

# Route Modification Report Addendum

## Reflecting April 18-May 27th Comment Period

June 1, 2022

### SUMMARY

The METRO Blue Line Extension Route Modification Report was available for public comment from April 18-May 27, 2022. This addendum discusses some of public comments received during this period and outlines next steps as a response to public feedback. Overall, the route recommendation remains the same as outlined in the Route Modification Report: West Broadway Avenue in Brooklyn Park to County Road 81; County Road 81 in Crystal and Robbinsdale to West Broadway Avenue in North Minneapolis; connecting to Target Field Station in downtown Minneapolis.

### PUBLIC/AGENCY COMMENTS AND PROJECT RESPONSE

The following is not representative of all public comments received during the comment period, but highlights specific topics that require further clarification or project action that is not fully represented in the Route Modification Report.

While several partner agencies chose to submit comments on earlier drafts of the Route Modification Report, the cities of Minneapolis and Robbinsdale each passed resolutions as part of this most recent comment period. Both resolutions are discussed below. See Attachment A for a full summary of all public and agency comments received, including the city resolutions.

#### *Public Comments*

Many public comments voiced concerns and questions related to the connecting segments between Target Field Station and West Broadway. While the recommendation of using West Broadway still stands, the project also is recommending continued evaluation of other alignment options and station locations between downtown Minneapolis and West Broadway. These other options will be evaluated for technical feasibility as well as consistency with the project's purpose and need and project principles. Broader public engagement on this topic will continue throughout the next steps of the project.

Comments were received suggesting anti-displacement recommendations should occur before this route recommendation. The project acknowledges the importance of anti-displacement efforts for ensuring resilient communities, and is committed to continuing anti-displacement efforts in tandem with the route development and environmental review. As the environmental review and engineering processes identify potential displacement concerns, the Anti-Displacement Working Group will play an important concurrent role in shaping the project and identifying measures to address these concerns.

#### *Agency Comments*

The City of Minneapolis issued a resolution in support of the West Broadway route in North Minneapolis as recommended in the Route Modification Report, with the caveat that additional alignment options to route the train from Target Field Station to West Broadway will be considered through the environmental review process. The Lyndale Avenue North option presented in the Route Modification Report will be evaluated through the environmental review process as well. The city also noted the importance of preventing displacement and stated support for strategies that promote equitable development along the preferred corridor.

The City of Robbinsdale issued a resolution acknowledging the benefits of transit and expressing continued design concern about LRT operating on County Road 81 within the city. The project will continue to work cooperatively the City of Robbinsdale on items identified in their resolution.

## **Conclusion**

The Blue Line project office is recommending that the Corridor Management Committee (CMC) consider adoption of the Route Modification Report published April 18, 2022 and the commitments identified above.

## **Attachment A – Summary of Comments Received**



## **Attachment A – Summary of Comments Received**



## Summary of Comments Received

**April 18, 2022 – May 27, 2022**

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

This document summarizes the feedback received during the comment period for the Route Modification Report from April 18, 2022 through May 27, 2022, including a summary of responses and questions received from public meetings, community cohort engagement, the online comment form, the interactive feedback map, and advisory committees. The main questions that were asked during this round of engagement on the recommended route included:

- **Do you agree with the route recommendation? Why or why not?**
- **What else do decision-makers need to know?**
- **How can the route continue to be improved through the next phase of the project?**

From April 18, 2022 to May 27, 2022, as part of the comment period, project staff hosted the following events:

- Five public open house meetings (310 attendees total):
  - Robbinsdale: Wed, April 27, 2022 from 5 – 7 p.m.
  - Minneapolis: Tue, April 26, 2022 from 5 – 7 p.m.
  - Crystal: Thu, May 5, 2022 from 5 – 7 p.m.
  - Brooklyn Park: Tue, May 3, 2022 from 5 – 7 p.m.
  - Lyn-Park Neighborhood: Tue, May 17, 2022 from 5 – 7 p.m.
- Virtual meetings (111 attendees total):
  - Corridor-wide: Tue, March 15 from 5:30 – 7:30 p.m.<sup>1</sup>
  - Corridor-wide: Thu, April 28, 2022 from 5 – 7 p.m.

---

<sup>1</sup> Note: this meeting occurred prior to the report release to provide a project update in between the draft and final Route Modification reports.



# Summary of Comments Received (April – May 2022)

METRO Blue Line Extension

- Corridor-wide: Thu, May 3, 2022 from noon to 1 p.m.

**Feedback:**

- Open House Comments: 143
- Interactive Map: 357
- Comment Form: 451
- Emailed Comments: 100
- Social Media Comments: 30
- 2 Agency Resolutions from the City of Robbinsdale and City of Minneapolis

## Community Engagement Cohort

From February through June 2022, the project contracted with six community and cultural organizations to support a robust engagement process during the route selection and station study area process. The community consultant organizations were selected to reflect constituencies identified in project stakeholder analysis along with their geographic focus within designated project areas, prioritizing low-income communities and communities of color. Twelve cohort members were contracted to support community engagement from March 2021 to January 2022, and these six cohort members are contracted to ensure ongoing engagement support through the route selection process. This current cohort has conducted in-person pop-up information tables at community events, door knocking small businesses and residents, hosting community sessions along with social media postings. This cohort supported community knowledge and understanding about the route recommendation along with collecting community feedback for project staff.

**Cohort members include:**

Organization	Community of focus	Corridor area
Asian Media Access	Asian communities in the corridor primarily Hmong, Chinese, Vietnamese	Brooklyn Park, Crystal, Robbinsdale, and North Minneapolis
Encouraging Leaders	African American youth and young adults along with faith-based communities in North Minneapolis	North Minneapolis
Lao Center	Lao community and businesses in the corridor	Brooklyn Park, Crystal, Robbinsdale, and North Minneapolis



# Summary of Comments Received (April – May 2022)

METRO Blue Line Extension

Organization	Community of focus	Corridor area
Liberian in the diaspora Business Association	Liberian and immigrant small businesses and entrepreneurs in Brooklyn Park, Crystal, and Robbinsdale	Brooklyn Park, Crystal, and Robbinsdale
Northside Economic Opportunities Network	BIPOC small businesses and entrepreneurs in North Minneapolis along with faith-based and neighborhood groups	North Minneapolis
Pueblos De Lucha Y Esperanza	Latino community in the corridor	Brooklyn Park, Crystal, Robbinsdale, and North Minneapolis

## Cohort Feedback Summary

During the report comment period, the engagement cohort worked with community to submit comments. Themes from that work included:

- Trust issues with Metropolitan Council, Hennepin County
- Concerns about pedestrian safety, parking, lighting, noise during construction
- Concerns about less parking, traffic congestion, drop in property values and high rents once project is built
- Hiring for jobs created during construction and after should prioritize people from the community
- Need for anti-displacement efforts to protect housing and businesses
- More communication to community via direct mail, door knocking, emails to businesses, seniors, and residents
- Supportive of the project as it will offer better transportation for workers
- Concern about crime and safety on light rail and in nearby area
- Concern about community cohesion during and after construction

## Common Themes

Below are the common themes that emerged from feedback received during the comment period from all sources:

- General support or opposition for the recommended route or overall project
  - That the recommended route is an improvement over the original one, serves the people, places, and communities that need transit access the most
  - Do not like the recommended route, feel that Metropolitan Council cannot deliver another light rail project on time/in budget, transit demand and ridership is low



## Summary of Comments Received (April – May 2022)

METRO Blue Line Extension

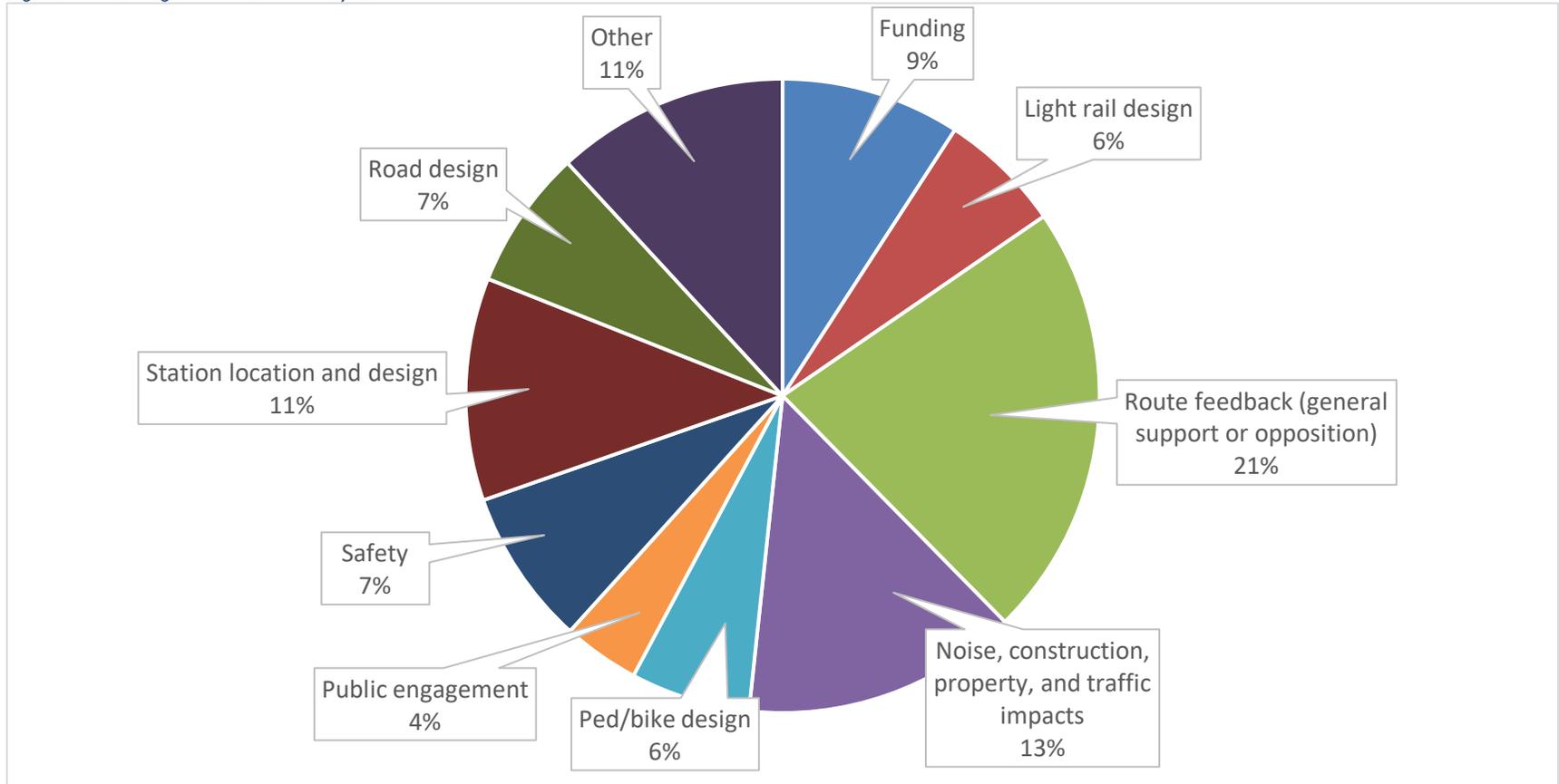
- Concerns about routing the light rail on Lyndale Avenue and location of a station near residential areas on Lyndale Avenue
- Mixed feedback about amount of available on-street parking
- Desire for landscaping, traffic calming, and easy/safe access to destinations along the route, especially for pedestrians and bicyclists
- Concern about the noise, traffic, environmental, and property impacts this project will have for those along the route
- Concern about safety and crime on/at transit, need to fix these issues on existing routes before building another light rail line
- Ensure the light rail line has efficient travel times so it's a competitive transportation option
- Some communities have been overlooked in the engagement process, broaden scope of outreach and engagement
- Desire to see anti-displacement commitments in place before the project advances further



# Summary of Comments Received (April – May 2022)

METRO Blue Line Extension

Figure 1. Percentage of All Comments by Overall Theme<sup>2</sup>



<sup>2</sup> Note the “Other” category is comprised of feedback that did not fall under any of the existing categories. Examples of feedback in this category include general support or opposition for the project.



# Summary of Comments Received (April – May 2022)

## METRO Blue Line Extension

### Interactive Map Comments

The project’s interactive map was another method used for the public to provide feedback during the Report comment period. The project team used this tool throughout previous phases to feature potential station locations, visualizations of how light rail could fit at locations along the considered routes, and engineering drawings. This tool was used to collect public feedback on the recommended route during the comment period. Between April 18, 2022 through May 27, 2022, 357 comments were provided on the project’s interactive map.

Users could select a pin and drop it on the map in locations where they wanted to provide feedback. Pin categories included *concern* and *opportunity*. Users could also reply to comments posted by others on the map and images posted by the project team that showed visualization concepts and engineering drawings of how light rail could fit in locations along the routes. These comments are summarized in Table 1 below by city.

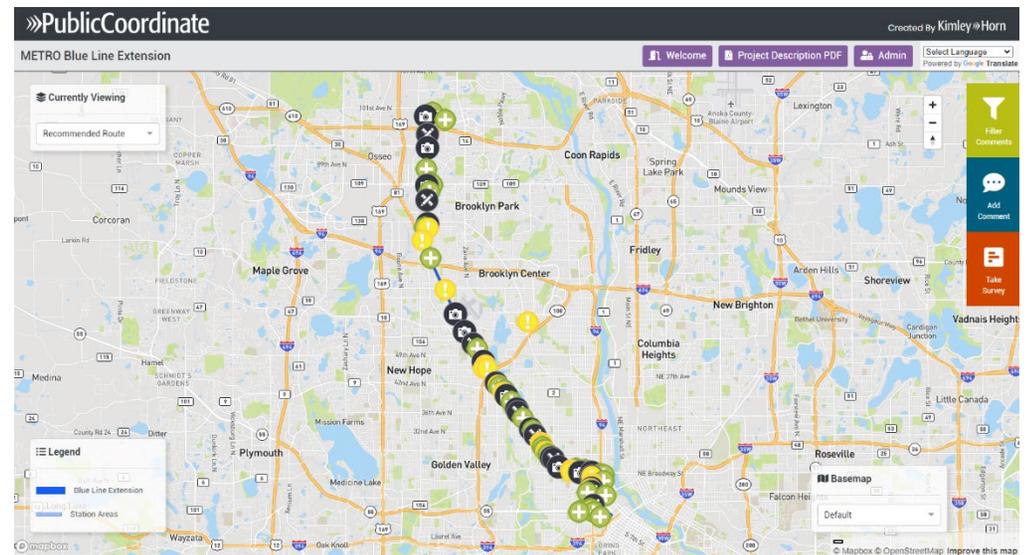


Table 1. Number of Interactive Map Comments by City

	Brooklyn Park	Crystal	Robbinsdale	Minneapolis	Total
Comments received from April 18, 2022 through May 27, 2022	51	35	38	233	357

### Common Themes by Goal

This section summarizes the comments and feedback received from the open houses (virtual and in-person), online comment form, interactive map, and emailed comments grouped by the project goal to which it most closely relates. See the attachment at the end of this report for the complete list of comments.



### Common Themes of Goal 1: Improve transit access and connections to jobs and regional destinations

- Overall
  - Prefer the West Broadway alignment because it serves people and places that need transit access the most; the Lowry route avoids the areas with job/population density
  - Need for more transit to support the growing population in the area and connect people between the northwest suburbs and corridor cities
  - Wish the route extended further west
  - There are existing bus / express bus routes to Downtown, that serve the needs of those who commute by bus in the Northwest Metro
- Minneapolis
  - Like the inclusion of North Memorial Hospital stop along the route
  - Concerns about routing light rail on Lyndale Avenue (property impacts, crime/safety, space constraints) and station location
  - Mixed feedback about the 21<sup>st</sup> Avenue N alternative
  - Supportive of the route as it improves access to downtown and nearby areas, where lots of jobs and educational opportunities exist
- Crystal
  - Opportunity to take light rail to downtown destinations (commute to work downtown, concerts, restaurants, etc.) without paying for parking downtown in both Minneapolis and St. Paul

### Common Themes of Goal 2: Improve frequency and reliability of transit service to communities in the corridor

- Overall
  - Concern that the project will worsen traffic mobility in communities along the route
  - Need for traffic calming and pedestrian/bicycle improvements at stations/along the route



## Summary of Comments Received (April – May 2022)

METRO Blue Line Extension

- Ensure light rail is fast (e.g., signal priority, minimize conflict points between general traffic and trains, be mindful of number of stops) so it's a competitive transportation option/attracts ridership
- Preference for the Bass Lake interchange option as it is easier for pedestrians and cyclists who would use the train or just need a safe option to cross Bottineau, which does not currently exist

### **Common Themes of Goal 3: Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable**

- Overall
  - Avoid the mistakes made on Southwest LRT, deliver this project on time/in-budget
  - Mixed feedback about whether elevating the track would be worth the cost

### **Common Themes of Goal 4: Support communities' development goals**

- Minneapolis
  - Support West Broadway as the recommended route because it will provide development opportunities to retail spaces

### **Common Themes of Goal 5: Promote healthy communities and sound environmental practices including efforts to address climate change**

- Overall
  - Prefer this new alignment to the former route because it has fewer impacts to wetlands/wildlife and will support our region in reducing carbon emissions
  - Concern about light rail bringing crime into communities along the route; ensure safety on/at transit
  - Concern about the noise impacts this project will have (from construction and operation of light rail)
  - Concern about tree removal, add greening to station areas/along the route
  - Overall desire to prioritize transit and pedestrian/bike transportation
  - Concern about safety of crossing, especially kids
  - Use of vegetation surrounding the track as a natural barrier instead of concrete
  - Concern about the bridge option by North Memorial Hospital and blocking sight lines



### **Common Themes of Goal 6: Advance local and regional equity and work towards reducing regional racial disparities**

- Overall

- Concern about the impacts this project will have on property and property values along the route
- Concern that this project (removal of on-street parking, construction duration) will negatively impact local businesses
- Need for broader outreach to residents and communities along the route; some impacted communities don't know/are just now hearing about the project
- Supportive of this project because it will help lessen the equity gap in an area that has been systemically disinvested in
- Concern that this project will not bring benefits the communities it is intended to serve
- Supportive of West Broadway as the route as it is the heart and center of North Minneapolis, will reinforce the coming revitalization of this part of the city, and is important for economic and social justice

## All Comments Received: April 18 – May 27

No.	Source	Comment
1	Comment Form	I love that there is a stop at North Memorial hospital! That will make getting to the hospital so much easier.
2	Comment Form	Put a stop in Anoka! I would use this so much if you went to Anoka. All the government, social services, shopping, restaurants, connections to other transportation, connect these cities... the route is almost there. What an economic boost for that city too. Even if it was just south of the river.
3	Comment Form	I like this route much better than the old route plan that would follow Theo Wirth parkway. The old route would destroy the wetlands and wildlife that exists between. This new route would better serve actual people that would be more likely to use the light rail in north Minneapolis.
4	Comment Form	Why would money be wasted on expanding Metro Line when it's not even safe to ride in the first place? Are you kidding me? Spend more tax dollars on this and destroy land so that we can continue to not ride due to fears of safety? Work on what we currently have!!! Make it safe to ride. Focus on that first!
5	Comment Form	I do not agree with the recommendation. Light rail works brilliantly in cities that allow a large number of people to easily walk to a station, that is not the case here. This is an expensive project that will be paid for by people who will never use the rail while the people who would use it do not live near stations while it simultaneously will lower property values for nearby home owners. This project should not move forward.
6	Comment Form	Put Conductors on all trains Make everyone pay Make it safe for everyone Create jobs
7	Comment Form	The route looks good. However, I note the intention is to split the line with one direction being on W Broadway and the other direction going down 21st. Our home is at the corner of 21st and Emerson. Pretty much a disaster for us. Is the intention to buy up contiguous properties like ours? Or do we suffer a housing disaster?
8	Comment Form	I 100% agree with the route modification! Why? Using Lyndale and West Broadway is clearly the best way to serve Northside communities who desperately need and deserve higher-quality transit access. the Lyndale/Broadway route serves more areas of higher jobs/population density, along with many key destinations for the community such as shopping, places of worship, and medical/other services. The North Washington/Lowry route would have avoided the densest and most vibrant parts of the Northside in favor of an industrial area cut off by the freeway (just trying to draw in gentrifying development) and Lowry, which is mostly residential, has fewer essential destinations, and is not wide enough for light rail at all. Thank you, thank you, thank you for listening to the preferences of the public and choosing the clearly right route!! This route is HEADS AND SHOULDERS above what the previous BLRT routing would have done for the Northside! The old route would have mostly skirted the Northside, but this route will serve its heart.

No.	Source	Comment
9	Comment Form	No. Minnesotans have paid enough money for light rail in this state. Stop any and all future development until costs for the green line in Eden Prairie have been cut down tremendously and that project is complete. People are not going back to the office despite what the covid virus does. We do not need more mass transit at this expense. Until you solve the crime issue on light rail and in Minneapolis, no more money should go toward any light rail.
10	Comment Form	I think this proposed new line, if developed, should be branded as a new line (e.g. Red Line) instead of as an extension of the Blue line. Calling it Blue Line would complicate the riding experience of the existing line by adding numerous more stops across a long distance. Additionally, calling it the Red line that meets with Blue and Green Lines at a common stop gives the perception of a more robust transit network overall.
11	Comment Form	I disagree with the Blueline recommendation. There is enough noise coming from the semi's from the warehouses and 610. As a new resident to 93rd and Hampshire, please do not approve the Blueline. It's only a way to ruin the only nice part left of Brooklyn Park and will only bring in the unwanted. And please consider St. Therese where the elderly are trying to live out what is left of their lives quietly.
12	Comment Form	Yes, this is the best route recommendation! It serves the heart of North Minneapolis, and that is important due to number of transit dependent individuals that live in the area. The routing along County Road 81 is great too, it serves both Robbinsdale and Crystal much better than the old railway ROW. Keep up the great work in improving mobility for our region!
13	Comment Form	DONT BUILD IT !
14	Comment Form	I support the route because I want more expansive public transit infrastructure. I want them to know that I support this and will always support the further development for accessible public transit. By building this, we can eventually keep moving north and potentially connect Anoka/Coon Rapids.
15	Comment Form	I disagree with and dislike the Blue Line plan. The investment will be billions of dollars and will not serve to benefit Crystal as a city the way Charlie Zelle and company try to sell it. The billions of dollars spent will far outweigh any small benefit gained by being able to take the train into a Twins game 1-2 times per year. With all the crime in Minneapolis these days, who wants to visit there anyway? And who wants that crime to have an easy access to our quiet little Crystal via the train? Not me! And I'm sure not anyone who would live near the train route. In addition, the disruption to our lives that would occur building a rail system down Cty Rd 81 would be completely intolerable. As a resident of Crystal, I am completely against this plan. Why does the Met Council continue to push this plan that has been a magnificent failure so far at 10-years and counting?

No.	Source	Comment
16	Comment Form	Until you make riding the train safe it doesn't matter what you do. My wife has an MTC card with over \$300 on it, but she can't use it because the train is too dangerous. Women, the elderly, and vulnerable people are at risk on the train. Fix that or quit building more trains. Nobody that feels unsafe will ride the trains because of this. The only people riding the trains are the ones causing the problems in the first place. Please quit wasting our tax money if you don't have the guts to stand up to crime on the trains. Billions of dollars are wasted because no one has the strength to identify the problem and address it. And please don't tell me you're addressing it because I do ride it. But I'm a 6'2" man so I have fewer problems with the knuckleheads. I still have problems, but I'm better prepared to handle them. And I haven't even mentioned that using the trains as a residence is a bad idea. I've had to switch cars because of the smell. Smoking, drinking, and defecating are just a part of the current experience on the train. I'd love to hear from a leader at MTC about this issue. I'm betting no one will call or email.
17	Comment Form	Stop waisting out tax dollar on train lines that are a poor usage of tax dollars and under utilized bad transportation investment. The S/W line is a clear example for a bad / unacceptable investment and cshould of been scalled back!!! discontinued these bad investment/unacceptable usage of tax dollars in train lines!!!
18	Comment Form	Yes, I agree with the route recommendation and think this is an excellent project. I am very excited to see the blue line extension constructed to serve this route and enhance the public transit options in this part of the Twin Cities. Thank you for the hard work and collaboration that is supporting this project. Please move forward with construction as quickly as possible.
19	Comment Form	Does the proposed route facilitate the train running at train speed, or does the route merely satisfy other goals such as providing local service better addressed by a relatively inexpensive and less disruptive streetcar line or bus service, or merely sited to promote development rather than serve transit needs? Politicians and Green Line planners made those foolish mistakes.
20	Comment Form	its a money pit, none of the lines have ever made sense or a profit, and the crime rate along the lines has out paced the economic growth
21	Comment Form	I agree with the Broadway selection in Area 3 Minneapolis. I hope the 21st street option is discarded ultimately. This presents the best opportunity for development of WB. I have lived here nearly 40 years and am excited for this area development. The goals given are great - continue with these in your sight. Have you engaged with the Native American Community in this area? I do not see them listed anywhere. Please do so. Improve by converting "good" marks to "excellent".
22	Comment Form	I would have been happy with the Lowry Ave. option too, but this is a big step forward from the original plan and the status quo and I'm thrilled to see it. I'm assuming there will be a good connection to the D Line for further-north parts of North Minneapolis.
23	Comment Form	Hello, I think it's wonderful and hopeful that this city is extending the light rail route into North Minneapolis and surrounding suburbs. I would love to see future light rail projects be built within the city to make getting around without a car more convenient. That would be significant to be able to travel from one side of the city to another. Thanks,
24	Comment Form	Please do not remove any lanes from 81, the recent rebuild of 81 with 3 lanes in each direction is one of the reasons I moved to the neighborhood.
25	Comment Form	I can't wait to try out this new route. It will make so much of the Northside more accessible.

No.	Source	Comment
26	Comment Form	Maybe Met Council should finish the debacle that is the SWLRT before starting another
27	Comment Form	We are all for this extension. It needs to happen sooner rather than later. Let's use the government surplus to push it along faster. Public transportation needs to be mDe a priority!
28	Comment Form	yes we NEED more light rail to support a growing Minnesota. We are behind almost all large cities in the us
29	Comment Form	The revised route is a big improvement over the original one, congratulations to the team on a great report.
30	Comment Form	I agree with the extension and think it's a good idea for those who work in the cities and live out there.
31	Comment Form	Given the increasingly high price tag for light rail, the drop in ridership of existing metro light rail lines, and the failure of the Southwest line, please consider abandoning the Blue Line project in favor of bus transit. Bus transit can be environmental (via electric buses), flexible, and affordable. You would be addressing historical inequities in this area if you gave the community more of a better product (buses) at a lower cost, instead of wasting our hard-earned tax dollars. Stop the Blue Line now before more money is wasted on an option that leaves no chance of adapting to the future.
32	Comment Form	No I do not like the route! Pure and simple is that it should not be built, period!!
33	Comment Form	Biggest waist of tax payers money. Increased tax's to support something that is not profitable at all!!!!
34	Comment Form	We need a complete ban on planning and constructing transit infrastructure until we can figure out why it costs us 5-10x what it does in Europe, Japan, etc. Planners and project managers throughout the US have demonstrated fundamental incompetence when it comes to rail transit. The complete debacle of the Green line extension is a great example - a bad alignment based on poor decision-making criteria that was executed poorly. Just stop. Bring in professionals from abroad who know what the hell they're doing.
35	Comment Form	This seems like a total waste of money and risk for another SWLRT boondoggle. Is anyone looking at the low ridership of the Northstar train and across all of metro transit. What is the need for this? There is little commerce DT and several places open have limited hours. Money would be better spent making Minneapolis and Brooklyn Park safer before even remotely thinking of this.
36	Comment Form	We need the Blue line, the route looks great. WHY does everything take so long to start in this state. How much more u going to spend on things besides starting. If this was in Denver, Milwaukee, this project would have been completed. We have surplus of money get this done. WTF are u waiting for?

No.	Source	Comment
37	Comment Form	NO, I do not agree. 1. I still have an issue with route going down Broadway in Brooklyn Park and do not see the benefit and justification in this excessive expense. 2. What is this continuing when the Eden Prairie line is such a major issue, figure this project out and complete before making a mess out of another one. 3. I am angry at the amount of taxpayer money that has already gone into this project and years spent on it. Why didn't you work with railroad BEFORE even working on a route? 4. Why can't the people vote on whether they want light rail and how much they want to spend on it? Not enough oversight with the government on these projects. 5. Why doesn't Metro Transit publish their crime data or police reports? Where I can request this information?
38	Comment Form	Can the area between the tracks be covered with greenery?
39	Comment Form	Well done! I think you chose the right route going through North Minneapolis.
40	Comment Form	Yes, this is a much better alternative than other configurations offered. This area needs good solid regular transit that the light rail can offer.
41	Comment Form	I do agree. It would provide more access to public transportation for residents in the northwest suburbs. People in the suburbs need more access to public transportation to take them into Minneapolis and St. Paul.
42	Comment Form	I feel very strongly the line should be extended. Accessible transit is critical to our community.
43	Comment Form	Given the current situation in this city, You must have transit police and/or transit workers on all trains at all hours for the safety of the riders..They have them on every train all over Europe token everyone in live..
44	Comment Form	I wholeheartedly approve the proposed Blue Line expansion. for too long the north side of the city and our northern suburbs have felt cut off and inaccessible to downtown and the rest of Minneapolis. This expansion will address this problem in a big way.
45	Comment Form	The proposed route looks quite sensible - I'm delighted to see the West Broadway routing through the heart of North Minneapolis.
46	Comment Form	It would be great if it can extend to Maple Grove area and further west into Rogers/Saint Michael and in the future to Monticello
47	Comment Form	I am in support of this route. Thank you for investing in commuter rail.
48	Comment Form	I do not agree with the extension of the Blue Line. Our family uses public transportation every day. However, we no longer ride the Blue Line or the Green Line. My children rode the MTC bus to high school every day. But even though they are now in their 20s, I tell them to avoid riding any of the Light Rail trains due to safety concerns. Last time we rode the Green Line (to a Saints game) there were extremely drunk people on the way to the game and people who were very threatening on the way home. We have not used the Green Line since that time. The Blue line is so deserted that I won't let my daughter ride it. It's not safe. We use the A-Line all the time, as well as many other routes where a driver is present. Unless you have an employee in every car on the light rail (either line) we won't be riding. We prefer the bus and I think you are better off spending the money on more Bus Rapid Transit projects and to pay regular bus drivers increased wages and benefits.

No.	Source	Comment
49	Comment Form	I agree with the route but want assurance that there will be adequate landscaping and other traffic considerations made along the route. As someone who lives in the triangle of Willard hay where Broadway intersects Lowry Ave we have non-stop cut-through traffic currently and I am hopeful that reducing automobile lanes will eliminate access to cut through residential streets that connect to Broadway. I hope that only certain main roads (like 26th ave n) retain access points onto and off of Broadway and that the others can be closed with landscaped traffic diverters. This would create a more modern flow of traffic like many suburban neighborhoods employ where there are only a couple entry and exit points to access the larger main roads. Imagine if all of the crime-fleeing traffic or cutting through could be nearly eliminated while also beautifying our culture-rich neighborhood.
50	Comment Form	Don't need it coming through crystal and Robbinsdale it would bring more crime to the city's
51	Comment Form	Why not extend it to Coon Rapids? Why are the northern suburbs always left behind? There is nothing in the northern suburbs so at least extend the route to Coon Rapids
52	Comment Form	Please delay this project until you figure out why the cost over run on the Eden Prairie segment is completed. I think there is 'Gross Mismanagement' on part on the Metro Council 'bureaucracy'. You internal external audit teams should be totally replaced! Now I hear you are going to 'Month Ball' the rail line running toward St. Cloud area. Another sign of a leadership failure!
53	Comment Form	I took it home from the airport last month. Five guys smoking on it one of them was walking up and down the isle had a machete. One of the other in his group approached me to ask for money I gave him 3 dollars. I had already put my cash in my back pocket except for the \$3 just in case. Never again. scrap it!!!!
54	Comment Form	Yes, we need more rapid transit service from a former Metro Transit Driver
55	Comment Form	I was originally a big supporter of the blue line.I have changed my opinion to no thank you. Turned into a financial and local black hole. No Blue Line
56	Comment Form	Why do you insist on proceeding with this nonsense? It seems pretty well known that the current trains bring in crime, and are a financial drain. I live in Crystal, have for 20 yrs. I hate the idea that you will be running crime into my neighborhood because of additional stupid public transportation. I do not know a soul who wants this mess.
57	Comment Form	That will be really awesome to see the blue line coming to Brooklyn park and will be good news good development for us thanks to the hard working people of Brooklyn park.
58	Comment Form	I think that the blue line extension is a great idea.
59	Comment Form	Yes it looks like a good plan
60	Comment Form	I live at Plymouth and Lyndale and while I am excited to have the line near me I do not want the station at 14th and Lyndale. I prefer the station be the option that is South of Plymouth. I believe this is the 2b option. Having it at 14th will destroy our neighborhood.

No.	Source	Comment
61	Comment Form	I participated in the original planning sessions here in Brooklyn Park and always thought we were missing an opportunity for serving the residents of Minneapolis along the way and missing out on the benefit of including North Memorial Hospital on the route. The revised route seems far better in this sense and I support it.
62	Comment Form	I get why the route is going through those cities, but it'd be nice to see something serve the full west metro. I hope you find a way to make these trains not just the mobile homeless shelters they are now and enforce a ticket rule. I think a regional hub would be nice, a transit hub where people from the north and west metro suburbs can come, park and get on the train and head downtown for work or leisure.
63	Comment Form	I really like this route. It will make it much easier for my kids and I to get from my work to my parent's house.
64	Comment Form	I agree that the West Broadway choice made the most sense and serves the most members of our community as it will bring potential reinvestment into the West Broadway retail spaces and also be very near to much of the housing within our community.
65	Comment Form	As a former resident of Brooklyn Park and current resident of Plymouth I do not approve of light rail in anyway and our tax dollars could be better spent. The SW rail line is a disaster. It's not safe to ride the line from the MOA to to airport. Just stop.
66	Comment Form	I am 100% opposed to this project because I do not trust the Met Council to deliver a quality rail project within a reasonable time frame or budget. The delivery methods the Met Council chooses to use are outmoded and outdated for these types of projects.
67	Comment Form	After all the problems with the Southwest Light Rail I feel the Blue Line Extension should be halted. We need to vote on going forward with this. Most people don't want it.
68	Comment Form	Seems good - more trains the better! Please don't let the short-term thinkers get in the way of the transit we need for a more sustainable future. I would personally like a line that runs all along Lyndale from the river in the south to 694 in the north.
69	Comment Form	I am so excited to see that the Blue Line Extension Light Rail project will go through neighborhoods that can benefit from transit the most. I live a few blocks behind North Memorial Hospital and look forward to using it too!!
70	Comment Form	Overnight parking would be great for both night shift workers and those who are traveling since this connects to the airport. Please adjust bus routes to take people from some the northern suburbs and connect them to the light rail.
71	Comment Form	The Metropolitan Council are inept to do another route. Haven't your learned your lesson yet!!!!!!
72	Comment Form	The pandemic has changed everything we knew about mass transit and commuting. Remote work and learning will be the future for many jobs, we do not need to spend billions of taxpayer dollars on a train that cannot support itself. The Met Council has also proven recently it cannot handle a project like this. Scrap it before we waste future generations money. BRT makes much more sense, cheaper, easier to deploy/modify, and plenty of green options for busses.

No.	Source	Comment
73	Comment Form	This extension can't come soon enough. When I moved to Minnesota, I was excited to see that there was a LRT extension planned out to where we were going to live, but I've been disappointed by all the delays. Once it's in place, I plan to use the LRT quite often to go do stuff downtown. Games, a night out, a day of shopping. Being able to get to the Airport without having to get a Taxi or have a friend drive me would also be great. Having bike racks on the trains is key too, since I would love to ride my bike on the many trails around Harriet, Bde Maka Ska, Lake of the Isle, and it would make it so easy. I don't know about the inner stations, but the ones in Brooklyn Park seem reasonable. I grew up in Frankfurt Germany, and people who haven't had a good light rail system just don't seem to understand how great they are.
74	Comment Form	Please stop spending our taxpayer money on wastes such as light rail. No one will be commuting downtown as a result of the shift from the pandemic make this and southwest a massive waste of resources
75	Comment Form	I do not agree with the route. As a student from the University of Minnesota, I have seen first-hand what putting a light rail through a community will do: bring crime and people who do not belong in the area. With Robbinsdale's historic businesses and family-owned restaurants, there is a unique culture that should not be disrupted by a light rail. Considering the few amount of people actually going into the office downtown, I do not feel that a light rail would actually do anything beneficial for our community or be fully utilized by the people it is intended for. Due to the lack of regulation and security on train platforms, I have seen far too many use the light rail as a home or a loitering space and create a hostile environment that does not need to be brought into Robbinsdale. I think that this phase of the project should be eliminated and the money be better spent elsewhere.
76	Comment Form	I love the new route! I think west Broadway is the best choice. I think the two most important things to continue to improve the project through the next phase are: 1. Do everything possible to make train fast. The train should not be waiting at stoplights. And design it so it can get up to a high speed. 2. Fight to get a good location in downtown Robbinsdale - somewhere central with a short and safe walk to attractions and housing.
77	Comment Form	yeah
78	Comment Form	I am really pleased to see this new route extension. It's desperately needed in our community of Brooklyn Park. I'm very happy the LRT is getting its own dedicated rails and won't have to share with commercial trains. I would like to know if there are plans for park and ride lots, or extra parking, at the 85th Ave and West Broadway stop. I would really like to see busses running along 85th Ave from 252 to the train line stops. As a disabled person currently using Metro Mobility, these two improvements would drastically increase the amount of travel I can do.
79	Comment Form	The Met Council should review ALL the trains running into Downtowns now with companies NOT RETURNING TO THE DOWNTOWN AREAS on full time basis . It becomes irrational and fiscally irresponsible to spend the type of funds you are requesting when what the trains will be at 50% capacity maybe 3 days a week -if that ??? How can you recommend that when there are so many other things that the metro area needs - support for seniors is one --how many seniors who have their SS taxed and pay into this type of cost - will ever ride a metro line into downtown

No.	Source	Comment
80	Comment Form	The light rail system as it stands needs improvement before expanding. The crime and sketchy people in and around it are nothing I, and many others, want to be a part of. Any area the green line stops is not an area you want to be a woman alone in.
81	Comment Form	I fully support this proposed blue line extension route from Minneapolis into Brooklyn Park. From around 2014 to 2021, I lived near a blue line station in south Minneapolis and took the train downtown to work every day. It was wonderful. I enjoyed not having to drive or deal with parking, it was affordable, better for the environment, made me feel more connected to the downtown & south Minneapolis communities and it was more convenient and comfortable compared to buses. I moved to Champlin recently and would find a lot of value in being able to take the train from nearby Brooklyn Park to downtown or to the airport. Once the pandemic is fully under control, hopefully life will return to something resembling normal and more and more people will want to work downtown, go to events, etc. When that happens, having light rail access to downtown from the northwest suburbs will be a big help for many people.
82	Comment Form	I do not agree with the extension. Any more money for light rail should be spent on other modes of transportation including the freeway system including express lanes and the bus line. The southwest light rail line is a perfect example of the disaster of a light rail and incompetent individuals running the program. With declining/nonexistent riders, crime, and a shift to work from home that will likely be permanent for many, no additional resources should be put into the light rail.
83	Comment Form	Route should go to Maple Grove Bus Depot.
84	Comment Form	This route looks really great. Getting to and from the more dense commercial districts in North Minneapolis has often been difficult, as I do not currently own a car. Being able to ride the train up from my neighborhood will let me finally get up to Sammy's & Cookie Cart without having to bug a friend for a ride! What a great resource to have added to our city.
85	Comment Form	Before expanding or adding additional routes/trains why don't you make the existing routes safe to ride? No one wants to ride when they do not feel safe, are forced to sit next to homeless people that are urine soaked and soliciting for handouts and money.
86	Comment Form	I do not approve of the route. Generally I don't want any extension because of the amount of crime associated with the light rail in general. Once the crime issues are resolved, then expansion can go forward.
87	Comment Form	I agree 100% there is nothing bad to say about this. I would only caution that security should be used on the route. Not so nice neighborhoods it travels to....
88	Comment Form	The recommend route is a significant improvement over the original planned route along railroad ROW. Aligning a significant transit investment through communities that already use or are dependent on transit is a wise investment. As plans progress, I hope that traffic calming and pedestrian safety measures are prioritized in station walksheds, signal preemption for trains is granted by default, and all efforts are taken to minimize conflict points between general traffic and trains. I hope that the disastrous routing decision of the green line extension bypassing high transit use communities in favor of a litigious and expensive tunnel through a corridor without significant destinations or residents does not impact the ability to proceed with the high-quality blue line extension or any other future capital projects
89	Comment Form	I would like to see the blue line go up 94, 252, Central Ave

No.	Source	Comment
90	Comment Form	I generally agree with this route. The Blue Line Extension is a critical transportation project for our metro region to decrease carbon emissions with real options for mobility other than personal cars. I look forward to taking the train from Minneapolis to visit my parents in Brooklyn Park. For continued improvement, please continue listening to community members along the route about the station locations that would most benefit them and enable car-free commuting.
91	Comment Form	Agreed! As a transit planner living in North Minneapolis, it is so important to make sure that new transitways go where the destinations are. The new Blue Line Extension alignment represents a major improvement over the previous option, which would have skipped North Minneapolis in order to serve suburban riders. For similar reasons, West Broadway is the right choice over Lowry: it serves the heart of North Minneapolis' business district and would provide enhanced service to a greater number of low-income, BIPOC, and transit-reliant folks.
92	Comment Form	Best to keep the drug use and assaults on Broadway.
93	Comment Form	I feel like this is a huge waste of financial resources! More and more money being dumped into this pit...it needs to stop.
94	Comment Form	I love the route recommendation. I think it will provide easier access to residents west of the Mississippi river to downtown Minneapolis, which currently is lacking. I only wish it could be built sooner.
95	Comment Form	Crime is bad enough in Brooklyn Park without this!! Adding this will make it all much worse and plummet property value. I guess you want to make Brooklyn Park worse than better!!
96	Comment Form	No! So wasting tax money on this failure! These trains are the worst investment in our states history. Just stop these projects.
97	Comment Form	I think you should forget the whole idea light rail is nothing but crime you should abandoned all light rail!
98	Comment Form	No, do not agree. Will bring more crime into area. Will make traffic more difficult.
99	Comment Form	What measures will be put into place to ensure passenger safety along the expansion as well as to prevent potential crime travel between neighborhoods?
100	Comment Form	Missing an opportunity for a stop at the 63rd Park & Ride & also Crystal Becker Park @ Bass Lake Road I believe would be a mistake.
101	Comment Form	Stop wasting money on this project.
102	Comment Form	Do not agree. There is already enough crime riding these routes and we do not need to make it more accessible to other criminals to get to/from areas faster. Also what is the cost per rider? Assuming everyone actually pays these are still losing lots of money for each minute they operate. Run buses instead.

No.	Source	Comment
103	Comment Form	I live in Crystal and I strongly oppose this planned route. I worry about the safety of riders as they go through very high crime rates of North Minneapolis. Also, this route is an easy transportation route for people who may commit crimes to expand throughout the planned route and to Brooklyn Park.
104	Comment Form	This is absolutely wonderful project that will connect the much maligned communities in North Minneapolis with the rest of the twin cities in many ways! As a person who has a business in the North side, this will be wonderful!
105	Comment Form	Please figure out a way to make sure riders pay their fares before boarding. Please figure out how to improve safety for riders.
106	Comment Form	Cancel it. The LRT sucks and only fosters crime and homelessness. Keep the rail in the city. Anything that involves trains is an epic money loss and I would like to keep more of my money than give it to these failed ideas.
107	Comment Form	I think this is amazing! I only wish it existed now. I would use it every day. I fear by the time the project is completed, I may no longer live in the area.
108	Comment Form	After all the money and cost overruns you could have bought a Tesla and a parking spot downtown for every one of the riders who use the train. What a waste of taxpayer dollars. Buses, taxis, Uber, Lyft have been doing the job for years for much cheaper and with less impact on the environment, roads and infrastructure. Look what happened to Hiawatha after the train was built.....used to take 15-20 minutes to get to the old dome for roll at the dome from Egan. After the train went in it was 30-45 minutes. Now with all the criminals using the train (and not paying because no one enforces the rules), it is just too dangerous to ride the train. Now you want to expand the crime transport so criminals can go into the suburbs easily and spread their robbing and pillaging to the outer areas. Absolutely ridiculous.....it doesn't work and you know it.
109	Comment Form	This looks like a good map. I appreciate how it will run through the center of North Mpls and will spur development in this area. This is exactly what the Green Line should have been. Thanks for your hard work.
110	Comment Form	Yes! Please do this.
111	Comment Form	1) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will not be required to pay 2) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will not be required to obey riding rules and state laws 3) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will be allowed to rob, murder, rape, and harass those who aren't like them ... like they are allowed to do on the Green Line 4) - I oppose the project because the cities / state haven't got the competent officials to curb crime, but they have the time to spend taxpayer money to create crime, then campaign against it at election time 5) - I oppose the project because the Met Council isn't interested in the environment ... because the environment includes the land that Transit stations sit on and essentially everywhere a human being goes ... they ignore the environment when figuring in spending taxpayer money ... and the current Blue line Green line and the wasted taxpayer money being thrown at the Southwest rail project
112	Comment Form	Absolutely not will cause traffic problems accidents they don't get used enough how do they get to the rail we have a good bus service and with more people working from home it's the dumbest thing I heard

No.	Source	Comment
113	Comment Form	Do you agree with the route recommendation, why or why not? NO, despite your staff who are in denial these rails spread crime. They are a city eyesore. What else do you want decision makers to know? Why isn't this being put to a vote in the communities of the people where this is going to be running through their neighborhoods? How can the route continue to be improved through the next phase of the project? Giving up on it entirely and finding a new use for your time.
114	Comment Form	Hello, I hope before you spend the money to extend the blue line, you do something to address safety. When we bought our house in Mpls 8 yrs ago, we chose it partly because of its proximity to a blue line stop, and used it frequently. I no longer ride it because of safety issues. Three times I had incidents where I was fearful for my safety (another rider running his hand up my legs, following me when I moved to a new seat, drug deal happening while waiting for the train, etc). It baffles me that you are able to ride without paying. Countless times when I used to ride, someone would come to check our tickets. Often there was someone who had not paid. I never once saw them ticketed and often they were able to continue riding the train.
115	Comment Form	How will you keep riders safe along this route? North Minneapolis seems to have increasing crime levels.
116	Comment Form	I do not agree. I think this is a terrible idea. Ridership is low and Target Corp is doing a hybrid work day, so there is no need to waste taxpayers' money on this. Additionally, this will only contribute to the huge problem with crime that is spreading throughout the metro area. Please scrap this project.
117	Comment Form	I highly disagree with the route. Has anyone on the team been around the Plymouth-lyndale area or researched the history? Lyn park is a very special place, built to have a private community feel back in the 70s. I have gone door knocking to most of the neighborhood and about 85% we're not aware that this project was going to be right in our backyards and many strongly oppose it. There is no desire for anyone around here for there to be a stop at Plymouth Ave. the street is also not wide enough to have both light rail and two lanes of traffic without the project taking over land from either my neighbors or the townhomes across the street who also had no idea about this project. We all feel blind sided. This was a short time frame as well for commentary with very little transparency from the committee. I have a hard enough time turning from 14th onto lyndale as it is. I can't imagine what that would be with a light rail station there as well.
118	Comment Form	Please put the Plymouth station on the other side of 94. The townhouses at Plymouth and Lyndale will be ill affected by a station right in front of the complex. Issues include noise intrusion, loitering, increased foot traffic in our backyard, potential increase of crime. We do not want a station right in front of Boardwalk Townhomes.
119	Comment Form	Total waste of public funding. Look at the cost overruns on the existing project. The light rail is a hub for criminals to attack people and virtually nobody will ride it. Another example of liberal government waste.
120	Comment Form	I think this proposed new line, if developed, should be branded as a new line (e.g. Red Line) instead of as an extension of the Blue line. Calling it Blue Line would complicate the riding experience of the existing line by adding numerous more stops across a long distance. Additionally, calling it the Red line that meets with Blue and Green Lines at a common stop gives the perception of a more robust transit network overall.

