

**Appendix K – Southwest Transitway Scoping Report
(Comments/Responses)**

Southwest Transitway Scoping Report

Comments and Responses

Name	Document #	Comment #	Response
Adair, Richard	10269		
	10355	1/a	Comment noted.
		6.1/a	Comment noted.
		2.3/e	Comment noted.
Adams, Norma	10083		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
Ahlstrom, Sandy	10308		
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		8.2/a	The project operating funding strategy including operating and maintenance costs will be discussed in Section 8.1 of the DEIS.
Ahrens, Jeremy	10015		
	10050	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Allen, Lynda	10339		
		8.1/a	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.

Name	Document #	Comment #	Response
		2.3/e	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need. The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/h	Comment noted.
		1.5/b	Comment noted.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.7/d	Safety and security issues associated with the construction and operation of the proposed project including impacts to police, fire and medical emergency transport will be assessed in Chapter 3.7.

Allendorf, Dick
10102

		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
		8.2/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.3/f	Impacts of the proposed project on transportation facilities and services, including structures and new maintenance and service facilities and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		2.3/g	Comment noted.
		3.1/f	Comment noted.

Anderson, Brian
10060

		2.3/e	Comment noted.
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Name	Document #	Comment #	Response
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.1/b	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
	10160		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Archer, Greg	10023		
		2.3/g	Comment noted.
		2.3/b	Comment noted.
		5.3/a	Comment noted.
		6.2 /a	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.2/d	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		3.1/f	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
Archer, Martha	10023		
		2.3/g	Comment noted.
		2.3/b	Comment noted.
		5.3/a	Comment noted.
		6.2 /a	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.2/d	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		3.1/f	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
Arieta, Nancy	10340		
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

Name	Document #	Comment #	Response
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/j	Comment noted.
		1.5/e	Comment noted.
Arnold, Bill	10059		
		1/a	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Azam, Nus	10217		
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/e	Comment noted.
		2.3/j	Comment noted.
Ball, Craig	10228		
		2.3/g	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
Barber, Paul	10121		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		6.2 /a	Comment noted.
Barbier, Jack	10242		
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
Barnett, Leah	10045		
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
Barnett, Richard	10045		
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
Barr, John	10249		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/j	Comment noted.

Name	Document #	Comment #	Response
Barry, Barry	10260		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Barten, Nathan	10216		
		2.3/g	Comment noted.
		2.3/j	Comment noted.
Beck, Jeffrey	10280		
		6.2/a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		3.3/b	Real property acquisition and associated displacements of people and businesses and proposed mitigation will be assessed in Section 3.3 of the DEIS. All real property acquisitions will be accomplished pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as amended.
		8.2/a	Comment noted.
Behuniak, Jason	10183		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/a	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/e	The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Bell, Carolyn	10309		
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Comment noted.
		2.3/f	Comment noted.
Bender, Dave	10037		
		2.3/b	Comment noted. Additional response pending.
	10114		
		2.3/j	Comment noted.

Name	Document #	Comment #	Response
Benson, Matthew	10187		
		2.3/g	Comment noted.
Biehn, Marian	10275		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
		3.2/w	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/i	The travel demand forecast model estimates the number of drivers needing access to stations. Concept design will identify loss of parking.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
Bigelow, Justin	10154		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.1/b	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
Bohman, Alex	10310		
		1/a	Comment noted.
Bondhus, Jake	10141		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		5.2/a	Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
Bono, Mike 10291		2.3/j	Comment noted.
		1/a	Comment noted.
		9.1/b	Comment noted.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Comment noted.
		1.4/c	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis. Hennepin County's Study of the Bottineau Line is independent of the scope of this Draft EIS.
		2.3/e	Comment noted.
		2.3/f	The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
		3.5/b	Comment noted.
	3.1/a	Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.	
Bowron, Arthur W 10063		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		5.1/b	Comment noted.
		6.2 /a	Comment noted.
		5.1/b	Comment noted.
		3.5/b	Impacts to and proposed mitigation for designated parks, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS.

Name	Document #	Comment #	Response
Bowron, Marion 10063		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		5.1/b	Comment noted.
		6.2 /a	Comment noted.
		5.1/b	Comment noted.
		3.5/b	Impacts to and proposed mitigation for designated parks, open space, sanctuaries and other eligible properties, other than archaeological sties, will be discussed in Section 3.5 of the DEIS.
Box, David 10016		2.3/g	Comment noted.
Brady, Dave 10214		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
Broberg, Kris 10117		2.3/g	Comment noted.
Bruns, Dennis 10341		2.3/e	Comment noted.
		3.8/x	Environmental justice populations are defined by Executive Order 12898. Methods for identifying these populations will be described, and impacts to these populations will be assessed in Chapter 3.8 of the DEIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
Carlson, Josh 10147		1/a	Comment noted.
		2.3/g	Comment noted.
		2.3/j	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		8.2/a	Comment noted.
Carrero, Susan 10072		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

Name	Document #	Comment #	Response
		3.7/e	<p>Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.</p> <p>Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.</p>
		2.3/k	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	<p>Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.</p> <p>Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.</p>
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
Caskey, Nathan T	10163	1/a	Comment noted.
		2.3/e	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need. The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
	10185	2.3/g	Comment noted.
Chapman, David	10107	2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	Comment noted.
Christianson, Lynn	10149	4.9/c	The SWT LRT system is to be consistent with Metro Transit Design Guidelines, which stipulate the power system shall be overhead catenary. Land uses that are sensitive to EMI will be identified during DEIS studies.

