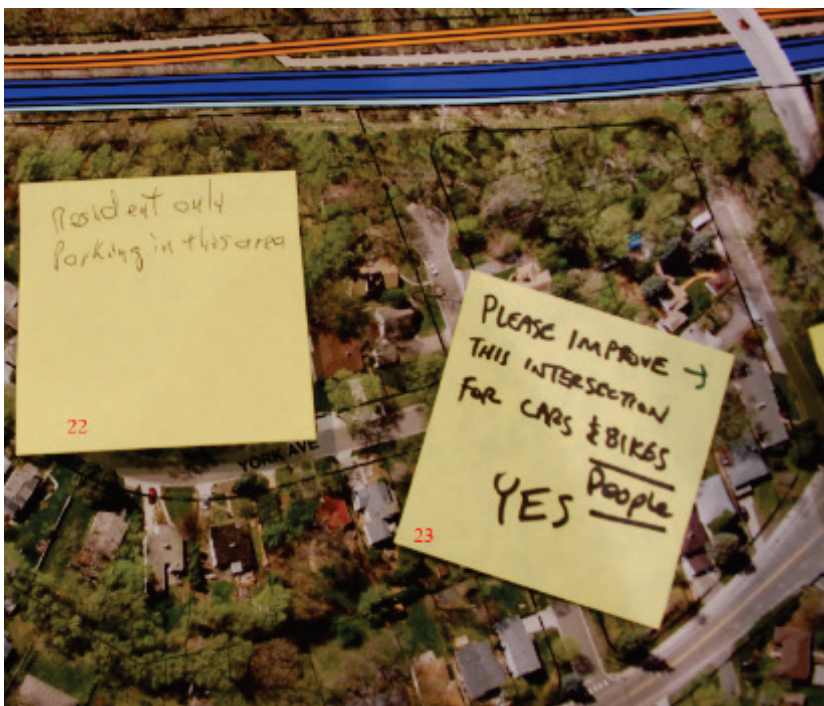
21. Golden Valley rebuilt the sidewalk at the resident's request we don't want this changed. Sidewalk on south side of GV Road.



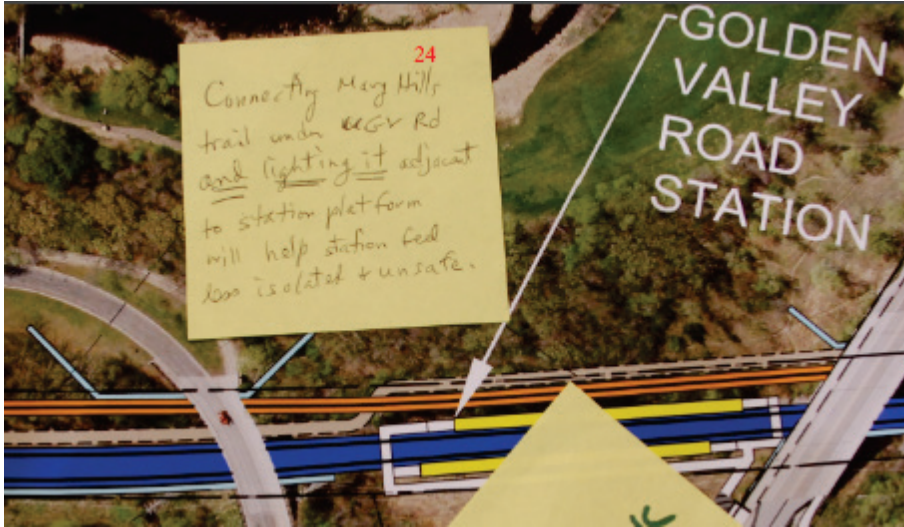
22. Resident only parking in this area



23. Please improve this intersection for cars & bikes. People. YES



24. Connecting Mary Hills trail under GV Rd and lighting it adjacent to station platform will help station feel less isolated & unsafe.