No.	Source	Comment
121	Comment Form	<p>You requested feedback on the proposed or recommended Blue Line rail project. Here is my initial feedback. I am providing this feedback as a resident of Brooklyn Park (for several decades). I do not know enough about the New Hope and Robbinsdale situations to comment for those areas. Here is my feedback. 1. Is there a need for light rail? I know the politicians want it so they can run on some accomplishments but do the citizens want it? I am not aware of any votes by B. Park residents to determine if they want a rail system running through their neighborhoods. Since the recommended route is basically through the west district of B. Park I would like to see a vote taken of the people in the west district to see if they want it. In my circles, we doubt that such a vote would yield over 50%. Let the residents of the west district decide if they want the rail project to go on. 2. Assuming B. Park residents want a rail system installed and operating then why not locate the system in the area where there are customers? I recommend the rail system run on or near highway 252. Why? On both the east and west sides of 252 are the most residents who will make up the customer base for light rail. Very few residents live on highway 81 past the Crystal Airport. In other words, build the system where there are customers who will ride the system to and from downtown. 3. Assuming you do not like comment 2, then I offer this. At the Crystal Airport start bending the rails to West Broadway near where the U-Haul building is located. Why? It makes more sense to run the rail system on West Broadway to the shopping area near Brooklyn Blvd. There is a Target store, Cub, and other businesses there for people to get off the train and shop. I see in the B. Park City Pages that Northwind Plaza is going to be upgraded which will bring more shops to that area, thus more rail system customers. Plus here is a major positive, by having the rails go up West Broadway the train would go by the Community College so that students from the entire area could ride the rails to attend. None of this is viable by having the train stop at 63rd and on the intersection of 81 and Brooklyn Blvd. One has to walk to get to these shops and it is too far away from the college. There are no positives by having the rails go past the airport north to 63rd to Brooklyn Blvd on 81. 4. When I moved to B. Park several years ago the west district was pretty clean, limited litter, houses maintained. Metro buses run up Winnetka, West Broadway, Boone and I believe a part of Modern Road. There is a large apartment complex on 63rd and Boone, townhomes and smaller apartments nearer to 81 and 169. On the east side of 81 is Zane and 63rd where there have been numerous crime incidents. People who now get off these buses to go to these complexes do not give a damn about the neighborhood. These people, I call them pigs, drop enough litter on the streets to make the west district look just like areas of Mpls. Just drive down 63rd or these other streets on a Monday and look at the litter they leave behind. Land owners, including land lords, go out and try and pick up the litter. The county or city runs their sweepers a couple times a year to pick up litter in the curbs but that is not enough. My point is this: the rail system stop at 63rd will make this litter worse. So the budget should include personnel to walk 63rd and some other streets, east and west, 2 or 3 times a week to pick up litter caused by the increase in people getting off the trains and walking to these complexes and tossing their litter on the sidewalk and street. Frank Duster</p>

No.	Source	Comment
122	Comment Form	<p>This is the 2nd Robbinsdale community meeting Ive attended so far, and want to build off of my original feedback &amp; comments provided. The current report is highly focused on the North MPLS segment of the route. It makes me think that this project is more of a MPLS focused project for numerous reasons, and Robbinsdale may only be a byproduct of the project.. and not receive the same level of attention, planning, and evaluation. I support the project ONLY if it meets what i feel is best in my community (Robbinsdale). I hear planners continuously say that this is a 100 year project. If that is the case then doing it cheaply through Robbinsdale wont work, and wont get my support. I strongly believe the Robbinsdale station needs to be at 41st... not 40th.. and should ideally be a split platform. Also at a minimum i feel the tracks should be elevated starting before 40th and after 42nd to relieve any street level impact through downtown Robbinsdale area. Keeping the train riders in the train area will avoid loitering around the area in general.. and promote long term walkability &amp; reduce traffic issues. If this is truly a 100 year plan as being described.. i dont know how any planners can disagree with this feedback. I will say that since the 1st community meeting, my feelings for the project are changing &amp; trending toward being less excited &amp; more concerned with supporting it overall.</p>
123	Comment Form	<p>I do not agree. I think this is a terrible idea. Ridership is low and Target Corp is doing a hybrid work day, so there is no need to waste taxpayers' money on this. Additionally, this will only contribute to the huge problem with crime that is spreading throughout the metro area. Please scrap this project.</p>
124	Comment Form	<p>This extension can't come soon enough. When I moved to Minnesota, I was excited to see that there was a LRT extension planned out to where we were going to live, but I've been disappointed by all the delays. Once it's in place, I plan to use the LRT quite often to go do stuff downtown. Games, a night out, a day of shopping. Being able to get to the Airport without having to get a Taxi or have a friend drive me would also be great. Having bike racks on the trains is key too, since I would love to ride my bike on the many trails around Harriet, Bde Maka Ska, Lake of the Isle, and it would make it so easy. I don't know about the inner stations, but the ones in Brooklyn Park seem reasonable. I grew up in Frankfurt Germany, and people who haven't had a good light rail system just don't seem to understand how great they are.</p>
125	Comment Form	<p>I am very much in favor of this route. I would have preferred the original option parallel to the BNSF corridor but understand the challenges and that the rail authority has refused to work with the Met Council on that option. Bottineau makes sense as an alternative route and the station appears to be in a good location to give access to the downtown Robbinsdale businesses. What sort of parking will there be near the station for potential commuters looking to go downtown? I know the previous route included an elevated parking structure behind the downtown area, but the only available surface parking near this proposed station in Robbinsdale is a church parking lot. On a personal note - I am extremely frustrated with the City of Robbinsdale leadership in their reactions to this proposal and have voiced my displeasure with their "no build" stance. We need better public transit and connection to downtown and the airport, and the City should support this project.</p>

No.	Source	Comment
126	Comment Form	The recommend route is a significant improvement over the original planned route along railroad ROW. Aligning a significant transit investment through communities that already use or are dependent on transit is a wise investment. As plans progress, I hope that traffic calming and pedestrian safety measures are prioritized in station walksheds, signal preemption for trains is granted by default, and all efforts are taken to minimize conflict points between general traffic and trains. I hope that the disastrous routing decision of the green line extension bypassing high transit use communities in favor of a litigious and expensive tunnel through a corridor without significant destinations or residents does not impact the ability to proceed with the high-quality blue line extension or any other future capital projects
127	Comment Form	This route can easily be served by a bus. Ridership for rail is not there. You are hearing only from a very few loud individuals that want this project.
128	Comment Form	Please don't send it down Broadway
129	Comment Form	-It's Imperative that we continue to invest in our communities, especially communities of color from lower social-economic status by providing access. This extension to the blue line is a life line for many community members and it should be expanded to more areas with high density housing. I don't see how more access can be a negative thing, especially is there is a great need for it for members of our community without personal vehicles.
130	Comment Form	Scratch the Blue Line project
131	Comment Form	This route serves no one. It is an impediment to real traffic. If you must waste taxpayer dollars building it at least make it elevated or underground. One only needs to look to Hiawatha or University to see how bad it makes the neighborhoods it runs through. We don't want our area to be like those areas.
132	Comment Form	I agree with the new extension plan. But then I'd agree with almost any plan that expands metro rail. Recommend more ticket checking agents on all lines. I want Metro Council to receive reasonable ridership income to offset its costs.
133	Comment Form	Please build the Plymouth/ Lyndale station over 94. - homeowners nearby prefer the station to be over 94
134	Comment Form	Yes, the recommended route looks great. There is a lot of traffic along Lyndale and stopping at a busy intersection like Plymouth makes sense. Also going along Broadway, with all the businesses will hopefully generate more economic interest and traffic.
135	Comment Form	It is time for two underground stations. One on Lyndale and two on Broadway. It costs more, but will allow for the street life to flourish and will dramatically speed up service. The Green Line to St. Paul is a cautionary tale - too many fatalities and the train moves like a turtle. Los Angeles is building underground light rail on TWO lines right as we speak. It can be done. L.A. is doing underground Light Rail on

No.	Source	Comment
136	Comment Form	- yes, I agree and am very excited about the route recommendation (particularly going through north) - please create another line that goes through the uptown and northeast areas - re: above point. I don't particularly care about folks out in suburbs getting access to minneapolis transit as much as I do minneapolis residents getting a more robust option. I would almost argue it would be better and a stronger use of resources to extend the line only until robbinsdale and then focus on other routes to make the cities themself more capable of being a train oriented form of transit
137	Comment Form	Cancel this expensive project. Light rail, except in high density areas, cannot be justified on a cost vs benefit basis. The SW line is an example of something that will never be self sustaining. And building a light rail line through some of the most affluent communities in the TC makes no sense. These people are forever wed to their BMWs and Lexi. Do you really think those are the types of people that will be riding the thing? Don't be crazy. Be fiscally responsible (I know, I know, trying to tell a politician to stop spending money is like....) and rethink or stop this debacle. Buses work. If you want to spend money, put coffee and donut machines on the buses.
138	Comment Form	The pandemic has changed everything we knew about mass transit and commuting. Remote work and learning will be the future for many jobs, we do not need to spend billions of taxpayer dollars on a train that cannot support itself. The Met Council has also proven recently it cannot handle a project like this. Scrap it before we waste future generations money. BRT makes much more sense, cheaper, easier to deploy/modify, and plenty of green options for busses.
139	Comment Form	I do not agree with the route. As a student from the University of Minnesota, I have seen first-hand what putting a light rail through a community will do: bring crime and people who do not belong in the area. With Robbinsdale's historic businesses and family-owned restaurants, there is a unique culture that should not be disrupted by a light rail. Considering the few amount of people actually going into the office downtown, I do not feel that a light rail would actually do anything beneficial for our community or be fully utilized by the people it is intended for. Due to the lack of regulation and security on train platforms, I have seen far too many use the light rail as a home or a loitering space and create a hostile environment that does not need to be brought into Robbinsdale. I think that this phase of the project should be eliminated and the money be better spent elsewhere.
140	Comment Form	I do agree with the route recommendation. I grew up in Bloomington & having access to the light rail to get to & from downtown was always really nice so you didn't have to drive into downtown for events. It was also nice when I had my first job downtown as an option to get there! I think it creates a lot of opportunities for people & helps with traffic. It also would offer low cost options & less stress for getting in & out of downtown. While I live in Crystal right near Bass Lake & would hate the construction, I do think it is important to keep expanding transportation options & mass transportation infrastructure! Willing to be bothered for a couple of years for this project!! I think this project would be great for the surrounding areas once complete.

No.	Source	Comment
141	Comment Form	NO, I do not agree. 1. I still have an issue with route going down Broadway in Brooklyn Park and do not see the benefit and justification in this excessive expense. 2. What is this continuing when the Eden Prairie line is such a major issue, figure this project out and complete before making a mess out of another one. 3. I am angry at the amount of taxpayer money that has already gone into this project and years spent on it. Why didn't you work with railroad BEFORE even working on a route? 4. Why can't the people vote on whether they want light rail and how much they want to spend on it? Not enough oversight with the government on these projects. 5. Why doesn't Metro Transit publish their crime data or police reports? Where I can request this information?
142	Comment Form	Yes I do agree with the route recommendations. It would make communizing across the metro area easier. I would not have to transfer from a train to a bus to get to most of my frequent destinations. It would also provide a station that has sustainable warmth in the winter.
143	Comment Form	I would prefer the Broadway path over the 21st Ave path. Broadway already has plenty of space, and the street would benefit significantly by reducing the amount of car lanes. Broadway has a ton of pedestrian traffic, but walking in that area is unpleasant and dangerous due to the large amount of high speed car traffic. Getting rid of the car lanes would be beneficial, even if it wasn't replaced by a light rail. Replacing two lanes with light rail lines is a win-win in my book.
144	Comment Form	We live very near the proposed station at North Memorial (Robbinsdale) and are very excited at the possibility for a station there. We have been frustrated at the negativity of the Robbinsdale City Council and mayor, when we have not been asked directly about our opinion from any of them. We are excited to have the possibility of a quick ride to the airport, a likely increase in property value, more transportation opportunities for all, and actually think it could slow down traffic and make a safer crossing for all across 81, which now is like a drag strip.
145	Comment Form	I fully support the new route of the Blue Line Extension as it will provide more equitable transportation options for the economically disadvantaged populations in North Minneapolis who are more reliant on public transportation and will run through more densely populated areas. This will support higher usage for work and every day transportation needs. I use the Blue Line to go to the airport and with this extension it will be more convenient for me also. Question about the current bridge rebuilding along West Broadway at Theodore Wirth--was this undertaken with the extension in mind and will it accommodate the Blue Line down the center of the corridor? Will route 32 bus line service frequency be increased to accommodate connecting to the Blue Line near North Memorial Hospital for those in Robbinsdale and near Lowry Ave in Mpls? (Or plan to just rely on the C line, Rte 5/D line, and Rte 14? As I am getting older, these lines are several blocks further away from me versus one block from Lowry so more difficult to access.) General questions about the impacts on traffic flow during construction along Broadway, detour routes, timelines. Thank you.
146	Comment Form	I agree to use West Broadway, it is a wider roadway and it also really needs the funds to be revitalized, it still has not recovered full from closings from the tornado years ago. Also make sure to have as many stops as possible within North Minneapolis itself as we have the lowest car ownership and the highest need for mass transit in the metro area.
147	Comment Form	Many Robbinsdale residence are allowing this coming through area being proposed.

No.	Source	Comment
148	Comment Form	No extension of any line, bus or light rail should be considered until ridership increases to levels pre pandemic. And until safety, criminal activity, is under control
149	Comment Form	<p>In general, I have 3 primary feelings about the Blue Line extension project: 1) I am very excited in theory for the flexibility in transportation it will provide, but 2) I am not looking forward to the disruption during and after construction based on the current route, and 3) I really want to know what the expectations/plans are for tax/value impacts to residences/businesses in the communities it will run through. I try to remain optimistic but I have some concerns. I am extremely disappointed that the original route that utilizes the rail corridor is not a viable option as I think it would be the least disruptive to homes and current traffic (vehicle, bike, and human). Given the current alternative route recommended, I have concerns but I don't see a better route in many spots unfortunately. For context I live in Robbinsdale. A few areas of concern: Along Bottineau -- Along Bottineau north of Hwy 100 crossing the road is pretty wide and the speed limit is 45+ with not too many street lights which I think is ideal for the Blue Line; however, south of Hwy 100 (near DT Robbinsdale and south of it) the road is not very wide, the speed limit is lower, and there are several street lights where bikes and pedestrians cross Bottineau east-west (those from the West side of Robbinsdale cross to the East side where there are more parks and lakes, while those on the East side can walk to Downtown Robbinsdale where there are more shops). Just north of 42nd there are homes that face the street; I don't think it is desirable for those homes to have the additional noise and traffic of the rail, particularly depending on where the station goes. I don't see how the route could go through Bottineau from 36th to 42nd without having to widen the street to not lose traffic/bike lanes. I am concerned about the businesses, homes, and natural landscape along that section; I think it would be ideal to build a plan that adds additional plants and vegetation to balance the current natural landscape and offset some of the carbon footprint of the additional concrete and unnatural materials (particularly along the area near the lake). I also think there need to be more public trash cans along the 36th-42nd section. I go on walks and periodically pick up trash along the way (it's disgusting and disheartening) and know that there are not too many trash cans where people can responsibly dispose of garbage (or recycling or compost); it would be great to proactively consider the effect of additional human traffic that will come to the area (and corresponding additional trash) and accommodate with trash cans so that more trash doesn't wind up on the street and into the lake area. I recall a best-in-class example I read about Disneyland and how the parks are designed where no one ever has to walk more than like 50ft to get to a trash can and it drastically reduces the amount of trash that people toss on sidewalks etc. I think recycling and compost would also be wonderful, though maybe not as easy to implement with current systems. On Bottineau south of Abbott/North Memorial the bridge is already being reconstructed. This current construction should definitely be built taking into consideration the needs of the Blue Line (otherwise this seems extremely inefficient and would concern me on unnecessary budget implications for both projects). I used to commute from Robbinsdale to DT Minneapolis through North Minneapolis along Broadway, and there are some areas that traffic already gets incredibly congested especially during rush hour. Having few/no dedicated left turn lanes, parking along the right side of the road (near businesses), and bus routes/stops can make driving down Broadway through North Minneapolis a major pain, especially in winter when the snow also accumulates on the sides of the road even after being ploughed. I think really thoughtful consideration needs to be taken here to determine how to best get everything to flow. It appears one of the route options goes right through some neighborhoods (Lyndale) which I think would be incredibly undesirable and disruptive for those homes (and possibly their value). Overall, I am very interested to learn/and somewhat concerned about the impact to the values of properties, whether positive or negative. I certainly don't want my home to devalue as a result of the construction/changes, but I also have concerns about the impact to taxes and the risk of gentrification in the area. Property taxes have risen double digits for at least 2 years and</p>

No.	Source	Comment
		I'm concerned that this work would make them rise further and I don't want that to force me or any of my neighbors out or cause undue financial hardship. I'd be happy to discuss or give additional input and am glad to see the work that is being done to get input on these projects (as it of course should be) so thank you!
150	Comment Form	As a former resident of Brooklyn Park and current resident of Plymouth I do not approve of light rail in anyway and our tax dollars could be better spent. The SW rail line is a disaster. It's not safe to ride the line from the MOA to to airport. Just stop.
151	Comment Form	Public transit demand is very low around lyndale/Plymouth/14th. There are all single families homes and townhomes there that have transportation. Will Lyndale have to be widened to accommodate this?
152	Comment Form	This is a wonderful plan to make Crystal, Robbinsdale, and Brooklyn Park more accessible. Thank you for all your hard work. I hope the project goes through.
153	Comment Form	I do not agree. I think this is a terrible idea. Ridership is low and Target Corp is doing a hybrid work day, so there is no need to waste taxpayers' money on this. Additionally, this will only contribute to the huge problem with crime that is spreading throughout the metro area. Please scrap this project.
154	Comment Form	I do not agree with the route recommendation. The business district of Robbinsdale would be destroyed. It will cause major traffic backups on intersecting roads, and the road expansion along the proposed route will cause a loss of local businesses. Bad idea for the area.
155	Comment Form	I do not agree. I think this is a terrible idea. Ridership is low and Target Corp is doing a hybrid work day, so there is no need to waste taxpayers' money on this. Additionally, this will only contribute to the huge problem with crime that is spreading throughout the metro area. Please scrap this project.
156	Comment Form	I do not agree with the route recommendation. The business district of Robbinsdale would be destroyed. It will cause major traffic backups on intersecting roads, and the road expansion along the proposed route will cause a loss of local businesses. Bad idea for the area.
157	Comment Form	I watched the April 28th virtual meeting, they stated from lyndale to North Memorial there would be no traffic signal pre-emption it will flow with traffic, then he said from there through Robbinsdale/Crystal to Brooklyn Park... he didnt say no signal pre-emption. Is there a reason he omitted this important detail? Will signal pre-emption occur anywhere through the Blue Line?

No.	Source	Comment
158	Comment Form	<p>This is the 2nd Robbinsdale community meeting Ive attended so far, and want to build off of my original feedback &amp; comments provided. The current report is highly focused on the North MPLS segment of the route. It makes me think that this project is more of a MPLS focused project for numerous reasons, and Robbinsdale may only be a byproduct of the project.. and not receive the same level of attention, planning, and evaluation. I support the project ONLY if it meets what i feel is best in my community (Robbinsdale). I hear planners continuously say that this is a 100 year project. If that is the case then doing it cheaply through Robbinsdale wont work, and wont get my support. I strongly believe the Robbinsdale station needs to be at 41st... not 40th.. and should ideally be a split platform. Also at a minimum i feel the tracks should be elevated starting before 40th and after 42nd to relieve any street level impact through downtown Robbinsdale area. Keeping the train riders in the train area will avoid loitering around the area in general.. and promote long term walkability &amp; reduce traffic issues. If this is truly a 100 year plan as being described.. i dont know how any planners can disagree with this feedback. I will say that since the 1st community meeting, my feelings for the project are changing &amp; trending toward being less excited &amp; more concerned with supporting it overall.</p>
159	Comment Form	<p>Please remove park and rides. They are expensive and hostile for creating pedestrian oriented districts. Transit dollars should not go towards car infrastructure. The money would be better used on encouraging new housing along the stations and building proper bike connections. Existing park and ride stations are already under used. Let's focus on building transit with stations that are highly walkable!</p>
160	Comment Form	<p>I think one of the added benefits to the original blue line going down Hiawatha ave was the addition to the bike path that ran parallel with the lightrail most of the this stretch, if you're already redefining the infrastructure it makes sense to include this if possible.</p>
161	Comment Form	<p>This project is a tangible step to lessening the wide income and equity gap in this economically depressed part of our great city that has been experiencing systemic disinvestment</p>
162	Comment Form	<p>No, I do not agree with the route recommendation. I live in the Lyn Park area and it is unnecessary for a LRT to be placed on Lyndale Ave. This area is filled with residential homes, a park and schools. There are huge safety concerns with adding a LRT to Lyndale. Think about pedestrians and the huge number of vehicles that already use the area. This neighborhood feels like a suburb in the city and LRT does not contribute to that.</p>
163	Comment Form	<p>Blue Line should be STOPPED!! What a TERRIBLE WASTE of my taxpayer money!! As if the initial project wasn't expensive enough, this re-route will make it cost even more. Despicable. End Blue Line NOW.</p>

No.	Source	Comment
164	Comment Form	<p>I reside at 1404 Van White Ln, which is right in front of the proposed light rail station at Lyndale and 14th. I wanted to voice my concerns about the route down Lyndale Ave and why I believe it would be to the detriment of everyone to place the Route along Lyndale. Lyn-Park is already served a route to downtown and to the light rail via the 22 bus. I ride this bus frequently and it is has never been above half full. Our bedroom window faces right out on to Lyndale. With the hours the train would run and all of the lights and bells, it would be impossible to sleep. How will the sound be addressed? The crime and drug use at light rail stations is currently out of control. MPD and transit police are not interested in fare checking or patrolling the trains, this would bring crime to an area of Minneapolis that has been nothing but safe for me and my family. There are no businesses along Lyndale that would benefit from having the rail, and this hurts riders too as there is no reason for riders in Brooklyn Park to be visiting our area. Again, placing the line along Lyndale implies the residents here would be well served having close access to the train, a benefit we already have with the 22 bus line. I am strongly in favor of using Washington and turning onto Broadway. There is plenty of room to develop new dense housing and businesses along Washington, as well as existing housing and businesses already in place. The Washington route also gives greater access to the light rail to those across the river in NE. I just have a hard time understanding how if me, a frequent transit rider, Timberwolves and Twins season ticket holder, visiting downtown 60+ times a year is in no way helped by the route proposed, then how is everyone else in the neighborhood who rarely use public transit. This is not a neighborhood with no cars and dense housing, this is a neighborhood with single family homes with attached garages and 2 car households. Again, Lyndale from Broadway to Plymouth already has service to downtown and to the light rail that is hardly used. Tearing up our streets and community because it is a cheaper option for people in the suburbs to get to downtown is not the answer. Please find a route that helps not only the riders using the train but one that serves the neighborhoods that the rail runs through. I urge Metro Transit to run the rail line along Washington to better serve North Loop, North Minneapolis, and the residents of the Lyn-Park neighborhood.</p>
165	Comment Form	<p>No. It seems like a very poorly planned out idea. Why would you run this through a residential area where there is already underutilized public bus transportation. This should be ran up Washington then across Broadway. Also, why was there no outreach to residents impacted by this? Absolutely outrageous there was not active outreach!</p>
166	Comment Form	<p>I don't agree with the recommended route as Lyndale Ave is not wide enough to handle traffic. It is an access point to the north side from downtown and restricting flow will create unnescesary traffic. Also as a resident of north area i am concerned about this change as my household will be affected. Including noise.</p>
167	Comment Form	<p>Including West Broadway as a stop would bring more crime on trains, since West Broadway is a high-crime area.</p>
168	Comment Form	<p>The illustrations that are provided with this plan are clearly designed to decieve the public. View angles are chosen to hide obvious problems in the design concepts. The views of the station area in downtown Robbinsdale are particularly problematic.</p>
169	Comment Form	<p>More than ten years and \$130 Million dollars were already spent on planning a route by this organization, along with thousands of hours of citizen input throughout the process. That was all wasted because no one really listened to the stakeholder input. Many people feel that this is no longer needed and not a competitive project when it comes to federal funding. Are we just wasting another \$130 million and thousands of hours of citizens' time for another plan that can not be completed?</p>

No.	Source	Comment
170	Comment Form	there is no need for this pathetic light rail. what a waste of money.....
171	Comment Form	I disagree with the route recommendations. Rapid Bus routes with park & rides make more sense. We should not build the train through Robbinsdale at all. I used to take the train to work. There was no monitoring of who gets on the train so people don't have to pay. The train stations I had to use smell like urine. The train is dirty. It was scary getting on the train because the train station became a homeless shelter. I went back to driving my car to work for those reasons. Not a lot of people were riding the train, so I am sure it is a money pit. My U of M students were afraid to ride it due to unpredictable homeless people on the train. They take Uber or Lyft everywhere, so you are wasting money, even young people are afraid to ride it. Trains are not flexible for route changes. Buses are. When the train is shut down, they use buses to move the people. A friend of our family works on the Eden Prairie line and it is way over budget and there have been huge problems associated with it. Wouldn't it make sense to see how successful that route is before spending so much money on another? From what I understand, the Robbinsdale City Council is against the train, so why isn't anyone listening to them. What happens to all the new construction on Hwy. 81 that has been done recently to make it a beautiful road as well as the new bridge being built by North Memorial? Will that all get ripped up again to build the train? Downtown Minneapolis isn't back to normal since the Pandemic. People continue to work from home. This train is too expensive where a bus could do the same thing only better and more efficiently. I'm really disappointed that NOT building the train isn't an option for residents to choose.
172	Comment Form	How does this improve Public Safety? Impeding further on law enforcement and emergency vehicles and putting the public at higher risk. I'm on Broadway and I was thinking maybe one of the members of the MET Council wants to come pull this bullet out of my wall since these members who make these big decisions aren't even elected officials. And please don't disrespect my community by attaching the word "equity" to this project in any way.
173	Comment Form	Make sure the track isnt elevated when going through urban corridors. Go to philly, nyc, chicago etc and the areas where the transit lines are elevated are areas where blight becomes rampant. Do it right, make signaling a priority and gates for the line ( so it can exceed 35mph, i know legislature might soon bump it up to 40mph, still too slow in my opinion). Make sure this train from end to end is under 30 minutes—look at how long it takes to get from downtown st paul to downtown minneapolis. Do this right, dont take the path of least resistance for the route. I advocate for this line and am also a civil engineer. On a side note, we need a comprehensive streetcar/LRT network throughout minneapolis and st paul proper. Buses are just not the same, we arent even close to europe or asia in terms of modern transit. Nobody leaves a city talking about what a great bus system a place had lol— they talk about the subways, the trams, and the high speed rail, which morocco now has more of than the entire US. Is there any movement on the Nicollet streetcar? Also why did the B line turn from an excellent tram option using the old train spur into yet another bus, it just seems like we are unable to escape the automobile-centric transit planning.
174	Comment Form	Make it faster, less stops, more freight, less homeless, more respect, less grade crossings, better looking trainz. Unfortunately it's a guarantee that you guys fuck this up
175	Comment Form	Please ensure that the trains have the appropriate right of way and are able to assert their complete dominance over lesser forms of travel, namely the car, which is a cancer on our society.

No.	Source	Comment
176	Comment Form	I read in the North News paper that the blue line could extend to Broadway. I used to live in Corcoran neighborhood and it was easy to use the blue line to get downtown or to the airport. Now I live in Golden Valley and my public transport options feel limited. This would be a welcome improvement.
177	Comment Form	<p>My main concern with this project is how the contracts will be negotiated with construction contractors. In short, the contracts should include benefit clauses for contractors to both finish ahead of schedule, as well as penalties if they take longer than they estimate. A few years ago I listened to an informative episode from Freakonomics about why projects typically take longer than expected, including "megaprojects" like rail lines (<a href="https://freakonomics.com/podcast/heres-why-all-your-projects-are-always-late-and-what-to-do-about-it/">https://freakonomics.com/podcast/heres-why-all-your-projects-are-always-late-and-what-to-do-about-it/</a>). One finding is that if you incentivize contractors in this way by providing both carrots and sticks, the bids they provide are more accurate and they give more realistic timelines for completing the project. Read more on preliminary findings of the UK transportation department regarding this topic here: <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/576976/dft-optimism-bias-study.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/576976/dft-optimism-bias-study.pdf</a>. Everyone, including contractors, know that these always take longer than expected and cost more than expected. By providing both good and bad incentives, they have something to shoot for and skin the game.</p>
178	Comment Form	<p>No, I do not agree with the route recommendation because routing the train down Lyndale will negatively impact homeowners that have lived in the community for multiple decades. The noise, street closures, potential for increased crime in a community already suffering from unacceptable levels of violent crime, disruption to traffic to local public schools like Franklin Middle School and Hall Elementary, and the possibility of private property being used to make room for the train route on Lyndale creates an undue burden for homeowners. This is particularly unacceptable given that Metro has acknowledged that the majority of riders will not be from this community but from suburbs far from the city. We are being asked to be inconvenienced, endangered, and very likely lose home value to the benefit of those outside our community. In addition to all of this, the community will surely be inundated with drivers looking to park in our neighborhood to ride the train. I, along with many of my neighbors, strongly suggest the city reconsider routing this train down Washington Ave. where the negative impacts to residents would be lessened.</p>

No.	Source	Comment
179	Comment Form	<p>I do not agree with the latest Blue Line route recommendation. As a current resident of Robbinsdale, I share the concerns that have been expressed by our city council over the last year in regards to the latest proposed route. When the Blue Line was first proposed years ago to run alongside the BNSF line, it was intriguing. My home is located just a half block from the BNSF line, so I was cautiously optimistic about the impact the line would have on my home and the city of Robbinsdale as a whole. With the route alongside BSNF dead in the water, I am now extremely concerned about the effect the proposed Blue Line route will have on my daily life and the city of Robbinsdale. I have lived in Robbinsdale for almost 20 years. I spent six years on the east side of County 81 and then moved 2 miles west thirteen years ago where I currently reside on the west side of County 81. Throughout our years in Robbinsdale, my family and I have walked and biked into town regularly to visit the hardware store, post office, meat shop, bakery, etc. My husband regularly commutes by car to northeast Minneapolis down County 81 to Lowry and across the river. We travel regularly north on County 81 to reach 694 or pass through the “back door” to access Highway 100 North off County 81. Recently I left my home, accessed County 81 at 47th Avenue in Crystal to take Highway 100 North to 694 on to Roseville. I returned from there to Brooklyn Park (off 85th and Xylon) and then home again down County 81. Light rail along County 81 would have only served to impede my commuting experience rather than help it. While I like the idea of light rail and I am in favor of mass transit opportunities, we are a car dependent society. Using light rail as a mass transit option for the communities along County 81 will negatively affect the flow of vehicle traffic that utilizes this thoroughfare. Light rail along County 81 through Robbinsdale specifically, will only exaggerate the separation of the two halves of our community while also negatively impacting pedestrian and bicycle use. I do not think that light rail along County 81 in Robbinsdale should be considered. The failure to secure a route along the BNSF corridor should be the end of the discussion. While I would have enjoyed seeing light rail come to Robbinsdale, I cannot see a route option along any other path that would benefit the city. As such, I would be more in favor of increasing bus stations and routes in order to increase mass transit options.</p>
180	Comment Form	<p>I do not approve of the light rail project. I’m a resident of Brooklyn Park and I do not see the need for this extension.</p>
181	Comment Form	<p>Disagree with light rail extension project.</p>
182	Comment Form	<p>I think it goes out too far to be useful. Will cost millions of dollars only to be abused, mistreated, and riddled with crime.</p>
183	Comment Form	<p>Please don't give too much attention to the negative comments. The people with an ax to grind about an issue are always the loudest. I am really looking forward to the Blue Line coming through Robbinsdale and most of the people that I know in the area are too and I would really like to see it happen. It will really improve our access to the citywide public transportation system and I'm sure that we will use it much more if the Blue Line extension is completed. Your team is doing a great job. Thank you!</p>

No.	Source	Comment
184	Comment Form	<p>I am glad that you choose the West Broadway route over Lowry. This route hits right in the middle of the North Minneapolis neighborhood and will connect to a ton of retail and homes in that area. To me, it will be a remarkable benefit to that area especially considering this area's demographic. I do hope for one improvement even if I know that it has been shot down numerous times. The current plan has light rail at grade for the entire route which makes getting through this area rather tight. Worst part about this is the conflicts of razing property to make room for transit which people in the area have been upset about. Transit is very important and if there isn't any other way than this then it has to be done, but I do want a grade separated option kept on the table (preferably underground). While this is very expensive to do and there have been cost increases for the Green Line extension currently. In my mind, this can be a win-win for both sides since for the people: the property impacts are lessened to a significant amount, and for light rail: being underground can remove some obstructions like waiting for stop lights. Whatever does happen with this route. I think this is 100% better than the old route going on a rail corridor that misses a lot of people. The planning looks great. Thanks for your hard work in giving the city serviceable and equitable transportation options.</p>
185	Comment Form	<p>You're going to displace me and my community. I live right off West Broadway. Though, I may be a new resident, I'm still part of the community there. Sure, to you people we're seen as problems, nuisances, or what have you. What you don't understand, and never could, is that we're a community. A community which watches out for one another. Our people don't go hungry. We make sure bread is broken and needy hands are fed. We don't deal with and/or have problems of major theft. The people doing this know, you don't pull that withing our community. Yes, I've only been at my current residence for a year, but I've never lived anywhere else is my 40 plus years and felt more like home. A nuisance that gentrification can fix to ya'll, our community to us. Be prepared to hear my voice. I will become a thorn in the sides of anyone supporting this asinine proposition. I will hold out to the cold end. You will not break us.</p>
186	Comment Form	<p>I agree with the route recommendation as a Robbinsdale resident five minutes within the proposed North Memorial station. I'm still not sure I have seen any plans yet for an at grade or elevated station at North Memorial in the proposed route recommendation and am concerned about potential costs versus use of an above ground station there. I also have not heard anything about how the bridge rebuild of West Broadway/Cty Rd 81 takes into account this new route modification. Are there going to have to be changes to a bridge currently being reconstructed right now? I'm also wondering about the station in downtown Robbinsdale and how pedestrian traffic will be connected from both sides of Robbinsdale. I think alot of station design needs to go into this station to help people access all of the commercial areas on both sides of the station. I think there is so much potential at the Bass Lake station for residential and commercial density infill projects, but please keep anti-gentrification efforts strong here so that local small businesses aren't replaced. I know that this is more of a Crystal zoning issue, but please make sure that this is part of the construction process. Lastly, I think there should be real thought put into pedestrian/bike traffic connections at Penn/Broadway to figure out how to connect to the 26th st bikeway and how you connect this station to Theodore Wirth Park and the Grand Rounds at this station and at the North Memorial station. I also think that Juxtaposition Arts and MPS students need to be fully involved in station design and other considerations at the Emerson/Fremont and Plymouth Ave stations. That has to be a non-negotiable for this route recommendation. Listen to the youth!</p>

No.	Source	Comment
187	Comment Form	I do not agree with the route of using 81 is the right choice as it will severely impact the traffic and roads around it. With the hospital being right there and 81 being the most direct route for emergency vehicles we already have some issues with heavy traffic waiting for lights to go back into rotation. Add into that the traffic of employees going to and from the hospital during shift changes and that increases the traffic impact severely.
188	Comment Form	No, I am NOT supportive of this present plan for the Blue Line. Why? Not down highway 81!!! Now that we are aware that downtown Mpls is not as busy with workers actually working there, how about some Electric Buses. Then, we don't need to disrupt highway 81. I can't believe this is the actual idea. You planners are dilutional. Lets get back on budget, be respectful of the Robbinsdale residents and THINK of something nice instead of disruptive. Shame on you.
189	Comment Form	I disagree with the current proposal to route the blue line on Broadway. Parking and traffic lanes will be lost. Some Broadway cross streets will be closed. Installing a Fence to prevent Train track / Broadway street crossings will divide a community. Look at University Ave in Saint Paul. An alternative route that was not considered: Olsen Memorial Parkway West to Theodore Wirth Parkway North, and connecting back to the previously approved alignment.
190	Comment Form	Blue line will be an essential transportation option for Crystal. I can't wait to see it happen. The sooner the better!
191	Comment Form	I think the route should go down Washington. It wouldn't disturb the few single family homes in the area, had a wider street to begin with, and would not impede people from driving in and out of the lyn park neighborhood.
192	Comment Form	This is an incredible waste of tax dollars that needs to stop now!!!!
193	Comment Form	I think we need to focus on improving the cleanliness and safety of the light rail before extending it. Not in favor of extending.
194	Comment Form	no. businesses will suffer during construction process. Where will all the heavy machinery go during the process? Fearful Robbinsdale will not regain the momentum it is on currently. I would like to have a BRT option and scrap LRT! Only way to improve would be over pass or tune but again too much disruption during construction
195	Comment Form	I agree with the new route because it keeps the train noise further away from residential homes (except for the condos). I would like to see a stronger effort to IMPROVE crossing the railroad tracks, otherwise it will divide the cities further. There are great parkways, lakes, and parks on the East end of Robbinsdale and those on the West end should have easy access to those. Meanwhile downtown Robbinsdale is a great destination for food and drink, and those on the East end deserve a safe walking and biking option to get there. Crossing 4 lane roads are stressful enough, don't make it worse.

No.	Source	Comment
196	Comment Form	<p>Dear Met Council and Hennepin County Board of Commissioners, I appeal to you, as people who believe in helping others improve their quality of life, to take into account my feedback as well as those of my fellow neighbors to consider the Washington/Lowry Route as a better option for the Blue line Extension. When I attended the Lyn-Park Neighborhood Meeting the reasons given for why the West Broadway route was chosen was because it would greatly improve access to regional destinations like Minneapolis Public Schools, the V3 Sports Center, and “1700+ residents, 1,800+ jobs, 50+ destinations of restaurants, places of worship, healthcare”. While I am in full support of improving North Minneapolis and access to these great places I believe putting the light rail on the West Broadway route is not the way to boost the welfare and livelihood for those in it. When you place the light rail down Lyndale Ave, you will completely disrupt the neighborhood and the homeowners, renters, and residents within it. Everyone wants to live by public transportation, but no one wants it in their backyard, figuratively and literally. I face that street and often wake up to the blaring noises of the firetrucks and EMS speeding down Lyndale, as that is their main entrance into North Minneapolis. If the light rail comes down Lyndale, there will be two trains literally going back and forth every ten minutes, disrupting the neighborhood at all hours of the day and night. Secondly, neighborhood access would be disrupted, causing current easy routes in and out of North Minneapolis to be less efficient and more difficult to access. The light rail on Lyndale would also cut off entrance and exit points at the 14th and 18th streets, proving it difficult for homeowners to enter their complex. Parking will also become difficult because there is no park and ride available for people to park their cars while they hitch a ride to work or to the airport. As a result, our driveways and streets will become their parking lot and who knows how long they will be there for. It’s free to park in the neighborhood so expect random cars to park in front of your house. It may even come to a point as one woman shared during her impact statement at the Lyn-Park meeting that the homeowners needed to purchase parking permits in order to park in front of their house. For each party they hosted, they had to purchase a permit for every single one of their guests to park on their street. If they were having work done on their house, they had to purchase a parking permit for their maintenance to park in front of their house. How inconvenient is this? How miserable would you be, if YOU had to do this? Would you still want a lightrail - the job that you do everyday that is supposed to improve and serve “1700 residents” (taken from the Lyn-Park Met council meeting powerpoint) in your backyard? I appeal to you that you see the impacts that this will have on our 250+ residences. Does this project still “meet your principles and goals” (taken from the Lyn-Park Met council meeting)? Not to mention the current proposal takes away private property from home owners and complexes on both sides of Lyndale. North Minneapolis is a predominantly black middle class neighborhood where people have proudly grown their roots into the soil and it is rich in its history. We’re proud to be a part of this neighborhood and we also proudly purchased these homes with our hard earned sweat and tears. To have some of our land taken from us without any compensation is an insult to our livelihood. This lightrail will also decrease property value and here’s why. Not only will we have less land, as the reasons are mentioned above, but trash and littering will heighten with the addition of the blue line extension not only on the light rail but INTO the surrounding neighborhood. At the meeting there were countless testimonies of people who had lightrails put into their frontyard and backyard and they would wake up to empty wallets, trash, unhygienic materials scattered throughout their yards. There were even people walking around their neighborhood, peering in windows and trespassing private property. No one wants litter and crime in their backyard and no one wants to feel unsafe in their own home. This brings up the concern of safety and privacy in general of the stations. The Plymouth and Lyndale intersection is prime real estate for car accidents. I personally face that street and typically I will witness car accidents occur 3-4 times a week. It’s very unsafe as traffic rules are not often followed. People often get T-boned, use turn lanes illegally to go straight, often leading to hit and runs or totaled cars in the intersection. Last week, one car even hit a tree into the</p>

No.	Source	Comment
		<p>green space where the station is proposed to be. If you put the light rail there, you will see more car accidents because people will not be patient with the light rail and WILL endanger themselves and others at the proposed stop. I do fear for the light rail station if put there as cars have driven up onto the sidewalk and have crashed over the fences. To what length will you jeopardize the safety of light rail goes for the sake of meeting “project principles and goals” (taken from the Lyn-Park Met council meeting powerpoint). To me, this station location is a big mistake. Not only because of the safety aspect, but also logistically. This street is too small to accommodate two light rail trains, traffic from both sides, a bike lane and a sidewalk. That is a tall order for a small neighborhood street. This is the main entrance into North Minneapolis for the 4th precinct that serves this district. Fire trucks and EMS access Lyndale multiple times a day. I know this because I often hear them multiple times a day. This street can barely accommodate its current traffic and to add in a light rail?? It is not wise and prudent to do so. North Minneapolis is full of thriving culture. I see it at Cub Foods. I see it at its places of worship, its restaurants and retailers. I see it at the V3 Center that will hopefully be constructed one day. I see a lot of hope and good will in this community. I know that you can see it to. All of these are huge attractions for bringing the Blue line extension down Lyndale. However, it will be at the expense of the neighborhood. I believe that my neighbors deserve to thrive in their homes and in their businesses, their places of worship - however if the lightrail comes this way, the 4-5 years of construction will crush them. Do you not recall University Ave? 100s of businesses closed and suffered from the seemingly never-ending construction. Local businesses here are small, family owned and cannot withstand such devastation. They won't be able to survive. Please don't do this to our rich historical neighborhood that we have worked so hard to make our own. Here is an article of one store that is sadly now closed (Bonnie's Café) <a href="https://www.mprnews.org/story/2011/05/13/central-corridor-university">https://www.mprnews.org/story/2011/05/13/central-corridor-university</a> Please let me entertain you the idea of Washington and Lowry. I often access this street for gas, restaurants, local coffee shops and so much more. I really do love this area and believe this would be a great location for the Blue line extension lightrail. It gives North Minneapolis access to the thriving North Loop and it would boost the economy of these more mature businesses. These retailers and restaurants have loyal customers and many of them live in and out of the city. Bringing the lightrail down Lowry and Washington would allow people who don't have access to cars to explore the downtown area or provide a safer transportation route home as there are 100s of bars and restaurants on this strip without having to worry about driving under the influence. Secondly, the Minneapolis Housing Authority is on this strip. What better way to improve our rising homeless population by giving them better access for help and care? What about the existing businesses on Washington? The current businesses on Washington are more mature and will be less effected by the light rail and here's why. A majority of the businesses past the North Loop are gas stations, self storages, garages, cabinet and interior services and a few office buildings. It is not residential and yet for those on the Lyn-Park and North Minneapolis side, it is a 5 min walk to cross over I94 and to reach Washington Ave. This is very doable and with a street that is much larger and can accommodate 2 trains and traffic in both directions it also will have the space to have sidewalks. It may even connect to the new Metro Transit Bus Garage Project! That would be incredible. Those in North Minneapolis would still have excellent access to the Blue Line Extension without the disruption of their homes, parks and small businesses. I plead with you to listen to our concerns and to put yourself in our shoes. Would you want a light rail in your backyard?</p>
197	Comment Form	<p>Do you truly want the tax payers opinion? You know as well as I do that you don't care what the public says. Since you are not elected there is no way for taxpayers to hold you accountable. What is the latest on the audit of the Green Line extension audit? Every single light rail project has run over cost and behind schedule. Ridership is down but you insist on wasting more taxpayers money. This is a form of taxation without representation!</p>

No.	Source	Comment
198	Comment Form	I am agreed with the route recommendation. I think it is very good for the surrounding residents and businesses.
199	Comment Form	Waste of Money!!!! Brooklyn Park does need anymore crime than they have.
200	Comment Form	We all know the Blue LRT is moving forward. From the beginning, I've NEVER been a supporter of this line. MNDOT, the City, and other regulatory agencies are downplaying the safety, sanitation, and profitability issues of the Blue Line. All we have to do is look at the Green Line. I recall an article that the revenue from the Green Line was way below projections. Furthermore, homelessness and violent crimes were common occurrences. I anticipate the same results on the Blue Line. How many key decision-makers live in Brooklyn Park? If they did I'm confident they would be opposed to the Blue Line. It's easy to make decisions in an area where decision-makers don't live. I'll change my mind if MNDOT can fix what's happening on the Green Line. Otherwise, this is just an attempt to add another revenue generator without taking into consideration the impact it has on the residents.
201	Comment Form	I do not agree with any light rail extension. Until more public transportation is used consistently and to maximum capacity, this is just wasted dollars. And I am worried about additional needs for policing when it seems it's difficult already to police what is already in existence. This money could be better spent on social programs.
202	Comment Form	It will not be used that much More crime. Waste of tax payer money. Someone is lining their pockets to push this through Bus stop at Tessman Parkway and 85 th hardly used Wear Broadway and 85th now has way to much traffic and then you want to put a train stop there. Use our tax money more wisely
203	Comment Form	General support for the present routing - this would greatly improve mobility in N Minneapolis and the NW metro area, and provide connections to places presently un- or under-served by transit.
204	Comment Form	I do not agree with moving forward on this now. Is it even needed anymore with the changes in work environments in this COVID world? The impact on the small town Or Robbinsdale will be horrendous, not to mention an eye sore down 81. I will move before this happens
205	Comment Form	I do not agree with ANY Blue Line Project. I am greatly disturbed by the thousands upon thousands already squandered. I believe the Line will never be close to breaking even! What a waste of taxpayers' money. Who do you think will choose to ride? Nobody I know!

No.	Source	Comment
206	Comment Form	<p>I am excited for a blue line extension but I am very concerned and against having the line go through Lyndale Ave. I think having the rail go through Washington is going to be significantly safer and logical. Below are my concerns with this light rail going through Lyndale. - The intersection between Lyndale and Plymouth has a lot of car accidents. Usually at LEAST twice a month. There was a three car accident in May. One hit and ran, the other two were totaled and of the two totaled cars, one hit a tree nearest to i-94. Another car crashed into a tree 9 months ago. This car crash occurred at the proposed Lyndale station. If this intersection is already car accident prone, it will be even more dangerous putting a light rail there. I have lived on Lyndale (closest to this intersection), and I have never seen any car crashes on Washington. - The proposed street layout will only allow one lane for each direction. Emergency vehicles take Lyndale to go to the North community as it's the most direct route. This layout will not allow any space for vehicles to stop on the side. If a car breaks down on this one lane, this will block access to the community. - Washington is at least 20 feet wider than Lyndale which allows for more room to expand.- If this line was moved to Washington, you wouldn't be adding more noise and pollution to the neighborhood of Lyndale. The line starts at 3AM. - The proposal has a side walk right next to a lightrail. This seems to be very unsafe as there are no barriers separating the sidewalk to the lightrail. What if someone slips on to the rail? - You are physically splitting a neighborhood in half by putting a rail in the middle. - There is no space for people who drive and park their cars to ride the lightrail. This will then clog up our neighborhood streets. Washington has more street space to park. If you have any questions or want more detail, feel free to reach out to me. Thank you!</p>
207	Comment Form	<p>If the Met Council is going to run the Blue Line down a major road such as 81 or W Broadway downtown, I would much prefer that the rail was elevated off of street level or buried like in other major cities (like Chicago/Atlanta) so it doesn't create congestion on the street due to narrow lanes, complicated &amp; confusing intersections (sometimes dangerous). That said, my preference is to run it down the existing BNSF rail corridor as originally planned. Get it together!</p>
208	Comment Form	<p>No, I do not agree with the route modification. Broadway and Bottineau are already congested and the extension will exacerbate that situation. The area would be better served with bus service, which can be adjusted as commuting patterns evolve.</p>
209	Comment Form	<p>no more light rail, the cost benefits is out of line</p>
210	Comment Form	<p>I have always been excited about the extension of the Blue Line and want to see this become a reality. Thank you for your perseverance despite the loud opposition.</p>
211	Comment Form	<p>What are you going to do with all the crime on the trains?? Transit PD is understaffed and can't even clean up the current lines. Hold off until have staffing in place, or your just draining the police services from the other cities. Not for it, look at Lake street, and Franklin.... Not safe.</p>

No.	Source	Comment
212	Comment Form	Hello. I am a longtime Robbinsdale resident and I strongly disagree with the route recommendation as it will increase congestion through already congested areas, and will have a disproportionately negative impact on our many senior and disabled residents. I would like decision makers to know that there is a groundswell of opposition and outrage in Robbinsdale at this proposal. This line (along with the others) are not able to be properly funded or policed. The additional crime this line will spread to our area will have a devastating impact on our residents as well as our small and overworked local police force. The number of assaults occurring at LRT stations throughout the city is impossible to ignore, and on top of this, drug overdoses have become a daily occurrence at these stations. The best way to improve the route through the next phase would be to find a different route that does not come through our city. Robbinsdale is an exceptionally great place, yet it hangs in a delicate balance. Please reconsider this well intended, yet ill-conceived and unwanted route.
213	Comment Form	The absolute WORST idea to ever to come to Brooklyn Park. This will only lead to increased crime just as we have seen at places like MOA since light rail was brought there. There is no accountability for people to buy a ticket to get on the light rail, which is basically providing free rides at a huge cost to the MN tax payer.
214	Comment Form	<p>1. I don't agree with the route recommendation: The current proposed route down the middle of Co.Rd. 81 doesn't have near the value to the community or to riders that the original route along the existing rail-tracks had. Buses are basically faster and go more places than the train will be able to on the proposed route. I agree with the Opinion of Jerome Johnson (retired transport economist and a founding member of Citizen Advocates for Regional Transit) who's opinion appeared in the Star Tribune on May 19, 2022. Please read it if you haven't already. Additionally, I do not want a station stop at 40th Ave N and Co. Rd. 81 in Robbinsdale - many residences live at or near this location that already have to deal with the traffic congestion and noise from Co.Rd. 81; adding a station here will just magnify an already poor situation. If the station is located at 41st Ave that would be closer to downtown and at least a little further from the homes at 40th Ave.</p> <p>2. What else do I want you to know: I'm very concerned that this project will be a waste of taxpayer dollars and an unnecessary disruption to the communities along the route. Very few if any of these rail projects have stayed in budget or have paid for themselves. That together with the current proposed route and unproven ridership benefit should give pause - the Blue Line Extension shouldn't become just another way to get to a Twins Game. Safety is a concern, for those both who want to ride the train or simply need to get around it. I've driven enough downtown near the train to see people so distracted that they just walk out right in front of moving cars. CoRd 81 in Robbinsdale is already a really busy road with plenty of pedestrians trying to cross it; adding a train will just bring in one more factor for both drivers and pedestrians. The safety of those riding the train is something that also gives me pause. There is already an increase in crime, and the closer you get to downtown it would seem the higher risk that you'll be in the crossfire of gang violence or just board kids that want to see what they can get away with. If the trains don't feel safe to ride, then the people you really want to have use the trains won't use them.</p> <p>3. How can the route be improved? Bring back the original route that ran parallel to the existing tracks and will allow for faster service (higher train speeds) and actually move people in an efficient and timely fashion. Despite the risk of having the Burlington trains nearby, I believe more folks will be interested in taking a train that actually gets them to their destination faster than a bus, or maybe even a car. If given the choice, I'll gladly take a car before a train if I'm going to get there a whole lot quicker.</p> <p>Thanks for reading my comments. I hope you'll give them serious consideration. Thank you.</p>

No.	Source	Comment
215	Comment Form	I do agree with the route recommendation. I am a Brooklyn Park resident and would enjoy light rail access to North Memorial Hospital (for medical appointments) and Target Field (for Twins games and nearby restaurants). I see the value to others in connecting people to jobs.
216	Comment Form	I do not agree with the route moving along highway 81. It will divide our community in Robbinsdale, interfere with emergency vehicles/traffic flow, and make it unsafe to walk across 81.
217	Comment Form	I want the blue line extension to get back on with constructing the line during the warmer weather.
218	Comment Form	The Blue Line Light Rail is not the answer. Save the taxpayers money. Utilize bus or small electric buses. This will help we're service is needed now and in future, as we know it will change. Putting on a rail, not much for any option for let's say 5-10 years down and service is really needed in another portion of a city.
219	Comment Form	I believe running the train down the middle of 81 is unacceptable. It will make existing traffic worse, add too much noise, and overall impact other types of transportation too severely. It doesn't sound like the leaders of this project have engaged the railroad company enough to try and use the original planned route. If that can't be done, the project should be scrapped. Thank you.
220	Comment Form	please we are against putting this light rail in our back yard, we do not approve of this it will be too noisy, there's not enough room on this Lyndale to be adding a train there, the 4 lanes already been reduced to two lanes only. is there a petition we can sign to have this light rail not come through lyndale!!!!!!!!!!!!
221	Comment Form	I do not agree. Although I understand the need for it and the benefits, I feel the cons far outweigh the pros. It has been proven without a doubt that Metro Transit Police cannot properly patrol and address the crime that runs rampant on the LTR and its stations. This crime and those who commit it will only trickle down into our community. Brooklyn Park and Brooklyn Center already struggle with crime and this will just compound it. City police departments are not staffed to handle this probable increase in crime/calls for service associated with this proposed route. If this route is approved, I will sell my home and move out of Brooklyn Park--another taxpayer gone.
222	Comment Form	I do not agree with the route recommendation. Not enough traffic to make it worth it. Plus, it will destroy homes and bring crime.
223	Comment Form	Personally I think more buses are a cheaper and better option. We also need to look at bus coverage on the east side of Brooklyn Park - can only go downtown mon-Fri and can't go west from points east of 252. I just think that this is something that most of us don't want.
224	Comment Form	I don't agree with it at all. I'm concerned for the crime this will bring to an area that is continuing to see increasing crime. Robbinsdale is already in MPLS' back door, we don't need to hand more options for the criminals to be able to get in/out of our city. Add in that you want to add a train down the middle of a road that is already highly traveled and the additional noise it is going to bring. NO thank you. You are going to see the population of Robbinsdale more than likely diminish. We moved here 8 years ago because we liked the small town feel and the charm of the houses. Unfortunately we are not able to move, but if we had the opportunity we would be out of here in a heartbeat. I'm thankful that we seem to be on the "right" side of the Highway as we don't see as much police presence on the west side of the city, but it has been slowly creeping it's way over.