Name	Document #	Comment #	Response
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.7/a	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
Clark, Cari Jo	10111		
		1/a	Comment noted.
Colby, Jeanette	10009		
	10073	4.1/a	Geological conditions along the alternative alignments will be assessed in the DEIS. Unique or special design issues will be identified.
	10098	6.3/f	Comment noted.
	10115	6.3/f	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
	10274	3.4/b	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		3.4/b	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.

Name	Document #	Comment #	Response
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.1/b	Geologic resources including soils and near surface geology conditions and associated project impacts will be assessed in Chapter 4.1.
		4.5/b	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.4/b	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		3.1/c	Influences and impacts of local land use and economic development plans on the project will be assessed in Section 3.1 of the DEIS.
		5.2/a	Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.

Name	Document #	Comment #	Response
		6.3/a	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
	10293	6.1/b	Comment noted.
		2.3/f	The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.5/b	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.6/a	Comment noted.
		3.5/b	Comment noted.
	10295	4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		2.3/e	Comment noted.
		1/a	Comment noted.
		3.5/c	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/g	Comment noted.
		2.3/f	Comment noted.
Colby, Lee M	10209		
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		8.1/d	Comment noted.
Colestock, Paula	10143		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
Collins, Rick	10272		
		3.1/b	Development effects of the project and proposed mitigation will be assessed in Section 5.3 of the DEIS.
		3.1/c	Comment noted.
		1.4/c	Comment noted.

Name	Document #	Comment #	Response
		3.1/c	The location of known sites or potential sites containing hazardous or regulated materials, and the potential impacts and proposed mitigation of the project on these sites will be assessed in Section 4.8 of the DEIS.
		3.8/b	Comment noted.
		5.2/a	Comment noted.
		1.5/b	Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
	10296		
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.1/e	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
Coltman, Ron			
	10151		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
Dahlquist, Barb			
	10311		
		6.3/c	Comment noted.
Dahlquist, Matthew			
	10290		
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
	10312		
		1.5/a	Comment noted.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
Daugherty, Jennifer G			
	10203		
		2.3/g	Comment noted.

Name	Document #	Comment #	Response
Dawlquist, Mathew	10297		
		2.3/f	The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		7.1/b	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
deGarmo, John	10081		
		/	<i>duplicate</i>
deGarmo, Sanja	10081		
		/	<i>duplicate</i>
Delagran, Louise	10019		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.4/c	Determination of eligible historic properties, impacts and mitigation will be assessed in Section 3.4 of the DEIS.
		1.5/d	Comment noted.
		2.3/g	Comment noted.
		2.3/j	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

Name	Document #	Comment #	Response
D'Emanuele, Ross 10271		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		4.5/b	The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.4/c	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		4.3/a	Impacts to biological resources, including wildlife, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS. Soil testing will occur during preliminary engineering and final EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		3.1/d	The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
	3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
	3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.	

Name Document # Comment # Response

3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

8.1/b Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.

DeSanctis, Michael V
10091

1/a Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.

6.2 /a Comment noted.

5.2/a Comment noted.

4.5/b The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.

3.1/a Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

8.1/d Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.

4.3/a Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.

DeVeau, Donald J
10254

6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

3.1/d Comment noted.

6.3/c Comment noted.

11.1/d Comment noted.

3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.

3.7/e Comment noted.

6.3/c Comment noted.

3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.

6.3/c Comment noted.

4.3/a Comment noted.

Devoto, Horacio
10034

3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.

Name	Document #	Comment #	Response
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.5/a	Comment noted.
DeWitt, John	10298		
		1.5/b	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
Diamond, Gary	10342		
		1.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Dillon, Ezra	10044		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Dillon, Mike	10119		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
Ditter, Vida	10047		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		3.1/f	Comment noted.
		3.8/b	Comment noted.
		3.1/b	Comment noted.
	10299		
		2.3/f	Comment noted.
		4.1/a	Geologic resources including soils and near surface geology conditions and associated project impacts and proposed mitigation will be assessed in Section 4.1 of the DEIS.
		1.5/b	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
Donnay, Dennis 10002		1.5/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.3/d	Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
Dorsey, Rick 10343		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Comment noted.
		2.3/j	Comment noted.
Dray, Susan 10230		8.1/d	Comment noted.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.

Name	Document #	Comment #	Response
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.