27. Might this be a roundabout? If so, say it



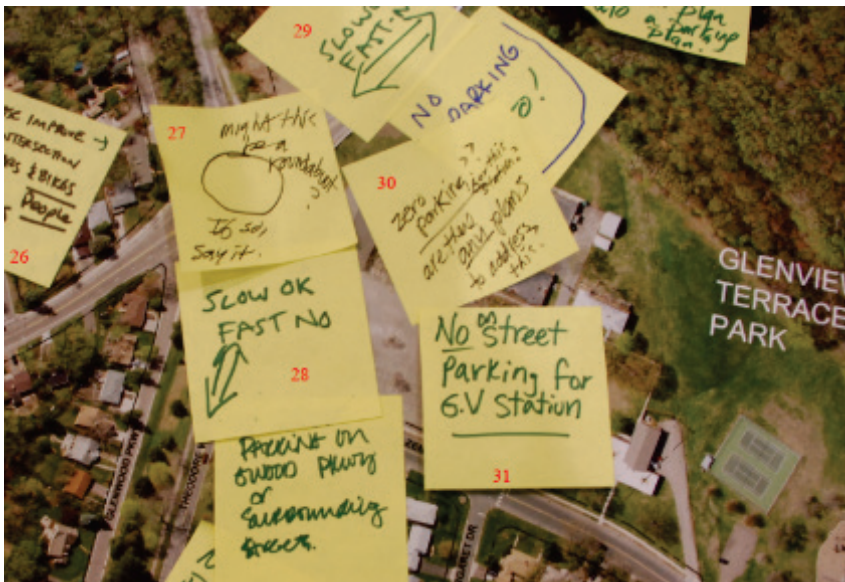
METRO Blue Line LRT Extension (BLRT)

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

28. Slow ok. Fast no. Parking on Gwood Pkwy or surrounding streets. No street parking along Xerxes. I agree.



29. Slow ok. Fast No.



METRO Blue Line LRT Extension (BLRT)

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

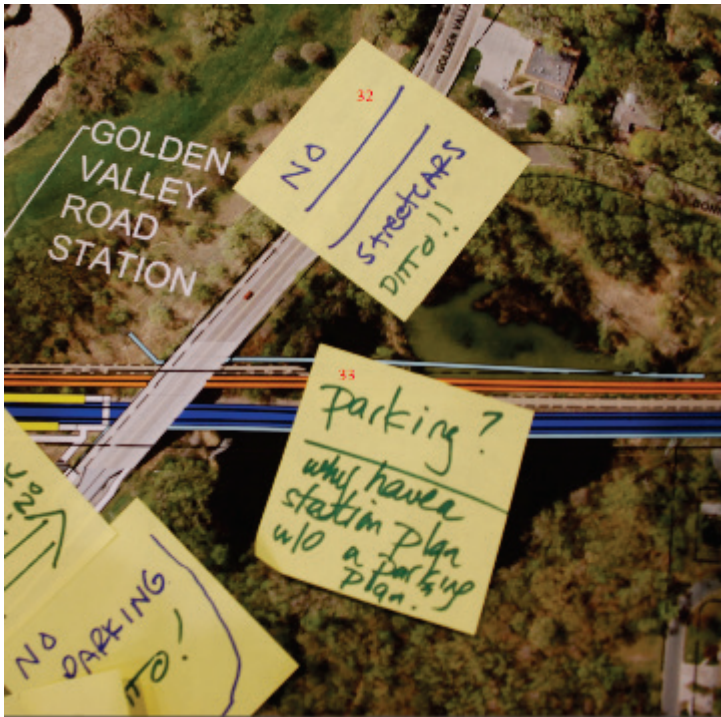
30. Zero Parking?? For this station?? Are there any plans to address this?