No.	Source	Comment
225	Comment Form	Are you buying out home owners who don't want the noise of noise mitigation, Many people with health issues including mental health should have the option as noise and traffic sounds will decrease home values.
226	Comment Form	I currently do not agree with the route recommendation. We are already having multiple safety issues with crime and weapons on a daily basis. I feel that giving an opportunity for more ways to access our city will only bring in more unsafe situations for us as residents and our families.
227	Comment Form	I, like MANY other citizens in Brooklyn Park, am opposed to the route coming right through the heart of our city. It will run within feet of 3 churches, our only shopping area, a kids skating rink, a library which should provide a quiet setting and into the very heart of established neighborhoods. Our voices, from the beginning, have been shut out. After expressing our views in opposition to the plan at City Council and town hall meetings, officials have said they welcomed community input. But then they proceeded to push forward anyway, despite the many voices in opposition. This is a foolish waste of taxpayer money and will bring added issues into a community already struggling with crime.
228	Comment Form	Why have a station at 93rd there is no public parking even available and no buses. You didn't buy the land when it was a field. So are you buying businesses that spent millions to build? Also no room for buses to go on 93rd as it is Maple Grove's idea of alternate when they race through because on 610 is stop and go because you didn't build it big enough in the first place.
229	Comment Form	As someone who lives off Brooklyn Boulevard and Zane I think it's awful that the Blue Line is being forced into my neighborhood. The areas they are connecting are already destabilized enough without adding fuel to the fire. There have been so many reports of shots fired I can't even keep track. It's become a daily thing. There are at least 4 memorials that I can walk to within blocks of my place from people who've died from gun violence since 2018. Garbage is literally strewn everywhere by the outlet mall where I live. Linking Brooklyn Park with North Minneapolis will only exacerbate the problems. The people who think this is all being blown out of proportion and exaggerated have their collective heads willfully in the sand. Just like the politicians who ram this nonsense through without a vote, they have the privilege of not living in the areas where everything is going down. Please reconsider making our neighborhood worse than our already is.
230	Comment Form	I do not agree with the route recommendation. It will cause major disruption to an already busy roadway. It will cause decrease in parking for all the businesses in the downtown Robbinsdale area. It will cause traffic issues for the emergency vehicles coming in and out of North Memorial. It will cause noise disruption for all living along the tight corridor. It will detract from the enjoyment of Lakeview Terrace Park. Additionally, I have no faith that it will be a useful line. The lightrail is not compatible to MTA in NYC - there is no "express line" - it takes forever to get from point A to B. So many people are working from home now anyway and the density of downtown life has changed SO dramatically - it feels like an experiment that is being tested in lower income neighborhoods. In terms of improving through next steps... I think the team should re-open communications with the train line.
231	Comment Form	We don't need the light rail, what a waste of money. Work habits have changed post pandemic. Plus crime will skyrocket. Neighbors are talking of moving out of Robbinsdale if the blue line happens.
232	Comment Form	This modification is a complete disaster in the making. I want nothing to do with light rail up County Road 81.

No.	Source	Comment
233	Comment Form	This project is essential for BP's infrastructure and connection to the downtowns. It is an opportunity to improve public transportation and will be utilized frequently. It will also raise property values. Cannot wait for it to be built. Anyone who is against it is a NIMBY and should just move to Maple Grove.
234	Comment Form	I am not against the route recommendation on the new location I think it will be critical though on how it is placed. Overall I think the most challenging piece will be the portion on CSAH 81. I don't think we should get rid of any lanes along that corridor as it is an important regional corridor for the NW metro at least from MN 100 to US 169. I know there isn't really any room let so designing this is going to be challenging. I also think you need to listen to residents on how to design the train through Robbinsdale given the train only further divides that city given the city is built around CSAH 81.
235	Comment Form	I do NOT want the blue line. It will cause even more traffic congestion near my home and it will destroy lots of homes and businesses.
236	Comment Form	I don't agree that the blue line extension should be light rail. The transit way should be express bus service. Remote working has drastically changed transit. Ridership levels can't justify the cost of light rail. Residents can accept express busses more easily than rail right of way. Express bus routes can be changed to adapt to future needs. Rail is fixed in place. Express bus service is by far the better option
237	Comment Form	I am NOT For this route through Robbinsdale!!!! I think it will lead to a rise in crime in the area!!!
238	Comment Form	The line is totally unneeded. Ridership on existing lines does not cover operation costs even after many years of operation. The cost overruns that plague the SW line will also affect this project.
239	Comment Form	I disagree with the current route recommendation and believe it is flawed for several reasons: -The ridership study was conducted years ago, is outdated, and does not reflect current (or expected) transit use or demographics, including commutes to the northern Target campus or downtown Minneapolis, both of which are fundamentally altered due to flexible and remote work options at Target and virtually all downtown employers. -The route will divide and displace neighborhoods, an unacceptable issue that will further divide communities, and adversely impact black communities in the Twin Cities, which has happened far too often in the region -The route will have to travel too slowly to be efficient; an inefficient transit system is an ineffective transit system that will not be used -The goals of the Blue Line Extension can be more effectively, efficiently and flexibly accomplished using BRT -BRT and express bus service can be implemented at a fraction of the cost and a fraction of the time in which the Blue Line Extension could be built. -The Met Council needs to stop the process and take a holistic look at transit, particularly the Blue Line extension. At minimum, a new ridership study should be completed to fully address changes in ridership due to the pandemic. That study should be completed by an external third party unaffiliated with Metro Transit or the Met Council.
240	Comment Form	I am not in favor of the blue line going through 81 in Robbinsdale. I live on lakeland avenue. The construction will be horrible and I am sure they will need part of my yard to expand the road. The light rail will disrupt the quality of us living across from Crystal lake, via the view, the noise and aesthetic. Please do not put the light rail on 81 through Robbinsdale. Please.

No.	Source	Comment
241	Comment Form	Putting this train down the middle of country 81 is going to be a disaster! I own Broadway Pizza in Robin Center. I'm hearing you plan to take park of our parking lot! My business will not survive the construction. We've been through major construction projects on 81 before. It delivers a major blow to our business which we cannot afford. Thanks the for the big stupid wall in front of my business, whoever built that! The train will cause traffic issues going down the center of the road also. Robbinsdale does not need or want your train! I'd like someone to send me the info on this project. I want to know when ground will be broken? I will relocate my business before this happens.
242	Comment Form	As a long-time Brooklyn Park resident, I was 100% behind the blue-line years ago and participated on many LRT committees. However, timed of changed and I see no advantage to the end station at Oak Grove Park - a residential area. This line was supposed to bring people from the suburbs to the city for work, but times have changed - people are not returning to the city for work. IN addition, the new route will be going through an area known for crime - there is no way I would ride the light rail. As a resident near the last station - I have HUGE concerns over the need to bring people from the city to the suburbs for "jobs" - there are no jobs located in this residential area. I am extremely concerned for my family's safety and well-being. Keep the light rail in the city to transport people to "jobs". I will not support the LRT in any way. The light rail should have connected people to North Hennepin, etc. there is no reason to bring this to Oak Grove. Target employees are not even coming back to the building. Please go back to the drawing board and find a solution - the need/want just no longer seems to be there anymore. Please do not waste our money and lower our property values.
243	Comment Form	This is a boondoggle plain and simple. No more tax dollars should go toward this insanity.
244	Comment Form	This is not needed in Brooklyn Park. A huge waste of taxpayer dollars. There is plenty of public transportation available. Current light rail lines are incredibly underutilized. Crime and drug use on the trains and in the stations is at an all time high. Unelected people without real jobs telling people what is best for them. Listen to the community. We do not want this here.
245	Comment Form	Yes I agree to the extension of the blue line going to Brooklyn Park it would help out so much
246	Comment Form	Stop this route. It isn't useful and brings crime to the suburbs.
247	Comment Form	No. Stop this nonsense. It's a boondoggle
248	Comment Form	I do not agree with this project or the route recommendations through Brooklyn Park. As a taxpayer and resident, I'm not in favor. I am VERY concerned about the crime that this project will bring with it to the city. This project should have ceased a long time ago.
249	Comment Form	I do not want any more crime in Brooklyn park. I also do not want property value to deteriorate. Why is it that in areas like Plymouth, maple grove or wayzata these projects never take place? I live in the Tessman neighborhood and want things to be well regulated so there are no issues with people overcrowding the area. Are there statistically significant studies to support that public transportation does not increase propensity for crime to occur in a given area?

No.	Source	Comment
250	Comment Form	No I do not. I have repeatedly asked about parking infrastructure at the stops in Brooklyn Park. Currently there are no plans for people to park and catch the light rail. When I have asked, I have been told that there are buses people can take to get to the stations. People in the suburbs do not want to drive to a bus stop, take a bus and than get on light rail. They want to drive to the station and get on the rail. The people doing the planning are completely disconnected as to who is going to use and how it is going to be used. Without parking infrastructure the cars will spill into our neighborhoods making for unsafe conditions for the families who live there. I also think a tremendous amount of tax dollars have been wasted and now more is being wasted on a fruitless plan.
251	Comment Form	As it stands the line will be too slow to be truly useful for those of us living north of Minneapolis. My neighborhood in New Hope was very excited for this transit option for years, the prospect of a park and ride in Crystal was fantastic. Now not one of them is excited at all thanks to this new route. By going from express to a slow train down city streets it will no longer be a logical option to go to Twins games, the airport, or anywhere really. It is simply easier to drive. We were the crowd that could be converted to transit but not with these changes. Not to mention that the option goes through extremely high crime areas. I wouldn't drive through North Mpls at night, I certainly wouldn't take a train or bus through there. I used to ride the bus on Broadway for many years and the safety level was sketchy at best during the day, I avoided it at all costs at night. So that rules out using it for concerts and sporting events. And it is too slow to logically use to get to the airport or MOA now that it is going to run 30 MPH or less in traffic vs. 55 MPH on its own corridor.
252	Comment Form	People will forget how much the line cost to build once it's complete. The great good that will be done in the long term by having the light rail network extended throughout the twin cities will greatly outweigh the short term costs of building the lines.
253	Comment Form	WASTE OF MONEY
254	Comment Form	Met Council: The fact that the "Input" time has been extended speaks volumes to the fact that many of the "stakeholders" are NOT happy with the "plan" (the new route or the old!!). We are watching in horror and disbelief what is going on with the Southwest Line construction. The fact that negatively affected residents living along that line have yet to be made whole again should, without a doubt, put this project on an indefinite hold. The pandemic, remote workers, increased crime, coupled with huge shortage of police and other public safety workers, among other things, has put "commuting" and how Twin Citians prefer to do it in LIMBO!! People are NOT riding light rail (look at the North Star) and MUCH MORE research, investigation, and public input is vital! These are projects that cost astronomical amounts of money, and have yet to be shown to be beneficial. Don't make comparisons to the light rail in St. Paul/Minneapolis. Running the lines through the suburbs is just not the same! MET COUNCIL...YOU CAN and SHOULD DO BETTER!!
255	Comment Form	The light rail is not needed in Brooklyn park
256	Comment Form	Do not agree with any part of this. Target is 100% remote now. No need for this to come to Brooklyn Park. If I wanted to live in the city, I would. I choose to live in the suburbs. This is a complete waste of money, money that we, the tax payers, will ultimately pay for.

No.	Source	Comment
257	Comment Form	Not in favor. Live near the end of line. Feel in will bring more crime. To the area which is already bad. I would not feel safe riding it. With all the homeless and crime on all the other lines. Get the crime under control first. Clean up the streets first. This line goes through some of the worst areas in the city. Punishment for the people who commit all the crimes. Instead of letting them go. Then maybe later. Think about this. My priority is spend the money stopping crime and all the gang activities so people will actually feel safe using it.
258	Comment Form	
259	Comment Form	I agree with the route recommendation. Please carefully consider the things around the platforms such as parking, bus routes to connect with, electric bikes, restaurants, etc.
260	Comment Form	The Blue Line route should start at the Target Field Station and continue to 81st, to West Broadway Ave and end at 85th where the Brooklyn Park Library and N Hennepin Community College is located and transportation is needed. There's not much public activities or venues at 95th or Oak Grove, thus there's not a need to take the Blue Line that far north of Brooklyn Park.
261	Comment Form	Extending the Blue Line will only exacerbate crime in the metro area. Security issues and effective policing must come first before any extensions are considered. I used to take the light rail downtown on a regular basis, but the crime and general conditions on the trains are so bad that I have not set foot on it in years.
262	Comment Form	With the trend of people working from home, downtown buildings being converted to apartments and the safety concerns regarding the light rail I am opposed to spending this money on something unnecessary. Improve the bus service and/or use the funds to improve overall safety concerns in our northern suburbs. I no longer feel safe in Brooklyn Park day or night! Let's work on decreasing our growing level of crime!
263	Comment Form	Disagree with any LT rail here. Only serves a sliver of bp. Outmoded, expensive, proven uncontrolled law enforcement on rail. Bp is dealing with a strong criminal element, this line won't help.
264	Comment Form	From what I have gleaned so far, I suspect the current plan is to tear up part of 81. I do not know why LRT cannot run along side of the highway instead of crossing. This creates a traffic nightmare and they just finished major updates to it. LRT is a boon-doggle. Might have been useful once; now a crime opportunity in an already crime ridden area.
265	Comment Form	I don't know of a single person in favor of this light rail plan. As a home owner in Maplebrook townhomes, I am concerned about a number of things. I fear it will increase the crime in our area. I believe it will increase noise and pollution levels. People may leave their cars on our association streets to get on the light rail since there isn't parking near by. It is already very hard to turn left out of both entrances to our association and the light rail would block one from left turns all together, increasing traffic to an already difficult exit onto 85th. It is a waste of tax payer dollars to help fund this light rail with little demand from the public. There is no demand to go all the way to the end of the current planned route across 610. North Hennepin students have always been commuters. That hasn't been an issue and doesn't justify this route. The current light rails aren't doing great financially and with the stories I've seen and heard, I don't feel safe riding them. Please consider cancelling this light rail route or ending the route sooner than 85th and Broadway.

No.	Source	Comment
266	Comment Form	I disagree with the proposed route of the Blue Line. The light rail construction through north Minneapolis is a reenactment of what happened to Rondo Ave and the black community in St. Paul. This is a racist act. Again. The best solution to providing transportation for the largest number of people between Brooklyn Park and downtown Minneapolis is an extensive bus system. Buses can resolve all of these issues of serving the people efficiently and at a realistic cost. Light rail has no redeeming qualities. Do the right thing.
267	Comment Form	No I do not!!! This should not run in Brooklyn Park off of West Broadway. This is an area where there are lots of residential houses. This will run too close to housing. Run it along 81 where it should go. It is such a waste of tax payers money.
268	Comment Form	The unintended consequences of light rail will bring crime to our community. It will make travel more convenient to and from cities with more crime. There is already homelessness issues with the light rail in the metro with homeless using the trains as housing and bathrooms. Brooklyn Park has enough crime as it is and the money could be better spent on affordable housing or work programs for the homeless within our own community. I am completely against this. We already have a great bussing system and it is easier to manage smaller groups of people on a bus then within a long light rail train.
269	Comment Form	I have concerns about ridership numbers, cost of construction, and security at LRT stations. Has a survey been conducted to ask how many people expect to use the Blue Line? How many people that live near the proposed route are working downtown AND would use LRT to get there? Now that Target has announced that its workforce is no longer required to work 5 days/week in the office, it isn't necessary, nor fiscally responsible, to have a station built at Oak Grove Parkway. It's plausible that Target will begin to downsize their offices or, at the very least, start selling the extra land they own in Brooklyn Park. The cost of construction for the LRT line is exorbitant when there are already buses offered for transportation. The last (and only) time I used LRT there was no accountability for riders to confirm that they've paid to ride. Why on earth would we build a multi-million dollar transit line and not enforce ridership fares? And even if we enforced fares, no amount of ridership will ever cover the cost of building the line. Security at LRT stations continues to be a concern in the metro area. Will there be a police presence on each train? Will there be a full-time police presence at each station, even after-hours? The potential for crime and homelessness in/around stations and aboard the trains themselves is high. Because of this, I can tell you with absolute certainty that my family would never use LRT, despite its "one seat" ability to get us to Target Field, MOA or the airport.
270	Comment Form	Light rail is essential for the metro transportation needs in the future. The proposed line is better because it incorporates the hospital. Please make sure that there is ample bike and walking on both sides of the rail to make it easy for people to access the stops and get to wherever they are going next. Please keep pushing this project forward!
271	Comment Form	Noise concerns. The railroad passes through this area (85th Ave.) blaring at all hours. I hope the light rail isn't going to add to that. I do not want to hear more train horns.
272	Comment Form	I think it is ridiculous that the Blue Line Extension Project is going forward. All of the problems with the existing light rail lines should be solved before moving forward. Ridership is down. Safety is not guaranteed. The system loses money. Do not extend this as far north as planned. Besides, the Target building is almost empty. There is no reason to bring the light rail to this location. If circumstances change in the future, it could be reconsidered at that time.

No.	Source	Comment
273	Comment Form	This route should NOT run through residential areas. (73rd area and W. Broadway) The Fire Dept is here, they need quick access to the roads, and not have to wait for trains. There needs to be pedestrian overpasses if this goes here for safety of citizens. This area is a high crime area of BP central district and the train will bring more. Is our already high taxes going to help pay for this? Property values will plummet.
274	Comment Form	This is a total waste of money. It is not safe for people to use and the bus accomplishes the same thing for much less money. STOP the process.
275	Comment Form	Let's stop wasting money on this Blue Line Extension. Most residents are against it. Most mayors do not want it. There are way less people working downtown now. We don't need the drug deals, physical attacks and harassment that takes place on light rail. People that need public transportation can ride the bus.
276	Comment Form	Why would u even consider this? All it will do is bring more crime into the area!! Waste of money and will not increase our house values at all!!
277	Comment Form	I am not in favor of this extension. I do not support spending the huge amount of tax payer dollars on a transit line that is neither in demand nor needed. I would rather have the city improve the transit commitments that we already have in place than to add yet one more line to build and maintain. Please invest the resources in fixing HWY 252! The "highway" is broken and dangerous! The road is too small, there are too many accidents, and too much stop and go traffic for the heavy volume on that road. Add the needed bridges and utility roads and build what should have been built in the first place - an actual highway!
278	Comment Form	I appreciate the huge amount of hard work that has gone into this planning. I think the Blue Line would be a great addition to our community in Brooklyn Park. Although, I also appreciate residents who are concerned about the location of the line, specifically the North Minneapolis residents on Broadway who are voicing concerns of their neighborhood being divided by the line. I believe we need to really listen to those concerns now, as we are developing the plans.
279	Comment Form	Would like a quick route to HCMC downtown like Maple Grove has
280	Comment Form	Since Target Corp is no longer downtown, we are no longer in need of the rail line coming up to Brooklyn Park. We do not need the chaos and violence that people use it for and we do not need the effect on our traffic flow.
281	Comment Form	Please do not put in the blue line. Focus on 252 instead and make it safer. We don't need more traffic and crime in Brooklyn Park coming from Minneapolis. I do not see how the blue line will improve anything in our city.
282	Comment Form	End boondoggle now Before any more money spent
283	Comment Form	Completely disagree with the route. Do not want it in BP due to current crime rates and law enforcement not being able to keep up with current incidents. The lines in the other cities do not provide a safe benefit that is cost effective. MN has a lot of other areas this money can be spent. Cancel every phase of this project and move on to something completely different.

No.	Source	Comment
284	Comment Form	What actions or processes will be in place to reduce crime on the rail as this appears to be a gateway to move from Mpls to Brooklyn Park and surrounding communities? Are these lines running only during daylight hours? Will bus lines be reduced? Struggling to see the value in additional static public transportation that's known to be slower and less flexible than other mass transit forms.
285	Comment Form	We do not want this shoved at us. Workers etc are now working differently than before 2020. Stop draining my pockets on this!
286	Comment Form	I am very nervous for this blue line as crime in Brooklyn park has already increased in the past few years. Light rails are notorious for bringing crime to their routes. I am nervous it will bring more crime, especially since it will go through the most dangerous Minneapolis neighborhoods.
287	Comment Form	No. No. No. Homeowners should have have to hear bells ringing until past midnight. No one rides them. Taxpayers have no business funding people's rides to Twin games.
288	Comment Form	I live on the Green Line in St. Paul. With light rail being so close to homes, you MUST provide zones that are designated "no horn zones". I am woken up as soon as the first train starts in the morning because they relentlessly sit on the horn as it crosses HWY 280. I like the idea of light rail, but make it less disruptive. With housing going up all around stations, you need to be more mindful of the noise pollution the trains cause. Change the law if you have to. Stop polluting my neighborhood with unnecessary noise.
289	Comment Form	Original light rail line (Hiawatha) avoided established neighborhoods and ran through an industrial corridor. Why the change? North Washington Avenue and the riverfront is begging for a revitalization and seems to be an opportunity as the future of housing is medium- high density. Don't ruin established neighborhoods-

No.	Source	Comment
290	Comment Form	<p>Dear Metro Transit: Having witnessed the construction of the Metro Transit light rail lines from Minneapolis to Bloomington and from Saint Paul to Minneapolis and having ridden both lines, I strongly urge 1) offering busses and Bus Rapid Transit through north Minneapolis and the cities of Robbinsdale, Crystal and Brooklyn Park and 2) ending any further discussion or plans of light rail through these areas. Of particular note, the current light rail line from Saint Paul to Minneapolis (largely running down the middle of city streets) 1) exceedingly dominates and overwhelms its corridor, 2) has led to losses of life and injuries to pedestrians as well as to vehicle drivers (including during winter weather and at nighttime when the sun is down) and 3) severely and unduly impacts intersections. The multi-year construction process (for what is actually a multi-modal transportation corridor and not just for light rail) absolutely and irretrievably affects non-profit organizations, profitable businesses and neighborhoods along and surrounding the corridor. Also, the objectionable and/or dangerous behavior of a substantial number of riders on the light rail lines currently operating through Bloomington, Minneapolis and Saint Paul has been covered by many regional journalists of a whole range of ethnicities - and has been highlighted by a wide variety of area news organizations and investigative reporters. It is recognized that a significant number of individuals probably remain very supportive of a light rail corridor through north Minneapolis, Robbinsdale, Crystal and Brooklyn Park. In reality, any decisions by city councils about light rail from Minneapolis to Brooklyn Park will likely be pressured by the Met Council, by county commissioners, elected officials and by county, state and federal government entities. Please give the residents of the north side of Minneapolis and of Brooklyn Park, Crystal and Robbinsdale what they actually need: a great future with excellent commuting options - including walking, bicycling, riding buses (perhaps with a Bus Rapid Transit option among the mix of buses already serving these cities), ride sharing, using Lyft/Uber/taxi/private transportation services or driving a motorized vehicle (powered by gasoline, electricity, or hybrid or other energy sources). Please champion Bus Rapid Transit on the properly-sized roadways that currently exist (and which grant greater safety as these corridors are presently configured especially during snow, rain and times when there is a lack of illumination). I would urge discontinuing further talk of very expensive and counterproductive light rail through the northern part of Minneapolis and through Robbinsdale, Crystal and Brooklyn Park. Thank you for giving a read. Respectfully submitted, an eastern Minnesota resident (regular bus rider from Minneapolis to Robbinsdale and regular vehicle driver on West Broadway and Bottineau Boulevard/Hennepin County Highway 81)</p>
291	Comment Form	<p>I'm okay with the light rail coming through, but I disagree with part of the line being moved to 21st. This would open up 21st to more crime just like Broadway and we already have enough of our own. Let's keep it all on Broadway and that also will cut the lanes to 1 and maybe help control the crazy traffic. No one is obeying the laws around here and it might slow cars down a bit.</p>
292	Comment Form	<p>I think the only reason it is ending near Target headquarters is because Target wanted it, so workers can get there. But people are working from home and will likely continue. Plus Target thought a "community" would build around their location. Guess what, haven't seen anything and how many years has Target been there. Probably should have gone with the route ending in Maple Grove, which was another choice. That's where everything is now. I wonder how many students will ride it to North Hennepin Community College. And with the crime escalating, I would never ride light rail. Do not believe there would be enough riders, buses are empty as it is. And I would be scared to ride it through the part of north Minneapolis that is being proposed as the new route. I am totally opposed to the whole project. Unfortunately more crime will follow.</p>

No.	Source	Comment
293	Comment Form	Yes, I agree with the route recommendation, while Area 3 requires a high level of change and will prove to be very inconvenient to the residents living in the corridor during the construction period, this route will prove to be adventitious upon completion of this project. This is true because more people will have easy access to the BlueLine train, especially people living in the poor areas of Minneapolis. The end result would be that these poor people will have access to more jobs, which ordinarily they would not have the opportunity to connect with these jobs due to lack of transportation. Additionally, because residents of Minneapolis are the poorest economically and will be the most affected by Area 3 construction, I would highly recommend that 50% of Labor employment for this project be granted to those displaced corridor residents and receive priority treatment in employment selection without the red tape.
294	Comment Form	I think the route recommendation is fine. If you take a look at the recommendaed route, it is coming through areas that are very much needed by the communities. This will provide access to individuals and families to travel without the burden of owning a vehicle. Young minority youth can now have better jobs and businesses along the corridor will also do well. Decisions makers should understand that communities cannot be broken due to the development. Displacement of families and businesses cannot be the a bad product of this good project. The County has to continue to support this initiative. Individuals and families with the potential of being affected must be protected. Businesses with the potential to fail due to this project must be protected. I think it should begin now with education and training.
295	Comment Form	Please consider a cut and cover subway to protect citizens concerns of access, noise, and other factors. They are less expensive than deep tunneling and can use techniques that keep the area above open as construction happens below
296	Comment Form	Please please please do not go down Lyndale to get to WBroadway. This is devastating to the LynHall community that is joined by the bridge. Please go down Washington instead. It's wider, more industrial, and the people of LynHall don't need a station!! Listen to the community!!
297	Comment Form	please find a way to make it safe at the corner of 42nd and Lake Drive where the road goes around our apt building. Either close off one end of the entrances of the road or a one way.
298	Comment Form	I mostly agree with the proposed route and I'm thrilled to see any transit expansion; however, I think the current route should change where it goes once past Brooklyn Blvd. Rather than continue north, the line should extend west along Brooklyn Blvd. This would allow the line to provide access to both HTC and the Shoppes at Arbor Lakes. Homes near the Shoppes at Arbor lakes are already designed with new urbanist philosophy and so the area is denser and more walkable than most neighborhoods in the north metro. Consequently, people living there will be much more inclined to take transit. It is also one of the most popular shopping areas in the north metro and would attract high ridership. Furthermore, students use transit quite extensively due to their limited income so serving HTC with high quality transit should be a priority. Putting the blue line along this route might incentive a road diet for brooklyn blvd and the whole area in general which would be a positive community change. I know this route might not fit with how federal dollars for transit projects are doled out, but we should build transit where density already exists. Nobody lives within walking distance of the target north campus but a lot of people live near the Shoppes at Arbor Lakes. Huge support for the work you do and it is too bad the original extension fell through. Better luck on this one!

No.	Source	Comment
299	Comment Form	I think this sounds like a good plan. It would be nice to have routes that line up to these lines so you don't always have to go downtown for everything though. I also would like to see quicker routes from Northtown shopping and Fridley areas around 694 to get out to Brooklyn Park quicker than going downtown. I know there is one bus that runs very infrequently that does that but there is not enough connection. Also would be nice to have from Fridley 694 area again buses that go out to Maplewood area. Now if you want to do these routes you have to go to downtowns and backtrack when everything is really a straight shot on 694 if you drive. It would be nice to have almost like a triangle that connects areas that eventually would run from Maplewood areas through Fridley and out to Brooklyn Park and eventually out to Maple Grove perhaps. Also you need more transit that connects outline suburb areas like Plymouth, Golden Valley, Eden Prairie, Eagan, Rosemount. Just some input. I have taken the bus for over 20 years, not driving, living in areas like Ne Mpls, St Paul, Wayzata, Fridley and now Apple Valley and its good to be able to commute throughout all of the Twin Cities but there really needs to be more routes that connect some cities off freeways more quickly. Routing everything to downtown areas doesn't make it more convenient or safe. There is very limited options in both downtown areas these days and just high crime rates. It would be good to get away from Routing everything through there.
300	Comment Form	I see another Black community divided and separated similar to Rondo. I see limited accessibility to community members (4 platforms). I see a portal through a community for suburban residents for quick access to downtown. What job opportunities are available for inner city residents. I see congested/controlled/limited traffic for the community. I see small business decline. I see Emergency vehicle access limited to residents homes. I see festival space being taken away from the community. I see an increase in rent and property taxes. I see more accidents. I'd like to know what are the gains for community.
301	Comment Form	I am indifferent on the route. However, I am passionate about making the route a busway and not a railway. We need to learn from the disastrous SWLR project. Besides the horrendous cost of rail, it is inflexible and increasingly irrelevant in a world where downtown is no longer the main destination for most commuters and shoppers. I agree that residents from the north should be connected to the system, but buses are the cheaper, faster and more flexible mode.
302	Comment Form	You could purchase more than enough buses to have double the service through This route for 10% of the cost of a fixed line rail. Rail that has proven in the last year to be a squalid hellhole of druggies, thugs, and bums. Smart companies are moving out of downtown because of the weak political and moral leadership we have seen from our elected officials. This is a waste of money, and if it ever does get built, it will be subsidized by taxpayers forever and will be an abject failure within 18 months.
303	Comment Form	As a senior citizen and long time resident of Robbinsdale, crossing Highway 81 is already a challenge. Adding the blue line would cut our town making it difficult for residents on the Crystal Lake to the Parkway side from accessing downtown on foot or bicycle. It will also mean longer waits in cars at traffic signals (as experienced with the Green and Blue lines). There is also no guarantee that this connection to Brooklyn Park and Brooklyn Center won't bring more crime to our area, more than we are already experiencing.

No.	Source	Comment
304	Comment Form	<p>No, I do not agree with the alignment as of May 17th 2022. I don't want light rail on Highway 81 - AT ALL. Down inner city Broadway really. They'll call it the murder route...terrible place for a rolling homeless shelter...ijs. Use the money to buy kids math books. They'll still work when the electric grid goes down. Why spend billions of dollars to get to BC, when we can already get there. And we learned how to turn off pollution- let more people work from home and cut back on airline flights. Which was THE big thing the pandemic shud have taught us - was HOW TO turn off Pollution. Billions of dollars and thousands of accidents to possibly die in, on, near or because of a light rail train. And whoever says jobs, let's face it, one of the first things people want when they get a job is a car, especially if their other transportation involves danger. It's embarrassing how dumb some of this city's planners and admin truly are. In a time when they are letting billionaires pop in and out of the ozone layer, which was historically bad for life in our little bubble/earth - why does the average person make all the sacrifices, get stuck on rail stops that can't move when crime moves in. The next time there's a new variant they're not going to want us on public transportation, again. And I would much rather they build some housing for the homeless. Actually all they would have to do is open up a few of those CLOSED schools they put out of business, and provide social services there, and maybe work with these people building new buildings to get the people off the streets that are not on drugs first, before they START and then the disabled...etc - in them. But instead... billions of dollars wasted on things that are hard to maintain and inherently dangerous. There used to be a cable car going down Broadway it went out of business because they couldn't do the maintenance for it there wasn't any money. Is Graffiti still a thing? There's not a whole lot of money these days either. And the fact that everybody keeps talking about electricity like we don't run out of that. And everybody doesn't have the Internet, so assumptions already/still aren't working. Is it wise to spend billions on something that will be closed down when there's no electricity, terrorists, or a pandemic? That makes it harder for residents to get where they are going. And every single person who gets a job, wants a car. Particularly in Minneapolis and the Metro (2022)- It's much safer to be in a car. Mass shootings, on the street shootings, on mass transit shootings, on rail stop attacks. And it can't even go around trouble spots. I'll tell you where they can park that train. If people ate healthier and gave up meat, we wud impact pollution many more times than doing this. And every billionaire who goes to space, is tearing a hole in the ozone layer. But we're supposed to give up cars. A nice rapid transit "bus" wud fit on the tracks we have now...and cud go around any shooting/emergency sites, as necessary. And save billions. but let's think about it? If the FACT that the current SW Light Rail's construction is ruining/cracking the foundations of buildings in that area - where people live - isn't enough to stop this insanity, what the hell is??? Science has often proven that you shouldn't do a thing simply because you can. That KIND of money should be going to EDUCATION !!! Not a ride that can't move out of harm's way. And actually attracts criminals.</p>
305	Comment Form	<p>Route - of the two routes presented, this is better What else - this will snarl up traffic on several of the routes I often take. One lane each way on Broadway - have you driven it during rush hour now, with 2 lanes? When we moved to the area 7 years ago we were excited for a light rail. Now I see it as a colossal waste of resources and time, especially compared to what could be done with electric busses, running in dedicated busways/flyovers where needed. Improved - Minimize impacts to vehicle traffic and bikes.</p>
306	Comment Form	<p>I like the plan and think it will serve this community well as far a logistics go. My only concern is whether there will be proper oversight once it gets up and running. By this I mean -will it remain safe for all travelers? I have heard many concerns about this factor.</p>

No.	Source	Comment
307	Comment Form	Keep going! Just keep going! A British study said that after every project, the next one costs less. How much did we spend on our new Vikings Basilica, and it was replaced in what 18 months? This is absolutely pathetic for a society to give a sports authority this much money when we can't police or teach our children. Here is a link that many of you need to read which is from Quinby to Congress in 1947: <a href="http://www.historyisaweapon.com/defcon2/quinbyswarning/">http://www.historyisaweapon.com/defcon2/quinbyswarning/</a>
308	Comment Form	Thank you so much for all of your hard work! I live just a few blocks away from Broadway Ave. and I am really pleased that the train will be running there. I am so far happy with the anti-displacement steps being taken and really look forward to the Northside becoming more and more connected to the rest of Minneapolis! Public transit is for everyone! Thank you!
309	Comment Form	Yes, I agree with new route which makes more sense and sets a dramatic scene going into the next decade running the light rail up Hwy 81 center median.
310	Comment Form	Don't annoy us with anymore light rail projects until you cleanup the mess on the existing lines and on the bus transit systems across the metro area. How long has this blue line extension been in planning now? 15 years? 20 years? Yet to date millions has been spent with nothing to show for it. Has anyone at the MTC ever been to Europe? They have systems that operate on time, with everyone required to pay a fare or be fined on the spot. The MTC is just adding more fans to the hate government club with the stupid mess they have made out of planning the southwest and Blue lines.
311	Comment Form	I do not agree with the light rail at all. It will be going right in front of my house. Crime, noise. No one has thought this threw on how it will actually affect people having to deal with it. We would have no choice but to move. But where would we go in this market and who would want to live with this disaster out side their front door?!
312	Comment Form	I strongly suggest the Blue Line extension not be placed along West Broadway Avenue through Minneapolis due to the lack of right of way to make our Mainstreet commercial corridor viable to all individuals. West Broadway is the most narrow road of any light rail line to date that would eliminate both vital, on street parking for businesses, and curtail automotive uses that rely on West Broadway for access to both retail and services provided along this route. Furthermore, based alone on how University Avenue light rail devastated business activity during and after construction, this project will destroy the only viable commercial corridor in North Minneapolis. If you travel down University Avenue today, you do not see any foot traffic lining the sidewalks; this project will kill the interactive dynamic of bringing people to the streets of our community to socialize, conduct business, and create bonds within our local residents by placing a huge concrete infrastructure that will bifurcate our streets and kill the free flow of movements from pedestrians on our corridor. There are other, less intrusive ways, to move people to, from, and through our community such as trolleys with tires that will allow our community to thrive and grow without the structural impediments created by light rail where adequate public right access does not exist.

No.	Source	Comment
313	Comment Form	<ul style="list-style-type: none"> <li>• Light rail will physically divide Robbinsdale more than it already is. Bottineau Boulevard (County Road 81) separates the eastern and western parts of Robbinsdale. A train will further add to this separation.</li> <li>• Will be a source of constant noise. Residents who live within two blocks of the existing METRO Blue Line (i.e., Hiawatha Avenue) can hear bells, horns, and general train noise. Furthermore, their streets are used as a defacto “park and ride”.</li> <li>• There will be vehicle/pedestrian accidents involving trains. Given the unique layout of Robbinsdale, vehicles and people frequently cross Bottineau Boulevard. There are also physically challenged individuals who cross Bottineau Boulevard.</li> <li>• Possible negative impact on emergency vehicles.</li> <li>• Does not add anything directly to Robbinsdale’s economy.</li> <li>• Negative impact to our merchants (i.e., METRO Green Light Rail construction along University Avenue).</li> <li>• Poor project management with regards to time and funding (i.e., METRO Southwest Light Rail construction). With a current cost of over \$2 billion, this project is the most expensive in Minnesota history.</li> <li>• METRO Transit seems to have a “trust me” attitude. However, they are great at “sound bites”, poor on follow through.</li> <li>• Safety while riding any METRO Transit mode of transportation is a major consideration. METRO Transit has failed to provide adequate security for passengers.</li> <li>• Existing Metro Trainst ridership is declining. More employers are offering “work from home”.</li> <li>• To be blunt, this project is really nothing more than a “Target Express”. A means to transport employees to Target’s headquarters in Brooklyn Park.</li> <li>• A better approach would be a designated METRO Bus Rapid Transit Line. Route and stops could be adjusted as needed. Light rail is permanent.</li> <li>• Robbinsdale is already served by METRO Transit routes 14 and 32. Express route 758 is currently not running.</li> </ul>
314	Comment Form	<p>I don't live in the North Metro neighborhoods, so I will leave specific comments on the route to the residents (and the interactive map has some thoughtful suggestions). I wanted to submit that as someone moving back to the Twin Cities after 20 years on the East Coast, a big reason I was willing to consider the move back from Boston is the investments that the city is making to create accessibility across the metro area. I'm moving to Kenny and would love to someday see an extension down Lyndale to connect Richfield and Downtown.</p>
315	Comment Form	<p>The route is reasonable. Biggest decision is through North Mpls: Broadway vs Lowry. Lowry has an important advantage in that it will provide a connection to the new Upper Harbor development. I would favor the Lowry route. 2nd major point of discussion needs to be parking near the Downtown Robbinsdale station. What is the plan for this. Public should be informed on how they will get access to the train in terms of park and ride opportunities especially at North Memorial and Robbinsdale stations. Finally, the connection between the Camden neighborhoods and the Robbinsdale area by bus is very very poor. It time for a regular bus routes to connects east/west between Camden into Robbinsdale and on into Crystal and New Hope. Right now there is no way to get from (say) the Webber Library or Webber Pool over to Robbinsdale by bus, without going all the way down to Broadway to catch the 14 bus. This is something that your team needs to document so that it can be included in future conversations about accessibility for the Camden area. Happy to chat 1:1 on this if you'd like. Thank you!</p>
316	Comment Form	<p>The Blue was a bad idea imo when it followed the existing tracks. Now it is a terrible idea. Money - Cost of everything during this time of inflation. Bad timing for costs. Crime - We have to get our crime under control before starting this project. If you don't live in our area, We are in Crystal, you don't understand the increase in evil, violent, self centered crimes people are carrying out. No No No No Some of the best projects are the ones you don't do.</p>

No.	Source	Comment
317	Comment Form	The new project line may cause more problems than being helpful. Crime rates could rise dramatically even though metro might consider this transportation safe. The LT system spans greatly already and this will cause metro bus drivers their jobs/careers. Residents will not be happy with the prolonged construction along with detours. How does this do well for our homeless communities? Our city should fund other opportunities and keep the light rail as is.
318	Comment Form	I don't agree with the route. While light rail on Broadway would serve a lot of people, it will kill many of the businesses there, like when the green line was constructed on University. It will also cause gentrification in the area. I think there should be bus rapid transit on Broadway instead. It is much cheaper to build and much less disruptive to the neighborhood. The C line is working well and having another line on Broadway would be great.
319	Comment Form	Do not agree. The blue line is unnecessary. There are less people commuting between the suburbs and downtown. This will bring unhelpful traffic, noise, and danger to our residential area. Before starting this project that would allegedly bring people to downtown Robbinsdale to enjoy commerce, you first need to address the problem that there is not at all adequate parking as is. The area has already grown faster than the resources are available to keep up with the growth. There are already not enough safe options for the high frequency of foot and bicycle pedestrians in the area and this will only compound the danger. I have a 5-year-old and my family will very quickly be looking at moving even further out of the metro area and no longer supporting Robbinsdale due to the Metro Council's aggressive and inappropriate force of this line extension. You will attract no new users to your transit service. Do better and first clean up the unsafe conditions on your existing lines before you force your way into other areas. You are unwelcome here.
320	Comment Form	my main concerns with this project are the noise level with a train constantly running up and down 81. this is going to raise the noise pollution considerably! and I am concerned about the increased level of crime that is a real possibility. I don't think the Robbinsdale police department is equipped to handle the increase or possibility of increased crime in the area. metro transit is not doing well at keeping the existing trains safe. how can we expect them to do any better here. this stretch of 81 already has a significant amount of crime taking place.
321	Comment Form	1) According to your current plan our household would be on the east side of the project. We are highly concerned about whether or not police or fire would be able to access our neighborhood as quickly and efficiently as they presently do. 2) We do all of our shopping and commerce on the west side of Bottineau Blvd and do not wish to lose quick access to where we shop and worship. 3) We recently traveled down University Avenue from St. Paul to Minneapolis and found the line there to be unsightly and filthy and absolutely cannot imagine how devastating your plan would be to our beautiful City of Robbinsdale. 4) Charles work place was located on Hiawatha Avenue and found his experience waiting at the long red lights to change frustrating and a waste of valuable work time. 5) We are 100% opposed to your plan to use Bottineau Boulevard through Robbinsdale.

No.	Source	Comment
322	Comment Form	I think extending the Blue Line thru North Minneapolis is a big mistake. It will never be used by paying customers enough to make the money to keep it running. Routing it through a high crime area of Lyndale and Broadway it plain stupid. Do you honestly think you can get construction workers to show up daily there risking lives with the good possibility of being shot by the rival gangs that are freely running the streets there? And who will be brave enough if you do get it built to want to risk their life going back & forth to Downtown to take LRT thru the Northside when they are afraid to drive thru the area. You would be better off with BRT and bypassing that area. Downtown Minneapolis is in the process of dying and the need for LRT is dying with it. Until this city gets the crime under control on the Northside putting a multi-million dollar in the heart of that area is another failure waiting to happen. Please reconsider building it in the first place. The Southwest LRT should be enough of a lesson learned for this Metro area.
323	Comment Form	Please do not route the Blue Line Extension on Lyndale Ave, as this would create noise and traffic jams. Route it some place else. Why not Washington Ave Where there are no homes?
324	Comment Form	Light rail down Lowry, streetcar down Broadway
325	Comment Form	I couldn't be more supportive of bring the light rail to W Broadway. Growing up, I think most Minnesotans (myself included) have been immersed in a system that equated "cars" with "freedom. Now, I don't think that could be further from the truth. Cars are expensive. Purchase price, repairs, gas, insurance. It's thousands of dollars every year that I can't put towards house repairs, debt repayments, or (god forbid) saving money for a rainy day. Every time I get in my car, I'm fixated on the road, doing my best to be a good driver while being cognizant of people who aren't driving with those standards. I worry about kids and whether we're giving them the safe streets they deserve to grow up on. I have to think about parking, whether it's going to be available, and how much it's going to cost. When I do drive my car to get around Minneapolis, I'm thinking about how choosing to drive means pushing homes and businesses further apart in order to accommodate my own personal 6x15' rolling metal box. Car-centric lifestyles are the antithesis of what "freedom" should look and feel like. Give me a bus or a train any day of the week. I want to read and relax when I'm going from place to place. I want to walk. When the inevitable gas-price crisis hits, I don't want to worry about what that means for keeping my family moving and getting to where they need to go. I want to look out the window and just enjoy some time to think. When my kids are a little older, I want them to have the freedom to go places without constantly relying on someone with a car to get them places. I want to live in Northside neighborhoods that are walkable, people-oriented places that have enough people living nearby to support a thriving local economy centered around small businesses and local entrepreneurs. Light rail offers the peace-of-mind and flexibility that a young family needs to thrive, and that, in my mind, is the best kind of freedom you can get. Sincerely, Casey Victory Neighborhood resident, dad, husband, bicycle commuter, transit user, and kickball extraordinaire

No.	Source	Comment
326	Comment Form	I do not agree with the Broadway route. I think it should go down Lowry instead. The concerns of businesses on Broadway are valid as to loss of business during construction and the difficulties in building the line down a highly developed street. I feel the line going down Lowry could facilitate the development of new business and other investments in Ward 4. Ward 5, where Broadway is located already has far more businesses and amenities than the Camden area of North Minneapolis. If people are concerned about impacting existing businesses with construction off Broadway, why not build where there are far less businesses so there is less disruption and the encourage the development of new ones with the light rail line.
327	Comment Form	Do not approve this project but you don't care as the plan is already set. Hard enough for residents with cars to have roads taken care of and now have to fight a train. You wouldn't even consider a project as this when the north side was predominantly black and there weren't bike lanes- which also make no sense. Lessening traffic lanes has not stopped crime and neither will a train. This survey is only so YOU can say you asked not really take anything into account the community says. Our taxes will go up with no help from state or federal to regulate these charges because you already set that funding aside for your train that's not needed. Residential streets are never properly plowed in winter and barely cared for the rest of the year. But what do I know being born and raised in NORTH MINNEAPOLIS for the 48 years of life I have been alive. This is a pot of jokes to ask for thoughts and opinions because you really don't care. Check your box that you asked the question and proceed with your already made plans
328	Comment Form	I don't agree with the route going down West Broadway. It will take away from black businesses. It will also take away easy access from Broadway to Hwy 81 and the surrounding cities. It would make more sense to run the route down Olson highway less houses more space and less people that would be affected by the route.
329	Comment Form	Please focus on anti-displacement measures to protect and encourage Black owned business in the area
330	Comment Form	Our family lives in North Minneapolis off Golden Valley Road. I preferred the original route that went down Olson and past Theo Wirth park. The new route will cause many disruptions to businesses on West Broadway.