Driver, Adam
10236

		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/c	Comment noted.
		6.3/d	Comment noted.
		6.3/a	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

Du, Joy
10017

		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
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Dubbels, Brock
10076

		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

Name Document # Comment # Response

Dusheck, Nathan
10123

- 1/a Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
- 2.3/e The routing of Alternative 1A, and its ability to meet the purpose and need of the Southwest Transitway Project relative to the other proposed alternatives, will be evaluated in the Draft EIS. The Purpose and Need for the project--in effect its goals--will be discussed in the Draft EIS.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.

Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.

Dvorak, Mark
10116

- 11.1/d Comment noted.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 2.3/f Alternative 3A will be evaluated in the Draft EIS.
- 3.3/a Real property acquisition and associated displacements of people and businesses and proposed mitigation will be assessed in Section 3.3 of the DEIS. All real property acquisitions will be accomplished pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as amended.
- 1.5/d The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
- 8.1/b Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
- 2.3/e Alternative 1A will be evaluated in the Draft EIS.

Edlavitch, Betsy
10127

- 6.3/d Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.

Eeman, Carl
10313

- 1.5/d Comment noted.
- 2.3/i Station design will occur during Final Design not during the Draft EIS evaluations.
- 9.1/b Comment noted.
- 11.1/e Comment noted.
- 8.2/a Comment noted.

Name	Document #	Comment #	Response
Ellingson, Bob 10300		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		1.5/b	Comment noted.
		1.5/b	Comment noted.
		4.2/b	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
Elliott, Sean 10171		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
Endres, Chris 10101		2.3/g	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.1/c	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
Enochs, Mark B 10253		1.3/b	Comment noted.
Erickson, Melinda L 10200		2.3/g	Comment noted.
		1/a	Comment noted.
Everett, Gary 10120		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Farber, Damon 10220		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
	10231	2.3/f	At grade.

Name	Document #	Comment #	Response
Farber, Steve	10301		
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		2.3/f	Comment noted.
		3.1/f	Comment noted.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		5.3/a	Development effects of the project and proposed mitigation will be assessed in Section 5.3 of the DEIS.
Fehler, Dan	10168		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
Feldman, Scott	10150		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Ferlauto, Edward	10204		
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
Finstad, Brian	10041		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Comment noted.

Name	Document #	Comment #	Response
Fitzmorris, Shelley	10314		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/d	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.2/a	Comment noted.
		3.1/b	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
Fogelberg, Paul	10125		
		11.1/d	Comment noted.
Foster, Ned	10138		
		3.1/d	The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		1/a	Comment noted.
Frank, David R	10038		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
Frank, John	10001		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
Frederick, Michael	10159		
		2.3/g	Comment noted.
Fucile, Pat	10215		
		1/a	Comment noted.

Name	Document #	Comment #	Response
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/g	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
Fuhr, Susan	10198		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
Generous, Bob	10197		
		2.3/g	Comment noted.
Genis, Lisa	10126		
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		6.1/b	Comment noted.
Getschow, Rick	10110		
		1/a	Comment noted.
		5.2/a	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.1/b	Comment noted.
		3.1/e	Comment noted.
		6.2 /a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.

Name	Document #	Comment #	Response
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.3/c	Comment noted.
		3.1/i	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.2 /a	Comment noted.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.1/h	Comment noted.
Gimmestad, Dennis A	10286		
		1.3/b	The Section 106 process for determination of area of potential effects, eligibility, adverse effects, and treatment will be addressed in Section 3.4 of the Draft EIS.
		3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
Goff, William	10258		
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.3/d	Comment noted.
		2.3/j	Comment noted.
		4.2/e	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		3.3/b	Comment noted.
		1.3/b	Comment noted.
Gohman, Nancy	10288		
		1/a	Comment noted.
		6.3/b	Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.

Name	Document #	Comment #	Response
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis. Hennepin County's Study of the Bottineau Line is independent of the scope of this Draft EIS.
Gohmert, Martha	10190	4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.3/a	Real property acquisition and associated displacements of people and businesses and proposed mitigation will be assessed in Section 3.3 of the DEIS. All real property acquisitions will be accomplished pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as amended.
Goldsmith, Steven	10174	3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		2.3/k	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		4.2/d	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.1/d	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
		3.1/f	Comment noted.
Grace, C	10078	8.2/a	Comment noted.
	10079	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.2 /a	Comment noted.
		2.3/f	Comment noted.
		6.3/c	Comment noted.

Name	Document #	Comment #	Response
Greene, David 10315		2.3/j	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.8/b	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
Greene, Marion 10264		6.2 /a	Comment noted.
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
Grimsrud, Pat 10227		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/a	Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.
	2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.	
Grouws, Michael 10086		2.3/g	Comment noted.
		3.1/h	Comment noted.
Grube, Julie 10207		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/e	Comment noted.

Name Document # Comment # Response

Gurwitch, Sara
10029

- 3.1/d The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
- 1/a Comment noted.
- 4.3/a Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.