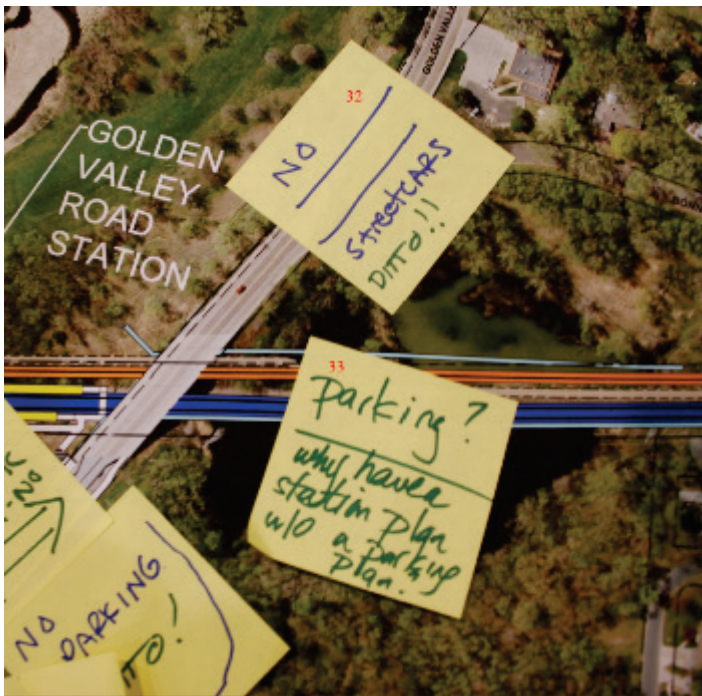
31. No on street parking for G.V station



32. No Streetcars. DITTO!!



33. Parking? Why have a station plan w/o a parking plan.



34. Do NOT Need a Sidewalk on Bass Cr. Dr. AGREE

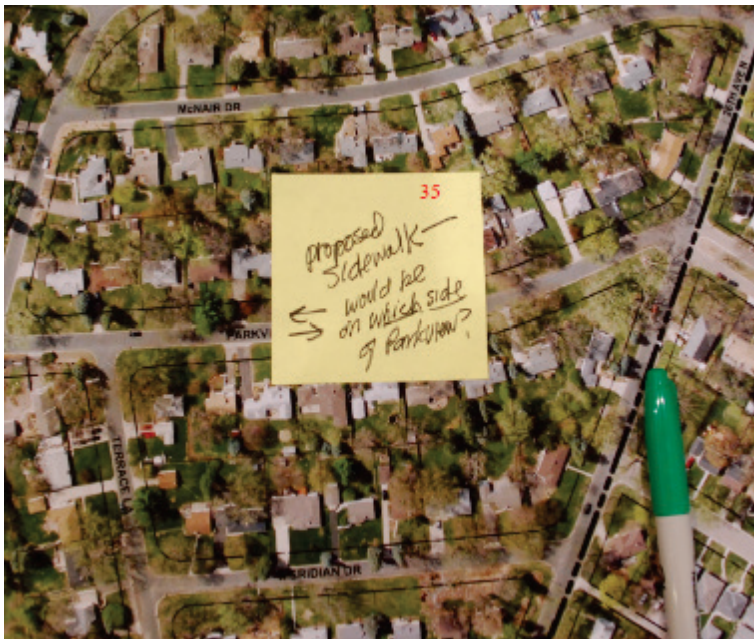


METRO Blue Line LRT Extension (BLRT)

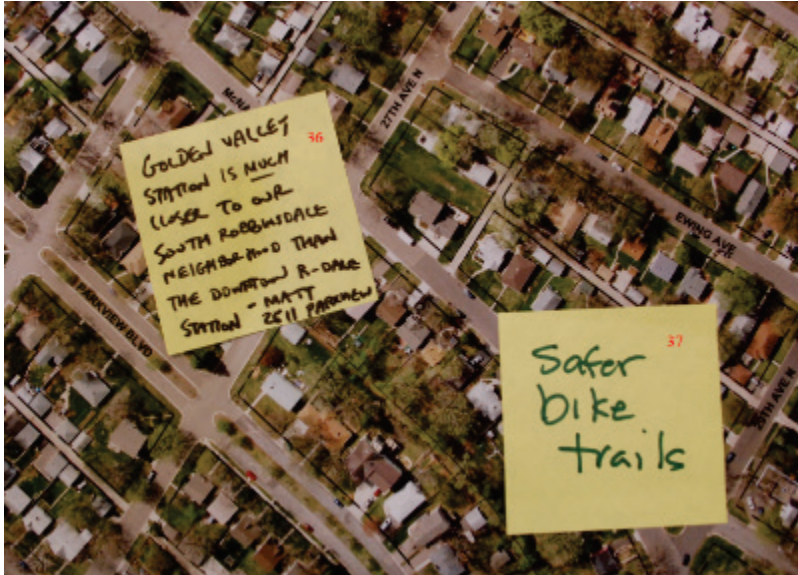
5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org