No.	Source	Comment
331	Comment Form	<p>I do not agree with the latest Blue Line route recommendation. As a current resident of Robbinsdale, I share the concerns that have been expressed by our city council over the last year in regards to the latest proposed route. When the Blue Line was first proposed years ago to run alongside the BNSF line, it was intriguing. My home is located just a half block from the BNSF line, so I was cautiously optimistic about the impact the line would have on my home and the city of Robbinsdale as a whole. With the route alongside BSNF dead in the water, I am now extremely concerned about the effect the proposed Blue Line route will have on my daily life and the city of Robbinsdale. I have lived in Robbinsdale for almost 20 years. I spent six years on the east side of County 81 and then moved 2 miles west thirteen years ago where I currently reside on the west side of County 81. Throughout our years in Robbinsdale, my family and I have walked and biked into town regularly to visit the hardware store, post office, meat shop, bakery, etc. My husband regularly commutes by car to northeast Minneapolis down County 81 to Lowry and across the river. We travel regularly north on County 81 to reach 694 or pass through the “back door” to access Highway 100 North off County 81. Recently I left my home, accessed County 81 at 47th Avenue in Crystal to take Highway 100 North to 694 on to Roseville. I returned from there to Brooklyn Park (off 85th and Xylon) and then home again down County 81. Light rail along County 81 would have only served to impede my commuting experience rather than help it. While I like the idea of light rail and I am in favor of mass transit opportunities, we are a car dependent society. Using light rail as a mass transit option for the communities along County 81 will negatively affect the flow of vehicle traffic that utilizes this thoroughfare. Light rail along County 81 through Robbinsdale specifically, will only exaggerate the separation of the two halves of our community while also negatively impacting pedestrian and bicycle use. I do not think that light rail along County 81 in Robbinsdale should be considered. The failure to secure a route along the BNSF corridor should be the end of the discussion. While I would have enjoyed seeing light rail come to Robbinsdale, I cannot see a route option along any other path that would benefit the city. As such, I would be more in favor of increasing bus stations and routes in order to increase mass transit options.</p>
332	Comment Form	<p>No, I do not agree with the route recommendation because routing the train down Lyndale will negatively impact homeowners that have lived in the community for multiple decades. The noise, street closures, potential for increased crime in a community already suffering from unacceptable levels of violent crime, disruption to traffic to local public schools like Franklin Middle School and Hall Elementary, and the possibility of private property being used to make room for the train route on Lyndale creates an undue burden for homeowners. This is particularly unacceptable given that Metro has acknowledged that the majority of riders will not be from this community but from suburbs far from the city. We are being asked to be inconvenienced, endangered, and very likely lose home value to the benefit of those outside our community. In addition to all of this, the community will surely be inundated with drivers looking to park in our neighborhood to ride the train. I, along with many of my neighbors, strongly suggest the city reconsider routing this train down Washington Ave. where the negative impacts to residents would be lessened.</p>

No.	Source	Comment
333	Comment Form	<p>My main concern with this project is how the contracts will be negotiated with construction contractors. In short, the contracts should include benefit clauses for contractors to both finish ahead of schedule, as well as penalties if they take longer than they estimate. A few years ago I listed to an informative episode from Freakonomics about why projects typically take longer than expected, including "megaprojects" like rail lines (<a href="https://freakonomics.com/podcast/heres-why-all-your-projects-are-always-late-and-what-to-do-about-it/">https://freakonomics.com/podcast/heres-why-all-your-projects-are-always-late-and-what-to-do-about-it/</a>). One finding is that if you incentivize contractors in this way by providing both carrots and sticks, the bids they provide are more accurate and they give more realistic timelines for completing the project. Read more on preliminary findings of the UK transportation department regarding this topic here: <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/576976/dft-optimism-bias-study.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/576976/dft-optimism-bias-study.pdf</a>. Everyone, including contractors, know that these always take longer than expect and cost more than expected. By providing both good and bad incentives, they have something to shoot for and skin the game.</p>
334	Comment Form	<p>I read in the North News paper that the blue line could extend to Broadway. I used to live in Corcoran neighborhood and it was easy to use the blue line to get downtown or to the airport. Now I live in Golden Valley and my public transport options feel limited. This would be a welcome improvement.</p>
335	Comment Form	<p>Make sure the track isn't elevated when going through urban corridors. Go to Philly, NYC, Chicago etc and the areas where the transit lines are elevated are areas where blight becomes rampant. Do it right, make signaling a priority and gates for the line (so it can exceed 35mph, I know legislature might soon bump it up to 40mph, still too slow in my opinion). Make sure this train from end to end is under 30 minutes—look at how long it takes to get from downtown St Paul to downtown Minneapolis. Do this right, don't take the path of least resistance for the route. I advocate for this line and am also a civil engineer. On a side note, we need a comprehensive streetcar/LRT network throughout Minneapolis and St Paul proper. Buses are just not the same, we aren't even close to Europe or Asia in terms of modern transit. Nobody leaves a city talking about what a great bus system a place had lol—they talk about the subways, the trams, and the high speed rail, which Morocco now has more of than the entire US. Is there any movement on the Nicollet streetcar? Also why did the B line turn from an excellent tram option using the old train spur into yet another bus, it just seems like we are unable to escape the automobile-centric transit planning.</p>
336	Comment Form	<p>How does this improve Public Safety? Impeding further on law enforcement and emergency vehicles and putting the public at higher risk. I'm on Broadway and I was thinking maybe one of the members of the MET Council wants to come pull this bullet out of my wall since these members who make these big decisions aren't even elected officials. And please don't disrespect my community by attaching the word "equity" to this project in any way.</p>

No.	Source	Comment
337	Comment Form	<p>I disagree with the route recommendations. Rapid Bus routes with park &amp; rides make more sense. We should not build the train through Robbinsdale at all. I used to take the train to work. There was no monitoring of who gets on the train so people don't have to pay. The train stations I had to use smell like urine. The train is dirty. It was scary getting on the train because the train station became a homeless shelter. I went back to driving my car to work for those reasons. Not a lot of people were riding the train, so I am sure it is a money pit. My U of M students were afraid to ride it due to unpredictable homeless people on the train. They take Uber or Lyft everywhere, so you are wasting money, even young people are afraid to ride it. Trains are not flexible for route changes. Buses are. When the train is shut down, they use buses to move the people. A friend of our family works on the Eden Prairie line and it is way over budget and there have been huge problems associated with it. Wouldn't it make sense to see how successful that route is before spending so much money on another? From what I understand, the Robbinsdale City Council is against the train, so why isn't anyone listening to them. What happens to all the new construction on Hwy. 81 that has been done recently to make it a beautiful road as well as the new bridge being built by North Memorial? Will that all get ripped up again to build the train? Downtown Minneapolis isn't back to normal since the Pandemic. People continue to work from home. This train is too expensive where a bus could do the same thing only better and more efficiently. I'm really disappointed that NOT building the train isn't an option for residents to choose.</p>
338	Comment Form	<p>More than ten years and \$130 Million dollars were already spent on planning a route by this organization, along with thousands of hours of citizen input throughout the process. That was all wasted because no one really listened to the stakeholder input. Many people feel that this is no longer needed and not a competitive project when it comes to federal funding. Are we just wasting another \$130 million and thousands of hours of citizens' time for another plan that can not be completed?</p>
339	Comment Form	<p>I don't agree with the recommended route as Lyndale Ave is not wide enough to handle traffic. It is an access point to the north side from downtown and restricting flow will create unnecessary traffic. Also as a resident of north area I am concerned about this change as my household will be affected. Including noise.</p>
340	Comment Form	<p>No. It seems like a very poorly planned out idea. Why would you run this through a residential area where there is already underutilized public bus transportation. This should be ran up Washington then across Broadway. Also, why was there no outreach to residents impacted by this? Absolutely outrageous there was not active outreach!</p>

No.	Source	Comment
341	Comment Form	<p>I reside at 1404 Van White Ln, which is right in front of the proposed light rail station at Lyndale and 14th. I wanted to voice my concerns about the route down Lyndale Ave and why I believe it would be to the detriment of everyone to place the Route along Lyndale. Lyn-Park is already served a route to downtown and to the light rail via the 22 bus. I ride this bus frequently and it is has never been above half full. Our bedroom window faces right out on to Lyndale. With the hours the train would run and all of the lights and bells, it would be impossible to sleep. How will the sound be addressed? The crime and drug use at light rail stations is currently out of control. MPD and transit police are not interested in fare checking or patrolling the trains, this would bring crime to an area of Minneapolis that has been nothing but safe for me and my family. There are no businesses along Lyndale that would benefit from having the rail, and this hurts riders too as there is no reason for riders in Brooklyn Park to be visiting our area. Again, placing the line along Lyndale implies the residents here would be well served having close access to the train, a benefit we already have with the 22 bus line. I am strongly in favor of using Washington and turning onto Broadway. There is plenty of room to develop new dense housing and businesses along Washington, as well as existing housing and businesses already in place. The Washington route also gives greater access to the light rail to those across the river in NE. I just have a hard time understanding how if me, a frequent transit rider, Timberwolves and Twins season ticket holder, visiting downtown 60+ times a year is in no way helped by the route proposed, then how is everyone else in the neighborhood who rarely use public transit. This is not a neighborhood with no cars and dense housing, this is a neighborhood with single family homes with attached garages and 2 car households. Again, Lyndale from Broadway to Plymouth already has service to downtown and to the light rail that is hardly used. Tearing up our streets and community because it is a cheaper option for people in the suburbs to get to downtown is not the answer. Please find a route that helps not only the riders using the train but one that serves the neighborhoods that the rail runs through. I urge Metro Transit to run the rail line along Washington to better serve North Loop, North Minneapolis, and the residents of the Lyn-Park neighborhood.</p>
342	Comment Form	<p>No, I do not agree with the route recommendation. I live in the Lyn Park area and it is unnecessary for a LRT to be placed on Lyndale Ave. This area is filled with residential homes, a park and schools. There are huge safety concerns with adding a LRT to Lyndale. Think about pedestrians and the huge number of vehicles that already use the area. This neighborhood feels like a suburb in the city and LRT does not contribute to that.</p>
343	Comment Form	<p>I think one of the added benefits to the original blue line going down Hiawatha ave was the addition to the bike path that ran parallel with the lightrail most of the this stretch, if you're already redefining the infrastructure it makes sense to include this if possible.</p>
344	Comment Form	<p>Please remove park and rides. They are expensive and hostile for creating pedestrian oriented districts. Transit dollars should not go towards car infrastructure. The money would be better used on encouraging new housing along the stations and building proper bike connections. Existing park and ride stations are already under used. Let's focus on building transit with stations that are highly walkable!</p>

No.	Source	Comment
345	Comment Form	<p>This is the 2nd Robbinsdale community meeting Ive attended so far, and want to build off of my original feedback &amp; comments provided. The current report is highly focused on the North MPLS segment of the route. It makes me think that this project is more of a MPLS focused project for numerous reasons, and Robbinsdale may only be a byproduct of the project.. and not receive the same level of attention, planning, and evaluation. I support the project ONLY if it meets what i feel is best in my community (Robbinsdale). I hear planners continuously say that this is a 100 year project. If that is the case then doing it cheaply through Robbinsdale wont work, and wont get my support. I strongly believe the Robbinsdale station needs to be at 41st... not 40th.. and should ideally be a split platform. Also at a minimum i feel the tracks should be elevated starting before 40th and after 42nd to relieve any street level impact through downtown Robbinsdale area. Keeping the train riders in the train area will avoid loitering around the area in general.. and promote long term walkability &amp; reduce traffic issues. If this is truly a 100 year plan as being described.. i dont know how any planners can disagree with this feedback. I will say that since the 1st community meeting, my feelings for the project are changing &amp; trending toward being less excited &amp; more concerned with supporting it overall.</p>
346	Comment Form	<p>I watched the April 28th virtual meeting, they stated from lyndale to North Memorial there would be no traffic signal pre-emption it will flow with traffic, then he said from there through Robbinsdale/Crystal to Brooklyn Park... he didnt say no signal pre-emption. Is there a reason he omitted this important detail? Will signal pre-emption occur anywhere through the Blue Line?</p>
347	Comment Form	<p>I do not agree with the route recommendation. The business district of Robbinsdale would be destroyed. It will cause major traffic backups on intersecting roads, and the road expansion along the proposed route will cause a loss of local businesses. Bad idea for the area.</p>
348	Comment Form	<p>I do not agree. I think this is a terrible idea. Ridership is low and Target Corp is doing a hybrid work day, so there is no need to waste taxpayers' money on this. Additionally, this will only contribute to the huge problem with crime that is spreading throughout the metro area. Please scrap this project.</p>
349	Comment Form	<p>In general, I have 3 primary feelings about the Blue Line extension project: 1) I am very excited in theory for the flexibility in transportation it will provide, but 2) I am not looking forward to the disruption during and after construction based on the current route, and 3) I really want to know what the expectations/plans are for tax/value impacts to residences/businesses in the communities it will run through. I try to remain optimistic but I have some concerns. I am extremely disappointed that the original route that utilizes the rail corridor is not a viable option as I think it would be the least disruptive to homes and current traffic (vehicle, bike, and human). Given the current alternative route recommended, I have concerns but I don't see a better route in many spots unfortunately. For context I live in Robbinsdale. A few areas of concern: Along Bottineau -- Along Bottineau north of Hwy 100 crossing the road is pretty wide and the speed limit is 45+ with not too many street lights which I think is ideal for the Blue Line; however, south of Hwy 100 (near DT Robbinsdale and south of it) the road is not very wide, the speed limit is lower, and there are several street lights where bikes and pedestrians cross Bottineau east-west (those from the West side of Robbinsdale cross to the East side where there are more parks and lakes, while those on the East side can walk to Downtown Robbinsdale where there are more shops). Just north of 42nd there are homes that face the street; I don't think it is desirable for those homes to have the additional noise and traffic of the rail, particularly depending on where the station goes. I don't see how the route could go through Bottineau from 36th to 42nd without having to widen the street to not lose traffic/bike lanes. I am concerned about the businesses,</p>

No.	Source	Comment
		<p>homes, and natural landscape along that section; I think it would be ideal to build a plan that adds additional plants and vegetation to balance the current natural landscape and offset some of the carbon footprint of the additional concrete and unnatural materials (particularly along the area near the lake). I also think there need to be more public trash cans along the 36th-42nd section. I go on walks and periodically pick up trash along the way (it's disgusting and disheartening) and know that there are not too many trash cans where people can responsibly dispose of garbage (or recycling or compost); it would be great to proactively consider the effect of additional human traffic that will come to the area (and corresponding additional trash) and accommodate with trash cans so that more trash doesn't wind up on the street and into the lake area. I recall a best-in-class example I read about Disneyland and how the parks are designed where no one ever has to walk more than like 50ft to get to a trash can and it drastically reduces the amount of trash that people toss on sidewalks etc. I think recycling and compost would also be wonderful, though maybe not as easy to implement with current systems. On Bottineau south of Abbott/North Memorial the bridge is already being reconstructed. This current construction should definitely be built taking into consideration the needs of the Blue Line (otherwise this seems extremely inefficient and would concern me on unnecessary budget implications for both projects). I used to commute from Robbinsdale to DT Minneapolis through North Minneapolis along Broadway, and there are some areas that traffic already gets incredibly congested especially during rush hour. Having few/no dedicated left turn lanes, parking along the right side of the road (near businesses), and bus routes/stops can make driving down Broadway through North Minneapolis a major pain, especially in winter when the snow also accumulates on the sides of the road even after being ploughed. I think really thoughtful consideration needs to be taken here to determine how to best get everything to flow. It appears one of the route options goes right through some neighborhoods (Lyndale) which I think would be incredibly undesirable and disruptive for those homes (and possibly their value). Overall, I am very interested to learn/and somewhat concerned about the impact to the values of properties, whether positive or negative. I certainly don't want my home to devalue as a result of the construction/changes, but I also have concerns about the impact to taxes and the risk of gentrification in the area. Property taxes have risen double digits for at least 2 years and I'm concerned that this work would make them rise further and I don't want that to force me or any of my neighbors out or cause undue financial hardship. I'd be happy to discuss or give additional input and am glad to see the work that is being done to get input on these projects (as it of course should be) so thank you!</p>
350	Comment Form	<p>I agree to use West Broadway, it is a wider roadway and it also really needs the funds to be revitalized, it still has not recovered full from closings from the tornado years ago. Also make sure to have as many stops as possible within North Minneapolis itself as we have the lowest car ownership and the highest need for mass transit in the metro area.</p>

No.	Source	Comment
351	Comment Form	I fully support the new route of the Blue Line Extension as it will provide more equitable transportation options for the economically disadvantaged populations in North Minneapolis who are more reliant on public transportation and will run through more densely populated areas. This will support higher usage for work and every day transportation needs. I use the Blue Line to go to the airport and with this extension it will be more convenient for me also. Question about the current bridge rebuilding along West Broadway at Theodore Wirth--was this undertaken with the extension in mind and will it accommodate the Blue Line down the center of the corridor? Will route 32 bus line service frequency be increased to accommodate connecting to the Blue Line near North Memorial Hospital for those in Robbinsdale and near Lowry Ave in Mpls? (Or plan to just rely on the C line, Rte 5/D line, and Rte 14? As I am getting older, these lines are several blocks further away from me versus one block from Lowry so more difficult to access.) General questions about the impacts on traffic flow during construction along Broadway, detour routes, timelines. Thank you.
352	Comment Form	I grew up north which was already dissected and ripped apart twice due to 94 & 394. (Ya, I'm that old.) People talk about the Rondo neighborhood in St Paul, but they never talk about the multiple neighborhoods the 394 interchange and 94N construction literally destroyed. How many more houses and neighborhoods will be destroyed and how many businesses (and jobs) will go under due to construction going along Plymouth, up and down Fremont and Emerson, and along Broadway until it gets to Bottineau? If they could just zap it into place without disruption, great, but North has been trying to rebuild for years. How many more years of delay will this add to its restoration? How many lives will it destroy until housing, businesses, and jobs are rebuilt? What about the danger and noise disruption to children and families that live along this route?
353	Comment Form	1) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will not be required to pay 2) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will not be required to obey riding rules and state laws 3) - I oppose the project because everybody but the predominantly population of those neighborhoods are black and they will be allowed to rob, murder, rape, and harass those who aren't like them ... like they are allowed to do on the Green Line 4) - I oppose the project because the cities / state haven't got the competent officials to curb crime, but they have the time to spend tax payer money to create crime, then campaign against it at election time 5) - I oppose the project because the Met Council isn't interested in the environment ... because the environment includes the land that Transit stations sit on and essentially everywhere a human being goes ... they ignore the environment wh3n figuring in spending tax payer money ... and the current Blue line Green line and the wasted of tax payer money being thrown at the Southwest rail project
354	Comment Form	I highly disagree with the route. Has anyone on the team been around the Plymouth-lyndale area or researched the history? Lyn park is a very special place, built to have a private community feel back in the 70s. I have gone door knocking to most of the neighborhood and about 85% we're not aware that this project was going to be right in our backyards and many strongly oppose it. There is no desire for anyone around here for there to be a stop at Plymouth Ave. the street is also not wide enough to have both light rail and two lanes of traffic without the project taking over land from either my neighbors or the townhomes across the street who also had no idea about this project. We all feel blind sided. This was a short time frame as well for commentary with very little transparency from the committee. I have a hard enough time turning from 14th onto lyndale as it is. I can't imagine what that would be with a light rail station there as well.

No.	Source	Comment
355	Comment Form	Connect Saint Paul to MSP !!!
356	Comment Form	i agree with the route recommendation, i believe it will give lots of opportunities to tons of people around the rail that do not own cars. i love it!
357	Comment Form	I love the route through Minneapolis, but the extension should probably end at Downtown Robbinsdale. Beyond there you have a ton of length and cost for most likely very limited ridership. Like the Green Line extension you're just banking on redevelopment to drive ridership. That money could be better spent on BRT routes in the City where people already use transit. Don't build for speculators but for actual customers. I'm curious if anyone has ever looked at an aerial photo of those proposed stations. Its textbook car dependent suburbia, and that isn't going to change because of this. Nobody will ride up there. If Target wants to fund it be my guest, but it is a complete boondoggle north of downtown Robbinsdale otherwise, and you can't afford another one of those. And if like the Green Line, things like at grade crossings of County Roads are untenable then all the more reason not do it. If the train isn't on the ground, don't build it. I don't care if it inconveniences cars, that's part of the point, and also helps drive ridership.
358	Comment Form	Do you agree with the route recommendation, why or why not? NO, despite your staff who are in denial these rails spread crime. They are a city eyesore. What else do you want decision makers to know? Why isn't this being put to a vote in the communities of the people where this is going to be running through their neighborhoods? How can the route continue to be improved through the next phase of the project? Giving up on it entirely and finding a new use for your time.
359	Comment Form	I'm a Brooklyn Park resident who lives in the Hartkopf neighborhood. Our neighborhood was left completely out of the route decision until it was over. This route will be too close to our homes. We have concerns about safety of pedestrians and motorized wheelchair users. We also have legitimate concerns about crime. There is more than enough space on hwy 81 to create the route there. The current route turning onto Broadway is a disaster in the making.
360	Comment Form	Dear Sir Or Madam, I normally would like to say "yes" to a blue line. but ONLY if there are hours with work. Some of these lines run 24 hours.. or very late, way past the time any work is open. Big Lake for instance runs way past 11:00 pm and it only brings the drugs dealer back and fourth. The old saying nothing happens after midnight. while it was meant to help with family's getting to baseball games or events. its not what is happening. Crime has increased in EVERY area the Blue line is running. I think it should be more like other states where the last train runs about 7 pm. from 6 am - 7 pm *** This should be used for a work. not drug runners * most jobs are done working about 6 pm. Big lake has to have have dogs sniffing for drugs, Police on the route. as so many bad people rise it now. Please either DENY IT. Or SET hour in compliance to work not past 7 pm *** I do not want more crime in my area. I feel this train brings trouble.
361	Comment Form	We live very near the proposed station at North Memorial (Robbinsdale) and are very excited at the possibility for a station there. We have been frustrated at the negativity of the Robbinsdale City Council and mayor, when we have not been asked directly about our opinion from any of them. We are excited to have the possibility of a quick ride to the airport, a likely increase in property value, more transportation opportunities for all, and actually think it could slow down traffic and make a safer crossing for all across 81, which now is like a drag strip.

No.	Source	Comment
362	Comment Form	Hello, I hope before you spend the money to extend the blue line, you do something to address safety. When we bought our house in Mpls 8 yrs ago, we chose it partly because of its proximity to a blue line stop, and used it frequently. I no longer ride it because of safety issues. Three times I had incidents where I was fearful for my safety (another rider running his hand up my legs, following me when I moved to a new seat, drug deal happening while waiting for the train, etc). It baffles me that you are able to ride without paying. Countless times when I used to ride, someone would come to check our tickets. Often there was someone who had not paid. I never once saw them ticketed and often they were able to continue riding the train.
363	Comment Form	I would prefer the Broadway path over the 21st Ave path. Broadway already has plenty of space, and the street would benefit significantly by reducing the amount of car lanes. Broadway has a ton of pedestrian traffic, but walking in that area is unpleasant and dangerous due to the large amount of high speed car traffic. Getting rid of the car lanes would be beneficial, even if it wasn't replaced by a light rail. Replacing two lanes with light rail lines is a win-win in my book.
364	Comment Form	I am whole-heartedly against this entire expansion project. It's just too expensive. Also, with all the problems with the Southwest Metro line, I can't believe the Met Council even has the nerve to push this.....
365	Comment Form	Yes I do agree with the route recommendations. It would make commuting across the metro area easier. I would not have to transfer from a train to a bus to get to most of my frequent destinations. It would also provide a station that has sustainable warmth in the winter.
366	Comment Form	I do not want the Blue Line at all. The ones we have are not producing enough revenue to support themselves. I don't see any value in this project to support building any more. Also too many accidents with them. I'm tired of my taxpayers money and the State of MN funding these projects at our expense. We keep bailing them out along with the public bus transportation system because they can't earn enough revenue to stand on their own. Also with less people working in the downtown area and more people working from home they are not needed. Our taxes in MN are high enough. Why not refund the excess money back to the people in these tough times???
367	Comment Form	This route serves no one. It is an impediment to real traffic. If you must waste taxpayer dollars building it at least make it elevated or underground. One only needs to look to Hiawatha or University to see how bad it makes the neighborhoods it runs through. We don't want our area to be like those areas.

No.	Source	Comment
368	Comment Form	<p>You requested feedback on the proposed or recommended Blue Line rail project. Here is my initial feedback. I am providing this feedback as a resident of Brooklyn Park (for several decades). I do not know enough about the New Hope and Robbinsdale situations to comment for those areas. Here is my feedback. 1. Is there a need for light rail? I know the politicians want it so they can run on some accomplishments but do the citizens want it? I am not aware of any votes by B. Park residents to determine if they want a rail system running through their neighborhoods. Since the recommended route is basically through the west district of B. Park I would like to see a vote taken of the people in the west district to see if they want it. In my circles, we doubt that such a vote would yield over 50%. Let the residents of the west district decide if they want the rail project to go on. 2. Assuming B. Park residents want a rail system installed and operating then why not locate the system in the area where there are customers? I recommend the rail system run on or near highway 252. Why? On both the east and west sides of 252 are the most residents who will make up the customer base for light rail. Very few residents live on highway 81 past the Crystal Airport. In other words, build the system where there are customers who will ride the system to and from downtown. 3. Assuming you do not like comment 2, then I offer this. At the Crystal Airport start bending the rails to West Broadway near where the U-Haul building is located. Why? It makes more sense to run the rail system on West Broadway to the shopping area near Brooklyn Blvd. There is a Target store, Cub, and other businesses there for people to get off the train and shop. I see in the B. Park City Pages that Northwind Plaza is going to be upgraded which will bring more shops to that area, thus more rail system customers. Plus here is a major positive, by having the rails go up West Broadway the train would go by the Community College so that students from the entire area could ride the rails to attend. None of this is viable by having the train stop at 63rd and on the intersection of 81 and Brooklyn Blvd. One has to walk to get to these shops and it is too far away from the college. There are no positives by having the rails go past the airport north to 63rd to Brooklyn Blvd on 81. When I moved to B. Park several years ago the west district was pretty clean, limited litter, houses maintained. Metro buses run up Winnetka, West Broadway, Boone and I believe a part of Modern Road. There is a large apartment complex on 63rd and Boone, townhomes and smaller apartments nearer to 81 and 169. On the east side of 81 is Zane and 63rd where there have been numerous crime incidents. People who now get off these buses to go to these complexes do not give a damn about the neighborhood. These people, I call them pigs, drop enough litter on the streets to make the west district look just like areas of Mpls. Just drive down 63rd or these other streets on a Monday and look at the litter they leave behind. Land owners, including land lords, go out and try and pick up the litter. The county or city runs their sweepers a couple times a year to pick up litter in the curbs but that is not enough. My point is this: the rail system stop at 63rd will make this litter worse. So the budget should include personnel to walk 63rd and some other streets, east and west, 2 or 3 times a week to pick up litter caused by the increase in people getting off the trains and walking to these complexes and tossing their litter on the sidewalk and street.</p>
369	Comment Form	I support this route. I'm excited to see the line extension.
370	Comment Form	In regards to section 2 (Lyndale Avenue - Plymouth Avenue to West Broadway Avenue), I prefer 2A-B over 2A-A. Option B is impact traffic less with the station there since the space is not used unlike Option A with homes nearby, option B is also further from the intersection that has a lot of crashes, and the further away the station is from all the homes, the less noise it will affect all the surrounding communities.

No.	Source	Comment
371	Comment Form	I do agree with the route recommendation. I grew up in Bloomington & having access to the light rail to get to & from downtown was always really nice so you didn't have to drive into downtown for events. It was also nice when I had my first job downtown as an option to get there! I think it creates a lot of opportunities for people & helps with traffic. It also would offer low cost options & less stress for getting in & out of downtown. While I live in Crystal right near Bass Lake & would hate the construction, I do think it is important to keep expanding transportation options & mass transportation infrastructure! Willing to be bothered for a couple of years for this project!! I think this project would be great for the surrounding areas once complete.
372	Comment Form	- yes, I agree and am very excited about the route recommendation (particularly going through north) - please create another line that goes through the uptown and northeast areas - re: above point. I don't particularly care about folks out in suburbs getting access to minneapolis transit as much as I do minneapolis residents getting a more robust option. I would almost argue it would be better and a stronger use of resources to extend the line only until Robbinsdale and then focus on other routes to make the cities themselves more capable of being a train oriented form of transit
373	Comment Form	It is time for two underground stations. One on Lyndale and two on Broadway. It costs more, but will allow for the street life to flourish and will dramatically speed up service. The Green Line to St. Paul is a cautionary tale - too many fatalities and the train moves like a turtle. Los Angeles is building underground light rail on TWO lines right as we speak. It can be done. L.A. is doing underground Light Rail on
374	Comment Form	Please put the Plymouth station on the other side of 94. The townhouses at Plymouth and Lyndale will be ill affected by a station right in front of the complex. Issues include noise intrusion, loitering, increased foot traffic in our backyard, potential increase of crime. We do not want a station right in front of Boardwalk Townhomes.
375	Comment Form	Public transit is a very good investment for any city, but especially for Minneapolis. Temperature extremes make it imperative to hop on a train to warm up or cool down, depending upon the season. I particularly like the idea of expanding the Blue Line into and beyond North Minneapolis. I do have a couple of concerns: the Green Line to Saint Paul requires a 1.5 hour commute twice a day for me from So. Mpls. That's too much time -- both morning and evening. I love taking the light rail from So. Mpls to downtown Mpls, but the extended travel time to Saint Paul is not something I can work with. Train riders in south Mpls would love to have dedicated parking for the work day close to stations located along 55. Long-term parking isn't possible in the residential neighborhoods surrounding the Blue Line; it would be so nice to have parking close to the southbound Blue Line when going to the airport! One last comment...the Green Line to Rice Street Station (Capitol Complex) is really not safe, and I wouldn't want to take it alone after dark. For the Metro Police to resume its assignments on the Green Line (and Blue Line, as well) is important to ridership and the successful future of the light rail to St. Paul.
376	Comment Form	Now that the Broadway route is finalized, the next question is how to bridge across the Lowry/Theo Wirth intersection in light of the new bridges nearing completion. Based on vids created for the meeting last September, no consideration has been given to creating a structure on the north side of the intersection between the soon to be built Lowry ramp bridge and the two Broadway bridges. The 'swoop' to the south will place any new bridge extremely close to the existing neighborhood immediately south of North Memorial. As one who lives there, this is a concern. Please take a northern bridge position into consideration or be prepared to explain why you have not done so. Thank you.

No.	Source	Comment
377	Comment Form	-It's Imperative that we continue to invest in our communities, especially communities of color from lower social-economic status by providing access. This extension to the blue line is a life line for many community members and it should be expanded to more areas with high density housing. I don't see how more access can be a negative thing, especially is there is a great need for it for members of our community without personal vehicles.
378	Comment Form	This route recommendation is fantastic. It prioritizes actual destinations and community access over convenient right of way.
379	Comment Form	Facility improvements include more secure bike locker at park and rides along the Blue Line, improving bike racks on light rail cars and bike lanes leading up to and out from the platform. The same goes for pedestrian paths to and from the platform. Please make these stations pedestrian and bike forward and not car centric. Thanks!
380	Comment Form	I think the BRT (bus rapid transit) would be a better use of transit in the area versus LTR (light rail). It would also be a lot more economical.
381	Comment Form	Why are you spending billions to replicate the function of existing buses? I live along the Southwest LRT route, and this strikes me as a total waste. I was a daily commuter during the seven years I lived in Hopkins before retiring in 2020. During that entire time the vast majority of Hopkins' mass transit needs were handled by three express bus lines (most recently buses 664, 667H, 670). The express buses got me to work and back in 30 minutes almost all the time, and they seemed just about the right capacity. People needing rides outside of commuter hours could take the non-express 12 and 612, which seemed to be almost empty every time I saw or rode them. The whole time the Met Council was talking about light rail I was wondering why anyone would want it, since the buses already serve our purposes perfectly. I never sensed any more demand for public transit than what we already have. The 667H, 670, 12, and 612 run along Main Street and Route 7, which are within two blocks of almost everyone on the north side. The 664, 12 and 612 are within close walking distance of almost everyone on the south side. The light rail will run along Excelsior, forcing most north-side commuters to walk an extra two to six blocks, and on the south side possibly even more. Many who never needed to use their cars at all will now have to drive to light-rail parking lots. Once in Minneapolis the train will drop everyone off only along 5th Street, requiring a many-block walk or an additional bus ride south for most people in the business district who were formerly dropped off near their workplaces by the buses. The buses have gatekeepers (bus drivers) preventing fare jumpers and totally unsupervised large-scale transportation of criminals and stolen goods. Buses do not function as homeless encampments, but the light rail does and most certainly will along the new western corridor; in fact it will be ideal because the ride is so long. And I've never once gotten onto a bus that was occupied by frightening dope-smoking riders, as I have many times on the existing light rail in the city. Whatever the purpose of the Southwest LRT is, it certainly has nothing to do with meeting the legitimate needs of current or future law-abiding suburban residents.
382	Comment Form	Cancel this expensive project. Light rail, except in high density areas, cannot be justified on a cost vs benefit basis. The SW line is an example of something that will never be self sustaining. And building a light rail line through some of the most affluent communities in the TC makes no sense. These people are forever wed to their BMWs and Lexi. Do you really think those are the types of people that will be riding the thing? Don't be crazy. Be fiscally responsible (I know, I know, trying to tell a politician to stop spending money is like....) and rethink or stop this debacle. Buses work. If you want to spend money, put coffee and donut machines on the buses.

No.	Source	Comment
383	Comment Form	I am excited for the blue line extension on Broadway. This route offers the greatest potential to both service existing neighborhoods/residents, but also offers the highest potential for economic impact in blighted areas without displacing existing people. Broadway is a mixture of underutilized/empty commercial store fronts and empty lots, the existing buildings can be repurposed to accommodate small business and housing and the empty lots can encourage new investment. My spouse caught a bus on Broadway to the blue line downtown en route the airport and commented how full the bus was. There is a clear need in this area for this expansion.
384	Comment Form	I do not agree with the extension of the Blue Line. Our family uses public transportation every day. However, we no longer ride the Blue Line or the Green Line. My children rode the MTC bus to high school every day. But even though they are now in their 20s, I tell them to avoid riding any of the Light Rail trains due to safety concerns. Last time we rode the Green Line (to a Saints game) there were extremely drunk people on the way to the game and people who were very threatening on the way home. We have not used the Green Line since that time. The Blue line is so deserted that I won't let my daughter ride it. It's not safe. We use the A-Line all the time, as well as many other routes where a driver is present. Unless you have an employee in every car on the light rail (either line) we won't be riding. We prefer the bus and I think you are better off spending the money on more Bus Rapid Transit projects and to pay regular bus drivers increased wages and benefits.
385	Comment Form	The pandemic has changed everything we knew about mass transit and commuting. Remote work and learning will be the future for many jobs, we do not need to spend billions of taxpayer dollars on a train that cannot support itself. The Met Council has also proven recently it cannot handle a project like this. Scrap it before we waste future generations money. BRT makes much more sense, cheaper, easier to deploy/modify, and plenty of green options for busses.
386	Comment Form	I do not agree with the route. As a student from the University of Minnesota, I have seen first-hand what putting a light rail through a community will do: bring crime and people who do not belong in the area. With Robbinsdale's historic businesses and family-owned restaurants, there is a unique culture that should not be disrupted by a light rail. Considering the few amount of people actually going into the office downtown, I do not feel that a light rail would actually do anything beneficial for our community or be fully utilized by the people it is intended for. Due to the lack of regulation and security on train platforms, I have seen far too many use the light rail as a home or a loitering space and create a hostile environment that does not need to be brought into Robbinsdale. I think that this phase of the project should be eliminated and the money be better spent elsewhere.
387	Comment Form	Agreed! As a transit planner living in North Minneapolis, it is so important to make sure that new transitways go where the destinations are. The new Blue Line Extension alignment represents a major improvement over the previous option, which would have skipped North Minneapolis in order to serve suburban riders. For similar reasons, West Broadway is the right choice over Lowry: it serves the heart of North Minneapolis' business district and would provide enhanced service to a greater number of low-income, BIPOC, and transit-reliant folks.

No.	Source	Comment
388	Comment Form	I generally agree with this route. The Blue Line Extension is a critical transportation project for our metro region to decrease carbon emissions with real options for mobility other than personal cars. I look forward to taking the train from Minneapolis to visit my parents in Brooklyn Park. For continued improvement, please continue listening to community members along the route about the station locations that would most benefit them and enable car-free commuting.
389	Comment Form	The recommend route is a significant improvement over the original planned route along railroad ROW. Aligning a significant transit investment through communities that already use or are dependent on transit is a wise investment. As plans progress, I hope that traffic calming and pedestrian safety measures are prioritized in station walksheds, signal preemption for trains is granted by default, and all efforts are taken to minimize conflict points between general traffic and trains. I hope that the disastrous routing decision of the green line extension bypassing high transit use communities in favor of a litigious and expensive tunnel through a corridor without significant destinations or residents does not impact the ability to proceed with the high-quality blue line extension or any other future capital projects
390	Comment Form	I am 100% opposed to this project because I do not trust the Met Council to deliver a quality rail project within a reasonable time frame or budget. The delivery methods the Met Council chooses to use are outmoded and outdated for these types of projects.
391	Comment Form	NO, I do not agree. 1. I still have an issue with route going down Broadway in Brooklyn Park and do not see the benefit and justification in this excessive expense. 2. What is this continuing when the Eden Prairie line is such a major issue, figure this project out and complete before making a mess out of another one. 3. I am angry at the amount of taxpayer money that has already gone into this project and years spent on it. Why didn't you work with railroad BEFORE even working on a route? 4. Why can't the people vote on whether they want light rail and how much they want to spend on it? Not enough oversight with the government on these projects. 5. Why doesn't Metro Transit publish their crime data or police reports? Where I can request this information?
392	Comment Form	I get why the route is going through those cities, but it'd be nice to see something serve the full west metro. I hope you find a way to make these trains not just the mobile homeless shelters they are now and enforce a ticket rule. I think a regional hub would be nice, a transit hub where people from the north and west metro suburbs can come, park and get on the train and head downtown for work or leisure.
393	Comment Form	This route looks really great. Getting to and from the more dense commercial districts in North Minneapolis has often been difficult, as I do not currently own a car. Being able to ride the train up from my neighborhood will let me finally get up to Sammy's & Cookie Cart without having to bug a friend for a ride! What a great resource to have added to our city.
394	Comment Form	The route looks good. However, I note the intention is to split the line with one direction being on W Broadway and the other direction going down 21st. Our home is at the corner of 21st and Emerson. Pretty much a disaster for us. Is the intention to buy up contiguous properties like ours? Or do we suffer a housing disaster?

No.	Source	Comment
395	Comment Form	The Met Council should review ALL the trains running into Downtowns now with companies NOT RETURNING TO THE DOWNTOWN AREAS on full time basis . It becomes irrational and fiscally irresponsible to spend the type of funds you are requesting when what the trains will be at 50% capacity maybe 3 days a week -if that ??? How can you recommend that when there are so many other things that the metro area needs - support for seniors is one --how many seniors who have their SS taxed and pay into this type of cost - will ever ride a metro line into downtown
396	Comment Form	I fully support this proposed blue line extension route from Minneapolis into Brooklyn Park. From around 2014 to 2021, I lived near a blue line station in south Minneapolis and took the train downtown to work every day. It was wonderful. I enjoyed not having to drive or deal with parking, it was affordable, better for the environment, made me feel more connected to the downtown & south Minneapolis communities and it was more convenient and comfortable compared to buses. I moved to Champlin recently and would find a lot of value in being able to take the train from nearby Brooklyn Park to downtown or to the airport. Once the pandemic is fully under control, hopefully life will return to something resembling normal and more and more people will want to work downtown, go to events, etc. When that happens, having light rail access to downtown from the northwest suburbs will be a big help for many people.
397	Comment Form	Does the proposed route facilitate the train running at train speed, or does the route merely satisfy other goals such as providing local service better addressed by a relatively inexpensive and less disruptive streetcar line or bus service, or merely sited to promote development rather than serve transit needs? Politicians and Green Line planners made those foolish mistakes.
398	Comment Form	I am really pleased to see this new route extension. It's desperately needed in our community of Brooklyn Park. I'm very happy the LRT is getting its own dedicated rails and won't have to share with commercial trains. I would like to know if there are plans for park and ride lots, or extra parking, at the 85th Ave and West Broadway stop. I would really like to see busses running along 85th Ave from 252 to the train line stops. As a disabled person currently using Metro Mobility, these two improvements would drastically increase the amount of travel I can do.
399	Comment Form	Stop waisting out tax dollar on train lines that are a poor usage of tax dollars and under utilized bad transportation investment. The S/W line is a clear example for a bad / unacceptable investment and cshould of been scalled back!!! discontinued these bad investment/unacceptable usage of tax dollars in train lines!!!
400	Comment Form	I am very much in favor of this route. I would have preferred the original option parallel to the BNSF corridor but understand the challenges and that the rail authority has refused to work with the Met Council on that option. Bottineau makes sense as an alternative route and the station appears to be in a good location to give access to the downtown Robbinsdale businesses. What sort of parking will there be near the station for potential commuters looking to go downtown? I know the previous route included an elevated parking structure behind the downtown area, but the only available surface parking near this proposed station in Robbinsdale is a church parking lot. On a personal note - I am extremely frustrated with the City of Robbinsdale leadership in their reactions to this proposal and have voiced my displeasure with their "no build" stance. We need better public transit and connection to downtown and the airport, and the City should support this project.

No.	Source	Comment
401	Comment Form	I love the new route! I think west Broadway is the best choice. I think the two most important things to continue to improve the project through the next phase are: 1. Do everything possible to make train fast. The train should not be waiting at stoplights. And design it so it can get up to a high speed. 2. Fight to get a good location in downtown Robbinsdale - somewhere central with a short and safe walk to attractions and housing.
402	Comment Form	I disagree with the Blue Line recommendation. There is enough noise coming from the semi's from the warehouses and 610. As a new resident to 93rd and Hampshire, please do not approve the Blue Line. It's only a way to ruin the only nice part left of Brooklyn Park and will only bring in the unwanted. And please consider St. Therese where the elderly are trying to live out what is left of their lives quietly.
403	Comment Form	This extension can't come soon enough. When I moved to Minnesota, I was excited to see that there was a LRT extension planned out to where we were going to live, but I've been disappointed by all the delays. Once it's in place, I plan to use the LRT quite often to go do stuff downtown. Games, a night out, a day of shopping. Being able to get to the Airport without having to get a Taxi or have a friend drive me would also be great. Having bike racks on the trains is key too, since I would love to ride my bike on the many trails around Harriet, Bde Maka Ska, Lake of the Isles, and it would make it so easy. I don't know about the inner stations, but the ones in Brooklyn Park seem reasonable. I grew up in Frankfurt Germany, and people who haven't had a good light rail system just don't seem to understand how great they are.
404	Comment Form	I think this proposed new line, if developed, should be branded as a new line (e.g. Red Line) instead of as an extension of the Blue line. Calling it Blue Line would complicate the riding experience of the existing line by adding numerous more stops across a long distance. Additionally, calling it the Red line that meets with Blue and Green Lines at a common stop gives the perception of a more robust transit network overall.
405	Comment Form	I participated in the original planning sessions here in Brooklyn Park and always thought we were missing an opportunity for serving the residents of Minneapolis along the way and missing out on the benefit of including North Memorial Hospital on the route. The revised route seems far better in this sense and I support it.
406	Comment Form	I do not agree with the extension. Any more money for light rail should be spent on other modes of transportation including the freeway system including express lanes and the bus line. The southwest light rail line is a perfect example of the disaster of a light rail and incompetent individuals running the program. With declining/nonexistent riders, crime, and a shift to work from home that will likely be permanent for many, no additional resources should be put into the light rail.
407	Comment Form	Before expanding or adding additional routes/trains why don't you make the existing routes safe to ride? No one wants to ride when they do not feel safe, are forced to sit next to homeless people that are urine soaked and soliciting for handouts and money.
408	Comment Form	As a former resident of Brooklyn Park and current resident of Plymouth I do not approve of light rail in anyway and our tax dollars could be better spent. The SW rail line is a disaster. It's not safe to ride the line from the MOA to to airport. Just stop.

No.	Source	Comment
409	Comment Form	I agree with the route but want assurance that there will be adequate landscaping and other traffic considerations made along the route. As someone who lives in the triangle of Willard hay where Broadway intersects Lowry Ave we have non-stop cut-through traffic currently and I am hopeful that reducing automobile lanes will eliminate access to cut through residential streets that connect to Broadway. I hope that only certain main roads (like 26th ave n) retain access points onto and off of Broadway and that the others can be closed with landscaped traffic diverters. This would create a more modern flow of traffic like many suburban neighborhoods employ where there are only a couple entry and exit points to access the larger main roads. Imagine if all of the crime-fleeing traffic or cutting through could be nearly eliminated while also beautifying our culture-rich neighborhood.
410	Comment Form	I live at Plymouth and Lyndale and while I am excited to have the line near me I do not want the station at 14th and Lyndale. I prefer the station be the option that is South of Plymouth. I believe this is the 2b option. Having it at 14th will destroy our neighborhood.
411	Comment Form	I wholeheartedly approve the proposed Blue Line expansion. for too long the north side of the city and our northern suburbs have felt cut off and inaccessible to downtown and the rest of Minneapolis. This expansion will address this problem in a big way.
412	Comment Form	I like this route much better than the old route plan that would follow Theo Wirth parkway. The old route would destroy the wetlands and wildlife that exists between. This new route would better serve actual people that would be more likely to use the light rail in north Minneapolis.
413	Comment Form	I took it home from the airport last month. Five guys smoking on it one of them was walking up and down the isle had a machete. One of the other in his group approached me to ask for money I gave him 3 dollars. I had already put my cash in my back pocket except for the \$3 just in case. Never again. scrap it!!!!
414	Comment Form	We need the Blue line, the route looks great. WHY does everything take so long to start in this state. How much more u going to spend on things besides starting. If this was in Denver, Milwaukee, this project would have been completed. We have surplus of money get this done. WTF are u waiting for?
415	Comment Form	Why the Hell would money be wasted on expanding Metro Line when it's not even safe to ride in the first place? Are you kidding me? Spend more tax dollars on this and destroy land so that we can continue to not ride due to fears of safety? Work on what we currently have!!! Make it safe to ride. Focus on that first!
416	Comment Form	I do not agree with the recommendation. Light rail works brilliantly in cities that allow a large number of people to easily walk to a station, that is not the case here. This is an expensive project that will be paid for by people who will never use the rail while the people who would use it do not live near stations while it simultaneously will lower property values for nearby home owners. This project should not move forward.

No.	Source	Comment
417	Comment Form	Until you make riding the train safe it doesn't matter what you do. My wife has an MTC card with over \$300 on it, but she can't use it because the train is too dangerous. Women, the elderly, and vulnerable people are at risk on the train. Fix that or quit building more trains. Nobody that feels unsafe will ride the trains because of this. The only people riding the trains are the ones causing the problems in the first place. Please quit wasting our tax money if you don't have the guts to stand up to crime on the trains. Billions of dollars are wasted because no one has the strength to identify the problem and address it. And please don't tell me you're addressing it because I do ride it. But I'm a 6'2" man so I have fewer problems with the knuckleheads. I still have problems, but I'm better prepared to handle them. And I haven't even mentioned that using the trains as a residence is a bad idea. I've had to switch cars because of the smell. Smoking, drinking, and defecating are just a part of the current experience on the train. I'd love to hear from a leader at MTC about this issue. I'm betting no one will call or email.
418	Comment Form	Please delay this project until you figure out why the cost over run on the Eden Prairie segment is completed. I think there is 'Gross Mismanagement' on part on the Metro Council 'bureaucracy'. You internal external audit teams should be totally replaced! Now I hear you are going to 'Month Ball' the rail line running toward St. Cloud area. Another sign of a leadership failure!
419	Comment Form	Hello, I think it's wonderful and hopeful that this city is extending the light rail route into North Minneapolis and surrounding suburbs. I would love to see future light rail projects be built within the city to make getting around without a car more convenient. That would be significant to be able to travel from one side of the city to another. Thanks,
420	Comment Form	I disagree with and dislike the Blue Line plan. The investment will be billions of dollars and will not serve to benefit Crystal as a city the way Charlie Zelle and company try to sell it. The billions of dollars spent will far outweigh any small benefit gained by being able to take the train into a Twins game 1-2 times per year. With all the crime in Minneapolis these days, who wants to visit there anyway? And who wants that crime to have an easy access to our quiet little Crystal via the train? Not me! And I'm sure not anyone who would live near the train route. In addition, the disruption to our lives that would occur building a rail system down Cty Rd 81 would be completely intolerable. As a resident of Crystal, I am completely against this plan. Why does the Met Council continue to push this plan that has been a magnificent failure so far at 10-years and counting?
421	Comment Form	We need a complete ban on planning and constructing transit infrastructure until we can figure out why it costs us 5-10x what it does in Europe, Japan, etc. Planners and project managers throughout the US have demonstrated fundamental incompetence when it comes to rail transit. The complete debacle of the Green line extension is a great example - a bad alignment based on poor decision-making criteria that was executed poorly. Just stop. Bring in professionals from abroad who know what the hell they're doing.
422	Comment Form	This seems like a total waste of money and risk for another SWLRT boondoggle. Is anyone looking at the low ridership of the Northstar train and across all of metro transit. What is the need for this? There is little commerce DT and several places open have limited hours. Money would be better spent making Minneapolis and Brooklyn Park safer before even remotely thinking of this.