Hansen, Kristen
10206

- 2.3/g The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
- 3.7/b Comment noted.

Hanson, Darlene
10188

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 1/a Comment noted.

Hart, Jordan
10236

- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 6.3/c Comment noted.
- 6.3/d Comment noted.
- 6.3/a Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
- 2.3/i Station access will be addressed in Section 5.2 of the DEIS.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

Hartley, Blaire
10108

- 6.3/c Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

Name	Document #	Comment #	Response
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
Hearn, Robert	10082		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
Heglund, Richard	10277		
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
Hermann, Frank	10170		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
Higgins, Alyssa	10192		
		2.3/e	Comment noted.
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
		1/a	Comment noted.
		2.3/j	Comment noted.
Higgins, Mary K	10205		
		2.3/g	The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
Higinbotham, Arthur E	10000		
		3.2/a	Comment noted.
		2.3/j	A tunnel section in this portion of the corridor is not under consideration.
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
		2.3/h	Station location will be assessed.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.

Name	Document #	Comment #	Response
		2.3/i	Station design will occur during Final Design not during the Draft EIS evaluations.
		4.9/c	SWT LRT system is to be consistent with Metro Transit design Guideline which stipulate the power system shall be overhead catenary. There is no proven technology in the USA for underground power for light rail due to the life safety risks of direct current systems.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.1/a	A proposed operating plan, including train speeds, will be developed as a part of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.
		4.2/b	Comment noted.
		4.8/a	Comment noted.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		3.1/b	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/b	Comment noted.
		3.3/b	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/i	Comment noted.
10004		2.3/j	Comment noted.
10005		11.1/a	A quorum is not required to hold a hearing.
		11.1/c	Comment noted.
10008		3.1/i	Comment noted.
		3.1/c	Comment noted.
		3.1/e	Comment noted.
		2.3/l	Maintenance and storage facilities, power stations and signal structures will be evaluated in the DEIS
		5.3/a	Comment noted.
		3.1/i	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
		3.1/f	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
10031			
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
10042			
		11.1/d	Conceptual engineering will be prepared as part of the DEIS which will address this question.
10052			
		3.3/b	Comment noted.
		4.3/w	Comment noted.
		2.3/j	Comment noted.
		3.7/a	Comment noted.
		4.2/b	Comment noted.
		2.3/j	Comment noted.
10066			
		5.2/a	Station access will be addressed in Section 5.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		5.2/a	Comment noted.
10094			
		6.1/c	Track design and train storage at appropriate locales will be assessed in the DEIS.
10095			
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis.
		2.3/j	Comment noted.
10122			
		/	<i>duplicate</i>
10139			
		8.1/a	Comment noted.
10165			
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		6.2 /a	Comment noted.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		2.3/j	Comment noted.

Name	Document #	Comment #	Response
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/g	The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
		2.3/l	Maintenance and storage facilities, power stations and signal structures will be evaluated in the DEIS
		6.1/c	Comment noted.
10166		3.1/b	Comment noted.
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.
		1.3/a	Comment noted.
		3.1/i	Comment noted.
		2.3/h	Comment noted.
		3.1/c	Comment noted.
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis. Hennepin County's Study of the Bottineau Line is independent of the scope of this Draft EIS.
10175			
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.
10176			
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
10177			
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
10179			
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/h	The location of stations and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.7/a	Safety and security issues associated with LRT and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
10243			
		3.7/z	Comments noted.
10289			
		1/a	Comment noted.
		3.1/e	Comment noted.
		2.3/e	Comment noted.

Name	Document #	Comment #	Response
	10302	2.3/f	Comment noted.
		2.3/j	Comment noted.
		3.1/f	Comment noted.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		3.8/b	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
	10358	2.3/j	Revision to Option E noted and implemented.
Higinbotham, Mark	10344	6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.3/b	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/j	Comment noted.
		1.3/e	The Draft EIS will evaluate and document the social, economic, and environmental impacts of the proposed alternatives for the Southwest Transitway Project consistent with the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA).
		1.5/b	Comment noted.
Hinderlie, Maren	10137	2.3/g	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Comment noted.
Hirschler, Nadine	10238	2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
Hirschler, Ned	10238	2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
Hofmeister, Sally	10167	1/a	Comment noted.

Name Document # Comment # Response

Hogland, Phill
10010

- 6.3/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 4.6/a Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
- 4.7/a Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 8.2/b The project operating funding strategy including operating and maintenance costs will be discussed in Section 8.1 of the DEIS.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

Hoopman, Mary
10316

- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 6.3/d Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 2.3/j Comment noted.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 2.3/j The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.

Horscroft, Dudley
10013

- 2.3/f Alternatives 3A and 3C will be evaluated in the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 2.3/g The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
- 2.3/j The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
- 2.3/c Comment noted.