35. Proposed sidewalk – would be on which side of Parkview?



36. Golden Valley station is much closer to our South Robbinsdale neighborhood than the downtown R-Dale station



37. Safer bike trails



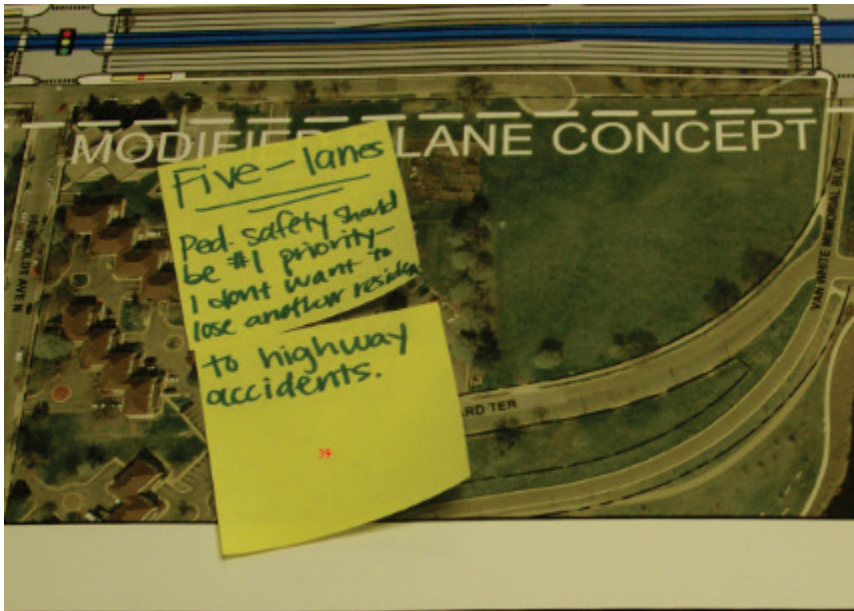
METRO Blue Line LRT Extension (BLRT)

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

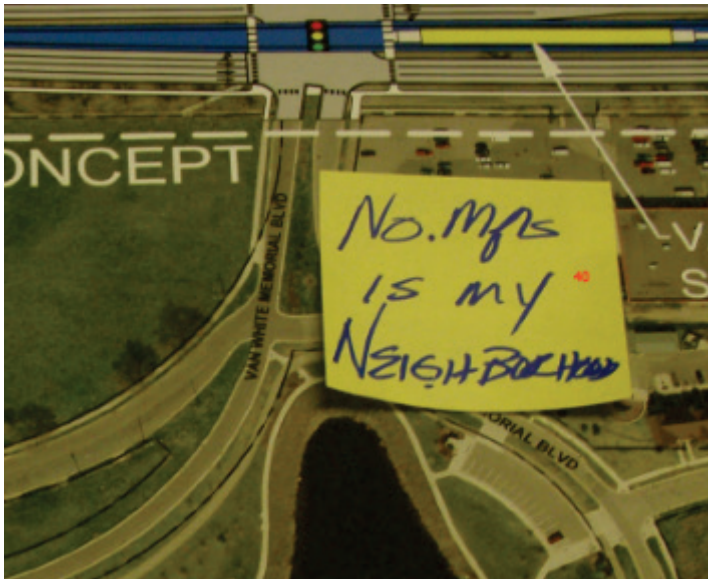
38. Yes. BLRT should continue down Penn to SWLRT Station @ 394



39. Five-lanes. Ped. safety should be #1 priority – I don't want to lose another resident to highway accidents.



40. No. Mpls is my neighborhood



41. No. Mpls is a neighborhood not a pass through