No.	Source	Comment
423	Comment Form	No. Minnesotans have paid enough money for light rail in this state. Stop any and all future development until costs for the green line in Eden Prairie have been cut down tremendously and that project is complete. People are not going back to the office despite what the covid virus does. We do not need more mass transit at this expense. Until you solve the crime issue on light rail and in Minneapolis, no more money should go toward any light rail.
424	Comment Form	Do not agree. There is already enough crime riding these routes and we do not need to make it more accessible to other criminals to get to/from areas faster. Also what is the cost per rider? Assuming everyone actually pays these are still losing lots of money for each minute they operate. Run buses instead.
425	Comment Form	Why do you insist on proceeding with this nonsense? It seems pretty well known that the current trains bring in crime, and are a financial drain. I live in Crystal, have for 20 yrs. I hate the idea that you will be running crime into my neighborhood because of additional stupid public transportation. I do not know a soul who wants this mess.
426	Comment Form	I live in Crystal and I strongly oppose this planned route. I worry about the safety of riders as they go through very high crime rates of North Minneapolis. Also, this route is an easy transportation route for people who may commit crimes to expand throughout the planned route and to Brooklyn Park.
427	Comment Form	I would have been happy with the Lowry Ave. option too, but this is a big step forward from the original plan and the status quo and I'm thrilled to see it. I'm assuming there will be a good connection to the D Line for further-north parts of North Minneapolis.
428	Comment Form	I agree with the Broadway selection in Area 3 Minneapolis. I hope the 21st street option is discarded ultimately. This presents the best opportunity for development of WB. I have lived here nearly 40 years and am excited for this area development. The goals given are great - continue with these in your sight. Have you engaged with the Native American Community in this area? I do not see them listed anywhere. Please do so. Improve by converting "good" marks to "excellent".
429	Comment Form	Given the increasingly high price tag for light rail, the drop in ridership of existing metro light rail lines, and the failure of the Southwest line, please consider abandoning the Blue Line project in favor of bus transit. Bus transit can be environmental (via electric buses), flexible, and affordable. You would be addressing historical inequities in this area if you gave the community more of a better product (buses) at a lower cost, instead of wasting our hard-earned tax dollars. Stop the Blue Line now before more money is wasted on an option that leaves no chance of adapting to the future.
430	Comment Form	Yes, I agree with the route recommendation and think this is an excellent project. I am very excited to see the blue line extension constructed to serve this route and enhance the public transit options in this part of the Twin Cities. Thank you for the hard work and collaboration that is supporting this project. Please move forward with construction as quickly as possible.
431	Comment Form	I support the route because I want more expansive public transit infrastructure. I want them to know that I support this and will always support the further development for accessible public transit. By building this, we can eventually keep moving north and potentially connect Anoka/Coon Rapids.

No.	Source	Comment
432	Comment Form	After all the money and cost overruns you could have bought a tesla and a parking spot downtown for every one of the riders who use the train. What a waste of taxpayer dollars. Buses, taxis, Uber, Lift have been doing the job for years for much cheaper and with less impact on the environment, roads and infrastructure. Look what happened to Hiawatha after the train was built.....used to take 15-20 minutes to get to the old dome for roll at the dome from Eagan. After the train went in it was 30-45 minutes. Now with all the criminals using the train(and not paying because no one enforces the rules), it is just too dangerous to ride the train. Now you want to expand the crime transport so criminals can go into the suburbs easily and spread their robbing and pillaging to the outer areas. Absolutely ridiculous.....it doesn't work and you know it.
433	Comment Form	Put a stop in Anoka! I would use this so much if you went to Anoka. All the government, social services, shopping, restaurants, connections to other transportation, connect these cities... the route is almost there. What an economic boost for that city too. Even if it was just south of the river.
434	Comment Form	Yes, this is the best route recommendation! It serves the heart of North Minneapolis, and that is important due to number of transit dependent individuals that live in the area. The routing along County Road 81 is great too, it serves both Robbinsdale and Crystal much better than the old railway ROW. Keep up the great work in improving mobility for our region!
435	Comment Form	I 100% agree with the route modification! Why? Using Lyndale and West Broadway is clearly the best way to serve Northside communities who desperately need and deserve higher-quality transit access. the Lyndale/Broadway route serves more areas of higher jobs/population density, along with many key destinations for the community such as shopping, places of worship, and medical/other services. The North Washington/Lowry route would have avoided the densest and most vibrant parts of the Northside in favor of an industrial area cut off by the freeway (just trying to draw in gentrifying development) and Lowry, which is mostly residential, has fewer essential destinations, and is not wide enough for light rail at all. Thank you, thank you, thank you for listening to the preferences of the public and choosing the clearly right route!! This route is HEADS AND SHOULDERS above what the previous BLRT routing would have done for the Northside! The old route would have mostly skirted the Northside, but this route will serve its heart.
436	Comment Form	Yes. I do prefer/agree with the Broadway alignment. My main concern as a pedestrian, bus passenger, and occasionally driver on Broadway is how the heck will the LRT fit? Broadway seems to be a narrow avenue! Much skinnier ans with less room than University Ave (green line). I'm glad it's going through the northside and not along the western edge/border of Theo Wirth and Golden Valley.
437	Comment Form	Only worry is the increase in homeless people on the Northside and the safety risk involved. This community has seen an increase in crime and violence and drugs and homeless activity.
438	Comment Form	Any extension to rapid transit is a good thing.
439	Comment Form	We fill that it is not a wise decision to build the Metro Blue line extension. It would be a huge waste of money. We would never ride the blue line through North Mpls. I am sure most people would not use it. Not many people are working downtown any more. We don't need another line that is not going to be used. It would never be able to pay for itself. What a huge waste of tax payers money.

No.	Source	Comment
440	Comment Form	Please build it as soon as possible! I live in zip 55428
441	Comment Form	I do agree with the route recommendation as it takes the service through the heart of the community. The long construction period, however, will be disruptive as with the University Ave construction some years ago.
442	Comment Form	The need for light rail has changed dramatically in the last two years. We need to stop and evaluate what we see this being in 10 years. Downtown isn't and won't be what it use to be. The cost of this project far exceeds the need, as you have seen with the southwest rail. Evaluate what ridership you have now before spending the large amount of time and money on this project. Continue with the electric bus idea up and down the route.
443	Comment Form	I do not support the route change that takes the Blue Line through the middle of Robbinsdale. The route was always proposed to go along the existing rail line into town. This was the proposed route for many years. For some reason that route was no longer available. Then the only alternative was to move the line and cut our town in half. It's like planning to put a new driveway off the alley through the yard to the house and then last minute putting it through the living room instead. Traffic flow along and across Bottineau Blvd defines much about Robbinsdale. Residence cross daily. Fire and police must cross daily to service half the town. Ambulances travel along hourly to North Memorial. Interrupting and reconfiguring this traffic flow would drastically change our town. Our already small business district would be negatively impacted by loss of space and parking. North Minneapolis and increasingly Robbinsdale itself are experiencing rising violent crime rates. This part of town is less safe every few months. Who is going to feel safe traveling on the train in this neighborhood. Regional government money should be focused on reducing crime and supporting small towns instead of building trains. Finally, the lay out of the lite rail seems to be based on traffic focused on getting in and out of down town. The last two years have changed the importance of large metro downtowns. With rising crime and more people working from home the downtowns are increasingly less important. Too much of Robbinsdale is sacrificed with little or no benefit in return.
444	Comment Form	Please don't split the Lyn Park neighborhood with a commercial light rail train. I support the option to route this train line down the commercial district of Washington Avenue.
445	Comment Form	Brooklyn Park, and other cities on the proposed LRT route, NEVER got a chance to vote on whether we wanted this project. WE DON'T! This project is nothing but a perk for politicians, the Met Council and Target and vastly misuses tax funds. We will not use LRT. LRT is too expensive. The main reason we do not want LRT in Brooklyn Park is the crime LRT brings, along with large apartment complexes that draw crime. We would rather have a bus system. We want to keep our community of single-family housing. The Met Council is a disaster at pushing high cost projects on local communities. Do you see Maple Grove or other better communities getting crime-ridden projects like LRT and big apartment complexes? Again, get rid of this expensive, crime ridden project of light rail. We already do not feel safe in Mpls. or Brooklyn Park. The crime in Mpls. always spills over into neighboring suburbs like Brooklyn Park. WE WILL NOT USE LRT EVER AND DO NOT WANT IT! What are the ridership statistics for the existing LRT route(s) and cost per person? I'm sure we are losing millions due to non-ridership, like with the train route from Big Lake to Mpls.
446	Comment Form	I'd be happy if this whole plan was scrapped. We could instead have a top rate bus line. We don't need to waste these millions of dollars and bring in more crime at train stations and destroy the city of Robbinsdale

No.	Source	Comment
447	4/26/22 Minneapolis Open House	More community support for the community and general outreach is needed
448	4/26/22 Minneapolis Open House	Lists reasons supporting WB route
449	4/26/22 Minneapolis Open House	Supports alternative that uses 21st
450	4/26/22 Minneapolis Open House	Signal priority for LRT is important
451	4/26/22 Minneapolis Open House	Concerned about noise and traffic impacts
452	4/26/22 Minneapolis Open House	Overall desire to prioritize transit and pedestrian/bike transportation
453	4/27/22 Robbinsdale Open House	Train will disrupt community, supports BNSF route
454	4/27/22 Robbinsdale Open House	Would like to see more landscaping as part of project
455	4/27/22 Robbinsdale Open House	Fix existing problems prior to extension
456	4/27/22 Robbinsdale Open House	Would like to see physical marker at site of considered Robbinsdale station locations as part of engagement
457	4/27/22 Robbinsdale Open House	Concerned about noise
458	4/27/22 Robbinsdale Open House	Suggests to reconsider BNSF Route, Suggests solutions for LRT impacts in Robbinsdale

No.	Source	Comment
459	4/27/22 Robbinsdale Open House	Would like to see safety prioritized
460	4/27/22 Robbinsdale Open House	Prefers north option for downtown Robbinsdale station, prioritize pedestrian safety
461	4/27/22 Robbinsdale Open House	Please continue community engagement and anti displacement work
462	4/27/22 Robbinsdale Open House	(At 40th Ave) concern about safety of crossing, especially kids
463	4/27/22 Robbinsdale Open House	Elevate 42nd Ave over train
464	4/27/22 Robbinsdale Open House	More stations needed - on between Downtown Robbinsdale and North Memorial
465	4/27/22 Robbinsdale Open House	Station at 40th supports LRT. 40th easiest to walk
466	4/27/22 Robbinsdale Open House	Look at Lakeland Ave/Lake Drive intersection, crossing not safe
467	4/27/22 Robbinsdale Open House	Concerns about community impacts
468	4/27/22 Robbinsdale Open House	(Display board comment) - Support LRT would connect to station at Plymouth, Station at 40th supports LRT, 40th easiest to walk
469	4/27/22 Robbinsdale Open House	(Display board comment at Lakeland Ave N and 45th Ave) - Look at intersection x-ing not safe
470	4/27/22 Robbinsdale Open House	(Display board comment at Lakeland Ave N and Bottineau Blvd and 39th Ave N/CSAH 81) More stations- one between DT and North Memorial

No.	Source	Comment
471	4/27/22 Robbinsdale Open House	(Display board comment) -Elevate 4200 over train
472	4/27/22 Robbinsdale Open House	(Display board comment) - Concern about safety of crossing especially kids
473	4/28/22 Virtual Open House 1	Is it too late to vehemently object to the proposed routes? The Plymouth route goes right by a quiet residential community. As the mother of a baby i have many concerns of the light rail feet away from my kids bedroom.
474	4/28/22 Virtual Open House 1	Can you clarify can citizens attend any of these meetings on anti-displacement?
475	4/28/22 Virtual Open House 1	Me as a train operator not trying to get off the subject but with the crime on the trains and losing Transit to other higher paying agencies what's that plan, y'all are talking about running the train down the heart of the north side. Personally we should have learned a big lesson with the green line running down University ave. I don't think it's a very good idea.
476	4/28/22 Virtual Open House 1	There's a very simple solution to the crime problem: gate the platforms. No one gets onto the platform without a ticket, let alone the train!
477	4/28/22 Virtual Open House 1	Hi Sophia and Blue Line Team, Thanks for the presentation this evening. I was curious to know more about what the project team knows about the roadway construction and utility work that would need to be completed at the proposed station area and walkshed at Penn Ave and West Broadway Ave N? For example, would the 5-point intersection be re-constructed into a 4-point intersection and eliminate McNair Ave N residential access at this intersection and/or potentially create a culdesac at this intersection? For example, on Hiawatha Ave and 38th Ave S a culdesac and wooden sound-barrier were created at 3809 30th Ave S with the introduction of LRT.
478	4/28/22 Virtual Open House 1	If we have several questions is this the best platform to do it? Thank you for hosting this! Apprecite being able to get answers and give feedback
479	4/28/22 Virtual Open House 1	Were actual public transit users surveyed/engaged?
480	4/28/22 Virtual Open House 1	The Plymouth station is literally right outside a residential neighborhood, there will without a doubt be a noise issue. There already is with just the bus stop there
481	4/28/22 Virtual Open House 1	How do you address Cul-de-sac communities - such as are along Lyndale Ave that have singular entry into our communities?

No.	Source	Comment
482	4/28/22 Virtual Open House 1	It's not a long process, you just need to follow suit of EVERY OTHER major city with a transit system in the world and gate the platforms.
483	4/28/22 Virtual Open House 1	Lyndale Avenue seems to be a waste of funding and infrastructure given that there are few public transit users in this area. It seems that a route along Olson/Hwy 55 or Plymouth to Penn makes more sense to reach those who could really use it.
484	4/28/22 Virtual Open House 1	There's no excuse for having the wide open platforms that allow everyone to walk on without a ticket.
485	4/28/22 Virtual Open House 1	If you want to make us safe, make the platforms secure.
486	4/28/22 Virtual Open House 1	Were neighborhood groups engaged?
487	4/28/22 Virtual Open House 1	I think they should go paid stations people are being told to come here to live on the trains.
488	4/28/22 Virtual Open House 1	It's such a simple solution I don't understand why you need to have a committee.
489	4/28/22 Virtual Open House 1	The at-grade system needs to be phased out.
490	4/28/22 Virtual Open House 1	The trains are terribly inaccessible for anyone with a mobility impairment.
491	4/28/22 Virtual Open House 1	You get a lot more riders if it's gated.
492	4/28/22 Virtual Open House 1	What provisions/concessions will be made for residents in the direct construction pathway?
493	4/28/22 Virtual Open House 1	Please go out and look at Franklin and Lake st now 46 st

No.	Source	Comment
494	4/28/22 Virtual Open House 1	Safety is my concern about running the light rail right outside residential neighborhoods like Lyn park which were developed to have a suburban neighborhood feel. The residents here paid for the fencing and hills to be built through city assessments to keep our neighborhood safe and secure. Putting a light rail station right outside of that seems backwards when it can be run up Washington or hwy 55.
495	4/28/22 Virtual Open House 1	The trains themselves are horrible for the mbility-impaired with the stairs in the middle of every car.
496	4/28/22 Virtual Open House 1	At what moment during the impact assesment will we learn about the dollar amount needed to mitigate any impacts to houses or small businesses related to the project?
497	4/28/22 Virtual Open House 1	Will the findings be avaiable in an ongoing basis or until is fully completed?
498	4/28/22 Virtual Open House 1	What would be the impact of this project and these routes to home values and property (or other) taxes? Particularly as you mentioned with potential need for utility updates, would that likely result in increased cost of utilities for residents in the these cities? Is that part of the anti-displacement work and not a question for right now?
499	4/28/22 Virtual Open House 1	With environmental issues being such an important part throughout the process of the Blue Line development and implementation, why isn't someone representing the Minnesota Pollution Control Agency. Isn't having them at the table violating the Executive Order 12898 and it 2008 amendment. Not having someone from the MPCA you are continuing the adversary relationship between the community and the MPCA??
500	4/28/22 Virtual Open House 1	How many homes and businesses will be removed for space for the light rail?
501	4/28/22 Virtual Open House 1	Your concept is deceptive because it doesn't show just how close the Light Rail would run adjacent to our residential homes from 18th Av to Plymouth Av! Many of our bedrooms of our homes are adjacent to Lyndale Avenue. Light Rail running every 15 to 20 mins from 3am - all day, 7 days a week - until Midnight would be a major disruption to our peaceful residential community! When are we supposed to get any sleep?
502	4/28/22 Virtual Open House 1	How has the anticipated utilization and usage changed as a result of the pandemic and changing commuting patterns to/from Downtown Minneapolis? How has the commute flow changed?
503	4/28/22 Virtual Open House 1	Will you publish this Q&A?

No.	Source	Comment
504	4/28/22 Virtual Open House 1	Where other lines have been built closely through neighborhood areas (vs along business non-residential streets), do we have post-build feedback from residents? If so, can you please speak to what the sentiment has been or what primary benefits challenges have been?
505	4/28/22 Virtual Open House 1	Sorry but the ridership is way down because they don't feel safe, metro transit and the met council preach safety safety what about today. Please give the metro police more salary and let them do the job they've be hired to do or will never get the ridership back.
506	4/28/22 Virtual Open House 1	I'm still unclear as to where the process is. Is there still a possibility of petitioning for the light rail to go down business areas instead of residential areas (Plymouth Ave)?
507	4/28/22 Virtual Open House 1	Sounds walls are known to bring unwanted graffiti and bring down property values for homes the are adjacent to those type of walls. How will you combat that issue??
508	4/28/22 Virtual Open House 1	So stop making platforms at grade
509	4/28/22 Virtual Open House 1	With opening a new line you can introduce new rolling stock for that line
510	4/28/22 Virtual Open House 1	Yes, i agree. I purchased a house off of Plymouth Ave because it had some of the lowest crime rate in all of the twin cities - even less than Edina. As a mother of a baby, i have huge concerns of what my child will see and hear with a light rail station a stones throw away. How am i supposed to feel safe letting my child play in our yard?
511	4/28/22 Virtual Open House 1	People aren't gonna do that if they don't feel safe. We've already seen that happen.
512	4/28/22 Virtual Open House 1	Crime and safety is #1 period.
513	4/28/22 Virtual Open House 1	I spent a whole year in grad school studying the correlation between light rail and crime. There is a direct correlation.
514	4/28/22 Virtual Open House 1	To be clear, the safety concerns are not disparaging towards north side. I live in north Minneapolis myself. It is the crime that occurs along and on the light rail. I cannot even keep track of the amount of drug usage and fights i saw the 2 years i rode the light rail.
515	4/28/22 Virtual Open House 1	What % of ridership of the lightrail do we anticipate to be transfer from current bus ridership as opposed to new incremental ridership? Do we anticipate bus options/frequency to reduce as a result?

No.	Source	Comment
516	4/28/22 Virtual Open House 1	Lyn-Park residents are not primarily public transit users. Why not use Plymouth Av vs Lyndale Av so you aren't disrupting the home owners from 18th to Plymouth Av??
517	4/28/22 Virtual Open House 1	Do you foresee a land-transfer or purchase for the property that MNDOT owns at the interaction of Lyndale Ave N and Plymouth Ave N for private development? Or any other land-use changes? I think Nick may have eluded to this earlier?
518	4/28/22 Virtual Open House 1	There's a park on Lyndale Fairview
519	4/28/22 Virtual Open House 1	Don't forget about Fairview Park
520	4/28/22 Virtual Open House 1	So that means kids running around
521	4/28/22 Virtual Open House 1	Thanks, Sophia, for the context on the property values and tax impacts. Glad to hear no assessments to homeowners. I know it's a tough question and I appreciate the details you could provide, just wanted to see what the current thoughts/expectations are right now. Totally understand some of these things are ongoing. I'll look forward to following along and that analysis continues.
522	4/28/22 Virtual Open House 1	I would love to invite council members to coffee with the police
523	4/28/22 Virtual Open House 1	A condo is much different than sitting in your backyard. No comparison.
524	4/28/22 Virtual Open House 1	Will there be a new higher bridge connecting the parks on Lyndale?
525	4/28/22 Virtual Open House 1	Good, properly-implemented transit doesn't cause crime. Poorly-implemented transit, however, is worse than no transit.
526	4/28/22 Virtual Open House 1	We have live cameras n crime is still happening
527	4/28/22 Virtual Open House 1	There is no room for turn lanes on Lyndale, this will cause major traffic jams.

No.	Source	Comment
528	4/28/22 Virtual Open House 1	Elementary schools use Lyndale as bus stops causing traffic back ups.
529	4/28/22 Virtual Open House 1	My entrance is on 14th not 18th.
530	4/28/22 Virtual Open House 1	no room for turn lanes
531	4/28/22 Virtual Open House 1	Broadway was going to be part of LRT long ago. Need to make sure there's plenty of security for all of the riders. making sure people are riding the train correctly will help ensure people's safety.
532	4/28/22 Virtual Open House 1	Question from the chat was about concerns that are centered in north side Minneapolis on engagement about transit users.
533	4/28/22 Virtual Open House 1	No way to enforce people to not hang out at platforms. Huge safety concern. Crime levels cause ridership to go down. Gated platforms would make a huge impact, then you'd have ridership go up.
534	4/28/22 Virtual Open House 1	I'm a train operator, I see people living at these platforms. Hear a lot of complaints and losing police because they are getting paid more elsewhere. Not safe. Safety should be the number one key.
535	4/28/22 Virtual Open House 1	People are forgetting about beautification along the line. Taking the train for pleasure and taking it to and from work, to destinations. A lot of opportunity comes with this line. This line brings education, jobs and so many more benefits.
536	4/28/22 Virtual Open House 1	North Minneapolis and crime do not correlate. Policy - why isn't someone from pollution control sitting at the CMC table? You are continuing to set up the north side with adversary. Is it a violation not having someone from MPCA at these meetings? Talking about having a body at the table right now.
537	4/28/22 Virtual Open House 1	You ignored Caitlin Lam's comment about Lyn-Park – It's a totally residential and was supposed to have a residential feel. The back of the homes are adjacent to Lyndale. Not only taking away suburban feel and disrupting a quiet neighborhood. Noise barriers - going to look like you're in jail and inviting unwanted graffiti, lowering property values to the adjacent homes.
538	4/28/22 Virtual Open House 1	Live downtown by US Bank stadium. Have forgotten there's a station there. You forget about the noise but you don't forget about being able to use the train. People seem to want to live by the train. Have talked to Veterans who live by the light rail and they've been able to get around more because of it.

No.	Source	Comment
539	4/28/22 Virtual Open House 1	People who live downtown are used to the noise. 18th Ave to Plymouth is a quiet residential community. Different from residential area vs downtown where it's the hustle and bustle. Are there studies we can look at that you've done when going through residential areas?
540	4/28/22 Virtual Open House 1	It's a quiet neighborhood going towards the VA Medical Center. Have only heard positive comments from veterans in the area.
541	4/28/22 Virtual Open House 1	Concerned about people at the stations just hanging out.
542	4/28/22 Virtual Open House 1	Bus system through Lyn-Park. On 14th and 18th, only access to get out of the complex is 14th. Concern about buses having to stop. Going to create a mess of congestion as drivers are trying to get in and out. Buses that will stop in the one lane of traffic, how do you compensate for that? Or will buses not be allowed?
543	4/28/22 Virtual Open House 1	Who is the representative to contact to talk with directly?
544	5/3/22 Virtual Open House 2	Hi! Will Lyndale need to be widened to accommodate the light rail between Broadway and Plymouth
545	5/3/22 Virtual Open House 2	Apologies if I missed this, but what will be done to ensure that trains do not stop at lights at intersections like the Green Line? What priority measures will be built in? Will crossing arms be considered for some of the diagonal intersections where sightlines may be a problem?
546	5/3/22 Virtual Open House 2	Has there been any consideration to adding pedestrian bridges or underpasses along CR 81 in Robbinsdale or will that take place later in the planning process?
547	5/3/22 Virtual Open House 2	will the negative publicity of the southwest lightrail risk defunding this lightrsil?
548	5/3/22 Virtual Open House 2	There is a pedestrian bridge (over Lyndale between 14th and 18th) connecting two parks will this be impacted?
549	5/3/22 Virtual Open House 2	we missed the presentation can we find it later in the website?
550	5/3/22 Virtual Open House 2	Another one if you've got the time: because these streets through the Northside are relatively narrow, I am concerned that the installation of LRT will make it more difficult to have planting and landscaping along the route. Will the project consider a grass trackbed in order to help ameliorate this issue?
551	5/3/22 Virtual Open House 2	How will you be making the decisions about the various option on West Broadway and 21st Street?

No.	Source	Comment
552	5/3/22 Virtual Open House 2	They will be taking away the grass & trees from Broadway to Lyndale to make room for the LRT
553	5/3/22 Virtual Open House 2	I didn't get a postcard,, my friend did and told me.
554	5/3/22 Virtual Open House 2	I want to echo that. our community didnt get postcard and they are hearing it from us for the first time only.
555	5/3/22 Virtual Open House 2	Have another workshop to continue to bring this information out to the community
556	5/3/22 Virtual Open House 2	Need a community meeting - between Plymouth and Broadway - not enough room for cars. How will emergency vehicles get through? Are you talking with police and fire departments? Seems like it will be a lot of congestions. End of summer and fall there's been drag racing in the night from Lyndale cub parking lot and the freeway. If the RR is going to be dinging in the evening, what will you do about the noise pollution. Noise from Washington/94 to Lyndale, can hear the noise from drag racing. Worried about the noise pollution. Is there going to be a grant to soundproof the homes?
557	5/3/22 Virtual Open House 2	How long will it be until construction starts? How long will construction last until the light rail is completed? Air pollution and control during construction- how is the city going to work around that to keep families safe? And students in the area. What will you do about noise impact in the community? Will there be more community sessions for interpreters for non-English speakers?
558	5/3/22 Virtual Open House 2	How are you going to communicate with residents where and what time there will be a community meeting? Only got a postcard about this, no one really knew about this. Signs need to be bigger about getting the word about.

No.	Source	Comment
559	5/3/22 Brooklyn Park Open House	<p>The Blue Line Light Rail Extension is a project that should be left to die a natural death.</p> <p>Let's talk about the money. Where is it coming from? What is the budget? What is this going to cost the taxpayers? A visit to the Blue Line Extension page of the Met Council website today does not talk about the project budget at all. Why is this? The money matters!</p> <p>The 13-mile section of light rail in urban Twin Cities is going to be another expensive boondoggle.</p> <p>When the line is complete a rider STILL will not be able to get directly from Brooklyn Blvd &amp; West Broadway in Brooklyn Park to a job at Arbor Lakes in Maple Grove, a distance less of four miles. This is a failure. Public transportation should resemble a spider web overlaid on the city. there should be many connecting points so that a ride can get to all the interior AND outlying points that they wish. Transportation that looks like a bicycle wheel overlaid on a map, with the downtown as the hub and all arteries as spokes is very outmoded. This is the light rail model. The hub and spoke harkens back to generations old urban streetcars that were phased out in the 1950s in favor of more flexible buses that can travel many routes. Single route rail transportation is just dumb.</p> <p>I live in Brooklyn Park but the nearest station will be four miles from my house. This is not convenient to me. There is no logical scenario where I will take the Blue Line because I will have to find other transportation to get to the station to begin with. that makes no sense. I will certainly find other options that will take me from my front door. the most logical one is to continue to use my personal vehicle.</p> <p>Met Council is no stranger to buses. Buses are the backbone of public transportation in America and in Minnesota. And Met Council already owns buses built by New Flyer in Crookston &amp; St Cloud, MN. Given more people could be served to more dispersed areas of the Twin Cities where they really want to go. An auxiliary benefit is the jobs created or maintained in these manufacturing facilities in MN. More buses would be a bigger win for the riders than the Blue Line Light Rail.</p> <p>When BNSF declined to share their rails with the light rail, that should have spelled the death knell for the Blue Line Extension. Now I say, it still should be a DNR (Do Not Resuscitate) and DNI (Do Not Intubate) with massive amounts of money. I say this project should be permanently sidelined.</p>
560	5/3/22 Brooklyn Park Open House	I strongly disapprove of any light rail in Brooklyn Park
561	5/3/22 Brooklyn Park Open House	How are people going to cross when traffic is busy? No one stops now, not even thinking about stuff.
562	5/3/22 Brooklyn Park Open House	Please send me via email, projected ridership.
563	5/3/22 Brooklyn Park Open House	From a social work perspective. This looks great! Well planned.

No.	Source	Comment
564	5/3/22 Brooklyn Park Open House	Project to be stopped. No further work to be done until our elected officials vote on yes/no for bundling. Fund needs and buses.
565	5/3/22 Brooklyn Park Open House	(Display board comment at Oak Grove Parkway) Excited to ride to Target Field - safe P&R a must
566	5/3/22 Brooklyn Park Open House	(Display board comment at Oak Grove Parkway) Orient the map north/south
567	5/3/22 Brooklyn Park Open House	I have concerns about current and future criteria on the LRT. What will be done to give aid to the homeless and day drug users who use hte trains? How can LRT be monitored and be cost effective? What has been learned from the closure of the Northstar? How can we keep riders safe from crime?
568	5/3/22 Brooklyn Park Open House	(Display board comment at Oregon Ave and Maplebrook Pwky) Would like bigger trees
569	5/3/22 Brooklyn Park Open House	(Display board comment at Louisiana Ave and 75th Ave) 6' screening wall inadequate based on likely noise impacts to neighbors
570	5/3/22 Brooklyn Park Open House	(Display board comment at West Broadway and 64th Ave)
571	5/3/22 Brooklyn Park Open House	(Display board comment at West Broadway CSAH 103) before CSAH 8
572	5/3/22 Brooklyn Park Open House	(Display board comment Jolly Ln @ West Broadway ) Important access to retail. Retain this connection
573	5/5/22 Crystal Open House	The Bass Lake interchange option is much better. It seems easier for pedestrians and cyclists who would use the train or just need a safe option ot cross Bottineau which does not currently exist. This option would also make traffic faster on Bottineau by removing left turns and a traffic control devise. The at grade option seems like a much poorer option that will only cause traffic problems. The distance needed to take the pedestrian route will result in it not being used. the ramps will also have dark spots and me more likely to cause slips and falls in the winter. the interchange option is the only option!
574	5/5/22 Crystal Open House	Light rail nose. Bus stop on Bass Lake west bound needs to be closer. If accident on whilshire and County Road 81 - how will northbound light rail be warned? Line of sight is blocked by rail raod bridge.

No.	Source	Comment
575	5/5/22 Crystal Open House	I like to plan to maintain the 3 lanes for the 1/2 mile since that will help alleviate concerns of congestion at least partially. This will be great to get around the metro without a car! I work downtown and would use this almost every day.
576	5/5/22 Crystal Open House	Really really want the light rail! Love the new route that connects the northside. I used to live in north and better more reliable public transportation is very needed in that area especially as well as connecting Crystal to the city. Looking forward to being able to commute to work downtown on the train and to see concerts and go to restaurants without needed to spend money on expensive parking downtown in both MPLS and STP. We bought our house in Crystal in 2018 to be near possible light rail stops! goals to stay a 1 car family and to bike and use public transit more!
577	5/5/22 Crystal Open House	I don't agree with the route recommendation. I don't want the light rail to come through my neighborhood. It would be too noisy. There is only one road to the residential area and the light rail will make it difficult to get to our homes. There would be parking issues, crime. I strongly disagree with the light rail on Lyndale Avenue North.
578	5/5/22 Crystal Open House	(Display board comment at Bass Lake Road and Welcome Ave ) safe intersection for pedestrians, park access, name this crystal station
579	5/5/22 Crystal Open House	(Display board comment at Brunswick Ave N) Don't like the trees
580	5/5/22 Crystal Open House	(Display board comment at Welcome Ave and Bass Lake Rd) Name this crystal stop
581	5/5/22 Crystal Open House	(Display board comment at Lakeland Ave and Bottineau Blvd and CSAH 81) Ped bridge over RR to station
582	5/5/22 Crystal Open House	(Display board comment at West Broadway Ave and CSAH 8) Concern for loss of blvd trees
583	5/5/22 Crystal Open House	(Display board comment)- Build for gated fare control q
584	5/5/22 Crystal Open House	(Display board comment)- Park and ride/pedestrian bridge- PED bridge across RR

No.	Source	Comment
585	5/5/22 Crystal Open House	(Display board comment) - Easy park access
586	5/5/22 Crystal Open House	(Display board comment Bass Lake Rd and Bottineau Blvd) - train does not control traffic lights
587	5/17/22 Lyn Park Neighborhood Meeting	NEED "Red Line" Washington to W Broadway route option There is clearly no support here for Lyndale route, The Lyndale option impacts too many residents and doesn't serve people who need LRT
588	Interactive Map - Brooklyn Park	610 West: Taxpayer subsidized luxury housing (\$7 Million) Target North Campus: Taxpayer subsidized offices (\$5 Million) Both of these have not brought the desired return on investment to the community with additional development. Stop throwing good money after bad. Don't extend the light rail out to this area.
589	Interactive Map - Minneapolis	A group of Northsiders really want the 21st Option. However, there are a few concerns that they have. First and foremost, they strongly desire for the option to NOT take out the Butter Role Bakery Building (1500 West Broadway Avenue). 1502, 1506, and 1512 West Broadway Avenue are currently being renovated by small business owners. Neighbors and local developers also do NOT want the LRT to take out 1301, 1303, 1307, 1317, and 1403 21st Avenues North. These sites are to be turned into another multifamily housing project run by The Link MN. Instead, they want to the LRT to run farther along 21st and start curving south down at 1405 21st Avenue North and through 1409 21st Avenue North. Both 1405 and 1409 are poorly managed rental properties.) From there they want to see the LRT run through land where the following properties are located: 2015 Irving Avenue North (Poorly Managed Rental), 2013 Irving Avenue North (Empty Land), 1509 Hillside Avenue North (City Owned Lot), 1513 Hillside Avenue North (Poorly Managed Rental) 1517 Hillside Avenue North, (Poorly Managed Rental) 1521 Hillside Avenue North (Estate Sale Home) They want to see the LRT enter back into West Broadway Avenue closer to James Avenue North -- This site is VERY dangerous to walk across and neighbors want to see a traffic light there. This would require the 1516 and 1524 West Broadway Avenue utilized by future LRT.
590	Interactive Map - Minneapolis	By running the LRT down 21st Avenue North, the neighborhood would create a much safer environment in which one can bike -- Biking Broadway is very dangerous.
591	Interactive Map - Minneapolis	Consider swinging the light rail around to this corner and adding a stop. This intersection was due for reconstruction with the initial alignment but now is left out of the picture. It is dangerous to cross, sidewalks are deteriorating and unpassable in spots, and is a huge barrier for people living in Heritage Park to get across the interstate safely. This would also offer a better connection opportunity to the C line aside from the Penn Ave stop later on in the alignment.
592	Interactive Map - Minneapolis	Construction concerns: there is currently a large amount of traffic that takes this W Broadway frontage road and zips north on Vincent at unsafe speeds. Please do not divert traffic down Vincent as this will further endanger the kids in our neighborhood.

No.	Source	Comment
593	Interactive Map - Minneapolis	Don't do this again.
594	Interactive Map - Robbinsdale	DT Robbinsdale station should be closer to 42nd Ave N, where all of the great restaurants and businesses are.
595	Interactive Map - Brooklyn Park	Has consideration been given to the use of the existing railroad tracks? Much of this region can be serviced by using the existing tracks and minimizing the effects on the Brooklyn Park residents along West Broadway at and north of 73rd. The 724 and 723 can then be expanded to board and deboard at various points along the blue line extension. When it comes to servicing Target North Campus, there could be a shuttle type of service or another extension of local routes. I can see this providing more access to the community and commuters alike.
596	Interactive Map - Robbinsdale	How will pedestrian safety be addressed here, specifically the folks who walk back and forth from the businesses and the surrounding senior housing?
597	Interactive Map - Crystal	I HAVE NO USE FOR THIS CHOOCHOO. IT WILL BE A TRAFFIC NUISANCE EVERY DAY FOR ME. I do not feel I should have to pay one cent for this major inconvenience. I think those promoting it should be moved to a socialist country.
598	Interactive Map - Brooklyn Park	I see there are empty buildings and parking lots at the Target campus. Please consider a partnership with Target and place the platform and station at this location. The benefits are obvious to both the public and Target. Existing infrastructure should be utilized to it's full potential.
599	Interactive Map - Brooklyn Park	I'm wondering why the light rail doesn't just continue down west Broadway till just before 94 where Lakeland Ave N and 81 practically touch and then swap over. Seems like it would be less of a mess.
600	Interactive Map - Robbinsdale	If it would be possible to create a park and ride here, it would be an excellent station location.
601	Interactive Map - Brooklyn Park	Line should end here. The density north of this point does not warrant a light rail and two additional stops.
602	Interactive Map - Robbinsdale	Maybe a station at 36th Ave and at Lowry Ave/North Memorial can be considered. They are a significant distance apart and both are distinct development nodes. Both should produce decent ridership.
603	Interactive Map - Crystal	Maybe a station here is worthy. I realize the development isn't significant but it helps support good accessibility to the corridor.
604	Interactive Map - Robbinsdale	Moving the LR from 81 to West Broadway would alleviate people's concerns about pedestrians crossing the highway and slowing down ambulances.

No.	Source	Comment
605	Interactive Map - Brooklyn Park	NHCC parking lots are underutilized. Good partnership oppty for park and ride to reduce costs.
606	Interactive Map - Minneapolis	Opportunity to close this entrance to Upton Ave N and add a landscaped traffic diverter. The amount of cut-through traffic that currently uses this access point is unsafe as most do not even bother to stop at the next intersection at 27th and Upton. I've almost been hit by walking my dog several times in the past couple months.
607	Interactive Map - Minneapolis	Opportunity to eliminate cut through traffic by closing these streets where they meet Broadway Ave. These intersections are dangerous enough as is with the angles in which they meet causing severe blind spots especially when cars are parked on Broadway for the church service.
608	Interactive Map - Robbinsdale	PLEASE prioritize pedestrian access to the parkway! It is such an under appreciated part of our city and more people should have the opportunity to enjoy it.
609	Interactive Map - Minneapolis	Running this line down Broadway and removing all parking on Broadway will damage the many businesses. Lowry to Washington is a better route.
610	Interactive Map - Brooklyn Park	Talk to the property owner about adding a raised pedestrian connection from the station through the parking lot to the Cub and Target.
611	Interactive Map - Brooklyn Park	The line should stop here. Extending it any further is a waste of money and resources.
612	Interactive Map - Minneapolis	The LRT coming down West Broadway will be exceptionally detrimental to my business. The 21st Avenue route makes more sense.
613	Interactive Map - Minneapolis	The poor street design of this area is not fixed by adding a tight corner (for the LRT) with numerous more signals. I agree that the street network needs to be redesigned here, but there are already several other stations nearby. Building another station so close to the Royalston Ave/Farmers Mkt Station AND the Lyndale Ave Station is redundant and will only serve to slow down the commute time for the rest of the line. Both the C and D Lines have high frequency connections in the same area. Please don't add unnecessary complexity to the project that will only make the route and system less efficient; please stay on 7th Street through here.
614	Interactive Map - Brooklyn Park	This building was acquired and removed by Hennepin County at least 2 years ago. Suggest using an updated aerial photo.

No.	Source	Comment
615	Interactive Map - Minneapolis	This intersection at 26th Ave N and Broadway Ave is a perfect opportunity to serve the neighborhood blocks north of 26th and below Broadway as well as those below 26th and west of Penn. More needs to be done to reduce cut-through traffic and meter the rate of traffic going down our residential north-south streets.
616	Interactive Map - Minneapolis	This is a very dangerous intersection. Light Rail should not be put here if possible. Use route 1-A.
617	Interactive Map - Minneapolis	This is already a very busy intersection. What will be done to alleviate this added congestion?
618	Interactive Map - Minneapolis	This route would be advantageous both for a C Line connection and the neighborhood west of 94 and south of 55.
619	Interactive Map - Robbinsdale	This would be the preferred route over CR-81, although I am not really in favor of either.
620	Interactive Map - Brooklyn Park	Use this runoff pond as the crossing point from 81 to 130 instead of building over already built land.
621	Interactive Map - Brooklyn Park	What happens to the homes here?
622	Interactive Map - Minneapolis	would this mean those that own house the city would want to buy up and tear down. I ask because my house is on we Broadway

No.	Source	Comment
623	Interactive Map - Brooklyn Park	<p>You requested feedback on the proposed or recommended Blue Line rail project. Here is my initial feedback. I am providing this feedback as a resident of Brooklyn Park (for several decades). I do not know enough about the New Hope and Robbinsdale situations to comment for those areas. Here is my feedback. 1. Is there a need for light rail? I know the politicians want it so they can run on some accomplishments but do the citizens want it? I am not aware of any votes by B. Park residents to determine if they want a rail system running through their neighborhoods. Since the recommended route is basically through the west district of B. Park I would like to see a vote taken of the people in the west district to see if they want it. In my circles, we doubt that such a vote would yield over 50%. Let the residents of the west district decide if they want the rail project to go on. 2. Assuming B. Park residents want a rail system installed and operating then why not locate the system in the area where there are customers? I recommend the rail system run on or near highway 252. Why? On both the east and west sides of 252 are the most residents who will make up the customer base for light rail. Very few residents live on highway 81 past the Crystal Airport. In other words, build the system where there are customers who will ride the system to and from downtown. 3. Assuming you do not like comment 2, then I offer this. At the Crystal Airport start bending the rails to West Broadway near where the U-Haul building is located. Why? It makes more sense to run the rail system on West Broadway to the shopping area near Brooklyn Blvd. There is a Target store, Cub, and other businesses there for people to get off the train and shop. I see in the B. Park City Pages that Northwind Plaza is going to be upgraded which will bring more shops to that area, thus more rail system customers. Plus here is a major positive, by having the rails go up West Broadway the train would go by the Community College so that students from the entire area could ride the rails to attend. None of this is viable by having the train stop at 63rd and on the intersection of 81 and Brooklyn Blvd. One has to walk to get to these shops and it is too far away from the college. There are no positives by having the rails go past the airport north to 63rd to Brooklyn Blvd on 81. 4. When I moved to B. Park several years ago the west district was pretty clean, limited litter, houses maintained. Metro buses run up Winnetka, West Broadway, Boone and I believe a part of Modern Road. There is a large apartment complex on 63rd and Boone, townhomes and smaller apartments nearer to 81 and 169. On the east side of 81 is Zane and 63rd where there have been numerous crime incidents. People who now get off these buses to go to these complexes do not give a dam about the neighborhood. These people, I call them pigs, drop enough litter on the streets to make the west district look just like areas of Mpls. Just drive down 63rd or these other streets on a Monday and look at the litter they leave behind. Land owners, including land lords, go out and try and pick up the litter. The county or city runs their sweepers a couple times a year to pick up litter in the curbs but that is not enough. My point is this: the rail system stop at 63rd will make this litter worse. So the budget should include personnel to walk 63rd and some other streets, east and west, 2 or 3 times a week to pick up litter caused by the increase in people getting off the trains and walking to these complexes and tossing their litter on the sidewalk and street. Frank Duster</p>
624	Interactive Map - Brooklyn Park	<p>It looks nice. Hoping that you are planning in to have slower traffic on 93rd Ave with some nice walkways/paths and bike paths, etc. to get from the neighborhoods to the station. Thanks for the good work!</p>
625	Interactive Map - Brooklyn Park	<p>So excited for this to become a reality. Please keep in mind that people will need walking/biking access from both sides of the light rail system and make sure stations and pathways are well lit. Light rail will provide so many benefits. Thank you and keep pushing!</p>

No.	Source	Comment
626	Interactive Map - Brooklyn Park	Joggers, bicyclists and families with children depicted here are not present in this area at all due to absent safe access and no destinations for same nearby. 50mph traffic, no shoulders, no paths, industrial workers and cross-suburb traffic today, high volume during rush hour 93rd and Broadway by ppl who will never use light rail. High potential to negatively impact local traffic for ppl uninterested in light rail. Given pedestrian path investment required all around W, E and S for large distances on top of all that, this station seems like risky investment. Seems placed here just to justify extension for Target HQ.
627	Interactive Map - Brooklyn Park	Looks like fencing on the east side but not the west? why not both sides? please consider fencing/wall on both sides to help businesses lessen foot traffic in their parking lots
628	Interactive Map - Brooklyn Park	Presently no safe pedestrian access from west, east or south. Investment beyond immediate station block necessary to be useful and safe.
629	Interactive Map - Minneapolis	It would also be a great stop for people coming from the North to go to the farmers market without having to transfer to the green line or walk from target field
630	Interactive Map - Minneapolis	Agreed to both above.
631	Interactive Map - Brooklyn Park	Surely just N of 94, where the Carmax and uHaul are would be a better place to make the jump to W Broadway again? It's only purpose now is a runoff pond which could be bridged.
632	Interactive Map - Robbinsdale	This image is very misleading, Lakeland Avenue on the right hand side has a significant elevation difference and requires a retaining wall separation from Bottineau Blvd.
633	Interactive Map - Crystal	Is this a joke? Reducing Bottineau to two lanes is a terrible idea. Why are you punishing residents that live in this area for a transit option that is unnecessary.
634	Interactive Map - Crystal	Makling so many pay for the benefit of the few is ludicrous these people CHOSE to live away from everything actions have consequences this is a complete waste of money that will never have the ridership expected
635	Interactive Map - Robbinsdale	Are there any proposals for running the line along the existing roads here. I know they are replacing the bridges now and it seems like a station right at the junction of Lowry and Broadway would be good. Also, is this connected to the hospital parking ramp? If so, why?
636	Interactive Map - Crystal	This is great! All those businesses and empty offices will become desired places now that they can attract workers who choose not to own a vehicle.
637	Interactive Map - Minneapolis	I love that the bike lane could be converted to a fully separated walk/bike path. Would it make sense to omit the left sidewalk in favor of more separation for the right hand path? Presumably snow removal will be critical here.

No.	Source	Comment
638	Interactive Map - Minneapolis	Pedestrians will need additional opportunities to safely cross Lyndale, especially grocery store users who may have carts or caddys to haul their groceries.
639	Interactive Map - Minneapolis	Pedestrians will need additional opportunities to safely cross both the light rail and vehicle travel lanes besides just the existing bridge over lyndale
640	Interactive Map - Minneapolis	Where will people park their cars w/o on-street parking options currently available?
641	Interactive Map - Minneapolis	I live two blocks from this location and no one really parks on Broadway. It's too busy and peoples vehicles parked on it often run the risk of getting clipped or need to be moved for plows. Parking should be completely removed from Broadway instead since these few cars that do park hinder traffic and cause slowdowns. Also, there are many good and accessible on street parking options on adjoining streets. This shouldn't be a serious concern unless this problem can be quantified seriously.
642	Interactive Map - Minneapolis	Businesses would be better served with transit that increases their service area and thereby customer base better than 1-3 parking spaces per business.
643	Interactive Map - Minneapolis	The only necessarily car dependent business on this stretch is a gas station that has its own parking. Pair of Dice Pizza has off street parking for customers and employees. I do not see a need for preserving street parking and new business interests attempting to survive a climate catastrophe should seek a transit customer base.
644	Interactive Map - Minneapolis	This option looks like it would be less disruptive to existing traffic patterns and result in faster ride times for light rail users
645	Interactive Map - Minneapolis	I prefer 2A-b because the land just south of plymouth is not really meant for people, but putting the light rail station in that are would improve the walkability of that side and make it safer for pedestrians. I watch people walk across the bridge on lyndale/plymouth and that area is not safe for pedestrians currently. Again, adding light rail would increase safety in that intersection overall
646	Interactive Map - Minneapolis	Prefer LR on Bdwy. Need new parking options for businesses - ongoing issue now anyway, limited access = limited biz. LR should bring foot traffic to area = increased biz. Reduce autos in area = positive change.
647	Interactive Map - Minneapolis	I think all the routes would be great but keeping other transit priorities in mind will also be key. Making sure vehicle traffic can move, busses, emergency vehicles, pedestrians, bikes, etc . The benefits of keeping the lines together here would be fewer stations to build and service. Might be worth the squeeze but more buildings would be affected. Many of these buildings are not suitable for reuse so some of them are likely not an issue to remove. In terms of people's parking issues, the city should implement paid parking on the corridor at the least or remove it all together. Parking should not be prioritized by the city at the expense of public transportation. Many more people will ride this line than will park in any given space we chose to preserve.

No.	Source	Comment
648	Interactive Map - Minneapolis	This route appears to make the most efficient use of space of the options presented and to be among the least costly to maintain. Should bring additional foot traffic to businesses along this corridor. Consider placing additional stop at Broadway and Lyndale to increase foot traffic which will increase safety and utility for grocery store users and residents of higher density housing at 18 1/2 Ave and Lyndale, and increase opportunity cost of maintaining surface level parking lots at the Cub and Merwin plazas along Broadway, opening opportunities for thoughtful, transit-oriented redevelopment
649	Interactive Map - Minneapolis	This looks like a good option to activate businesses on all corners
650	Interactive Map - Minneapolis	Prohibiting left turns will likely only be successful here if there is a physical barrier
651	Interactive Map - Minneapolis	Also, a more direct connection to the Farmers Market.
652	Interactive Map - Brooklyn Park	(OP) I should also add this would create opportunity for a useful station around residences here.
653	Interactive Map - Minneapolis	on-street parking is essential to maintain
654	Interactive Map - Minneapolis	neat!
655	Interactive Map - Minneapolis	I think maintaining street parking on Broadway is a low priority
656	Interactive Map - Minneapolis	Reducing the number of lanes and moving away from on street parking here should really calm the area, making it more walk-friendly. I'd definitely eat a meal on the sidewalk here. That said, maybe ANY sort of plan for parking would assuage the fears of naysayers. Just not on the street proper.
657	Interactive Map - Minneapolis	Love this option! Very excited at the prospect of this coming to our neighborhood and connecting Near North to the rest of the rail system.
658	Interactive Map - Minneapolis	Additionally, the single-lane roads could reduce the amount of car accidents, which Broadway currently has a lot of.