Name	Document #	Comment #	Response
Hupp, Susan C 10234		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
Hutcheson, Sigrid 10107		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	Comment noted.
Imboden, Anders 10262		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.2 /a	Comment noted.
		6.1/b	Comment noted.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		3.1/e	Comment noted.
	10317	2.3/j	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
	3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.	
Imboden, Cheryl 10105		2.3/g	Comment noted.
		3.1/f	Comment noted.
		6.1/b	Comment noted.
Imboden, Durant 10105		2.3/g	Comment noted.
		3.1/f	Comment noted.
		6.1/b	Comment noted.
Imboden, Thatcher 10039		11.1/a	Comment noted.
		11.1/d	Comment noted.

Name	Document #	Comment #	Response
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		8.1/a	Comment noted.
		2.3/j	Comment noted.
	10067	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		6.1/b	Comment noted.
		6.3/d	Comment noted.
	10068	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.5/c	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		1.4/c	Comment noted.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		8.1/e	Comment noted.
		1.5/d	Comment noted.
		2.3/i	The travel demand forecast model estimates the number of drivers needing access to stations. Concept design will identify loss of parking.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.1/b	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		3.1/f	Influences and impacts of the project's alternatives on existing land use, and influences and impacts of existing land use on the project's alternatives will be assessed in the Draft EIS. The public will be afforded many opportunities to participate and provide data during the Draft EIS process.
		3.1/b	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

Name	Document #	Comment #	Response
		2.3/j	Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative.
		1.5/c	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		2.3/j	Design considerations will occur during Preliminary Engineering. Alternatives such as grade separations will be evaluated in Section 2.3 of the DEIS. Impacts and proposed mitigation to pedestrian and bicycle trails will be assessed in Section 6.3 of the DEIS.
	10255		
		/	<i>duplicate</i>
Ingman, Jim	10195		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
		2.3/j	Comment noted.
Ingraham, Greg	10106		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Isaacs, Aaron	10186		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		8.1/a	Comment noted.
		2.3/j	Comment noted.
Jacobsen, Marnie L	10259		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.

Name Document # Comment # Response

James, Bill

10359

- 6.3/b Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 3.1/b Comment noted.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.7/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.

Jenson, Bruce

10346

- 1/a Comment noted.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
- 2.3/j Comment noted.

Johnson, Aimee E

10021

- 3.5/c Impacts to park and other 4(f) properties and means to avoid or mitigate will be addressed in Section 3.5 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
- 3.1/i Impacts to housing and proposed mitigation, and impacts to property values will be evaluated in Section 3.1 of the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

10318

- 3.4/b Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 6.2 /a Comment noted.

Name	Document #	Comment #	Response
Johnson, Grant 10049		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.5/b	Comment noted.
Johnson, LaShavio 10020		2.3/f	Comment noted.
		2.3/g	Comment noted.
Johnson, Mark 10184		1.3/b	The Section 106 process for determination of area of potential effects, eligibility, adverse effects, and treatment will be addressed in Section 3.4 of the Draft EIS.
		3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
Johnson, Marshall 10169		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/f	Comment noted.
Johnston, Steven 10072		2.3/e	Comment noted.
		2.3/f	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

Name	Document #	Comment #	Response
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS. Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/k	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS. Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
Jones, Ruth V	10294		
		3.2/a	Comment noted.
Katch, Peggy	10303		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/h	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.5/a	Comment noted.
Kehoe, Beth	10267		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
Kieffer, Joe	10232		
		1/a	Comment noted.
		2.3/g	Comment noted.

Name Document # Comment # Response

Kinkend, Scott
10319

- 2.3/e ROW needed for Alternative 1A will be evaluated in the Draft EIS.
- 2.3/f The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
- 3.5/a Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
- 2.3/j The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
- 3.8/b Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
- 3.2/a Comment noted.

Kiss, Jennifer
10320

- 2.3/g Comment noted.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 6.2 /a Comment noted.
- 6.3/a Traffic and parking impacts will be assessed in the DEIS.
- 3.7/e Comment noted.
- 3.1/i Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 4.7/a Comment noted.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 3.8/c Comment noted.

Kleiman, Jaime
10025

- 2.3/g Comment noted.

Name Document # Comment # Response

Klein, Maria

10069

- 1/a Comment noted.
- 3.5/b Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
- 2.3/g Comment noted.
- 3.1/a The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 8.1/a Comment noted.
- 6.2 /a Comment noted.
- 6.3/d Comment noted.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
- 1.4/c Comment noted.
- 2.3/e Comment noted.
- 3.3/a Comment noted.
- 3.1/c Comment noted.
- 1.3/e Comment noted.

10347

- 3.1/d The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
- 3.1/a Comment noted.
- 2.3/f Alternatives 3A and 3C will be evaluated in the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 8.1/b Comment noted.
- 5.2/a Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
- 4.3/a Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 2.3/e Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need. The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.

Kliebenstein, Shawn

10194

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

Klingel, Todd

10283

- 1/a Comment noted.