No.	Source	Comment
659	Interactive Map - Minneapolis	It would help the neighborhood businesses if the sidewalks were widened with this option.
660	Interactive Map - Minneapolis	This is a defunct rendering, the Kemps plant is east of the current proposed Blue Line alignment.
661	Interactive Map - Minneapolis	Where will people park their cars w/o on-stree parking options currently available?
662	Interactive Map - Minneapolis	There is no on-street parking with the current 4-lane configuration.
663	Interactive Map - Minneapolis	Do not add on street parking. Ignore these people. Only a dozen cars can park here currently and people don't like to do it because of plowing and getting side swiped.
664	Interactive Map - Minneapolis	Slowing down vehicle traffic is much needed along this stretch of Broadway that is extremely dangerous due to high speed travel. This stretch is currently notable for being dangerous for pedestrians, bicycles and cars due to the number of accidents, high speeds, strangely timed lights, and poor visibility around curves.
665	Interactive Map - Robbinsdale	This is a challenging intersection as a pedestrian and adding the light rail here will be another challenge. If the elevated tracks through this section are too costly, would you consider a pedestrian and bike bridge over this intersection?
666	Interactive Map - Robbinsdale	I think this option will work well. Things like bollards and prioritizing pedestrians at crosswalks will make it much better than the current situation.
667	Interactive Map - Robbinsdale	There should be more opportunities for pedestrians and bicycles to safely cross this stretch.
668	Interactive Map - Robbinsdale	reduce road widths on Broadway and Lakeland to create wider side walks.
669	Interactive Map - Crystal	This seems like an odd place for a stop. There's nothing there and this highway is dangerous as it is for pedestrians.
670	Interactive Map - Crystal	I don't think they are proposing a stop here.

No.	Source	Comment
671	Interactive Map - Crystal	As a resident with poor vision who lives in Crystal. The lack of consistent transit routes makes it difficult to get around. This would be such a great benefit to those who don't have a car and those who cannot get a driver's license for whatever reason. The buses currently run twice an hour out here currently. I'm all for it.
672	Interactive Map - Crystal	This is a great benefit to the community and will more than make up for the loss of a lane of traffic in each direction.
673	Interactive Map - Crystal	This was just made to 6 lanes and now proposed to go back down to 4? This is the definition of a boondoggle.
674	Interactive Map - Minneapolis	I think this plan would be amazing for the residents and business owners of North Minneapolis. As someone who lives in South Minneapolis, but loves to spend time in North Minneapolis ( with some of my favorite stores and restaurants there), this plan to extend the blue line would be a remarkable gain. This makes me especially happy as it would open opportunities to work, beyond downtown Mpls, that often don't appear feasible to those who do not own a car, like myself.
675	Interactive Map - Minneapolis	If the rail line is split (this is the south loop), why are two tracks needed? One track would provide a little more roadway on either side
676	Interactive Map - Minneapolis	There is plenty of parking on side streets perpendicular to Broadway, no need to preserve here.
677	Interactive Map - Minneapolis	I would support that new infrastructure in this area is much needed and would be exciting for the community once completed. But the plans and conversations geared toward managing expectations and the local community's frustrations due to construction should begin early.
678	Interactive Map - Minneapolis	There is plenty of parking nearby on other streets
679	Interactive Map - Minneapolis	Can we add a landscaped strip between the sidewalk and the driving lane? Currently it feels so unsafe to walk along Broadway given the excessive speed and reckless driving. It also looks like the plan could benefit from additional storm water run off zones.
680	Interactive Map - Minneapolis	To the comment about landscaping: I would rather have wider sidewalks. I think the single lane in each direction will provide a traffic calming effect. The landscaping would likely not be well maintained. Road and sidewalk salt would kill any trees they try to grow there.
681	Interactive Map - Crystal	The light rail will be able to transport a significantly higher number of people than 2 extra car lanes. This is a good change. Reducing the number of lanes will also make the road much safer.
682	Interactive Map - Minneapolis	Without on street parking these local businesses will die.

No.	Source	Comment
683	Interactive Map - Minneapolis	On street parking is needed
684	Interactive Map - Minneapolis	There is lots of left turning traffic at this intersection. Any plan needs to include a good way to accommodate left turning vehicle traffic without creating backups.
685	Interactive Map - Minneapolis	Will left turns be possible in this configuration? Would it not be better to have the LR at the edge of the street on one side?
686	Interactive Map - Minneapolis	This concept of the light rail running on Lyndale from 18th Av to Plymouth Av would be alarming and detrimental for the residential community of Lyndale Park!! The drawing is deceptive because it doesn't show just how close this Light Rail would run adjacent to the residential homes along this stretch. The Light Rail should be diverted to Washington Av - NO RESIDENTIAL HOMES should be DISTURBED starting 3am - all day long - until Midnight - 7 DAYS A WEEK!!
687	Interactive Map - Crystal	Do rapid bus transit or a better bussing system if you must do something. Light rail is not tenable from an infrastructure or budgetary perspective.
688	Interactive Map - Minneapolis	Lol eat me
689	Interactive Map - Minneapolis	The street is not wide enough to accomodate this without taking away from the backyards of existing homes.
690	Interactive Map - Robbinsdale	It would probably be unnecessary to make this elevated here. Traffic isn't bad on this stretch of the road and traffic being diverted to downtown Robbinsdale would be good actually. Also, what is the purpose of the elevation? I'm struggling to see what the benefits would be.
691	Interactive Map - Minneapolis	I like the idea of a left turn lane, I am not sure how well the elevated train would fit. Would it be an open area? Closed? A Hiawatha-like station might cut off the sides of the streets from each other, in a negative way.
692	Interactive Map - Robbinsdale	Repost: You all should have coordinated with the current Broadway/ Victory Memorial bridge reconstruction to integrate potential future light rail into the design. Talk about ineffective govt planning, holy cow. What a waste of an opportunity.
693	Interactive Map - Minneapolis	We do NOT like the elevated option. We don't think it would fit the aesthetic of the neighborhood and would just generally be disruptive to the flow and feel of the street. It could also create a space for folks to congregate under the cover of the overpass and potentially lead to additional blight and/or criminal activity. We much prefer the open concept of the street-level light rail option.

No.	Source	Comment
694	Interactive Map - Robbinsdale	How is snow cleared from this in the winter? Will there be a risk of throwing snow and debris down onto vehicles?
695	Interactive Map - Robbinsdale	Would elevating the tracks improve safety for pedestrians/passengers while reducing crashes and traffic light delays seen in St. Paul and along Hiawatha? Will be interesting to see how much this could add to the total costs.
696	Interactive Map - Robbinsdale	I think elevated track would be a huge waste of money.
697	Interactive Map - Minneapolis	Please do not to an elevated option here. I agree with other comments that it does not fit the aesthetic of the area.
698	Interactive Map - Minneapolis	The elevated option is interesting, but one could ask if it would fit or even be feasible, not to mention the increased cost of elevating the trains
699	Interactive Map - Robbinsdale	At this point you need to get off 81or Bottineau drive and go up Broadway Ave all the way to 85th in Brooklyn Park. I lived in robbinsdale for 18 years and I know that that stretch of robbinsdale and beyond as much less traffic on it and it would offer many more access points in town. I know that the road is narrow but if you can put a light rail right down the center of University avenue I think you can do it down the center of Broadway in robbinsdale. This route would take you through the most dense area of robbinsdale and Crystal and would add huge value to the properties in these areas.
700	Interactive Map - Robbinsdale	Should this station be farther north and closer to the actual downtown? Here there is just a church parking lot.
701	Interactive Map - Minneapolis	Agreed that there is no risk to businesses on this stretch. Maybe the only business without adequate parking space is that tire shop (not even sure if it is a tire shop as there's no real signage or hours of operation) which always has people blocking both lanes of traffic anyway.
702	Interactive Map - Minneapolis	The western half of Lowry is too narrow to support light rail.
703	Interactive Map - Minneapolis	This option(1A-a)would offer more connectivity to current/future business and TOD(Transit Oriented Development)
704	Interactive Map - Minneapolis	This option looks more efficient in many respects.

No.	Source	Comment
705	Interactive Map - Minneapolis	There is a lot of speeding traffic on N 7th, I would be concerned about vehicle collisions with the train crossing 7th.
706	Interactive Map - Minneapolis	I do not like the location of the Plymouth and Lyndale station. Why are they not putting it at the vacant land that is triangle shaped at the intersection?
707	Interactive Map - Minneapolis	This is a good location for a station given its proximity to housing and potential future transit riders
708	Interactive Map - Minneapolis	This option is much better for pedestrian access to the station. Option 2-b is up against the freeway and can only be accessed by crossing major streets.
709	Interactive Map - Minneapolis	2b is the best choice
710	Interactive Map - Minneapolis	I like 2A-b best because it doesnt interfere with traffic on 14th ave
711	Interactive Map - Minneapolis	I prefer Broadway, too, making it a corridor similar to how the Green Line uses University. It will eventually be good for business and will dramatically improve the quality of life in the neighborhood for us Northsiders.
712	Interactive Map - Minneapolis	First of all, it's 21st Avenue North, not 21st Street.
713	Interactive Map - Minneapolis	I think this option is better than 3B-a. It is simpler and would manage traffic speeds better, even if it increases car travel times slightly (which shouldn't be a consideration).
714	Interactive Map - Minneapolis	I think this option is probably the least ideal of the four. It requires taking over the most existing property, and pushes all of the major rail activity (and pedestrian traffic) further north closer to the low density residential neighborhood, which should be concentrated along the Broadway commercial corridor.
715	Interactive Map - Minneapolis	You all should have coordinated with the current Broadway/ Victory Memorial bridge reconstruction to integrate potential future light rail into the design. Talk about ineffective govt planning, holy cow. What a waste of an opportunity.
716	Interactive Map - Minneapolis	I would prefer this option simply because it preserves more of the existing properties. There is a lot of potential here for community based growth and investment. Avoid prioritizing car traffic. Drivers will adjust to take new routes if they can't turn left. Agree with the comment about adding a physical barrier.

No.	Source	Comment
717	Interactive Map - Brooklyn Park	If Hennepin county still owns the land, use this as an opportunity for affordable housing and transit oriented development
718	Interactive Map - Minneapolis	has anyone given thought to ambulance accessibility. there are many elderly residents and cutting off emergency service vehicles for 1 minute can be life threatening
719	Interactive Map - Minneapolis	The estimated response time to any location in Mpls is 11 minutes. Including disconnections to several north/south running avenues shouldn't meaningfully impact response times enough to be considered.
720	Interactive Map - Minneapolis	People should feel however they feel about I-35 w being moved into a tunnel
721	Interactive Map - Brooklyn Park	A station here would be beneficial for residents of the surrounding vicinity
722	Interactive Map - Brooklyn Park	Agreed
723	Interactive Map - Minneapolis	I agree with the reasons listed below that the elevated track is not a good idea. Additionally, it simply would not be worth the extra cost. This would only benefit traffic, which is already a blight on neighborhood livability. Elevated track would exacerbate livability issues further.
724	Interactive Map - Minneapolis	I agree with the other individuals and would not prefer the elevated option for the good reasons listed already (character of the neighborhood, expense, etc.).
725	Interactive Map - Robbinsdale	The elevated track through Robbinsdale looks like it would work the best for pedestrian and auto traffic. Traffic through the downtown area of Robbinsdale can get congested without commuters trying to avoid the increased wait times if the track was on the street level. I think the elevated track would be worth the cost in the long run.
726	Interactive Map - Robbinsdale	I think it would Definitely have a huge impact on cost but when it comes to a project that could last a generation it seems worth it. That option looks like it would relive congestion for commuters on the train and cars and busses as well. Getting people to work and home sooner seems to be the focus so I'm for the elevated track.
727	Interactive Map - Minneapolis	Instead of creating vibrancy down the corridor, the elevated option would cut off the local businesses from the transit service even more. At grade, with limited vehicle traffic is much more preferable

No.	Source	Comment
728	Interactive Map - Minneapolis	Elevated would be great to have less impact on vehicular traffic, like the way the Lake St station is elevated in south Mpls
729	Interactive Map - Robbinsdale	If local city government (Robbinsdale) insists on elevated, they should pay for the increased cost of doing so for the project as an added benefit, like Eden Prairie did with their added benefit projects.
730	Interactive Map - Minneapolis	Anything to control traffic here
731	Interactive Map - Minneapolis	This whole project would introduce a road diet to so many unwalkable areas. It could be really transformative for businesses over a 20 year period.
732	Interactive Map - Minneapolis	A road diet to reduce traffic is much needed here to increase safety for all users, not just cars.
733	Interactive Map - Minneapolis	I don't think the city is looking to buy any homes unless they plan to place a stop there. It's more likely that a developer would be interested in buying your property to build a larger multi family building as the 2040 plan pretty much says that there shouldn't be small single family homes along roads like Broadway.
734	Interactive Map - Crystal	Do not want it here it destroys my property value in addition to all the noise
735	Interactive Map - Crystal	This is a great location for the rail. We live adjacent to Bottineau and are not worried about the minimal noise from a light rail and are excited about the potential ease of access to downtown and airport without needing to drive.
736	Interactive Map - Crystal	Better access to public transit also HELPS property value. At the moment this stretch of 81 is underserved and has no easy access to public transit
737	Interactive Map - Crystal	I live nearby and will gladly welcome the new light rail. It will be much better than 6 lanes of all car traffic.
738	Interactive Map - Minneapolis	14th and Lyndale does not look like this. It is residential with back and side yards facing Lyndale Ave
739	Interactive Map - Minneapolis	This image is very deceptive??!! Lyndale Av is not wide enough to accommodate this proposal. The building shown on the left is Cub Foods and across Lyndale on the right is a Seniors Assisted Living complex. Having tracks and train traffic would put those Seniors, who depend on crossing Lyndale often, at risk! This plan would be TOTALLY unacceptable for residents from 18th Av to Plymouth Av! Homes are on both sides of Lyndale Av. This proposal ruins a peaceful residential community with a flood of lights, noise and constant vibrations!

No.	Source	Comment
740	Interactive Map - Minneapolis	Agree with above. My entire family was nearly killed at this intersection. Even if there isn't a stop something must be done
741	Interactive Map - Crystal	If this is satire, it's really funny
742	Interactive Map - Minneapolis	Just a head's up, it appears that the Visualizations for Lyndale at 14th Ave and Lyndale at 18th Ave are switched
743	Interactive Map - Robbinsdale	How will this effect noise in the neighborhood?
744	Interactive Map - Minneapolis	I could not agree more with all the comments below. Lyndale does not have the infrastructure to accomodate this. The residents also do not want this.
745	Interactive Map - Minneapolis	This looks absolutely fantastic!
746	Interactive Map - Minneapolis	Can't wait to see the LTR come into fruition and supercharge the community!!!
747	Interactive Map - Brooklyn Park	Not worth having a station coming up in this part of the cities with all the crime already happening in all the other areas from here to Minneapolis. Good idea to scare away the residents by making this happen.
748	Interactive Map - Minneapolis	You can actually see if your house would be affected. Highly doubt it
749	Interactive Map - Minneapolis	Light rail good. Cope and seeth.
750	Interactive Map - Crystal	Chef kiss. Planners gunna be bust'n over this one.
751	Interactive Map - Minneapolis	2A-a is a terrible options. I don't see how there's enough room for a north & south bound train AND a lane for cars in both directions as it is, BUT then to overcrowd this area with a Station platform as well is absurd!

No.	Source	Comment
752	Interactive Map - Minneapolis	2A-b would be the better choice of the two given options. This option allows more realistic space for a Station platform.
753	Interactive Map - Minneapolis	This option might make the most sense for where a station platform could 'fit' with the open land, but it's not the right place for people to access transit - and that's the real point of it all. Stations in a no-man's land will end up with just that, no people. Without significant pedestrian infrastructure and traffic calming on the crossings of Lyndale and Plymouth to reach Option 2A-b, the alternative Option 2A-a is the best station location. 2A-a will require it's own set of pedestrian and neighborhood improvements to minimize impacts, but it's the most viable for influencing transit ridership.
754	Interactive Map - Minneapolis	This is my preferred option. It actually minimizes property impact, as well as being a quick route for the Light Rail. Additionally it opens up undeveloped areas along 21st Ave. North for development.
755	Interactive Map - Brooklyn Park	spend our money on fixing the roads & Bridges!! light rail is a Big Waste of OUR Money!!!
756	Interactive Map - Minneapolis	The city usually doesn't exercise options to purchase private residences unless they're absolutely necessary. These are costly and litigious to do. I wouldn't worry about that.
757	Interactive Map - Minneapolis	This seems like a great idea!
758	Interactive Map - Crystal	It's a waste. The rail is under utilized, and a massive money pit. The money would be better invested in our roads and freeway systems that desperately need reworking and improvement
759	Interactive Map - Robbinsdale	I agree. This intersection has a lot of pedestrian traffic and activity.
760	Interactive Map - Brooklyn Park	I like it how Metro Transit is working together to serve communities that lack enough public transit infrastructure. This station just like many others will help the communities grow!
761	Interactive Map - Minneapolis	2A-b is a better choice because the station would go in open right-of-way land
762	Interactive Map - Minneapolis	Keeping the platform as close to Fremont as possible would make sense for transit connections.

No.	Source	Comment
763	Interactive Map - Brooklyn Park	That would be a wonderful addition.
764	Interactive Map - Brooklyn Park	Growing our infrastructure while reducing future generations' dependence on fossil fuels is so important. Bigotry and warped crime statistics shouldn't scare residents into resisting extremely positive and healthy change.
765	Interactive Map - Brooklyn Park	Please get this built. Having a large infrastructure of public transportation is what makes a metro great. Get more people to places quicker, cheaper, and better on the environment.
766	Interactive Map - Brooklyn Park	Target staying flex worker location post pandemic. No real need for this now, without hundreds of Target corp workers daily this is really just a ghost terminus, like the 93rd ave station. No need to spend our money for this.
767	Interactive Map - Brooklyn Park	Could you make it maybe go up to Champlin by the river or into Anoka? It would then get rid of the need for the Northstar commuter rail.
768	Interactive Map - Brooklyn Park	They will rapidly destroyed by inner city criminals
769	Interactive Map - Minneapolis	Please build the station at location 2a-b
770	Interactive Map - Brooklyn Park	Please include a concept layout with the orientation more zoomed out to show how the area/station will be situated
771	Interactive Map - Minneapolis	I like 2A-B better. It is further away than 2A-A from the awful intersection of N Plymouth Ave and N Lyndale Ave. This intersection is prone to car crashes and may be less safe for riders that are waiting at the station.
772	Interactive Map - Robbinsdale	I agree with the request to protect pedestrian access to the parkway. In addition, please don't allow the degradation of the natural area by allowing an increase in development abutting the park, in response to the rail line, especially parking lots.
773	Interactive Map - Minneapolis	This station location will lead to more pedestrians being struck by speeding traffic than the 2A-a configuration. It is dangerous to make pedestrians cross these street to reach the station.
774	Interactive Map - Brooklyn Park	Will there be overnight parking available at this station or any of the other proposed stations?

No.	Source	Comment
775	Interactive Map - Minneapolis	I prefer 2A-b because it provides a more viable space for an adequate pedestrian station if the Light Rail runs through this stretch of Lyndale Av. However, diverting the Light Rail onto Washington Av instead would alleviate a tremendous amount of congestion this concept will cause AND would not disturb the residential community along this proposed route.
776	Interactive Map - Brooklyn Park	Please include electric charging infrastructure or at least a plug available for vehicles
777	Interactive Map - Brooklyn Park	These drawings show up in the wrong location on the map.
778	Interactive Map - Robbinsdale	Yes, station should be at 41st Ave, closer to actual downtown.
779	Interactive Map - Minneapolis	This is a better location. More "eyes-on-the-street" If the platform is isolated by the freeway, I'm afraid it will end up like the Lake Street/Midtown station - Isolated, elevated, and easy opportunity for crime.
780	Interactive Map - Brooklyn Park	Overall, this is a great project and needs to be brought to fruition; but do include electric vehicle charging stations
781	Interactive Map - Brooklyn Park	Brooklyn Park will need to consider modifications to West Broadway all the way to 109th avenue if this occurs. It is already way too congested with traffic, warehouses and a 2 lane road.
782	Interactive Map - Robbinsdale	I would really like to know how the location of the Blue Line here improves access to current businesses, increases pedestrian safety and improves traffic issues that are already present, especially during rush hour on CR-9. Emergency vehicle traffic greatly affects this.
783	Interactive Map - Minneapolis	Has anyone even surveyed the demand for public transportation at this intersection? I never see more than 1 person at the bus stop.
784	Interactive Map - Minneapolis	It is already so difficult for the residents on 14th to get out onto Lyndale. This will make it much more difficult. Has anyone even looked into the history of Lyn Park? This seems to be 100% against everything it was built and designed to be.
785	Interactive Map - Minneapolis	City of Minneapolis just recently modified this intersection to give much needed turn lanes. Having a lightrail stop here would be too choatic.
786	Interactive Map - Minneapolis	This area is mostly residential, lots of townhomes, residential homes and cul de sacs. Having a station here would make traffic horrendous for people living here. Also, there is no need for a stop here when there will be a stop at Broadway, about a mile away.

No.	Source	Comment
787	Interactive Map - Minneapolis	This is a very dangerous intersection. Light Rail should be put here so safety upgrades can be made and reliance on cars in the area is lessened. Light Rail also increases walkability in an area and calms the traffic which should help make this intersection less dangerous and welcoming to people.
788	Interactive Map - Minneapolis	I totally agree. Rail needs to go down Hwy 55!
789	Interactive Map - Brooklyn Park	Okie, Q!!! maybe you should move to Argentina with the rest of the Nazis?
790	Interactive Map - Minneapolis	Are you going to relocate the Mpls Fire Dept Station #4?
791	Interactive Map - Minneapolis	Just a reminder construction starts at 6am. This will be going on for 4 years. I called 311 and there was nothing I could do about them pounding off of 94. The state will need to should proof our homes.
792	Interactive Map - Minneapolis	How is it a "waste of opportunity"?
793	Interactive Map - Minneapolis	Why would it be detrimental to your business?
794	Interactive Map - Minneapolis	It WILL get worse. The Rail needs to go down Hwy 55!
795	Interactive Map - Minneapolis	There is no street parking currently on Broadway in this area. So there will not be any changes.
796	Interactive Map - Minneapolis	I hope they move the station location to the corner of Broadway @ Penn (would be exceptional location to serve the community)
797	Interactive Map - Minneapolis	Agree, Lyndale is an access point for the traffic coming to the north area that will be heavily impacted.
798	Interactive Map - Brooklyn Park	Yes they tried using the railroad tracks originally and BNSF refused to negotiate for the right of way usage. It is the reason the project got delayed so many years

No.	Source	Comment
799	Interactive Map - Minneapolis	I agree that coming through Lyn-Park (Lyndale Av) is a horrible plan! It will negatively impact approximately 250 residents which live in a combination of single family homes, townhomes and a Senior Assisted Living complex. This is NOT a zero-car household community - on average we are considered a 2-car household community! This segment of Lyndale has NO businesses to serve by the LRT! This is NOT an industrial or business area where train horns, bell clanging sounds and platform announcements, every 10 mins 7 days a week, would have no impact! We are a RESIDENTIAL area!! Taking the LRT down Washington Av is the only reasonable choice at the point!! Why would you take advantage of OUR residential community like this?!?!
800	Interactive Map - Minneapolis	That previous comment should say 250 homes/residences would be negatively impacted by this plan. If we were counting the number of people who would be impacted in the Lyn-Park Neighborhood then you would have to at least double that number... so 500+ people having OUR community and Peace of mind totally disrupted by horns, bells clanging and platform announcements every 10 mins all day and night 7 days a week!
801	Interactive Map - Minneapolis	I agree with the previous comment. Washington Av is the only reasonable choice from what has been presented!
802	Interactive Map - Minneapolis	1. There should be a stop here and/or at the Farmer's Market to connect the lines and serve Heritage Park. 2. This intersection is dangerous and embarrassing for any pedestrians and cyclists trying to cross 55 or 94. Please add some pedestrian/bicycle bridges across both roads so downtown is actually accessible. This is also a racial equity issue: folks I have talked to said these pedestrian conveniences were promised via the Hollman Consent Decree yet were never delivered
803	Interactive Map - Minneapolis	Add a separate pedestrian/bike bridge over 94 to make walking/biking to and from the LRT faster and easier
804	Interactive Map - Minneapolis	Add some specific secure parking areas for taxis, Uber, and Lyft, along with bikes and scooters, to facilitate last mile connections and options
805	Interactive Map - Minneapolis	Not having a stop here near Heritage Park makes no sense. This community was designed as a mixed-income model. Reward the vision and make it a more convenient and inviting place to live.
806	Interactive Map - Minneapolis	For this residential east-west stretch, consider turning one side of 55 into a greenway/parkway. That would allow for a more walkable/bikeable portion (and could even include some local business development, e.g. there are no restaurants, gas stations, shops, etc.) while also having plenty of space for east-west traffic space on the other side
807	Interactive Map - Minneapolis	The entire community engagement strategy has been an epic failure. There is a historical middle class - predominately black neighborhood here that is set in a safe quite area. This will not meet the needs of the community, we are happy with the buses. This feels like a repeat of Rondo. Trees will be torn down, safety for emergency vehicles impacted. There has been no community engagement. A decision to move forward was made at the height of COVID with little to no opportunity to learn the pros/cons of this project.

No.	Source	Comment
808	Interactive Map - Minneapolis	I agree with the previous comment that there is NO need for a stop/platform station on Lyndale at Plymouth ESPECIALLY *NOT* on the north side of Plymouth Av!
809	Interactive Map - Minneapolis	This rendering is not accurate. What a terrible idea to run through this quiet neighborhood. The road is not wide enough to accommodate. Not only would running the line here disturb a residential neighborhood but adding a stop here would be pointless. Did they do no research on the utilization of the bus stop currently here? From what I've seen it is no where near popular enough to require a LR stop
810	Interactive Map - Minneapolis	Was there a study done to home owners where the rail is now to see if there was a problem? (Homes with ONLY a sidewalk away please). If there is where can we access findings?
811	Interactive Map - Minneapolis	If the Rail is approved is the state going to sound proof our homes? With this Rail comes crime. So people will be able to see the comings & goings of the residents at 14th & 18th because there is only one way in and out. This means our insurance will go up. If graffiti is on our property because of this new rail will the state pay for this?
812	Interactive Map - Minneapolis	What does Metro Transit say about Bus #22? Oh wait there can't be a bus going southbound on Lyndale because the Rail is there. So now the people who take the #22 will have to walk to Broadway to catch a bus going downtown to transfer to the #22 because of the rail. What does the Mpls School Board and other school districts say because they use Lyndale as a Bus Stop. This Rail is VERY unsafe for OUR children on Lyndale or Stop on Lyndale.
813	Interactive Map - Minneapolis	Have you made contact with the MPD & MFD? What does the Park & Rec Board have to say about their plans on LynParks upgrades they're planning, I think in 2022/23?
814	Interactive Map - Minneapolis	I talked with a few people in my neighborhood today and they knew nothing about the RAIL going down Lyndale. How have you tried to contact these residents who it IMPACTS MOST? It seems this is normal practice until a few weeks out.
815	Interactive Map - Minneapolis	This is NOT 14th & Lyndale! This part of Lyndale is one of the MAIN route for EMERGENCY vehicles frequently used. The MFD Station #4 is located @ 11th Ave & E Lyndale. If the Rail is on Lyndale vehicles CAN NOT pull over to the side because one side is Rail and other is Bike Lane with an assumed boarder. Also horrible with snow removal. No room for TURN LANES because these are people houses and you will have to TAKE their land to make room for the RAIL right at their back door.
816	Interactive Map - Minneapolis	I think this plan would be amazing for the residents and business owners of North Minneapolis. As someone who lives in South Minneapolis, but loves to spend time in North Minneapolis ( with some of my favorite stores and restaurants there), this plan to extend the blue line would be a remarkable gain. This makes me especially happy as it would open opportunities to work, beyond downtown Mpls, that often don't appear feasible to those who do not own a car, like myself.

No.	Source	Comment
817	Interactive Map - Minneapolis	This concept of the light rail running on Lyndale from 18th Av to Plymouth Av would be alarming and detrimental for the residential community of Lyndale Park!! The drawing is deceptive because it doesn't show just how close this Light Rail would run adjacent to the residential homes along this stretch. The Light Rail should be diverted to Washington Av - NO RESIDENTIAL HOMES should be DISTURBED starting 3am - all day long - until Midnight - 7 DAYS A WEEK!!
818	Interactive Map - Minneapolis	This image is very deceptive??!! Lyndale Av is not wide enough to accommodate this proposal. The building shown on the left is Cub Foods and across Lyndale on the right is a Seniors Assisted Living complex. Having tracks and train traffic would put those Seniors, who depend on crossing Lyndale often, at risk! This plan would be TOTALLY unacceptable for residents from 18th Av to Plymouth Av! Homes are on both sides of Lyndale Av. This proposal ruins a peaceful residential community with a flood of lights, noise and constant vibrations!
819	Interactive Map - Minneapolis	You only need one Bus, #14 goes from downtown via Broadway to access business all the way to Crystal EVERY 15 Minutes. And stops at more corners so you don't have to walk as far as the few stops the train will have. You also have Bus # 5, 22, C Line & I think 1 more. No need for a VERY LOUD train running every 10 mins DINGING throughout the NIGHT & day being heard for blocks. <a href="https://youtu.be/xW9RS2m7KzM">https://youtu.be/xW9RS2m7KzM</a> . DO YOU want this next to YOUR HOME!
820	Interactive Map - Minneapolis	Please encourage some small business and mixed-use development around here. There are not enough walkable/bikeable options for people to drink, eat, and shop. Treat this part of the City as you would any other part: neighborhoods needs other things besides just parks and market rate and affordable housing
821	Interactive Map - Minneapolis	The funding info for FY 2022 HUD Choice Neighborhoods grants should come out soon here in the spring/summer. Please with our elected officials, the City, and MPHA to apply for the planning and subsequent \$30+ Million Choice implementation on behalf of Sumner-Glenwood and Heritage Park. If you look on the website MN has never had a Choice grant, and in other states they have successfully pursued that funding with transit and transit-oriented development as a key component. <a href="https://www.hud.gov/cn">https://www.hud.gov/cn</a>
822	Interactive Map - Minneapolis	If there were ever a place to consider a freeway lid/cap in Minneapolis, this should be high on the list
823	Interactive Map - Minneapolis	Why are we not connecting the Blue and Green lines at this stop? It seems like another segregation and racial equity issue: the Green line stops at the Farmers Market, but the Blue Line doesn't. Instead of having the old and exclusionary model of literal "other side of the tracks," why not connect the lines here so everyone is well-served for both transit, health, and convenience of not having to go all the way downtown to connect?
824	Interactive Map - Minneapolis	Given the project principles, going up Lyndale should not be an option. It is far too narrow and is exclusively car driving single family homes. The access for all of the homes in the Lyn-park neighborhood would be cut off and this area is already serviced to downtown very well and that is not currently utilized. Please go up Washington and turn onto Broadway.
825	Interactive Map - Minneapolis	Going up Washington would be much more cost effective, there is room for TOD (Transit Oriented Development) and it would connect businesses on the north end of North Loop with already dense housing to west Broadway and beyond. Washington does not have homes that would be torn up to accommodate the rail. Washington is the clear winner between the 2.

No.	Source	Comment
826	Interactive Map - Minneapolis	I agree not a safe and viable option to use Lyndale Ave. Let's plan Washington Ave/West Broadway wider industrial streets which makes the choice much safer. What did we learn from the Southwest the LTR planning and construction? Not needed or wanted in a Minneapolis community on Lyndale.
827	Interactive Map - Minneapolis	Unsafe and unwanted by the community. See previous comments.
828	Interactive Map - Minneapolis	This area is a Federal Opportunity Zone. Please start working proactively with planners and potential investors to bring in mixed-income and mixed-use housing and local business development near the future LRT stop. If the OZ incentives and Opportunity Funds are used correctly they could greatly benefit the development here for both new tenants and existing community members.
829	Interactive Map - Minneapolis	I live right here, and have lots of concerns about the safety and livability of having light rail run along Lyndale. Street is not wide enough to accommodate a light rail line. I also have noise/vibration concerns.
830	Interactive Map - Minneapolis	I live about 1/4 mile away. Wish I was even closer to this future LRT. Going to be very convenient and drive some great future development near the new V3 Sports pool and other facilities.
831	Interactive Map - Minneapolis	I agree the Lyndale Ave plan is not safe to use for LTR. Why devastate a Minneapolis area when a route could be chosen that is more industrial and can safely fit in a LTR line.
832	Interactive Map - Minneapolis	People with disabilities, seeing impairments, or use motorized chairs beware, the side walk you would use is next to the tracks. yeow no room to make any errors or misjudgments. Tether the children to you also. How are all the deaths and accidents going to be reported? Clearly not a good plan for all community members with the Lyndale plan. There is not enough space to insure safety and well being here. Can the city afford more wrong doing lawsuits?
833	Interactive Map - Minneapolis	NO vote to this proposal. Noise/lights/vibrations all hours of the day and night would ruin the quiet community of LynPark. Move this portion of the route to Washington that could accommodate a large scale project. North Loop would benefit from reduced parking issues, allow visitors to come to local businesses/Target Field, traffic calming and eliminate drag racing. Please DO NOT put this project on Lyndale!
834	Interactive Map - Minneapolis	I agree. Did we learn anything from the Southwest LTR plans and building? North Minneapolis deserves a safe infrastructure plan that is safe and adds to our community wellness not diminishes it. We deserve better!
835	Interactive Map - Minneapolis	LRT and Rapid Transit is the future.
836	Interactive Map - Crystal	Disagree. I love going to Washington or other cities with proper rapid transit and heavy rail systems. We are well behind other nations in our infrastructure and rapid transit systems.

No.	Source	Comment
837	Interactive Map - Robbinsdale	We need to be mindful of the number of stations that we put on the line. The green line kept adding stations during its development, now it is service is slow due to all the stops.
838	Interactive Map - Crystal	Don't create too many stations. Too many stations will slow the light rail too much.
839	Interactive Map - Minneapolis	If additional complexity serves additional people in North Minneapolis, I'm all for it. This area has been overlooked and underserved for far too long. Plenty of stops and "complexity" were added to the Green Line in order to serve more people in the neighborhoods actually being impacted by the changes. Lessons learned and all
840	Interactive Map - Minneapolis	Adding LRT here while also improving safety are not mutually exclusive.
841	Interactive Map - Minneapolis	This would really help residents travel and work in downtown and in the northern suburbs.
842	Interactive Map - Minneapolis	I live here too. I also have concerns about safety, livability and noise/vibration concerns. I would like to see the light rail use Washington between Plymouth and Broadway, rather than Lyndale - which is not wide enough to accomodate the trains and cars.
843	Interactive Map - Minneapolis	This comment process for this project seems to have been clearly designed to make it very difficult for senior residents to express their concerns.
844	Interactive Map - Minneapolis	an elevated train would look ugly! this is not new york or chicago!! having the train run on the ground level would look like it somewhat fit into the environment.
845	Interactive Map - Crystal	This would make this area an area people would want to be in as opposed to what it is now.
846	Interactive Map - Minneapolis	Lightrail is much less noisy than cars. Either traffic will increase or there will be a constant noise that isn't that bad. I live on the green line and the lightrail is the least of the noise I hear as far as (motorized) transportation modes.
847	Interactive Map - Minneapolis	Businesses on whichever street the lrt goes down should get assistance during construction.
848	Interactive Map - Minneapolis	Informed and useful comment ^
849	Interactive Map - Crystal	What are the considerations for pedestrians crossing 81 for the trail? It already is a danger zone for crossing this major intersection as cars speed in excess of 60+ mph.

No.	Source	Comment
850	Interactive Map - Crystal	What are the concepts and considerations for pedestrians/cyclists crossing 81? It appears this drawing divides the neighborhood even more so and makes it a game a frogger to cross the road. This is unacceptable given the trail and access to the lakes is across the south end of 81.
851	Interactive Map - Minneapolis	Move back to Lakeville
852	Interactive Map - Robbinsdale	A crosswalk already exists here. There are thousands of cars that use this intersection daily, driven by a range of drivers that may be inexperienced, unlicensed, under the influence, or distracted. The Blue Line Extension proposes adding a train — running on rails, operated by a trained professional — through this intersection, and you're worried about the train? Pedestrian safety IS a valid concern, but the cars are the problem, not the train.
853	Interactive Map - Crystal	Sir, this is a Wendy's... literally
854	Interactive Map - Crystal	Also, how will pedestrian safety be addressed/improved at this intersection?
855	Interactive Map - Minneapolis	I think this option is a recipe for disaster. The residents on the west side of Lyndale will not have easy access to their homes from Lyndale. They will be required to maneuver thru the not so safe neighborhood to gain access to their homes. I do not think that was the intention when Lyn Park was created. Also, the LRT invites unwanted attention thru a quiet, family oriented neighborhood. Looking at ridership in this area, you see, there isn't much participation in public transportation. This train should run down Washington where they will have more patron's.
856	Interactive Map - Robbinsdale	W Broadway is narrow and heavily residential, incorporating the light rail to this already narrow stretch of road would require homeowners like myself who live on this road to forfeit my property and maintain the debris/garbage from the traffic. No way!
857	Interactive Map - Minneapolis	Please ensure it is easy to access this station from Theo Wirth Pkwy from the south, Victory Pwky from the north, and Lowry from the east. It is difficult to access this area without walking under Broadway bridge - narrow and poor visibility.
858	Interactive Map - Minneapolis	If there's not going to be a station closer to the apartments west of 94 then I don't see the point in making more tight turns on the route, slowing the trains down.
859	Interactive Map - Minneapolis	First off, I think this line should not run down Lyndale. It should run down Washington instead. Lyndale would disrupt a community and Washington is more of a business district. If Metro Transit places the LRT down Lyndale anyway, I'd prefer 2A-B because if the blue line extension would go down Lyndale, this would make a better platform for our community it will keep riders from around N 14th ave hanging out looking around the properties while they wait for the train. That will minimize the possibility of theft/crime while a passenger is waiting for the trains to approach or while they hang out. The bells required to ring three times when approaching and leaving a platform. Having it on the South side of Plymouth will quiet our neighborhood a bit.

No.	Source	Comment
860	Interactive Map - Minneapolis	I like this option the best.
861	Interactive Map - Crystal	This neighborhood is closed off from the rest of Robbinsdale in terms of pedestrian access. No viable access from W Broadway and no access along Bottineau. Will accessible routes be added to allow people to walk/roll to the nearest station?
862	Interactive Map - Minneapolis	This platform here will increase theft and crime to our neighborhood. Metro Transit Police do not patrol platforms regularly. This would be the last stop before entering downtown, where the riders are forced off the trains (Target Field) around midnight. Homeless riders will know this and get off on Lyndale because it's quiet. They will sleep on the platform, wonder around the neighborhood looking for things to take while waiting for the 4 a.m. train to start running. Also, homeowners west of Lyndale can not use 14th ave to navigate thru the city. They will be forced to drive thru the neighborhood to access the freeways and downtown. I am 100% against this proposal.
863	Interactive Map - Minneapolis	This route would be a better connection to the Heritage Park neighborhood and International Market Square, plus make for better redevelopment on the corner.
864	Interactive Map - Minneapolis	Awful idea, doesn't provide as much benefit as it would cost to do. And having stations set above street level makes them more dangerous and keeps people from being able to see local storefronts. Slowing traffic on Broadway will be a good thing for everyone.
865	Interactive Map - Minneapolis	I'm very curious what it will actually look like at Broadway and Lyndale. The new route will have a turn there and there doesn't seem to be plans for a station at that intersection. The lights will need to be well engineered to deal with the people turning left in every direction.
866	Interactive Map - Minneapolis	LRT here will slow down traffic and make walking/biking less dangerous as well
867	Interactive Map - Brooklyn Park	These homes aren't overlapping with the stop, so there probably won't be any direct impact when it comes to building the tracks. Developers will probably have eyes on properties near stations to develop multi-family housing, with more of a focus on areas that are already highly commercial or closer to downtown. There may also be more commercial development near stops!
868	Interactive Map - Crystal	What specific conditions (intersections, etc.) will require the light rail trains to use their horns?
869	Interactive Map - Minneapolis	Privately-owned taxis, maybe. But Uber and Lyft are corporations that do not need public subsidies. Providing secure parking areas is not the mission or purpose of public transit.
870	Interactive Map - Robbinsdale	This specific intersection is a huge physical barrier to pedestrians and cyclists as it exists today. Signal times are extremely long for pedestrians meanwhile cars zoom by as if on a 'freeway'. We need traffic calming in the area to prioritize safe pedestrian crossings into downtown Robbinsdale. Two roads meet in Robbinsdale and I took neither because it is already unsafe.

No.	Source	Comment
871	Interactive Map - Robbinsdale	Park and rides are proven to induce auto traffic. The purpose of LRT is to allow people to live car-free. A Park and Ride is antithetical to the purpose of public transit. Park and rides only serve to widen gaps in pedestrian accessibility, while consuming a tremendous amount of taxpayer dollars, only for the car-centric half.
872	Interactive Map - Minneapolis	This path looks invasive to the current residents. This is a main pathway for emergency vehicles. There is no shoulder in the right lane, vehicles would be forced onto the side walk (causing road & car damage). The left lane cannot move at all & would increase emergency response times for this community.
873	Interactive Map - Crystal	This may be a good location for a future infill station; not right now yet.
874	Interactive Map - Robbinsdale	Right because the "debris/garbage" you speak of doesn't come from cars. Public transit belongs in close proximity to residential clusters, so as to achieve sufficient ridership and help those without their own car.
875	Interactive Map - Minneapolis	People need access to schools and parks via public transit. The Washington Avenue suggestion is a "Not in My Backyard" fallacy. Please keep this alignment for the purpose of increasing access to the numerous small businesses as well as public parks, schools, and health care. Why concern about non-existent "North Loop Parking issues" if you live in North?
876	Interactive Map - Minneapolis	The light rail brings noise & vibration that will effect the surroundings area and building infrastructure negatively. The announcements & bells will be constant in 2 directions from 3am-Midnight. The environment, homeowners land, & iconic bridge will have to be uprooted because there isn't enough space to accommodate this project. The multi year construction will adversely impact access to the businesses.
877	Interactive Map - Minneapolis	Imagine there's a proposal to put a train line here, allowing many more customers to shop without a car, and you're like "BuT wHeRe WiLl tHe CaRs gO?!?!?!?!?"
878	Interactive Map - Minneapolis	In an era when inequality is so denied by the 'haves' why are we still subsidizing privately owned vehicle traffic? All taxpayers are forced to subsidize on-street parking, even if they can't use it. Where is the equality in that? The parking 'concern' is a straw man tactic.
879	Interactive Map - Minneapolis	Everything possible needs to be done to make the transfer point to/from the C-Line and the LRT station convenient, physically accessible, and safe for pedestrians. If that means adjusting lanes to accommodate an efficient transfer, that is simply the right thing to do.
880	Interactive Map - Minneapolis	The Minneapolis Parks and Rec department has been working on renovating Hall Park for years! Running the lightrail through this community would cause safety concerns for the children at this park and nearby schools. Do not run the BLRT down Lyndale.
881	Interactive Map - Minneapolis	There appears to be an absolutely redundant, tax-payer funded cul-de-sac here. Please remove this subsidized safety issue that only reduces pedestrian safety near the LRT station. Talk about poor design! And all of this extra automobile traffic so near to Franklin Middle School. Please prioritize pedestrian safety as much as possible here!

No.	Source	Comment
882	Interactive Map - Minneapolis	Agreed with O.P.; there is precedent for creating pedestrian-only areas by eliminating automobile cut-throughs. The data shows that increasing pedestrian space improves property values at the same time increasing safety and equity. Please eliminate the automotive cut-throughs.
883	Interactive Map - Minneapolis	Adding LRT here will only serve to slow down the line, resulting in lower ridership than possible. Trains are easily the most efficient when NOT routed through 90 degree turns on State Highways.
884	Interactive Map - Crystal	Will everything (drive lanes, light rail, and existing noise walls) fit within the existing ROW corridor? If the corridor has to be widened, we have concerns about private property impacts. If the train has to be elevated here, how will noise be addressed?
885	Interactive Map - Crystal	Its always funny to me that people are so concerned with 'noisy' LRT, but say nothing about the numerous semis using their engine retarders on the 'freeways' that surround them. The noise perception is not in line with reality. Do you want safety? The train needs to be seen AND heard for safety.
886	Interactive Map - Crystal	Spare us the troll comments please.
887	Interactive Map - Robbinsdale	A downtown robbinsdale station would be great, but would need to ensure there is safe pedestrian corridors and signage to get people up to west Broadway where all the shops and restaurants are
888	Interactive Map - Robbinsdale	I agree with this. It is important that all of the small businesses on West Broadway are seen as an attraction and a destination
889	Interactive Map - Crystal	Light rail is inflexible, expensive and unnecessary. This line is opposed by many in the very same communities it's supposed to serve. Please scrap and replace with bus rapid transit
890	Interactive Map - Minneapolis	DO NOT recommend Lyndale as an option! This would absolutely devastate Lyn Hall residents and would not serve the community! This would ruin people's lives and wealth they have fought so hard for. The option to go down Washington is much more realistic, economically impactful, and less damaging to black communities. Listen to the residents. DO NOT rip through our neighborhood.
891	Interactive Map - Minneapolis	The comment about the addition of LRT decreasing wealth is generally incorrect. "The implementation of light rail or other high-frequency transit typically translates to higher property values in those areas." <a href="https://www.southwestjournal.com/focus/real-estate/2019/09/what-light-rail-will-mean-for-property-values/">https://www.southwestjournal.com/focus/real-estate/2019/09/what-light-rail-will-mean-for-property-values/</a> . Further, multiple studies have been done to analyze the impact of LRT in the Twin Cities and have not found them to translate to decreased wealth. A new transit line means increased accessibility to the area which directly benefits residents because they can now reach more opportunities.
892	Interactive Map - Minneapolis	I agree run a shuttle service off of Brooklyn Blvd to avoid West Broadway and it running along homes.
893	Interactive Map - Crystal	Not in favor of this!! Seems unfair to cause such disruption to my community and neighborhood for the convenience of others who chose to live outside the metro.

No.	Source	Comment
894	Interactive Map - Robbinsdale	A park and ride would only induce traffic. This area would be better served with providing safe and secure first- and last-mile options for riders. It would also benefit from being made into a pedestrian-oriented plaza
895	Interactive Map - Minneapolis	If the intention is for the light rail to connect the neighborhoods west of 94 this intersection MUST be reworked... bike lane, safer crosswalks, etc. Having the line swing up on Lyndale makes it closer to the farmers market, Sumner library and hopefully other business development on Olson Memorial but the walkability of this intersection must be addressed.
896	Interactive Map - Crystal	I'd imagine it would work similar to the Blue Line running parallel to 55/Haiwaitha. There should be a emphasis here for pedestrian and bicycle improvements
897	Interactive Map - Minneapolis	The Green Line is right outside my door in a historic district, and it has neither adversely impacted the area with noise/light/vibrations. What HAS impacted noise/light/vibrations have been automobiles. Light rail, even when using the bells and announcements (and announcements are pretty rare for as frequent as the light rail is) is not nearly as disruptive as automobile traffic.
898	Interactive Map - Brooklyn Park	Worried about crime. So many of these lines are not safe to ride on. The areas it goes through aren't safe. I will never use it. The homeless take it over. If you go downtown wouldn't feel safe using it at night. Fix our roads instead. Clean up crime. Punish to people who commit crimes on the light rail. Don't just let them out to terrorize us again. When crime is under control maybe think about later.
899	Interactive Map - Minneapolis	I second this
900	Interactive Map - Robbinsdale	I agree with all of the above
901	Interactive Map - Minneapolis	There is no risk to businesses with reducing parking. Creating greater accessibility to the area and increasing the overall pedestrian safety of the area would only benefit businesses. There are opportunities for increased sidewalk space to allow for the storefronts to be extended outside and to include things like outdoor seating. Noticing all of the businesses on this corridor can only be done at at slower speed, otherwise businesses are only being passed over while drivers are too stressed with driving/parking.
902	Interactive Map - Minneapolis	Similar to the other comment on this area, I support the extension through here with the caveat that it should in no way remove or dislocate the small businesses in this area. This corridor should be enhancing the businesses and improving business through TOD and walkability, not removing them and forcing economic development to start from scratch.
903	Interactive Map - Minneapolis	I do think it is pertinent add the direct pedestrian connection to the Cub and Target
904	Interactive Map - Minneapolis	Agreed - traffic calming measures should be put in place to increase pedestrian and bike walk/roll-ability and reduce the danger of traffic

No.	Source	Comment
905	Interactive Map - Brooklyn Park	More crime. In this already high crime area.
906	Interactive Map - Brooklyn Park	Keep the route on 81 away from residential neighborhoods!!!!
907	Interactive Map - Brooklyn Park	Why divert here? It seems so obvious that a stop should be placed further down near the 169/81 cross over. There's a unutilized section of real estate that could serve as a ride and go parking, plus there is a fleet farm, walmart, and just north of that is small business walking district of Osseo which people could visit. The current diversion though seems like an wheel and deal with Target who has already planned on abandoning that area, so it's already a loss. The only service this current diversion might provide is some traffic to the college, otherwise it's a dead end at the moment.
908	Interactive Map - Minneapolis	Why so many acres of surface parking lot? An efficient LRT station should alleviate the need, allowing more space for affordable housing, also near the station. Or, maybe even provide high-quality recreational space for the high school students to get exercise.
909	Interactive Map - Minneapolis	Second, there is also an opportunity here to reuse the space for a walkable pedestrian plaza with businesses and community amenities.
910	Interactive Map - Minneapolis	A stop here would be advantageous for businesses and people along Plymouth Avenue to access the light rail, and job opportunities located along the rail. There are significant vehicles traveling along Lyndale daily, and this could decrease the number of vehicles, provide opportunities for people living along the corridor to save money via transit and create opportunities for our youth to access opportunities.
911	Interactive Map - Minneapolis	Yes, so just have them drop people off in areas with no cameras and inadequate lighting. That seems safe :  I wouldn't call that a subsidy, I'd call it protecting workers (the drivers) and community members.
912	Interactive Map - Brooklyn Park	As someone who lives off Brooklyn Boulevard and Zane I think it's awful that the Blue Line is being forced into my neighborhood. The areas they are connecting are already destabilized enough without adding fuel to the fire. There have been so many reports of shots fired I can't even keep track. It's become a daily thing. There are at least 4 memorials that I can walk to within blocks of my place from people who've died from gun violence since 2018. Garbage is literally strewn everywhere by the outlet mall where I live. Linking Brooklyn Park with North Minneapolis will only exacerbate the problems. The people who think this is all being blown out of proportion and exaggerated have their collective heads willfully in the sand. Just like the politicians who ram this nonsense through without a vote, they have the privilege of not living in the areas where everything is going down. Please reconsider making our neighborhood worse than it already is.
913	Interactive Map - Minneapolis	agree no need to make it worse than it is already. we do not approve

No.	Source	Comment
914	Interactive Map - Minneapolis	Economic potential for who? Luxury apartment developers who will expand expensive housing up the river. Few who currently lives in North Minneapolis will be able to afford that new housing near the river
915	Interactive Map - Minneapolis	I do NOT approve of the light rail coming through. Do not ruin our neighborhood, for we are happy how we are and we do not use the damn light rail.
916	Interactive Map - Brooklyn Park	First off, I think this line should not run down Lyndale. It should run down Washington instead. Lyndale would disrupt a community and Washington is more of a business district. If Metro Transit places the LRT down Lyndale anyway, I'd prefer 2A-B because
917	Interactive Map - Minneapolis	Voting NONONONONONONo
918	Interactive Map - Brooklyn Park	I was excited to find out a light rail station could be opening up close to where I live. Would be even greater if it extended down Winnetka!
919	Interactive Map - Brooklyn Park	Since you didn't buy land when 93rd had fields, how many millions do you plan on paying to businesses to pay for the millions they spent building there? Maple Grove and others already use 93rd as their shortcut /time saver when 610 is backed up. The state didn't put in enough lanes when it was built. Just have station and parking ramp at Oak Grove and 85th. 93rd is already the go to alternate by media for 610. Also when 252 gets changed to a freeway 93rd will again have more traffic and Hennepin County refuses to get 93rd safe for bikes and pedestrians-too busy spending on Minneapolis and waiting for this project promised what 15-20 years ago.
920	Interactive Map - Minneapolis	There are a few things getting lost in the mix here: 1. This stop doesn't only serve Lyn Park. There are hundreds of Heritage Park mixed-income homeowners and renters, including low-income subsidized renters, who will be served by this stop. Lyn Park and homeowners shouldn't be deciding to move this stop when there are many more Heritage Park residents who want and need it. Renters should be considered just as much, if not more, than homeowners since over 50% of homes in Minneapolis are rentals. 2. Running the route along Washington will further enrich North Loop and luxury apartment developers at the expense of transit service and development opportunities for North Minneapolis and the Plymouth corridor. 3. This stop will really prime the Plymouth corridor for equitable redevelopment since there are already community-driven orgs, e.g. V3 Sports and Renewable Energy Partners and others, along the corridor. Since there is also a fair amount of government-controlled land, this will ensure that if the land is development for housing that it can include multifamily mixed-income and affordable housing components. 4. A lot of people actually want to live near LRT stops. If there are homeowners who want to move they will not have any trouble selling and will likely see an increase in property values due to the proximity to LRT. I suspect there are some existing homeowners who will be happy they will be in an area with access to transit, new development, and rising property values. 5. This is a once-in-ever opportunity for North Minneapolis. Don't give the asset away to North Loop and rich market-rate apartment developers. Fight for changes and solutions, but please don't wholly reject what other more affluent neighborhoods would welcome with open arms.

No.	Source	Comment
921	Interactive Map - Brooklyn Park	The unintended consequences of light rail will be giving access to criminals to travel back and forth to Minneapolis and to the suburbs. The metro also has issues with their light rail system with the homeless living on the trains and using them as bathrooms. A better use of tax payers money would be to have more affordable housing since the housing market has priced many people out of buying homes and there is currently a housing shortage.
922	Interactive Map - Brooklyn Park	Agreed, let this pipe dream go. It serves criminals and drug users and housing for homeless. Affordable housing would be a much better use of the funds. Let Murderapolis keep it's crime where it's at.
923	Interactive Map - Minneapolis	Washington Ave is a much better option, it is a wider road that would join East and West of highway94 in a way that's not currently offered.
924	Interactive Map - Minneapolis	Better for who? Many more lower-income riders west of the freeway
925	Interactive Map - Brooklyn Park	Light rail continues to be an expensive and dangerous option for travel in the Twin Cities. Personal Rail Transit (PRT) seems like a much better and cheaper option. Designed in Twin Cities, you ride in small cars holding 1-4 people. Don't have to worry about crime, above traffic so it doesn't interfere with vehicles, construction is fast and much cheaper. <a href="https://en.wikipedia.org/wiki/Personal_rapid_transit">https://en.wikipedia.org/wiki/Personal_rapid_transit</a>
926	Interactive Map - Minneapolis	This route will hopefully begin to limit some of the pollution from numerous vehicles driving on Lyndale by our homes. Also, with less traffic, it might be quieter and safer for foot traffic.
927	Interactive Map - Minneapolis	Would love to see protected bike lines on either 21st or Broadway. I often use my bike, but end up biking on the sidewalk to avoid reckless cars or going out of my way to avoid Broadway, making a longer commute.
928	Interactive Map - Minneapolis	I'd love to see 21st or Broadway turn into a road for the light rail, bikes and pedestrians only. This way, they are protected from cars and it will encourage more green transportation. And then those who still choose cars will have less in the way to complain about. Prioritizing green transportation is so vital if we are to prevent severe climate change and keep our communities safe.

No.	Source	Comment
929	Interactive Map - Minneapolis	<p>Neighborhood access will be disrupted, causing current easy routes in and out of North Minneapolis to be less efficient and more difficult to access. The light rail on Lyndale would also cut off entrance and exit points at the 14th and 18th streets, proving it difficult for homeowners to enter their complex. Parking will also become difficult because there is no park and ride available for people to park their cars while they hitch a ride to work or to the airport. As a result, our driveways and streets will become their parking lot and who knows how long they will be there for. It's free to park in the neighborhood so expect random cars to park in front of your house. It may even come to a point as one woman shared during her impact statement at the Lyn-Park meeting that the homeowners needed to purchase parking permits in order to park in front of their house. For each party they hosted, they had to purchase a permit for every single one of their guests to park on their street. If they were having work done on their house, they had to purchase a parking permit for their maintenance to park in front of their house. How inconvenient is this? How miserable would you be, if YOU had to do this? Would you still want a lightrail - the job that you do everyday that is supposed to improve and serve "1700 residents" (taken from the Lyn-Park Met council meeting powerpoint) in your backyard? I appeal to you that you see the impacts that this will have on our 250+ residences. Does this project still "meet your principles and goals" (taken from the Lyn-Park Met council meeting)?</p>
930	Interactive Map - Minneapolis	<p>Plymouth and Lyndale for the light rail and as a station is a BAD IDEA. Please let me entertain you the idea of Washington and Lowry. I often access this street for gas, restaurants, local coffee shops and so much more. I really do love this area and believe this would be a great location for the Blue line extension lightrail. It gives North Minneapolis access to the thriving North Loop and it would boost the economy of these more mature businesses. These retailers and restaurants have loyal customers and many of them live in and out of the city. Bringing the lightrail down Lowry and Washington would allow people who don't have access to cars to explore the downtown area or provide a safer transportation route home as there are 100s of bars and restaurants on this strip without having to worry about driving under the influence. Secondly, the Minneapolis Housing Authority is on this strip. What better way to improve our rising homeless population by giving them better access for help and care?</p>
931	Interactive Map - Minneapolis	<p>This proposed station and light rail is a terrible idea/location. This brings up the concern of safety and privacy in general of the stations. The Plymouth and Lyndale intersection is prime real estate for car accidents. I personally face that street and typically I will witness car accidents occur 3-4 times a week. It's very unsafe as traffic rules are not often followed. People often get T-boned, use turn lanes illegally to go straight, often leading to hit and runs or totaled cars in the intersection. Last week, one car even hit a tree into the green space where the station is proposed to be. If you put the light rail there, you will see more car accidents because people will not be patient with the light rail and WILL endanger themselves and others at the proposed stop. I do fear for the light rail station if put there as cars have driven up onto the sidewalk and have crashed over the fences. To what length will you jeopardize the safety of light rail goers for the sake of meeting "project principles and goals" (taken from the Lyn-Park Met council meeting powerpoint).</p>

No.	Source	Comment
932	Interactive Map - Minneapolis	North Minneapolis is full of thriving culture. I see it at Cub Foods. I see it at its places of worship, its restaurants and retailers. I see it at the V3 Center that will hopefully be constructed one day. I see a lot of hope and good will in this community. I know that you can see it to. All of these are huge attractions for bringing the Blue line extension down Lyndale. However, it will be at the expense of the neighborhood. I believe that my neighbors deserve to thrive in their homes and in their businesses, their places of worship - however if the lightrail comes this way, the 4-5 years of construction will crush them. Do you not recall University Ave? 100s of businesses closed and suffered from the seemingly never-ending construction. Local businesses here are small, family owned and cannot withstand such devastation. They won't be able to survive. Please don't do this to our rich historical neighborhood that we have worked so hard to make our own. Here is an article of one store that is sadly now closed (Bonnie's Café) <a href="https://www.mprnews.org/story/2011/05/13/central-corridor-university">https://www.mprnews.org/story/2011/05/13/central-corridor-university</a>
933	Interactive Map - Minneapolis	The current proposal takes away private property from home owners and complexes on both sides of Lyndale. North Minneapolis is a predominantly black middle class neighborhood where people have proudly grown their roots into the soil and it is rich in its history. We're proud to be a part of this neighborhood and we also proudly purchased these homes with our hard earned sweat and tears. To have some of our land taken from us without any compensation is an insult to our livelihood.
934	Interactive Map - Minneapolis	This lightrail will decrease property value and here's why. Not only will we have less land, as the city will take land from each side of the street minimizing your land ownership, but trash and littering will heighten with the addition of the blue line extension not only on the light rail but INTO the surrounding neighborhood. At the meeting there were countless testimonies of people who had lightrails put into their frontyard and backyard and they would wake up to empty wallets, trash, unhygienic materials scattered throughout their yards. There were even people walking around their neighborhood, peering in windows and trespassing private property. No one wants litter and crime in their backyard and no one wants to feel unsafe in their own home.
935	Interactive Map - Minneapolis	To me, this station location is a big mistake. Not only because of the safety aspect, but also logistically. This street is too small to accommodate two light rail trains, traffic from both sides, a bike lane and a sidewalk. That is a tall order for a small neighborhood street. This is the main entrance into North Minneapolis for the 4th precinct that serves this district. Fire trucks and EMS access Lyndale multiple times a day. I know this because I often hear them multiple times a day. This street can barely accommodate its current traffic and to add in a light rail?? It is not wise and prudent to do so.
936	Interactive Map - Minneapolis	The lightrail on Broadway will be a great way to bring in more people to the businesses, and it will allow those in the neighborhood who don't have a car another accessible option to get around. Getting rid of the street parking is a good and safe option - many times I've had to swerve around cars improperly parked, or people trying to get out of their cars. If we have the lightrail, that will decrease the need for street parking. There is also plenty of street parking on the side streets if needed.
937	Interactive Map - Minneapolis	I don't like this option, unless we can somehow guarantee that it won't be like the Lake Street/Midtown Station. I find that one very difficult to get out of - the elevator is slow and people tend to block the stairwells.

No.	Source	Comment
938	Interactive Map - Minneapolis	<p>What about the existing businesses on Washington? The current businesses on Washington are more mature and will be less effected by the light rail and here's why. A majority of the businesses past the North Loop are gas stations, self storages, garages, cabinet and interior services and a few office buildings. It is not residential and yet for those on the Lyn-Park and North Minneapolis side, it is a 5 min walk to cross over I94 and to reach Washington Ave. This is very doable and with a street that is much larger and can accommodate 2 trains and traffic in both directions it also will have the space to have sidewalks. It may even connect to the new Metro Transit Bus Garage Project! That would be incredible. Those in North Minneapolis would still have excellent access to the Blue Line Extension without the disruption of their homes, parks and small businesses. I plead with you to listen to our concerns and to put yourself in our shoes. Would you want a light rail in your backyard?</p>
939	Interactive Map - Minneapolis	<p>When I attended the Lyn-Park Neighborhood Meeting the reasons given for why the West Broadway route was chosen was because it would greatly improve access to regional destinations like Minneapolis Public Schools, the V3 Sports Center, and "1700+ residents, 1,800+ jobs, 50+ destinations of restaurants, places of worship, healthcare". While I am in full support of improving North Minneapolis and access to these great places I believe putting the light rail on the West Broadway route is not the way to boost the welfare and livelihood for those in it. When you place the light rail down Lyndale Ave, you will completely disrupt the neighborhood and the homeowners, renters, and residents within it. Everyone wants to live by public transportation, but no one wants it in their backyard, figuratively and literally. I face that street and often wake up to the blaring noises of the firetrucks and EMS speeding down Lyndale, as that is their main entrance into North Minneapolis. If the light rail comes down Lyndale, there will be two trains literally going back and forth every ten minutes, disrupting the neighborhood at all hours of the day and night.</p>
940	Interactive Map - Minneapolis	<p>I absolutely agree with this neighbors comments! I vehemently opposed to the Light Rail running on Lyndale Av - the extension of this Blue Line Light Rail negatively impacts the character/flavor of this, FIRST of its kind, uniquely suburbanized community created within an urban environment. The only acceptable route to minimize deplorable infrastructure &amp; safety impacts to the 250+ residences is using the wide corridor of Washington Av instead of Lyndale Av!</p>
941	Interactive Map - Minneapolis	<p>Disagree, this is the best route and I'm glad the NIMBYs won't win this one.</p>
942	Interactive Map - Minneapolis	<p>Oh no, upper class white folks in North Loop aren't getting what they want for a change. Maybe they'll give you BRT here. It's just as good, right?</p>
943	Interactive Map - Minneapolis	<p>I agree. Let's put together a creative solution that is a better fit for needed LTR space. Is there a term that fits here in our Lyndale community—infrastructure disparity? Enough is enough, not on Lyndale.</p>
944	Interactive Map - Minneapolis	<p>+1</p>

No.	Source	Comment
945	Cohort Comment - Asian Media Access	I do not think we need the light rail; all we need is better transportation options.
946	Cohort Comment - Asian Media Access	The light rail will harm the community.
947	Cohort Comment - Asian Media Access	The light rail will be a gateway to more crime to more neighborhoods.
948	Cohort Comment - Asian Media Access	What's so unique about the light rail is that it allows the community to leave their neighborhoods and see other parts of the city.
949	Cohort Comment - Asian Media Access	The light rail may build bridges between communities.
950	Cohort Comment - Asian Media Access	The light rail may allow communities to reach each other better.
951	Cohort Comment - Asian Media Access	I heard the decision has been made, why are they still collecting information if they already made up their minds.
952	Cohort Comment - Asian Media Access	Businesses are going to lose money.
953	Cohort Comment - Asian Media Access	Businesses are going to shut down because of the light rail.

No.	Source	Comment
954	Cohort Comment - Asian Media Access	I don't care either way about the light rail.
955	Cohort Comment - Asian Media Access	It's going to make Broadway look ugly.
956	Cohort Comment - Asian Media Access	There is going to be so much crime being committed on that light rail.
957	Cohort Comment - Asian Media Access	It feels like Minneapolis is turning into Chicago with this light rail and high crime rates.
958	Cohort Comment - Asian Media Access	How come the light rail never goes in white communities, only black ones.
959	Cohort Comment - Asian Media Access	The light rail should be better designed, it should be on top of the city or under the city like New York. It should not be put down west Broadway disrupting an already struggling community.
960	Cohort Comment - Asian Media Access	The light rail did not go down Lake Street they put the light rail on top of the city.
961	Cohort Comment - Asian Media Access	What happens when the light rail becomes obsolete after we have spent millions of dollars? Once again, the American people get stuck holding the bag.
962	Cohort Comment - Asian Media Access	What else could we have done besides the light rail.

No.	Source	Comment
963	Cohort Comment - Pueblos de Lucha y Esperanza	The blue line is very important transportation for many workers and in favor of the project
964	Cohort Comment - Pueblos de Lucha y Esperanza	I like the idea of the project but have concerns around rents and properties and how residents will be affected.
965	Cohort Comment - Pueblos de Lucha y Esperanza	Me parece una excelente idea para las personas que no manejamos. Resolvieron muchas dificultades para irnos de lugar a lugar.
966	Cohort Comment - Pueblos de Lucha y Esperanza	Good means of transportation for those who don't have the availability to drive and can reduce traffic.
967	Cohort Comment - Pueblos de Lucha y Esperanza	No hay problema, es una buena idea.
968	Cohort Comment - Pueblos de Lucha y Esperanza	Me gusta el proyecto y me gustaría que fuera en otros lugares.
969	Cohort Comment - Pueblos de Lucha y Esperanza	Me gusta el proyecto

No.	Source	Comment
970	Cohort Comment - Pueblos de Lucha y Esperanza	Me agrada la idea de este proyecto porque facilita el modo de transporte más directo y rápido
971	Cohort Comment - Pueblos de Lucha y Esperanza	Me parece que para la comunidad latina es muy buena idea.
972	Cohort Comment - Pueblos de Lucha y Esperanza	Resident concern on 73rd and or Brooklyn Blvd station- How will it impact kids? Playground?
973	Cohort Comment - Pueblos de Lucha y Esperanza	Great idea of how the light rail will connect from downtown minneapolis to Brooklyn park
974	Cohort Comment - Pueblos de Lucha y Esperanza	Why is it not going through Brooklyn Center?
975	Cohort Comment - Pueblos de Lucha y Esperanza	I work in a cleaning company and a lot of my workers use public transportation to get to brooklyn park and this will make it easier and less bus to take.
976	Cohort Comment - Pueblos de Lucha y Esperanza	Resident from 73rd; what about homes and families that live there? How will I have access to my home with construction?

No.	Source	Comment
977	Cohort Comment - Pueblos de Lucha y Esperanza	Resident from 63rd; I was not aware of the light rail coming through from Minneapolis. Will people living off the route get free bus cards?
978	Cohort Comment - Pueblos de Lucha y Esperanza	Crime and safety concerns on the bus and light rails. When the light rail is built there needs to be good lighting for safety on Broadway.
979	Cohort Comment - Pueblos de Lucha y Esperanza	The Broadway option makes more sense, but needs to address crime and safety.
980	Cohort Comment - Pueblos de Lucha y Esperanza	Would there be a possibility to add more commercial space? More latino businesses over northside on Broadway? There are not many businesses in the area.
981	Cohort Comment - Pueblos de Lucha y Esperanza	Concern with Merwin liquor store and the light rail, how will the light rail affect crime and safety?
982	Cohort Comment - Pueblos de Lucha y Esperanza	Penn and Olson residents; home values have increased significantly and rents as well. How will the project address the rising cost of rents and people begging to get displaced.
983	Cohort Comment - Pueblos de Lucha y Esperanza	Tuve un acto de racismo en en metro transit el bus drivers no me abrió la puerta a las 1am de la noche ojalá no Sean racista y dejen entrar a las personas en el bus

No.	Source	Comment
984	Cohort Comment - NEON	Trust issues with Metro Council
985	Cohort Comment - NEON	Trust issues with officials with Hennepin County
986	Cohort Comment - NEON	Safety concerns during construction, pathways for elders and youths to and from work/school
987	Cohort Comment - NEON	Traffic issues/concerns with workers, cars in drive ways, less parking
988	Cohort Comment - NEON	More efficient way to put things in writing, especially for African Americans+
989	Cohort Comment - NEON	Crime rates
990	Cohort Comment - NEON	More lighting during and after construction
991	Cohort Comment - NEON	Populations - Hazards waste products
992	Cohort Comment - NEON	Noise - Traffic and machinery
993	Cohort Comment - NEON	Minority jobs/women/men in North Minneapolis
994	Cohort Comment - NEON	Contractors - What % are minority who will enforce?
995	Cohort Comment - NEON	Property Value

No.	Source	Comment
996	Cohort Comment - NEON	North Minneapolis senior - Having a space to gather during construction and after/feeling a sense of anti-displacement
997	Cohort Comment - NEON	Anti-displacement - Residential, commercial, and housing.
998	Cohort Comment - NEON	More communication - Direct mail, door knocking, email blast to businesses, seniors, and residential
999	Cohort Comment - Encouraging Communities	Yes, I agree with the route recommendation, while Area 3 requires a high level of change and will prove to be very inconvenient to the residents living in the corridor during the construction period, this route will prove to be advantageous upon completion of this project. This is true because more people will have easy access to the BlueLine train, especially people living in the poor areas of Minneapolis. The end result would be that these poor people will have access to more jobs, which ordinarily they would not have the opportunity to connect with these jobs due to lack of transportation. Additionally, because residents of Minneapolis are the poorest economically and will be the most affected by Area 3 construction, I would highly recommend that 50% of Labor employment for this project be granted to those displaced corridor residents and receive priority treatment in employment selection without the red tape.
1000	Cohort Comment - LiBA	The City of Brooklyn Park purchased the Northwind Plaza near the intersection of West Broadway and Brooklyn Boulevard. This new development, "Small Business Development and Acceleration Center" will accord small and micro businesses to be in on space. LiBA has been hired as operator of the space. Along the corridor from North Minneapolis to Brooklyn Park, lies small and micro businesses. Brooklyn Park is home to a large population of immigrants. Brooklyn Park is 61% BIPOC community and the African immigrant community would like to keep its community together. The fear of displacement is looming and preserving these small and micro businesses in our community is key to the community. There are a lot of needs in the community, but LiBA will address the business needs. Immigrant businesses are struggling to survive. Small business support is paramount to maintaining these businesses. LiBA is focusing on training and technical support. These kinds of training will bring better understanding to small and micro businesses in the areas book and records keeping, small business certifications, credit repairs, becoming bank ready, etc. Lack of education and training for immigrant small and micro businesses. Lack of or access to finances. Lack of adequate and affordable commercial space. Minority businesses owning commercial spaces.
1001	Cohort Comment - Lao Center	When will the light rail train construction start?
1002	Cohort Comment - Lao Center	Why do I feel like this is the first time we are hearing about the the train construction? And when did this train project begin?

No.	Source	Comment
1003	Cohort Comment - Lao Center	How long before the construction of the train project?
1004	Cohort Comment - Lao Center	Are there assistance programs such as interpreters to help non-English speakers commute and navigate?
1005	Cohort Comment - Lao Center	I live in Brooklyn Park, and do you know the start date and time for the construction for us to plan our commute?
1006	Cohort Comment - Lao Center	How long does it take to complete the light rail train?
1007	Cohort Comment - Lao Center	Is the train intended to connect us with other cities or people with families in the suburban neighborhood?
1008	Cohort Comment - Lao Center	Will the city or project team have more upcoming development updates and changes to the current train design?
1009	Cohort Comment - Lao Center	What are the alternative travel routes through Minneapolis during construction?
1010	Cohort Comment - Lao Center	Does the train project planning team plan to do door knocks and host virtual townhall in our language?
1011	Cohort Comment - Lao Center	My family and I don't think we will be directly affected by the train development since we don't live in Minneapolis. But, what can we do to help our families and community business affected by the train project?
1012	Cohort Comment - Lao Center	Can the city create more culturally education program to help our low-income Lao community members when the train construction begins? And how does the city plan to reduce noise for residents?
1013	Cohort Comment - Lao Center	To me, this feels like the first time I'm hearing about the light rail construction, do you have model display to show?
1014	Cohort Comment - Lao Center	Where can we visually see a city design and layout of the construction plan? And it is too late to see the city design along with route?

No.	Source	Comment
1015	Cohort Comment - Lao Center	Where can I get more information or information brochures?
1016	Cohort Comment - Lao Center	Does the city or Lao Center have BLRT brochure translated in Hmong?
1017	Cohort Comment - Lao Center	Other than Lao Center, who are the key city contacts and representatives we need to know if we have more questions?
1018	Cohort Comment - Lao Center	If we are unhappy with this train project, is there anything we can do to prevent the construction?
1019	Cohort Comment - Lao Center	Who can help us advocate to stop the BLRT project? Would hosting a public protest stop the construction of this project?
1020	Cohort Comment - Lao Center	Why is this the first time I am hearing about this project? when did the light rail train project start?
1021	Cohort Comment - Lao Center	I am concerned about the health and safety of my children and family members during the train construction, who do we address our concerns of public safety to?
1022	Cohort Comment - Lao Center	Will the Lao Center or city of Minneapolis take long to start and finish construction?
1023	Cohort Comment - Lao Center	What if we don't want this train to come through our neighborhood, will it stop?
1024	Cohort Comment - Lao Center	What can we do to stop this train construction?
1025	Cohort Comment - Lao Center	Where and how long does any public viewing of the train project and plan last?
1026	Cohort Comment - Lao Center	Can we coordinate more community meetings with the city and city planner team?

No.	Source	Comment
1027	Cohort Comment - Lao Center	Can Lao Center (Amirillis) interpret for us during our meetings with the city and project planner?
1028	Cohort Comment - Lao Center	How is the light rail train development intentional to meet community's needs?
1029	Cohort Comment - Lao Center	Amirillis, you mentioned that a blue line train cohort exists to advocate for us. How does the Lao Center and the BLRT cohort plan to help us stay active in the construction process? You are the first person to actively connect with the hmong community and we have many questions.
1030	Cohort Comment - Lao Center	What environmental plan does the city and construction team have to control air pollution during construction?
1031	Cohort Comment - Lao Center	How can Lao Center and the city provide opportunities for the hmong community to stay engage throughout the train construction?
1032	Cohort Comment - Lao Center	Who are the key contacts or stakeholders who will listen to us?
1033	Cohort Comment - Lao Center	At this time, how Is the Lao Center and city stake holder improve and align decision-making with the AAIP community?
1034	Cohort Comment - Lao Center	I know our voices and opinions may not matter much at this stage in the train project, but we ask that the city and the planning team put themselves in our shoes when making the decision to start construction. How do they want to be treated?
1035	Cohort Comment - Lao Center	Will we have other chances to meet or talk with the city before construction?
1036	Cohort Comment - Lao Center	Does the city have alternative routes for residents and school buses to commute without traffic jam in our neighborhood?
1037	Cohort Comment - Lao Center	What public safety measure are there for the stay home elderly and non-English speakers?
1038	Cohort Comment - Lao Center	Amirillis and Sunny, you shared a lot about the project and development phases. But I want to know if the city and planning team have considered how this will affect the normalcy and survival of our community?

No.	Source	Comment
1039	Cohort Comment - Lao Center	I am supportive of the train connecting our three cities, but I would like to see data on rent stabilization and economic growth the train will bring to our community
1040	Cohort Comment - Lao Center	How will the city continue to support our concerns and accommodate our needs?
1041	Cohort Comment - Lao Center	Will the train construction project increase our taxes? We are already poor and barely getting back. We come to your center (Lao Center) for food support so if this train project is forcing us to pay, how will we afford to ride it?
1042	Cohort Comment - Lao Center	Does the city and BLRT planning team have any solution or safety action plan for racism hate crimes against Asian Americans? Especially for our elderly and non-English speakers? They will most likely be the population to use the light rail as compared to those with transportation and employment.
1043	Cohort Comment - Lao Center	Where can residents find sidewalk and crosswalk safety information?
1044	Cohort Comment - Lao Center	Where and how do I find out if my house/neighborhood fall into the city zoning as the construction starts?
1045	Cohort Comment - Lao Center	I am not home as often as my wife and mother, but I have not seen any mailing about the train construction. Where do I sign up or can I come back to the Lao Center?
1046	Email	the met council should be dismantled immediately . it's a unaccountable and racist organization .

No.	Source	Comment
1047	Email	<p>Hi, just reading the story on Kare11. I do not support the blue line expansion for a few reasons....</p> <ol style="list-style-type: none"> <li>1) People who need to commute into downtown for work have been working remotely for months/years now. The demand for this transportation is simply not there anymore and likely not returning to what it was.</li> <li>2) My experience with riding the Hiawatha tram route involved seeing way too many people just hop on without stopping at the ticket box. Of course I'd like to believe these people have the frequent flyer pass...but it sure looked questionable. It's too easy to get on the train and not pay for your ride. That's not fair to the taxpayers.</li> <li>3) I'm not interested in a tax hike to add further public transportation to a state that already has excellent public transportation available. How full are the bus routes in the area?</li> <li>4) If this does happen, I recommend adding staff/security to all routes for ticket checks to be sure the patrons are honest citizens helping fund the tram.</li> </ol> <p>Thanks for listening!</p>
1048	Email	<p>Hi am wondering since the blue line will be going down W Broadway AVE and my home is right there on where it will be coming. Will the houses that are there be bought up and torn down my address is 2518 W Broadway AVE mpls, mn55411 please contact me or is there a number i can call and talk to some one and get more info my cell number is 612-517-9384 if I don't answer please leave a voicemail thank you</p>
1049	Email	<p>I think the blue line extension should be postponed due to low ridership.</p>

No.	Source	Comment
1050	Email	<p>I am reaching out to put in my input regarding the blue line extension through the northwest suburbs. I do not agree with the route. As a student from the University of Minnesota, I have seen first-hand what putting a light rail through a community will do: bring crime and people who do not belong in the area. With Robbinsdale’s historic businesses and family-owned restaurants, there is a unique culture that should not be disrupted by a light rail. Considering the few amount of people actually going into the office downtown, I do not feel that a light rail would actually do anything beneficial for our community or be fully utilized by the people it is intended for. Due to the lack of regulation and security on train platforms, I have seen far too many use the light rail as a home or a loitering space and create a hostile environment that does not need to be brought into Robbinsdale.</p> <p>I feel that the money for this project could be better utilized by making the existing routes more secure and patrolled. For example, currently the train platforms are accessible by anyone (including those riding without tickets). I have seen homeless people setting up camp, loitering, people shouting and even urinating on the train. These are not the people I want coming into our neighborhoods. It makes riding the train feel very unsafe and deters people from riding, making this route pointless. If train platforms were made more secure and train cars safer, I think then this idea could be revisited in the far future if those efforts are successful.</p> <p>Thank you for providing a space where residents can provide their input. I appreciate your time!</p>
1051	Email	<p>This is Not what Brooklyn Park residents want, at least from the comments I've seen. It won't be long before the mayors of all the cities that this train passes through follow the footsteps of Minneapolis and stop enforcing laws to the point where there's no enforcement of needing a ticket to ride the train and the next thing you know we will have crime onboard and crime at the stations. This is going to turn into a boondoggle just like the Southwest light rail. Nothing but wasteful government spending. A solution without a problem.</p>
1052	Email	<p>We don't need another line that no one will use. The reason I say, no one will use is companies are allowing their employees to work from home. No need to spend time commuting. And you want to spend Billions and Billions of cost overruns to build a line that I am sure you are getting illegal kickbacks in the form of cash, cars, and trips.</p> <p>Taxpayer</p>
1053	Email	<p>I think you are the person to send customer feedback about the Blue Line Extension to? I spoke with a Bob Smith a little while ago who wanted to put in his suggestion that we should run the Blue Line Extension on the route that would involve going along Olson Memorial Highway and having stations at Van White Blvd, Golden Valley Road and Penn, etc, instead of the one that would go through Emerson/Fremont. He feels we would get more ridership with that option and customers would have a nicer ride. He'd also like to see a station on Humboldt Avenue. I did get his phone number, 763-504-2896.</p>

No.	Source	Comment
1054	Email	<p>In the Background and the Changes Since 2014 sections, you should acknowledge that Runway 14R/32L was decommissioned in 2020. It does not impact the BLRT analysis, but the memo should be corrected to note only three runways exist at Crystal now. For the Alternatives, the ones that talk about shortening or closing the paved crosswind runway are noted being compared to BLRT Alt 1, which is clearly noted as infeasible. But the distance has changed from the first submittal. Please correct the note or description to be clear about what's been updated.</p> <p>In Table 2, I suggest you take the opportunity to discuss the benefits of Alt A – either here in the table or in the Analysis section. While the FAA can make assumptions that all of the negatives listed in the other alternatives don't apply, it is always good to summarize the positives.</p> <p>In the Analysis section, the text leaves the impression that the OCS poles will be a problem. If there is a way to give some indication of how any potential airspace impacts will be mitigated, it will help the FAA make a determination. Otherwise, they may require the airspace completion prior to any response. They would likely do that anyway, but this is the chance to outline how conflicts would be resolved.</p>
1055	Email	<p>I wanted to pass along a couple ideas for the Blue Line Extension. I attended the listening session yesterday and brought a couple of items up and wanted to expand on those ideas in an email. The other item was one my husband wanted me to ask which was about making our transitway more environmentally conscious. In many parts of Europe and some parts of the US, the tracks have vegetation surrounding the track and they use bushes and other vegetation as natural barriers instead of concrete. Here are some photos and articles!</p> <p><a href="https://ggwash.org/view/9443/transitways-can-run-on-top-of-grass">https://ggwash.org/view/9443/transitways-can-run-on-top-of-grass</a></p> <p><a href="https://nacto.org/wp-content/uploads/2016/04/3-7_Green-Tram-Tracks-The-Advantages-of-Implementing-Vegetation-Systems-in-Tram-Tracks_2010.pdf">https://nacto.org/wp-content/uploads/2016/04/3-7_Green-Tram-Tracks-The-Advantages-of-Implementing-Vegetation-Systems-in-Tram-Tracks_2010.pdf</a></p> <p>The first idea I brought up was surrounding a Sumner-Lyndale link from TFS to the Broadway Alignment. Here is a quick sketch of what I was imagining when I brought up this idea. Seeing the news that Broadway was selected as the preferred route modification, I wanted to re-send this email with ideas I'd like to see incorporated as a Minneapolis resident. I do want to add that updating the highway 55 bridge over 94 is a huge priority because it is in clear disrepair that would have been fixed with the initial alignment and I think adding a stop at that corner would be a way to ensure the area becomes safe and walkable to those living nearby.</p>

No.	Source	Comment
1056	Email	<p>I am writing you to urge you to do what you can to stop the Metro Blue Line Extension. I don't understand how this extension is still a possibility, since by now it has been made more than clear that most of the residents in the area where the line will be built are against. In fact, I have yet to find anyone who lives in my neighborhood on the border of Brooklyn Park and Champlin, who isn't whole-heartedly against it.</p> <p>I can't speak to the reasons why other people oppose it, but I am against it for two reasons:</p> <ol style="list-style-type: none"> <li>1. I feel strongly that it will be a huge waste of money. There are currently several bus routes, and express bus routes to Downtown, that do a good job of serving the needs of those who commute by bus in the Northwest Metro. My wife and I have made good use of the "park and ride" lots on Noble Parkway and Zachary Lane. Until a recent job change, my wife commuted to Downtown by bus on a daily basis, and it worked just fine. Why spend hundreds of millions of dollars, if not billions, on a light rail line that is already well-served by bus routes? Furthermore, I don't think there should be ANY talk of additional light rail lines until the Southwest Light Rail Line boondoggle is brought under control. To think that over two billion dollars has been spent on this project, and it will still require untold hundreds of millions of dollars to finish! It's enough to make a tax-paying citizen sick to his stomach. There are so many better ways this money could have been spent, and so much more good it could have done.....Finally, there has never been a light rail line built anywhere in this country that is self-sufficient and doesn't require a huge amount of public subsidy to keep it operating . Why would we invest in something that we know will be a burden to taxpayers for as long as it exists?</li> <li>2. Increased crime - Crime has increased dramatically along the two light rail corridors and on the light rail trains themselves. There is no reason to think that crime would not increase along the route of the Blue Line Extension as it has along all the other light rail routes.</li> </ol> <p>One thought that haunts me is that it seems like the only people who are really in favor of building new light rail lines work for or own the companies that build them. I'm afraid that projects like the Blue Line extension are pushed forward by lobbying efforts from the companies that would be involved in their construction. While some might argue that the light rail construction projects are a good way to stimulate the economy, I think there are more efficient ways to stimulate the economy, ways that don't add to the already crippling tax burden of the average metro area resident.</p> <p>Thank you for taking the time to read this email. I urge you to stand with the people you represent in District 2, and do everything you can to stop the Blue Line extension!</p>
1057	Email	<p>Hello! I would like to give my feedback on extending the blue line. I believe the Blue line proposal that goes down Lowry Ave is the best option!</p>

No.	Source	Comment
1058	Email	<p>Dear Councilwoman Chamblis, my vote on the Blue line would be to cancel it (and all the other light rail lines) as being expensive and stupid. Buses make sense. Light rail does not. A bus line route can be changed, a light rail line cannot. The one slated for Brooklyn Park will do nothing for me, being on the eastside of BP.</p> <p>But to address light rail in general and how silly it is, consider the SW line. Why wasn't it shut down when the cost estimate spiraled out of sight? Also, a light rail line to aloof and wealthy Eden Prairie? Are you kidding me (and the rest of the metro)? Unless the SW light rail line is made by BMW or Lexus, you won't find a lot of riders on the thing. Except of course homeless people trying to stay warm. I'm sure that a better way to keep homeless people warm could be found instead of the billions of dollars spent on it (SW). I can't imagine how government bodies could think these things up...unless the environment was very high density (Washington DC or NYC comes to mind). Otherwise there will never be the ridership to make them economically feasible.</p> <p>My vote is to stop the blue line. The cost/benefit ratio cannot justify it.</p>
1059	Email	<p>This could be a good thing. It would take the Met Council adopting some draconian rules like making all riders pay when they get on the trolley, yes I'm saying use the same rules the Buses use.</p> <p>If that happens then it has a chance. If they do that, then make it available to more destinations in Minneapolis, run the train up to Washington Ave. Then to West Broadway.</p> <p>This would cover a lot of restaurants and high end apartments. Why hide the trolleys on Lyndale Ave, when we can give it a route that could be great.</p>
1060	Email	<p>I am forwarding this update regarding the Blue Line extension plan. As I have indicated since the beginning of the year, the Broadway alignment has been the subtle direction that this has been heading since the beginning of this process. While I officially hold the position representing the Robbinsdale Chamber of Commerce, my concerns are in some ways more poignant along Broadway. My concern is not about our restaurant or our pending Satori development, they will thrive throughout the process; however, my concern is the overall impact that this "pass through" initiative will have on North Minneapolis as a whole. I think of what I-94 did to the Rondo neighborhood in St. Paul. If there was any prospect of a more cohesive Near North Minneapolis for the future, my hopes have been dashed by this direction of the Blue Line Committee.</p> <p>I intend to voice my concerns to all that will listen at the Legislature and City Council.</p> <p>Let's stop the rhetoric that we want to help North Minneapolis, when we are sticking a knife right through the heart of it.</p>
1061	Email	<p>You guys got it right! I am ecstatic. Thank you. Now you just have to nail down those stations at Emerson/Broadway, Penn/Broadway, the Hospital and Robbinsdale.</p>
1062	Email	<p>Please stop all light rail expansion. It is a waste of money. It is not self sufficient and makes no sense.</p>

No.	Source	Comment
1063	Email	<p>In a nutshell, I'm against Blue Line LR expansion until the LR becomes a safe venue for travel. I specifically bought a unit on the Blue Line (East Bloomington) for the benefit of convenient, safe public transportation.</p> <p>In the past 2 years, it's become a public nuisance and a non fare paid, party bus for transition from the Phillips/Seward area to the MOA.</p> <p>I've taken the LR from Terminal 1/2 in broad daylight and entered a pot smoke filled train, watching drug deals go down on a frequent basis, harassment of passengers and showing of handguns by riders.</p> <p>Fix the public safety issues, then expand - but don't be blind to the issues needing remediation before expansion.</p>
1064	Email	<p>Can someone explain to me the process of submitting feedback and what would be required to move this project along and what could possibly set it back?</p>

No.	Source	Comment
1065	Email	<p>I just read you are planning on a new light rail Brooklyn Park to the Target Center. You should not start another project until you have the Eden Prairie one figured out &amp; paid for. The Eden Prairie line has become a DISASTER. How will it ever get paid for. Also how is the ridership going to be? You do realize buses are flexible &amp; express buses work so well, at least from Eden Prairie they do. And if they they don't work why did they get put in from Burnsville to the Minneapolis. That line took far less money &amp; time. Why not do buses from the northern suburbs. You can get imputes from the SW bus service. They did &amp; continue to do a great job getting people where they want to go. They do a great job moving people around. They are far less costly, safer &amp; cleaner than the train will be.</p> <p>Jobs have disappeared in downtown Minneapolis! Are they going to come back? It may take years or they may never come back. People have found ways to work from home.</p> <p>I have not been on the light rail in years. The last time was when the Super Bowl was here. Before that was when my daughter was in high school, in 2008. That time it was a NIGHTMARE! We left the stadium before the competition was over &amp; waited well over an hour to get a train to the Fort Snelling parking lot. We watched at least 3 trains go by, none stopping. My daughter who had to wait until the end of the Marching Band Competition, the band had to pack up &amp; they took buses back to Eden Prairie. My daughter had to find a way home from the high school. By the time we, her parents got home, she was in bed sleeping.</p> <p>Should you decide to go ahead with that line, you need to find a way to make it safe for people to ride &amp; make sure people pay for their rides. As far as I know anyone can still get on the train without paying. I have not ridden very many city trains but I have ridden on the Metro in DC. Their Metro makes sense. You can't get on without paying &amp; I never felt unsafe on it. They also have a good reason for it. LOTS of jobs &amp; tourism. Not so much here in Minneapolis &amp; St. Paul.</p> <p>Oh &amp; I do go downtown Minneapolis &amp; St Paul. At least before Covid &amp; the George Floyd mess. The Home Show, Camping &amp; RV show &amp; the theaters, the Science Museum, History Center &amp; theater &amp; the Winter Carnival are a few of what I attend in the cities. We drive &amp; we will continue to drive. Driving is faster &amp; we can leave when we want to leave.</p>

No.	Source	Comment
1066	Email	<p>As a resident of Bryn Mawr, I use many North Side amenities and strongly support the Lyndale-Broadway route. Broadway is the natural heart and center of North Minneapolis, and this route will reinforce the coming revitalization of this part of the city, so important for economic and social justice.</p> <p>One idea I have is: make it as easy as possible for suburban residents who want to get to the airport to access the Blue Line as far south on Lyndale as possible. A "kiss and ride" drop off convenient for automobiles coming east on Hwy 55 will gather a lot of riders if they can easily navigate to a station in the 7th St/Lyndale area.</p> <p>Our neighbors in Bryn Mawr drop each other off at the Target Field or Warehouse District stations all the time for airport runs. We're looking forward to using the Bryn Mawr station instead.</p>
1067	Email	<p>Sorry to bother you again, but are you folks aware of a third replacement bridge being planned at the Lowry/Theo Wirth intersection? Just spoke with one of the crew on site and they said there would be a third bridge to replace the one they have just torn down.</p> <p>I saw no third bridge in the little 'vids' from last September's meeting.</p> <p>Is there an opportunity here? Follow-up starts here: Seems both you and my source are correct, there will indeed be a third bridge called the "Northbound Ramp Bridge" from Lowry to Hwy 81 (not Broadway :- ( ).</p> <p>According to the map at the PDF link below, it does provide considerable space if the BLEx wished to 'swoop' in the other direction to the north and place its bridge in between. It would face identical issues passing over 81, but just maybe the parkway might afford a tad more wiggle room.</p> <p><a href="https://www.hennepin.us/-/media/hennepinus/residents/transportation/west-broadway-ave-bridges/west-broadway-bridges-project-overview.pdf">https://www.hennepin.us/-/media/hennepinus/residents/transportation/west-broadway-ave-bridges/west-broadway-bridges-project-overview.pdf</a></p> <p>This was not shown (nor apparently considered) in the vids from the meeting.</p> <p>No worries. I'm an old man and strangers aren't interested in my opinion. But it's okay, not many relations are either ;-)</p>

No.	Source	Comment
1068	Email	<p>If we are going to keep building trains that have no rules, we will never make it worthwhile. My wife can't ride the train anymore after nearly being raped. She was verbally assaulted in a way that you would not believe. For 20 minutes, 10 at the station, and 10 on the train, she was told she was going to get "Fu**ed at home and on the train. By a 6'2" 230 pound man. She's from East Los Angeles so she's not a particularly scared person, but this was different.</p> <p>Do you ride the train yourself? I'm guessing the answer is no. Like so many in the MTC and City Councils that think there's nothing wrong and avoid dealing with the serious issues on the train. Because they don't ride it. And please don't use the company line that we're addressing those problems. I ride the train myself because I'm 6'2" also and thugs tend not to bother me. They still do, but I'm better at handling it. Nothing has changed in the last few years as far as safety goes and we're at the point where good hard-working people know better than to ride the train.</p> <p>Why do we keep avoiding the problems and keep building? Who's going to ride the train if you don't address the safety issues?</p> <p>Not blaming you personally Kjerstin, but your organization is wasting our money. If you want to build a transit system, safety has to be the first priority. And it sure isn't. We've allowed the bad guys to take over at the expense of working people. We pay for it, but we can't ride it.</p> <p>This is just an example of the lack of safety in general now, but riding the train is the last option for too many because you're literally taking your life in your hands by riding it. Until you address safety, could you quit building? Please. We live on the A-Line and have access to either train. We avoid them both unless we have no other choice.</p>
1069	Email	<p>Follow-up response: Thank you so much for the link, the parts concerning Robbinsdale and the bridges were enlightening. As a homeowner who lives on Zenith immediately south of North Memorial, the bridge option 2 was a bit disconcerting.</p> <p>The new bridge currently supporting traffic has already moved closer to the residential streets where I live than the old one. A 'swoop' towards us further will put the train pretty much in our backyard. Since Robbinsdale does not allow fencing higher than six feet, we will not be able to block any sight lines ourselves. We will literally be able to see the whites of the riders' eyes. This doesn't even address any noise pollution that may result from either option 1 or 2.</p> <p>To my knowledge, no one in this neighborhood is aware of option 2. Clearly something was going to be done, but the 'not in my backyard' concern has become rather more personal.</p> <p>What might be done? Has anyone proposed sound barriers or other similar impact diminishing construction in any of the plans for that particular bridge scenario?</p>

No.	Source	Comment
1070	Email	<p>Why keep building lines way out into the suburbs where no one will use them because it's much faster to travel by car, instead of building more North south and east west lines in MSP proper???</p> <p>Run a blue line extension into north Minneapolis on Lyndale, then cut over into NE Minneapolis on Broadway and run that line to Larpenteur and connect to a north south line on Smelling in St Paul.</p> <p>That's way less track than these suburb routes and would be way more useful with a lot more ridership.</p> <p>Also get some express trains running that don't stop at every single stop. You should have bypass spots for a train to move to to allow express trains that stop at fewer spots so more people actually want to use the train instead of never wanting to use it because it takes over an hour to go from downtown Minneapolis to St. Paul. There should be a train that goes from DT Minneapolis, only stops at Smelling, and then goes all the way to St. Paul. Same thing from the airport, it's ridiculous how many stops there are where no one in their right mind wouldn't just take an Uber or a Lyft or have a friend/family pick them up.</p>
1071	Email	<p>Hello Kjerstin I am a resident of Lyn-Park neighborhood and I am opposed to the plans of the Light Rail to be on this area. I don't want the noise and the inconvenience of 14th street being the intersection because we have over 50 homes that will be delayed with traffic trying to enter and exit the neighborhoods. This is a very bad idea. Macey Wheeler</p>

No.	Source	Comment
1072	Email	<p>I reside at 1404 Van White Ln, which is right in front of the proposed light rail station at Lyndale and 14th. I wanted to voice my concerns about the route down Lyndale Ave and why I believe it would be to the detriment of everyone to place the Route along Lyndale.</p> <p>Lyn-Park is already served a route to downtown and to the light rail via the 22 bus. I ride this bus frequently and it is has never been above half full.</p> <p>Our bedroom window faces right out on to Lyndale. With the hours the train would run and all of the lights and bells, it would be impossible to sleep. How will the sound be addressed?</p> <p>The crime and drug use at light rail stations is currently out of control. MPD and transit police are not interested in fare checking or patrolling the trains, this would bring crime to an area of Minneapolis that has been nothing but safe for me and my family.</p> <p>There are no businesses along Lyndale that would benefit from having the rail, and this hurts riders too as there is no reason for riders in Brooklyn Park to be visiting our area. Again, placing the line along Lyndale implies the residents here would be well served having close access to the train, a benefit we already have with the 22 bus line.</p> <p>I am strongly in favor of using Washington and turning onto Broadway. There is plenty of room to develop new dense housing and businesses along Washington, as well as existing housing and businesses already in place. The Washington route also gives greater access to the light rail to those across the river in NE.</p> <p>I just have a hard time understanding how if me, a frequent transit rider, Timberwolves and Twins season ticket holder, visiting downtown 60+ times a year is in no way helped by the route proposed, then how is everyone else in the neighborhood who rarely use public transit. This is not a neighborhood with no cars and dense housing, this is a neighborhood with single family homes with attached garages and 2 car households.</p> <p>Again, Lyndale from Broadway to Plymouth already has service to downtown and to the light rail that is hardly used. Tearing up our streets and community because it is a cheaper option for people in the suburbs to get to downtown is not the answer. Please find a route that helps not only the riders using the train but one that serves the neighborhoods that the rail runs through. I urge Metro Transit to run the rail line along Washington to better serve North Loop, North Minneapolis, and the residents of the Lyn-Park neighborhood.</p>