Name	Document #	Comment #	Response
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		8.1/a	Comment noted.
		3.1/f	Comment noted.
		6.1/c	Comment noted.
		2.3/g	Comment noted.
		6.3/f	Impacts of the proposed project on transportation facilities and services, including structures and new maintenance and service facilities and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
Koerth, Maggie	10024		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Kragtorp, Katherine	10048		
		1/a	Comment noted.
Krause, Gerald	10356		
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.2/a	Comment noted.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
Kuam, Peggy	10046		
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
Kubat, Tina	10118		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

Name	Document #	Comment #	Response
		4.7/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
Kubin, Marianne	10193		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
Lamb, Brian J	10284		
		1/a	Comment noted.
		5.2/a	Comment noted.
		1.3/b	Comment noted.
Lanis,	10062		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Lapray, Jami	10321		
		1/a	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
Larson, Ted	10140		
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		2.3/g	Comment noted.
		6.3/a	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
Larson, Todd	10164		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
LaRue, Cheryl	10022		
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
	10028		
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
	10030		
		2.3/e	ROW needed for Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	The right of way needed for Alternative 3A will be evaluated in the Draft EIS.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
	10051		
		2.3/j	Comment noted.
		4.6/a	Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
		3.3/a	Impacts of the proposed project on existing and proposed rights-of-way will be assessed in Section 3.3 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/g	Comment noted.
	4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.	
	4.6/x	Comment noted.	
	1.5/v	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
	11.1/d	Comment noted.	
10248			
	1/a	Comment noted.	
Lasky, Marissa	10322		
		2.3/g	Comment noted.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
	3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.	
Le, Christina	10263		
		3.2/w	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
	3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.	

Name	Document #	Comment #	Response
		6.3/d	Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Lininger, Rachael	10056		
		1/a	Comment noted.
		2.3/g	Comment noted.
		3.1/f	Comment noted.
Little, Lynn	10058		
		2.3/g	Comment noted.
		2.3/h	The location of stations and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
Litwin, Nancy	10075		
		2.3/f	Comment noted.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
Lorenzen, William E	10250		
		1.3/b	Comment noted.
Louis, Michael	10323		
		2.3/e	The routing of Alternative 1A, and its ability to meet the purpose and need of the Southwest Transitway Project relative to the other proposed alternatives, will be evaluated in the Draft EIS. The Purpose and Need for the project--in effect its goals--will be discussed in the Draft EIS.
		2.3/j	Comment noted.
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.1/b	Comment noted.

Name Document # Comment # Response

10348

- 2.3/f The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 6.3/c Comment noted.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 6.3/e Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

Low, Kathy

10080

- 3.1/b Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
- 4.3/a Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 3.7/a Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.

Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 8.2/b The project operating funding strategy including operating and maintenance costs will be discussed in Section 8.1 of the DEIS.

Name	Document #	Comment #	Response
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
Lutgen, Roger	10018		
		3.1/g	Comment noted.
Lux, Paul	10201		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
Madlon-Kay, Richard	10092		
		6.1/b	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Magers, Mary	10324		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
Manning, Bruce	10061		
		1/a	Comment noted.
		2.3/h	Comment noted.
		6.1/b	Comment noted.
		3.1/g	Comment noted.
McCarthy, Arlene	10284		
		1/a	Comment noted.
		5.2/a	Comment noted.
		1.3/b	Comment noted.
McKenna, Sean	10033		
		2.3/g	Comment noted.
McKlveen, Robert	10240		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.

Name	Document #	Comment #	Response
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
McNally, Amy	10084		
		2.3/j	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
Meier, Diane	10237		
		2.3/e	Comment noted.
Meier, Nathaniel	10237		
		2.3/e	Comment noted.
Mendoza, Reuben	10325		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
Metz, Rob	10273		
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
Michel, Cecilia	10245		
		2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic including the operation of proposed project on police, fire and medical emergency transport and proposed mitigation will be assessed in Section 6.2 of the DEIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.7/e	Comment noted.

Name	Document #	Comment #	Response
	10281	3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/f	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/h	Means of vehicle and pedestrian egress will be evaluated in the DEIS.
Miller, Allen	10104	2.3/g	Comment noted.
		4.2/d	Impacts to water quality including wetlands and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.8/a	The location of known sites or potential sites containing hazardous or regulated materials, and the potential impacts and proposed mitigation of the project on these sites will be assessed in Section 4.8 of the DEIS.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/i	Impacts to housing and proposed mitigation, and impacts to property values will be evaluated in Section 3.1 of the Draft EIS.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
Millikan, Steve	10162	2.3/g	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
Moran, Larry	10064	6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Comment noted.
		4.2/b	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		4.5/a	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.2/d	Comment noted.
		4.5/b	The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.