No.	Source	Comment
1073	Email	<p>I am a homeowner in the Lyn-Park neighborhood and my backyard looks directly onto Plymouth Ave. After seeing the new plans for the blue line extension, I wanted to express my concern for the route. I'm actually less concerned with the line going through my backyard - my main objection to the route is that it goes through residential neighborhoods in general. My experience with trains/light rails in the twin cities and in other locations is that they are most effective when servicing commercial corridors. Having lines going through commercial areas makes more sense for riders (and where they want to go) and the noise/traffic associated with the lines is more tolerable when in a business district. Cutting through a residential neighborhood - and in this case actually dissecting a neighborhood into two - doesn't make sense for the line while putting a lot of stress on those that live there.</p> <p>I strongly think that the blue line extension should take the previously evaluated path up Washington Ave and then to Broadway - I don't think it should go down Lyndale at all. Following Washington avenue makes more sense for business, residents, and the street itself is larger (allowing for less disruption).</p> <p>If the train goes down Lyndale, my neighbors and I will be cut off from our friends on the other side of Lyndale. I live on the east side of Lyndale, meaning the light rail would cut us out of the larger neighborhood and we would be on a small residential island between interstate 94 and Lyndale ave. It makes me think of the Rondo neighborhood in St. Paul that was destroyed by 94 and residents have been advocating for reconnecting the neighborhoods on both sides of the highway. I realize that is not really comparable to the blue line extension, but I know it is a concern of many in my neighborhood.</p> <p>As a taxpayer and resident of the impacted neighborhood, I strongly suggest that the council reconsider the blue line extension route.</p>
1074	Email	<p>I was not able to attend Tuesday's community meeting, and am unable to attend tonight's, but I wanted to express my strong agreement with the current Blue Line extension proposal running up Lyndale and Broadway.</p> <p>Before living where I do now, I also lived (in a rental apartment) immediately adjacent to a Blue Line station in South Minneapolis. It was one of the big selling points for choosing that location. The easy access to downtown, the ability to take it to work, and the ability to easily and cheaply reach the airport (when I did travel) were all great benefits. It's one of the things I've missed most about that location.</p> <p>This hasn't even touched on the importance of improving access to the downtown core and nearby areas, where lots of jobs and educational opportunities exist, for the residents of North Minneapolis. This is far more important to the lives of so many residents here who have historically been systemically excluded from such opportunities.</p> <p>Thank you for taking the time to read my input on the proposed extension.</p>

No.	Source	Comment
1075	Email	<p>Hopefully I will have moved out of Brooklyn Park before this comes in. I think it should be routed thru Eden Prairie and Edina and end up in Maple Grove.</p>
1076	Email	<p>I am a resident that lives near Plymouth and Lyndale and I was unable to attend the meetings for light rail comments. David Nedrud 719 Printice Ln, Minneapolis, MN 55411 I had one comment on the placement of the light rail station. There is an option to place the station on the corner of Lyndale and 14th Ave and I would instead suggest that the station be placed at Hall Park where there is room to expand the road and not block traffic. The bridge would also allow pedestrians to safely cross the road. Thank you for reading this</p>
1077	Email	<p>I am a project manager working on some improvements at Hall Park. I was contacted today by a neighbor who lives adjacent to the park which is divided by Lyndale Ave, the proposed route for the Blue Line. They are very concerned that their community has not been communicated with in regards to this project and they have concerns about this route. This community of Lynn Park has a lot of longtime residents (40+ years), many seniors without ability to drive to a meeting, and others who might not have been able to attend your most recent meeting on May 5th in Crystal.</p> <p>I know that from my experience doing engagement with this community at the Park Board, designing upcoming improvements to Hall Park, that we have really needed to slow down and work to reach out directly to neighbors with flyers and have in person meetings. I think a lot of people have not been able to attend virtual meetings or can access information from online easily. I also can appreciate how difficult it is to do engagement during the pandemic. I believe someone from your office actually attended one meeting this past fall November 18th? They may have been from Metro Transit (I'm not recalling their name). Unfortunately, the meeting which was in person at Hall Park was not well attended because of the cold weather.</p> <p>In any case, I would hope that you could reach out to these residents directly and maybe set up a listening session or something of that sort. I'm cc-ing the daughter of the person I have been in contact with as well as the Director of the neighborhood Organization from Northside Residents Redevelopment Council, so they can be aware of possible concerns. I am hopeful you could reach out directly to the Lynn Park community in some way and try and include in conversations about this route along Lyndale Ave before things are finalized.</p> <p>Thank you for your time.</p>
1078	Email	<p>We don't want light rails in our streets it would be more of a traffic places so we vote no light rails in our streets ✘</p>
1079	Email	<p>Good afternoon first why wasn't we inform when this plan was first put to action, why was we kept in the dark until now not giving enough time and giving us late meeting when some of us have to work and can't attend these meeting. We do not need anymore violence in or around our community. This don't happen in the suburbs or south without NOTICES...NO WE DONT WANT THE LIGHT RAIL COMING THROUGH OUR NEIGHBORHOOD! Find another ROUTE!</p>

No.	Source	Comment
1080	Email	<p>The 5/12 meeting is cancelled. When was the meeting cancelled - and why?</p> <p>My comments: I am opposed to the route through Lyndale Ave between Plymouth and Broadway as currently proposed. I am especially opposed to locating the station between Plymouth and 14th on Lyndale. I would much prefer a route located on Washington between Plymouth and Broadway, turning onto Broadway.</p>
1081	Email	<p>We have serious concerns about the proposed Blue Line Extension and the routing through our neighborhood. There are hundreds of homes along the proposed route that strongly oppose the Lyndale routing and efforts to canvas and collect petition signatures is currently in progress.</p> <p>We would like to request your presence in a meeting in the near future to fully voice our concerns, below you will find a summarization of our issues with the proposed route and why we believe Washington Ave is the best route to connect to West Broadway not just for our residents, but for all transit riders now and in the future.</p>
1082	Email	<p>Washington Ave Is The Best Route To Connect Target Field to West Broadway: This is important! There *IS* a perfectly viable alternative to Lyndale in Washington Ave. Bringing the train up 7th St, turning onto 10th Ave and connecting to Washington meets every goal this project strives for. Taking this route with a stop at 10th And Washington would encourage further development expanding North Loop up into North Minneapolis, and there is already the high density housing, commercial jobs, and bars and restaurants that would greatly benefit from this location. This serves as both a destination for outside transit riders to get off and experience the North end of North Loop, but also is much more accessible for the residents on that end, and still accessible with an easy walk across the bridge for Lyn-Park residents. Most importantly, the Washington Ave route would not displace any residents and would not require the soundproofing and condemnation that comes with putting the train in a residential area.</p>
1083	Email	<p>Noise and Vibration: Living in Minneapolis we are all aware of the noise pollution and vibration issues the train causes. The train would run from 3AM to Midnight 7 days a week. The current light rail lines follow commercial corridors for good reason, the sound and hours of the train is not meant for single family residential areas. The proposed route would not only require taking chunks of our backyards through condemnation, but soundproofing measures would certainly need to be addressed. It is likely sound walls would need to be put in along Lyndale, making a currently visually appealing neighborhood a concrete jungle eyesore.</p>
1084	Email	<p>Safety for School Children and Elderly: There are two schools right next to the proposed route, Elizabeth Hall Elementary and Franklin Middle School. There is also a senior living center on 18th and Lyndale. Bringing the train through our neighborhood greatly increases risk for everyone but specifically those groups. Cars already do not follow traffic laws in North Minneapolis, so combining the current traffic with trains running through a residential neighborhood and tragic accidents are bound to happen regardless of safety measures in place.</p>

No.	Source	Comment
1085	Email	<p>The Route Does Not Serve Our Neighborhood: Transit ridership in our neighborhood is very low. Almost all residents are 2+ car households, and rarely use public transit. My home overlooks the stops for the 22 bus at 14th Ave and I frequently drive by the stops at Plymouth and Lyndale. There are rarely transit riders at either bus stop, in the single digits per day. I have Timberwolves and Twins season tickets and ride the 22 or 7 downtown 60+ times per year, I have never been on a bus more than half full, and I can count on one hand the amount of times in the past few years that anyone has even been at the stop with me. It is neither fair nor equitable to tear up our backyards for a train that is not meant to serve our neighborhood but only those that wish to travel through it.</p>
1086	Email	<p>The Route Does Not Serve Transit Riders Outside of Our Neighborhood: One principle of this project is serving high density residential and commercial areas of employment. The Lyndale route is neither of those. Lyndale in this section is exclusively low density single family homes, with some townhomes. There is no area left in our neighborhood to build more housing, and property values are too high to consider building new high density housing. The area does not have any commercial presence to speak of that would be a destination for outside riders. Routing through our neighborhood does not meet the project criteria and is not the best option to encourage transit oriented development including high density housing, valuable commercial retail space, and bars and restaurants that transit riders can enjoy.</p>
1087	Email	<p>Traffic Concerns: Lyndale is a crucial thoroughway for Fire and EMS to access North Minneapolis. With the proposed route with one lane of traffic each way with no emergency lanes, this will cut off their access to North Minneapolis and add crucial minutes responding to emergency situations. The proposed route also cuts off our access to NE Minneapolis, with no turn lane onto Plymouth and the traffic crunch that is bound to come at West Broadway with reducing 2 heavily used lanes down to one lane each way, North Minneapolis residents will find it difficult and dangerous to cross the river into NE. With this, Lyn-Park's design has dead ends with 50+ homes on the east side of Lyndale with only one way out - 14th Ave and 18th Ave respectively. These intersections with platforms are a logistical nightmare for residents to have safe access to their homes.</p>
1088	Email	<p>While this is my best attempt at a succinct summation of our issues, I believe an in person meeting with the residents would be extremely valuable in fully hearing out citizens who have lived in this neighborhood for 30+ years. If this is something you would be open to, please let me know and I will plan out a time and place for our voices to be heard.</p> <p>This is a massive project for North Minneapolis and we all share the same goals and visions in providing a service to North Minneapolis that is greatly needed and to give a helpful hand to a community that has long been neglected. With this in mind we urge you to put a stop to the Lyndale route and make Washington Ave the planned route before the EPA analysis begins.</p>

No.	Source	Comment
1089	Email	<p>Concerns:</p> <ul style="list-style-type: none"> <li>- It sounds like Condo owners near the new green line extension are not able to sell, and no realtor will represent them.</li> <li>- Increased crime, and lack of safety. The lightrail has gotten very dangerous over the past two years and is no longer safe to ride.</li> <li>- Noise levels</li> <li>- Trash and littering</li> <li>- 14th becoming a kiss n ride, where cars waiting to pick up lightrail riders block the entrance to our homes.</li> </ul> <p>What can we do to ensure the lightrail station is not adjacent to our homes on plymouth and Lyndale?</p>
1090	Email	I see no positive future for any of our light rail lines until we solve the problem of the ease at which riders can board the trains without paying a fare. As long as this system is in effect, the trains are open to those with all sorts of bad motives. I can see no future for LRT without a system where everyone needs to have a ticket to board.
1091	Email	No we here in the lyn-park neighborhood DO NOT WANT this lightrail/blue line here. There is too much crime here as it is. This rail would ad to the problems. WE DON,t WANT THIS.
1092	Email	NO, NO, NO!!! NOT IN MY BACKYARD!!!!
1093	Email	<p>And realize that the proposed line running thru Robbinsdale is not only foolish and unnecessary, it will be transporting mostly the very wrong elements into this area.</p> <p>My suggestion is this! Before any Met. Council members make such a proposal, they take a signed oath to travel these lines, at all times of day and night! Then report back, publishing these reports in the STAR &amp; Pioneer Press!</p>
1094	Email	I am not in favor of Blue Line Light Rail coming to my neighborhood. I truly believe it's a big waste of money and will not be utilized as much as some people in our city think it will. Additionally, the value of our property will go down, the noise will be tremendous and it will allow more thugs to come to our city. That's how I feel and I know my neighbors feel the same way because we've discussed it at length. I wish someone would put a stop to the plans for construction of the Blue Line light rail before it's too late!!
1095	Email	I'm a 46 year resident of Brooklyn Park and I strongly oppose the Blue Line coming into our city. We have enough problems with guns and crime and illegal behavior as it is without bringing in more from other communities. If and until this country can get it's act together regarding gun control, I will remain opposed. Counting on our public official to make the right call on this one.
1096	Email	I do not want the blue line going through Robbinsdale. As a resident of the city crime is on the raise and this will increase that. Plus HWY 81 is already a nightmare. The Blueline will decrease home values and most neighbors are talking about moving if it happens. Covid changed the need for transit. Work spaces have changed dramatically. It's a waste of money!

No.	Source	Comment
1097	Email	<p>Your organization continues to fail. Please stop using tax-payer money to fund these light-rail projects. The world has changed, your organization fails to recognize how little the public uses your service now, how unsafe the environment is that you foster, how irresponsible and wasteful your project managers are at keeping to a project timeline and how out-of-touch you are with the wants and needs of the public. Please stop this project and stop wasting our hard earned money. If you are truly trying to help connect underserved communities, then do it with some common sense rather than by political quagmire - your organization is not capable of handling these projects any longer and you should abandon light rail - we know buses are more effective and serve riders and the community better. I am not interested in a canned rebuttal like what I hear from many city leaders who are so far removed from the impact of these decisions. If you would like to provide a path to align and stop this project or at least remove Robbinsdale from the path, then please let me know. Otherwise, just file this as a public comment against the blue line passing through Robbinsdale.</p>
1098	Email	<p>My main concern is safety of riders and of the community.  I fear that the same people that ride the other Lines &amp; steal from riders will use the Blue Line to accost other riders, and steal from them. So there needs to be Security personnel on the trains.  I remember hearing that it has always been a problem that many people ride the other Lines and do not pay. Again, that requires personnel to check riders.</p>
1099	Email	<p>My name is Jamez Staples, lifelong resident of North Minneapolis. Please accept this email in support of the Lyndale route of LRT (also see last paragraph at the bottom).</p> <p>I recognize there has been some resistance to the Lyndale alignment, I am of the mindset that North Minneapolis deserves this transit line and should afford miss out on the opportunity on such a major transit infrastructure improvement along with the career opportunities that come along with it.</p> <p>I too have serious concerns about the issue of gentrification. Independently by ourselves, it is hard ward off gentrification. However gentrification has already started happening. A house half block from mine, I was told sold for \$700k. We (the residents of north Minneapolis) need the help of our policy makers and others in government, philanthropy, along with the private sector to assist and provide us will the necessary tools become developers of our own neighborhoods. We need to be the ones who address the issue we are so concerned about. That way we can develop and build what we see fit, and what feel we need to ensure the current community members always have a place here, while also welcoming others.</p> <p>Infrastructure improvements such as light rail have compounding returns on investment. We as Northside residents should welcome the opportunity to work with those mentioned earlier to figure out how to benefit from all te investment that comes with it and not be displaced. One of the things we must embrace is the necessary density with affordability requirements and career opportunities.</p> <p>This is only my perspective- I am curious to hear my neighbors perspectives. Maybe they can voice some concerns that may change my mind but at this point I am in support of the Lyndale LRT site.</p>

No.	Source	Comment
1100	Email	Hello. I am a longtime Robbinsdale resident and I strongly disagree with the route recommendation as it will increase congestion through already congested areas, and will have a disproportionately negative impact on our many senior and disabled residents. I would like decision makers to know that there is a groundswell of opposition and outrage in Robbinsdale at this proposal. This line (along with the others) are not able to be properly funded or policed. The additional crime this line will spread to our area will have a devastating impact on our residents as well as our small and overworked local police force. The number of assaults occurring at LRT stations throughout the city is impossible to ignore, and on top of this, drug overdoses have become a daily occurrence at these stations. The best way to improve the route through the next phase would be to find a different route that does not come through our city. Robbinsdale is an exceptionally great place, yet it hangs in a delicate balance. Please reconsider this well intended, yet ill-conceived and unwanted route. Thank you.
1101	Email	I was a light rail train operator for eight years. I was one of the first fifteen operators to start up Hiawatha. I think extending the blue line to Brooklyn Park is a bad idea. Remote working has changed transit. I live in Brooklyn Park and would love to have the train end up here. BUT, it is not practical. It is far too expensive. Also northside neighbors are not going to want it. The better alternative is express bus service. Less expensive and less intrusive. More flexible if future needs change. I love light rail. Now is not the time for for another line. Get Southwest up and running first.
1102	Email	Please stop spending my tax dollars on this project. Scrap it. Get rid of the route.
1103	Email	<p>I live in Robbinsdale 3800 block of Abbott Ave near Victory Memorial, so I will be close to the light rail. This is our 4th year living here.</p> <p>I've haven't said much publicly. I am in support of it. I love using public transportation to commute to work, downtown parking is expensive. They are calling me back to work, flex worker so having a light rail will be nice. I live too close to the city to have an express bus (i loved using that when we lived in the outer suburbs).</p> <p>It would also be nice taking the light rail straight to the airport.</p>
1104	Email	I am curious as to whether or not this project will include privacy fencing in neighborhoods along corridor areas. I believe this would be necessary.

No.	Source	Comment
1105	Email	<p>Cease further development of this expensive boondoggle. And cease SW line as well. None of these lines to far off places will ever pay for themselves in ridership, especially as the end destination is now toxic Minneaplis to where no one in their right mind would want to go.</p> <p>These things are a complete waste of taxpayer money, while destroying neighborhoods and making surface travel by cars/buses more difficult.</p> <p>It is a far wiser use of these funds to buy and operate buses where there routes can be changed to meet demographics. And if you want to splurge a bit on the buses, but in nice seating and free coffee and donuts. Be a lot cheaper than light rail.</p> <p>Here, take a look at this (and note that you can drill down to state debts too) that balloons when projects like these are added to the national debt:</p> <p><a href="https://www.usdebtclock.org/">https://www.usdebtclock.org/</a></p>
1106	Email	<p>Please do not run the BLRT down Lyndale Ave, dividing our community. We do not need the light rail station, we are a 2+ car community who can walk to downtown if needed. Myself and my neighbors do not want the Light Rail going down Lyndale. We want the light rail to go down Washington to West Broadway. It's more viable for construction, it's wider, and will create economic development in tall those businesses and empty buildings!</p>
1107	Email	<p>I recently saw a news report on KSTP -TV about problems affecting buildings at the edge of a Blue Line extension. This report showed cracks in ceilings, foundations and problems with basements.</p> <p>I live on Boardwalk Avenue and am concerned that the Extension planned for Lyndale Ave. N. will create similar problems in my home and the homes of my neighbors.</p> <p>This construction at this location does not seem a good idea.</p>
1108	Email	<p>Extensive community involvement is an absolute must do, and thoroughly. With broad involvement and extensive input from &amp; by Northside residents, small business owners/operators, community groups, churches, etc. In no way would it be acceptable to begin construction without wide spread community officially onboard, who fully agree they want Blue Line Light Rail Extension. Especially that they are quite comfortable the end results favorably accommodate their future home ownership, affordable housing &amp; businesses economically.</p> <p>This must NOT become "Rondo ReDo"!</p>

No.	Source	Comment
1109	Email	<p>I am excited for a blue line extension but I am very concerned and against having the line go through Lyndale Ave. I think having the rail go through Washington is going to be significantly safer and logical. Below are my concerns with this light rail going through Lyndale.</p> <ul style="list-style-type: none"> <li>- The intersection between Lyndale and Plymouth has a lot of car accidents. Usually at LEAST twice a month. There was a three car accident in May. One hit and ran, the other two were totaled and of the two totaled cars, one hit a tree nearest to i-94. Another car crashed into a tree 9 months ago. This car crash occurred at the proposed lyndale station. If this intersection is already car accident prone, it will be even more dangerous putting a light rail there. I have lived on Lyndale (closest to this intersection), and I have never seen any car crashes on Washington.</li> <li>- The proposed street layout will only allow one lane for each direction. Emergency vehicles take Lyndale to go to the North community as it's the most direct route. This layout will not allow any space for vehicles to stop on the side. If a car breaks down on this one lane, this will block access to the community.</li> <li>- Washington is at least 20 feet wider than Lyndale which allows for more room to expand.</li> <li>- If this line was moved to Washington, you wouldn't be adding more noise and pollution to the neighborhood of Lyndale. The line starts at 3AM.</li> <li>- The proposal has a side walk right next to a lightrail. This seems to be very unsafe as there are no barriers separating the sidewalk to the lightrail. What if someone slips on to the rail?</li> <li>- You are physically splitting a neighborhood in half by putting a rail in the middle.</li> <li>- There is no space for people who drive and park their cars to ride the lightrail. This will then clog up our neighborhood streets. Washington has more street space to park.</li> </ul>
1110	Email	<p>To start with this project is one of many mistakes the state of MN is making. Just another waste of tax payers money. Coming down 81 to W Broadway in Brooklyn Park.</p> <p>There is a bus stop at Tessman Parkway and 85th. We have lived near that stop for 18 years, we come and go by it daily, many times, going to and coming from work, shopping etc. and I have yet to see anyone standing there to catch a bus. I see nothing but crime coming from having a Metro Blue Line train coming to Crystal, Brooklyn Park area. I don't think I am to far off saying no one will take it down town or Target Center. Someone is lining their pockets and pushing for this to happen. I have not talked to one person in our area who is for this or said they would use it. Another area is Anoka which has the MBL. I go by that also a lot. There is a big parking garage, most of the time empty, maybe a half dozen cars if that even most of the time. . Your plan is to have a stop at West Broadway and 85th. What a mess that will be for traffic as that is a congested area now. This past week end there was a shooting at a Metro stop. No one in their right mind would take a Metro train now with all the crime in the twin cities</p>
1111	Email	<p>I am a resident of Robbinsdale. I initially supported the Blue Line through the city--but that was when they planned to use the railroad corridor. Given the current plans I strongly oppose the light rail.</p>

No.	Source	Comment
1112	Email	<p><b>29 emails with this message:</b> I am reaching out regarding the METRO Blue Line Extension project. Everyone deserves access to both high-quality public transit and affordable and stable communities. Before this project moves forward, it is incumbent on project leaders to identify a community-supported route. Our community does NOT support this route and rejects any further project planning until the following the actions are taken:</p> <p>The anti-displacement policies outlined in the Blue Line Coalition 2022 Community Report are passed — before moving forward with the proposed route recommendation</p> <p>The harm caused by the previous route is addressed, including having a concrete plan in place to meet Harrison’s community demands before the end of 2022 — before moving forward with a new route</p> <p>Significant financial resources are secured to ensure increased ownership and stability for marginalized businesses and residents — not an unmet aspiration left to the political will of future leaders</p> <p>I urge you to make a public commitment to these actions. This is the moment that we can choose to make this project an example of justice and equity for cities across the nation to follow. I will continue to withhold support until our community can be assured that this project will not displace us.</p>
1113	Email	<p><b>4 emails with this message:</b> I am reaching out regarding the METRO Blue Line Extension project. Everyone deserves access to both high-quality public transit and affordable and stable communities. Before this project moves forward, it is incumbent on project leaders to identify a community-supported route. Our community does NOT support this route and rejects any further project planning until the following the actions are taken:</p> <p>The anti-displacement policies outlined in the Blue Line Coalition 2022 Community Report are passed — before moving forward with the proposed route recommendation</p> <p>The harm caused by the previous route is addressed, including having a concrete plan in place to meet Harrison’s community demands before the end of 2022 — before moving forward with a new route</p> <p>Significant financial resources are secured to ensure increased ownership and stability for marginalized businesses and residents — not an unmet aspiration left to the political will of future leaders</p> <p>I urge you to make a public commitment to these actions. This is the moment that we can choose to make this project an example of justice and equity for cities across the nation to follow. I will continue to withhold support until our community can be assured that this project will not displace us.</p>

No.	Source	Comment
1114	Social Media	<p>I'm excited for light rail. Every other metropolitan area i have lived has had a more robust public transit system. When i did jury duty i took the bus from Penn and Dowling to the courthouse. Anything that makes it easier to use and accessible for more I'm for. I'm excited to take it down to the airport when it's done. Will it be inconvenient while it's being built temporarily sure but the long term benefits will be worth it. I will continue to use the small businesses downtown while construction is happening and hopefully the economic impact will be mitigated while construction is going on. And I'm not concerned about an increase in crime. Let's be real no one's going to hop on light rail and come steel your lawnmowers. Or break into your garage.</p>
1115	Social Media	<p>Many in NOMI say it feels like what happened to Rondo decades ago. Doesn't matter that it's light rail and not a highway - the fear is that the split will have the same results...a slow death to their neighborhood. And for those in NOMI that want it, they think it will give people access to better jobs they never could apply for because they don't have cars. But a HUGE mistake was one of the officials involved was asked what would it solve, and when met with rebuttals, said "we need to try this". Awful choice of words for POC in NOMI who basically heard his answer as "they're going to experiment on us AGAIN!"</p> <p>The distrust is very high in NOMI and I 100% understand their fears. There's too much history of how this goes bad for POC for the folks in NOMI to not be alarmed.</p>
1116	Social Media	<p>Sadly, I don't think the community had much say, despite the meetings and feedback opportunities. These decisions are made outside of Robbinsdale, in my opinion . I do not support the location and don't believe it will be good for Robbinsdale. I realize BNSF refused to allow for the original plan but this route divides the city at street level.</p> <p>agreed. It's just so they can say they asked.</p> <p>I couldn't agree more. This listening sessions and surveys do no good. They make their decisions regardless of the input and feedback</p>

No.	Source	Comment
1117	Social Media	<p>I would like to see light rail on West Broadway- remove street parking and close it to car traffic. This route would keep Hwy 81 from being disrupted. It would be more convenient for stations at North Memorial and downtown Robbinsdale. We could get the parking ramp that was part of the original plan. and what of all the businesses and homes that have access via w Broadway? Broadway? Light rail down w Broadway would absolutely kill our downtown walkability, too.</p> <p>I'm not here to solve every "whatabout" but it could be sweet to have a downtown that's not centered around car traffic. Imagine a big park with an occasional train. Would be much more walkable than the current situation.</p> <p>This is a really interesting idea! It would be cool to see W Broadway reimagined around transit and pedestrians/cyclists. I'm not sure it's very realistic but it's a nice thought.</p>
1118	Social Media	<p>I think that it will be an unfortunate addition to the community. Ask the folks in St Cloud how they feel about the non-policed "public transportation' that comes up there. It is a free ride for drug dealers and human trafficking. It's not a "Family Friendly". addition to South Minneapolis either. It's shelter and a free ride for many. Working the 2nd or 3rd shift at Abbot or the Vet's hospital, the light rail could have provided a great service to the employees. It did not. It was a scary and crime-ridden disaster, with no security for patrons attempting to use it for the purpose it was intended.</p> <p>Who is benefitting from this being railroaded (intentional pun) through?</p>

No.	Source	Comment
1119	Social Media	<p>I feel as though I'm very undereducated about the actual plan in place, but I would like to know if anyone knows what the safety measures are like for those who will need to cross the tracks daily on foot? There is not a single day that I don't witness someone disobey the pedestrian walking signals in town, and although it's the pedestrians responsibility, it's ignorant to think it won't continue to happen with the blue line. Will 81, or a portion of it, be closed down and for how long? If so, will they have the resources to have individuals directing traffic as they did yesterday during the backup? How easily accessible will 81/businesses off of 81 be during and post construction to those who live on the opposite sides?</p> <p>There will be flashing signs at all train crossings similar to those on the existing portions of the light rail. Crossing arms are an option as well and may be added at particularly busy or high-risk intersections. The train crossings will certainly be at least as safe as the existing crossings. It's impossible to know all the particulars of the construction process at this stage but closures along 81 are inevitable.</p>
1120	Social Media	<p>thank you for the insight! Do you know if they have any type of a plan in place to support businesses that would inevitably be effected by the closure of 81? I just worry about our current businesses as most places that have survived are finally beginning to see pre-Covid revenues again and I'd hate to see them be negatively impacted again for an extended period of time.</p>
1121	Social Media	<p>This is a big concern of mine as well - I think we'd all agree that our small businesses are one of the things that make Birdtown so special! I know that in the past the county, Met Council etc. have worked with business owners to support them throughout construction. This support could take the form of grants or even temporary relocations during the construction process. Assuming this project continues to move forward I think we all need to make it loud and clear that the survival of our local businesses is non-negotiable.</p>
1122	Social Media	<p>I was at the last city council meeting and they are concerned that even if local businesses get help during construction, for those that will be displaced they won't be able to re-open. I wonder how that will be addressed.</p>

No.	Source	Comment
1123	Social Media	yes absolutely! The small businesses, and even having some of the larger companies here, make Robbinsdale so charming and convenient to live in. I definitely agree it's important all the businesses effected are taken care of and are not financially impacted by this project! I can definitely understand the importance in availability of public transportation as some people rely on it as their sole form of transportation, but just want to make sure it's not at the expense of the city
1124	Social Media	money pit... crime courier... literally just a way for the state to keep their ridiculous budget sky-high... they're already going to flush \$9bil, far more cons than pros here... they just hold these town halls to try to make us feel better about voicing our opinion when in reality they're going to do what THEY want regardless....
1125	Social Media	I believe running the train down the middle of 81 is unacceptable. It will make existing traffic worse, add too much noise, and overall impact other types of transportation too severely. It doesn't sound like the leaders of this project have engaged the railroad company enough to try and use the original planned route. If that can't be done, the project should be scrapped. Thank you.
1126	Social Media	I have to admit I'm concerned for the crime this will bring to an area that is continuing to see increasing crime. I'll also honestly say we're considering moving because of this. we are seriously considering moving as well which makes me so sad because we love Robbinsdale. Ditto
1127	Social Media	Shocker! We knew and they knew that was the route they were going to choose. Please stop asking for community input when you know what we say doesnt matter so stop pretending, its very annoying! The met council is going to do what they want even though 90% of the community here doesnt want it! The construction of a train down the middle of a busy road is a terrible idea and they should know this by the shitshow that has gone on over on university ave in st paul.

No.	Source	Comment
1128	Social Media	I know that the use of the BNSF tracks were ruled out also which makes more sense but I know that BNSF tracks up here in Big Lake is where the train that goes to Target Field is used *& the regular trains goes also the train The North Star train runs just two days a week at 6: AM & 7:00 AM I know because my daughter takes it & then has to transfer to the LRT to get to the govt center 6 blks away & she walks a mile to the train from the house to the train the train isn't isn't even people down for the Twins games as they lost a lot of money last year
1129	Social Media	I only went to one meeting a year ago because the project manager said going down the middle of 81 was a done deal. I felt that the meeting asking for public input was merely a charade.
1130	Social Media	like most projects i bet 50% of people could care less if it happens or not. 25% want to see it happen and the other 25% don't want it because they don't think they will use it and can't think beyond themselves so view it as a waste of money or have and internal fear if change and the type of people that change may bring to town based on implicit bias and or racism.
1131	Social Media	<p>I believe it's going to happen, regardless of community input. My specific questions:</p> <ul style="list-style-type: none"> <li>--when 81 is closed For construction, which is inevitable, will they reroute traffic down west Broadway? As anyone who drove W Broadway yesterday can attest, that was horrific..took 20 minutes to go 2 blocks. my driveway is right off w Broadway, and I had to borrow a neighbor driveway, bc there was no way people were letting me cross over to access mine.</li> <li>- for the section across from the lake, how exactly is that road going to be changed? The median isn't wide enough to simply replace that, is my understanding. So they'll have to expand east/ West. Crystal lake to the west means that's not an actual option, leaving east. Lakeland ave supports two apartments, a few businesses, and some residential properties as well. Can't just take away that road.</li> <li>- what is going to make this pproject different from the others that have gone over timeline and budget?</li> </ul>
1132	Social Media	I would rather see the billions of dollars going toward ending homelessness and hunger in the Twin Cities. - 3 addition comments in agreement with this
1133	Social Media	I support the blue line running in the middle of 81. I wish the state would use the billions of surplus to elevate it so it would not cause traffic problems.

No.	Source	Comment
1134	Social Media	Honest question. Why is the line needed at all. Are there studies that show people will use the line and that it will not become another program that needs annual subsidies?
1135	Social Media	I agree. Things have changed since COVID, work habits etc. this is just a gross misuse of \$ They did do studies prior to the pandemic showing that the number of people needing and using transportation between Brooklyn Park and Target Field supported light rail. As opposed to Bus Rapid Transit, street cars, commuter rail, etc. When I asked about the changes in travel patterns post-pandemic, the response I received was that "people still need reliable transportation." Not sure that answers the question but hope that helps with some context.
1136	Social Media	the statement was made about post pandemic needs but were actual studies/ surveys done of the need, patterns & businesses along the route where potential jobs would be & services provided?
1137	Social Media	This route was one of the first suggested over 10 years ago. Going down Broadway would be better served by busses. 10 years ago, the county was telling us that light rail is more most effective if you are moving groups of people with fewer stops to move them faster. Bus rapid transit works, just not as sexy as light rail.
1138	Social Media	The many stops that will be planned along West Broadway is no better than a bus route. I never thought I would say this (as a supporter of light rail for environmental reasons) but if this is the route they plan to use, it should be scrapped. Electric busses can fill the need.
1139	Social Media	Along 81 it makes sense as it could get from NHCC to Robbinsdale quickly. But the trip through the north side would slow the trains. Now Minneapolis is looking at making HWY 55 more livable/walkable from Penn Ave to downtown. Adding that the pandemic changed forever where people work, meaning the rush to go to downtown to work has changed. Perhaps the window of opportunity has closed for this project. It's been almost 20 years since we started discussing this project, perhaps time to rethink. +1 agree comment

No.	Source	Comment
1140	Social Media	Let's say that a fully functioning light rail is heaven. Everybody wants to go to heaven, but nobody wants to die. Just rapture me right outta Robbinsdale, because the bridge repair traffic diversion, noise, vibration and also helicopters are already hell. Then we get to look forward to years of construction on the light rail. Then the heavenly sound of trains every 10 minutes and station announcements at the North Memorial stop.
1141	Social Media	Does anyone really think that light rail will reduce the number of exceedingly loud motorcycles? This seems like a non sequitur, no doubt, but current traffic is one thing that already makes the area less pleasant. One hopes that the commuter traffic would be reduced by light rail, but its highly doubtful that the inconsiderate bikers will be on the train instead.
1142	Social Media	This is an issue of equity, and we deserve light rail to downtown
1143	Social Media	I just wanted to share my feedback on the light rail. We strongly oppose the light rail running down 81. It will effectively split our neighborhood in half. I used to live in Longfellow, and that's exactly what the light rail did. It seriously divided that part of town. It made getting around more difficult. I would hate to lose the charm and ease we currently have in getting around Robbinsdale. It makes pedestrian and bike traffic more challenging. I understand the idea behind the light rail, but it just doesn't seem that the best interests of OUR community are being taken into account.
1144	Comment Form	I do not agree to the route recommendations. Because you want to tare down our Black community. You will be disrupting our home life by redlining our area in Lyn-Park. I have lived here for 47 years. If you continue this sick phase we will be losing our Black owned Businesses. These are colvergacks – one way in and one way out. Four years to complete your project is way too long. Why don't you use Washington Avenue, this is not residential or Block owned area for you to destroy. Washington route for Blue light rail makes a lot of sense because it will run right to the Target Field and also directly to our football stadium with a much better connection to Downtown. This is not redwood or greenwood. And this route will destroy our Block residential lifestyle or is this what you have planned all along.
1145	Comment Form	Good idea. Good to get to different places if they don't have cars
1146	Comment Form	More convenient for people in Brooklyn Park, currently only convenient if you're already downtown, don't see a reason to not do it and construction is over you won't remember it.
1147	Comment Form	I have a handicapped son who cannot drive, but he would like to go places, and [the light rail] is more economical. Many Latinos in this community don't have cars and even getting to the hospital is complicated

No.	Source	Comment
1148	Comment Form	Good idea to have it like the one in St. Paul. The buses are useful but they get full faster and are less consistent than the train. Get places faster than the bus, when the bus is full they wont let you on still and busy even during COVID
1149	Comment Form	Good idea to expand public transportation, improve efficiency in traffic can only help
1150	Email	I am against the Blue line extension going down Lyndale avenue north. This would disturb all of the residence that live in the Lyn Park Neighborhood. It would bring more crime and noise through the neighborhood. I feel that it would be better for the Blue line to go down Washington Ave, where there are businesses, and not residential homes. If the blue line goes down Washington it would not disrupting the quiet community that we have and would like to keep. The blue line going down Lyndale avenue does not benefit anyone in the neighborhood, it would only make it difficult to get to our homes off 14th Avenue and Lyndale and 18th avenue and Lyndale. There is only one road to get to our homes and the blueline would interfere with the roads leading to our homes. Please re-route the blue line to go down Washington Avenue

Member Backen moved and Member Kline seconded a motion that the following resolution be read and adopted this 17th day of May, 2022.

RESOLUTION NO. 7979

A RESOLUTION EXPRESSING CONTINUING CONCERNS REGARDING THE  
PROPOSED METRO BLUE LINE EXTENSION  
NOT ADDRESSED IN THE ROUTE MODIFICATION REPORT

WHEREAS, while the Robbinsdale City Council acknowledges that the County Road 81 alignment for Light Rail Transit through Robbinsdale is the only potential alternative for the Hennepin County Commissioners and Metropolitan Council Members with the elimination of the BNSF railway corridor (which would have had only 3 at-grade crossings, would have contained construction activities within the railroad right-of-way, and had nearly universal community support), the City Council continues to have serious concerns regarding the potentially devastating impacts to the small commercial footprint in the City of Robbinsdale, impact to the historic pedestrian patterns to and from in our walkable downtown area across an already widened barrier created when County Road 81 was last rebuilt in 2006, traffic congestion and impacts to the historic compacts (limited use agreements for incorporating the city's Lakeland Avenue Frontage Roads for parking and signs) with adjacent businesses and multi-family developments that use the excess right-of-way from the original state highway which had been turned back to the City of Robbinsdale in the 1980s part of which was retaken by Hennepin County through condemnation during said 2006 project reducing available parking for affordable Robbinwood Apartments, low income senior Lilac Way Apartments, and Robin Center shopping center as well as reducing the buffer area between County Road 81 and the barrier free Cunningham Apartments; and

WHEREAS, the Robbinsdale City Council believes that the wishes of the people are more important than the wishes of corporate giant BNSF and that the Hennepin County Commissioners and Metropolitan Council Members should pass resolutions asking federal Congressional and Senatorial Representatives to introduce federal legislation incenting and/or sanctioning BNSF (if they fail to bargain in good faith) for the placement of the blue line extension in the BNSF railway corridor as all parties, including BNSF expected for over a decade, because one of the jobs of the Hennepin County Commissioners, the Metropolitan Council Members and Congressional and Senatorial Representatives is to speak truth to power; and

WHEREAS, in its Resolution No. 7951 adopted and submitted to the project team on January 18, 2022, the Robbinsdale City Council identified numerous significant issues which were acknowledged by the project office but are being put on the back burner for the next 18 month period when the Environmental Impact Study will focus on many factors including impacts to adjacent properties, traffic congestion, impact to the historic fabric of the community,

and compare the project to a no-build option; (a list of those acknowledged concerns are included as **Attachment 1**); and

WHEREAS, the City of Robbinsdale strongly believes that absent the far superior route within the BNSF Corridor (that put light rail within a limited crossing rail corridor with limited impact to homes and businesses and traffic both during and after construction), a bus rapid transit service within the narrow corridor afforded by County Road 81 in the City of Robbinsdale **may** be a superior end product providing improved, frequent public transportation and minimal impact to the historic fabric and promises offered by the City of Robbinsdale to its local businesses as well as protecting existing wetlands and storm water ponds; and

WHEREAS, should the conclusion of the next phase of the “18-month” study considering Environmental Impacts and Municipal Consent determine that the County Road 81 alignment is too great an impact to be solved through mitigation, the northwest community will have lost valuable time that could have advanced a BRT alternative and will be behind other BRT projects moving forward in wealthier communities, similar to the original alignment being put behind Southwest LRT;

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

That while the city council appreciates the value of a public transportation system with frequent and predictable boarding times and stations to which a majority of the community could walk, roll or bike, there are serious concerns outlined in this document that should be given due consideration by Hennepin County Commissioners and Metropolitan Council Members **before moving forward into the next phase of the project.**

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

and the following voted against the same: **Selman**

WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED THIS 17TH DAY OF MAY, 2022.

ATTEST:

  
\_\_\_\_\_  
Dustin Leslie, City Clerk

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

Issues Identified In Original City Council Resolution 7951 dated January 18, 2022  
A RESOLUTION RESPONDING TO THE DRAFT ROUTE MODIFICATION REPORT  
FOR THE METRO BLUE LINE EXTENSION PROPOSAL

Consider these serious concerns as part of any decision to move forward with the project.

“Project Goals” for redevelopment do not necessarily represent the goals for the City of Robbinsdale. While our 2040 Comprehensive Plan identified potential areas for additional housing projects, since the plan submission the city has already added 350 multi-family units and another 110 multi-family units are under construction and there is a proposal (not dependent on future LRT) expected to be submitted into the planning process for another 150 multi-family units. These additions exceed our projected population growth for 2030 already. **The Robbinsdale City Council has identified that the 500 multi-family units plus the 150 unit multi-family project at 40<sup>th</sup>/West Broadway expecting to enter planning this summer have met the city’s expected growth.**

Whether the addition of LRT improves commuter options depends on an LRT station being constructed near to the timed bus transfer facility currently located adjacent to the BNSF tracks and original station location. Relocating the timed transfer facility nearer to County Road 81 along with park and ride footprint will take some of the most valuable commercial property in the community and convert it to tax-exempt property. Our city footprint is only 2.9 square miles and is predominantly residential; our commercial property tax base has been reduced to only 7% of our tax base already. **The Robbinsdale City Council has observed the trend for commercial office properties converting to multi-family housing. Insertion of the LRT Tracks and a station platform will push the County Road 81 footprint beyond its current area into adjacent key commercial sites. Additionally, the project will seek to site a large footprint park & ride and relocate the bus timed transfer facility (currently located ‘behind’ downtown next to the railroad tracks) displacing the commercial properties with the highest traffic value visibility and highest commercial property value- replacing commercial property with tax-exempt properties.**

Upper Robin Shopping Center lost 26 parking spaces in the 2006 County Road 81 project – it is expected to lose another 26 parking spaces with this redevelopment. The 2006 reduction in parking already led to a major business moving and some shopping center parking for the remaining restaurant overflowing into the city hall parking lot and adjacent lower Robin Shopping Center. Lower Robin Shopping center is projected to lose 36 parking spaces and additional parking just from the width needed for LRT tracks, and not including additional land needed for an LRT station. **This is removal of 62 parking spaces from a strip shopping center, how will this capacity be replaced? Not every business benefits from LRT.**

The addition of LRT to expand service for some, could be at the expense of existing customers, residents and workers who use cars and whose trips do not originate or end near the Blue Line Extension corridor. Robbinsdale residents use the local bus route 14 on West Broadway. An example is that Hy-Vee is served by Route 14, the closest station would be well over ½ mile away. **It will be imperative to continue local bus service to destinations between stations on West Broadway.**

The information provided by the project office is that the majority of the project would be constructed “within the expanded right-of-way” taken by condemnation in 2006. This width will not be sufficient, it will require additional taking in other areas and changes to traffic flow (elimination of turn lanes for example) could lead to additional congestion. County Road 9 across County Road 81 is a major route for funeral processions from the west to Crystal Lake Cemetery, which often holds back traffic movement through multiple signal changes. Winter is also a very challenging time for traffic moving east to west and traction issues. There needs to be assurance that traffic capacity and flow on CR81 will be sufficient to prevent traffic diversion onto West Broadway and in particular to protect the historic 125+ year old downtown area. The proposed route is a widening of an already difficult area to cross-particularly seniors with walkers and those in wheelchairs. **Robbinsdale has requested a project-funded consultant to take a close look at the business, traffic, and pedestrian impact concerns.**

The proposed impact to Robin Center narrows the potential redevelopment footprint and restricts access, hindering what could be developed in the future. Robin Center is the largest, one-owner, potential redevelopment area in Robbinsdale, and the proposed reduction of the developable footprint and restriction in access may not be balanced by the addition of an LRT stop. In addition, our experience shows that the soils are worse on the east side of Robin Center. **Redevelopment of Robin Center, in addition to difficulty in finding spots to relocate existing businesses in an already full commercial area, will be challenging as the site footprint is narrowed and costs to address poor soils.**

**Other items noted as “concerns” that will be considered in the Environmental Impact Phase**

While the Metropolitan Council requires identification of all areas where higher density development may occur in the Comprehensive Planning exercises, that does not mean that the community of Robbinsdale wants to replicate St Louis Park - the Robbinsdale community values its small scale main street as evidenced in the TOD overlay district; previous station area planning highlighted the preservation of the 1-2 story downtown area. The community of Robbinsdale has not indicated its interest in replicating Minneapolis' elimination of parking philosophy. Staff have come to realize that the TOD planning effort in the last station area zoning updates, did not take into consideration in which land uses benefit from LRT and which uses would NOT realize a reduction of the need for parking. Overall reduction of parking requirements need to be revisited and increased depending on land use. Even before Hennepin County rebuilt CR81 in 2006, an effort incorporating trees and lighting to make adjacent sidewalks/trails more inviting to pedestrians, the community leaders invested in the under grounding of overhead electric wires throughout the CR81 corridor - only one overhead connection remains. The County-lead, recently completed 3-year project to add ornamental trees, native grasses and bushes are just taking hold.)

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

There are areas where the construction would extend beyond existing curb line, which would increase (with the addition of more impervious surface) overall environmental impacts, including near 35th Avenue N where plans show the need to extend into existing wetlands, and the removal of over 300 trees planted in the last 15 years between Abbott Avenue and Highway 100. The Three Rivers Park District trail running the entire length of the corridor has such narrow area available that it shares the easterly Lakeland Avenue right-of-way near Crystal Lake. The existing storm water ponds developed when CR81 was reconstructed in 2006 are likely to be at capacity, in particular at 36th where in 2021 the high density development, at county direction, improved and extended the pond to allow addition of storm water from the development.

**PWI No. 5**  
**West Broadway Route Alignment for the Blue Line LRT Extension**  
**Revised Resolution**

**Supporting the West Broadway Route alignment for the Blue Line Light Rail Transit (LRT) Extension within the City of Minneapolis.**

Whereas, the Blue Line Extension is located in Hennepin County, Minnesota, extending from downtown Minneapolis to the northwest through north Minneapolis and the suburbs of Robbinsdale, Crystal, and Brooklyn Park; and

Whereas, the Blue Line Extension will provide better transit service to neighborhoods with a high percentage of low income residents; and

Whereas, the Blue Line Extension will provide better transit service to neighborhoods with a high percentage of people of color; and

Whereas, the Blue Line Extension will improve mobility for all modes including non-motorized users, especially given that there is a high percentage of zero car households within this travelshed; and

Whereas, the Blue Line Extension will allow for convenient access to regional destinations such as downtown Minneapolis, downtown St. Paul, the University of Minnesota campus, the Mall of America, and the Minneapolis-St. Paul (MSP) Airport; and

Whereas, the Blue Line Extension has the potential to help raise incomes along the corridor by providing better access to jobs and educational opportunities within the region; and

Whereas, the City of Minneapolis has been a strong advocate for increased investments in transit and has been a reliable regional partner in advancing a multimodal transit system; and

Whereas, the Blue Line Extension supports and advances the goals and objectives outlined in the Minneapolis 2040 Comprehensive Plan and Transportation Action Plan, specifically as it relates to reducing vehicle miles travelled and greenhouse gas emissions, and shifting more trips to walking, biking, and transit; and

Whereas, in June of 2012, the City of Minneapolis supported a Locally Preferred Alternative that utilized the BNSF rail corridor and Olson Memorial Highway as the route from the northwest suburbs to Target Field Station in Downtown Minneapolis; and

Whereas, on February 13, 2016, the City of Minneapolis approved municipal consent for this route; and

Whereas, significant planning has occurred to support and accommodate the Blue Line Extension on Olson Memorial Highway including plans to improve the multi-modal environment and safety in the corridor; and

Whereas, the community began to rely on the expectation of fixed-transit and improved conditions along Olson Memorial Highway, were vested in the outcomes, contributed to the planning processes, and started experiencing the early impacts of the planned investment; and

Whereas, in August of 2020, the Metropolitan Council and Hennepin County issued a joint statement that the project will move forward without the use of the BNSF freight rail corridor; and

Whereas, in March of 2021, the Metropolitan Council and Hennepin County issued the Initial Route Evaluation Process Report that established project route principals and goals for selecting a new alignment; and

Whereas, the Initial Draft Route Evaluation-Process Modification Report identified Lowry Avenue (via Washington Avenue North) and West Broadway (via Lyndale Avenue North) as the two routes to be evaluated in the City of Minneapolis; and

Whereas, the City of Minneapolis has worked cooperatively with the Metropolitan Council and Hennepin County through the Issue Identification Team process to evaluate route alignments; and

Whereas, on April 18, 2021, the Metropolitan Council and Hennepin County issued the Route Modification Report that identified West Broadway as the preferred alignment, and

Whereas, City staff analysis supports, broadly, West Broadway as the preferred alignment, as the West Broadway corridor:

- Better aligns with Minneapolis 2040 and Transportation Action Plan policies;
- Strengthens historical development patterns and Minneapolis 2040 land use designations;
- Has greater development potential;
- Offers a high level of access to residents and businesses;
- Has historically been considered for fixed rail development (including streetcar);
- Connects with more community services destinations;
- Does not have the I-94 barrier between residential areas and station locations;
- Has less barriers across the tracks and more signalized crossings; and
- Avoids use of 10th Avenue which would have significant property takings or traffic impacts;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis supports the Metropolitan Council and Hennepin County Route Modification Report recommendation of the West Broadway alignment as the recommended route for the Blue Line LRT Extension in North Minneapolis, pending additional options are considered through the environmental review process to route the train from Target Field Station to West Broadway, including but not limited to the Lyndale Avenue North option that was presented in the Route Modification Report.

Be It Further Resolved that the City of Minneapolis commits to working with the Metropolitan Council and Hennepin County to:

- 1) Prevent displacement and support strategies that promote equitable development along the preferred corridor of West Broadway as well as the previous alignment along Olson Memorial Highway for both residents and businesses; and
- 2) Mitigate construction impacts of the project; and

- 3) Support small businesses and residents to maintain access to customers and services; and
- 4) Identify pedestrian, bicycle, and other connections to the stations along and across the corridor; and
- 5) Improve underlying and connecting street design along the route alignment; and
- 6) Advance conversations around potential additional stations on the West Broadway alignment; and
- 7) Pursue strategies to increase walkshed size and resident access to stations in North Minneapolis through removing barriers and increasing safe walking, rolling, and biking routes to the stations; and
- 8) Continue participation in transit and planning efforts along Olson Memorial Highway to deliver high quality transit in the corridor and improve the safety and accessibility of the corridor for all users consistent with needs already identified [and plans previously developed, including lowering speeds on this High Injury Street](#); and
- 9) Advance arterial Bus Rapid Transit on Lowry Avenue [North](#).

Be It Further Resolved that this resolution, adopted by the City of Minneapolis, be forwarded to the Metropolitan Council and Hennepin County for their consideration.