Name	Document #	Comment #	Response
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS. Water resources issues will be assessed in Section 4.2 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/h	Means of vehicle and pedestrian egress will be evaluated in the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		1/a	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
Mudra, Michael	10161		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
MulQueeney, Pat	10077		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		5.3/a	Comment noted.
Murphy, Samuel	10191		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/f	Economic influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
Murphy, Tina	10128		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
Nallick, Mike 10360		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
Neal, Scott H 10256		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
Nelson, Charlie 10152		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/f	Comment noted.
		2.3/g	Comment noted.
Noel, R 10113		2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		3.1/h	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/a	Comment noted.
Noel, R 10113		1/a	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.

Name	Document #	Comment #	Response
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.2/a	Comment noted.
Otto, Elmer	10087	1/a	Comment noted.
		6.2 /a	Comment noted.
	10090	6.1/b	Comment noted.
		1/a	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
Pablo,	10026	2.3/g	Comment noted.
Paprocki, Loran	10326	1/a	Comment noted.
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		4.6/a	Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
		3.1/a	Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.2/b	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
Parkins, Janette	10158	11.1/d	Refer to the project website for maps of the proposed alignments at www.southwesttransitway.org .

Name Document # Comment # Response

Peterson, Donna
10349

- 4.3/a Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 4.7/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 6.2 /a The impacts of the proposed project to roadways and traffic including the operation of proposed project on police, fire and medical emergency transport and proposed mitigation will be assessed in Section 6.2 of the DEIS.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

Peterson, Doug
10327

- 2.3/e Comment noted.
- 2.3/f The route of Alternative 3A will be evaluated in the Draft EIS.
- 2.3/j Comment noted.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.1/d The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
- 1.5/b Comment noted.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

Pier, Bryce T
10146

- 2.3/g Comment noted.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 3.1/a Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
- 2.3/j The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
- 2.3/e Alternative 1A will be evaluated in the Draft EIS.
- 2.3/f Alternative 3A will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
Pierce, Janice 10142		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
Plimpton, Nicholas 10100		2.3/g	Comment noted.
Pope, Louise 10032		2.3/e	Comment noted.
		2.3/f	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
Possehl, Marlin 10287		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.8/b	Comment noted.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		3.1/f	Comment noted.
Pursell, Michael 10003		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Puzak, George 10265		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		9.1/b	Indirect and cumulative impacts of the proposed project will be assessed in Section 9.1 of the DEIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		6.1/a	Comment noted.

Name	Document #	Comment #	Response
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
		6.2 /a	Comment noted.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.1/i	Impacts to housing and proposed mitigation, and impacts to property values will be evaluated in Section 3.1 of the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.7/e	Comment noted.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		2.3/j	Comment noted.
		2.3/g	Comment noted.
		1.5/a	Comment noted.

Name	Document #	Comment #	Response
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		3.5/b	Impacts to and proposed mitigation for designated parks, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
	10329	2.3/j	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/f	Comment noted.
		3.1/b	Comment noted.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		2.3/j	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.3/b	Comment noted.
	10350	9.1/b	Comment noted.
		9.1/b	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
Quinlivan, Lori	10189		
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.6/a	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

Name	Document #	Comment #	Response
Quinlivan, Steve	10189		
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.6/a	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
Reinemund, Steven	10012		
	10328	2.3/g	Comment noted.
		2.3/g	Comment noted.
Remington, Ralph	10357		
		2.3/j	Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative.
Reuter, Anthony	10233		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Richardson, Bruce	10257		
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		4.6/a	Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
Richmond, Martin	10071		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Rosar, Karen	10112		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
	10304		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Rosheim, Matt	10239		
		2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Comment noted.
Russell, Debra	10202		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
Russell, Jody	10035		
		1/a	Comment noted.
		2.3/e	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
Russell, Peter	10202		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.

Name	Document #	Comment #	Response
	10208	2.3/e	Comment noted.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		2.3/g	Comment noted.
Sabo, Julie	10306	2.3/g	Comment noted.
		3.1/c	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
Sand, Sherry	10211	2.3/e	Alternative 1A will be evaluated in the Draft EIS.
Sanger, Sue	10330	1/a	Comment noted.
		2.3/f	The right of way needed for Alternative 3A will be evaluated in the Draft EIS.
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		3.3/b	Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.3/b	Comment noted.
Schade, Barry	10182	1/a	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

Name	Document #	Comment #	Response
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.7/e	Comment noted.
		3.7/a	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.7/c	Comment noted.
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
	10331	3.7/b	Comment noted.
		1/a	Comment noted.
		2.3/h	Comment noted.
Schirrmeister, Laila	10096		
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		8.1/b	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
Schlagel, Randy	10155		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.

Name	Document #	Comment #	Response
Schrader, Karl	10213		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
Schultz, Kevin	10351		
		3.1/d	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		3.1/c	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		3.1/f	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		8.1/a	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
		3.1/g	The beneficial and adverse impacts and influences of the project's alternatives will be assessed in the Draft EIS.
Schwanke, Mary	10268		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	Comment noted.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
Scott, Christine	10172		
		2.3/g	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Comment noted.
Sellmeyer, Robert	10157		
		2.3/g	Comment noted.
Senske, Lorie	10247		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

Name	Document #	Comment #	Response
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Sharlin, Robert	10270		
		4.5/c	Comment noted. The potential impacts on air quality, emissions caused by vehicles and climate conditions will be assessed in Section 4.5 of the DEIS.
		2.3/f	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Sheldon, Amy	10153		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		2.3/h	Comment noted.
Shelley, David	10099		
		2.3/g	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/f	Comment noted.
		1.5/b	Comment noted.
		3.1/b	Comment noted.
		3.1/g	The beneficial and adverse impacts and influences of the project's alternatives will be assessed in the Draft EIS.
		3.1/e	Comment noted.
		9.1/b	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		8.1/a	Comment noted.
Simich, Len	10225		
		11.1/f	Comment noted.
Singer, Julia	10135		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
Singer, Skip	10332		
		2.3/f	Comment noted.
		2.3/h	Comment noted.

Name	Document #	Comment #	Response
Sjoquist, Nancy 10305		3.1/c	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		2.3/g	Comment noted.
Slick, Cameron 10333		9.1/b	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
Smith, Bob 10196		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		6.1/c	Comment noted.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
Smith, Carol 10199		2.3/g	Comment noted.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		2.3/j	Comment noted.
Smith, Irv 10093		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		3.6/a	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response	
Smith, Nancy 10093		2.3/f	Comment noted.	
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.	
		4.7/a	Comment noted.	
		3.6/a	Comment noted.	
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.	
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.	
		2.3/f	Comment noted.	
		10144		
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
Snoke, Peg 10352		2.3/e	Alternative 1A will be evaluated in the Draft EIS.	
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.	
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.	
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.	
		4.2/d	Impacts to water quality including wetlands and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.	
Sou, William 10065		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.	
Spencer, Sheila 10235		2.3/e	Alternative 1A will be evaluated in the Draft EIS.	
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.	

Name	Document #	Comment #	Response
Spencer, Thad 10089		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Comment noted.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
Stelter, Joanne 10241		2.3/g	Comment noted.
Strate, Jeff 10353		2.3/e	Comment noted.
		3.1/f	Comment noted.
		3.1/i	Comment noted.
Suchanek, Greg 10334		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		3.8/c	Comment noted.
		3.1/i	Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.

Name Document # Comment # Response

Sweet, Joe

10109

- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

Sweiger, Cindy

10180

- 3.1/i Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
- 11.1/d Comment noted.

Taffe, Mari

10070

- 6.3/f Impacts of the proposed project on transportation facilities and services, including structures and new maintenance and service facilities and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.

10252

- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
- 2.3/i Station access will be addressed in Section 5.2 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 4.5/b The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 3.6/a Comment noted.

Tam, Kevinn

10148

- 2.3/f Alternative 3A will be evaluated in the Draft EIS.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

Name	Document #	Comment #	Response
Thompson, Cheri 10074		4.7/a	Comment noted.
		2.3/g	Comment noted.
Thompson, Julia 10173		3.1/f	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
Thompson, Karis 10085		11.1/d	Comment noted.
		2.3/e	Comment noted.
Timm, Beth 10097		2.3/f	Comment noted.
		11.1/d	Comment noted.
Toberman, Bonnie 10036		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/g	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		1/a	Comment noted.
Trostel, Parker 10226		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.7/a	Comment noted.

Name	Document #	Comment #	Response
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		4.5/b	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
Tunesi, Lorenzo	10210		
		1/a	Comment noted.
Tweeten, Thomas	10131		
		2.3/j	Comment noted.
		6.1/b	Comment noted.
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		4.5/c	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
VanAmerongen, Lecia	10244		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

Name	Document #	Comment #	Response
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS. Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		4.7/a	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.5/a	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
Vickerman, Peter	10212	2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
Villalta, Richard	10088	8.1/b	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

Name	Document #	Comment #	Response
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		3.7/b	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
	10245	2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic including the operation of proposed project on police, fire and medical emergency transport and proposed mitigation will be assessed in Section 6.2 of the DEIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.7/e	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
	10281	2.3/f	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/h	Means of vehicle and pedestrian egress will be evaluated in the DEIS.
Walker, Marlene	10354	3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		6.1/b	Comment noted.

Name	Document #	Comment #	Response
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Walser, Robert Y	10218		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
	10276		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Ward, Craig	10360		
		2.3/j	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
Warden, Kent	10014		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
	10251		
		/	<i>duplicate</i>
	10292		
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		6.1/c	Comment noted.
		6.3/f	Comment noted.
		2.3/g	Comment noted.
		6.2 /a	Comment noted.

Name	Document #	Comment #	Response
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		6.3/e	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
	10307		
		1/a	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		5.1/b	Regional economic impacts of the proposed project will be assessed in Chapter 5.1.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/g	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.1/c	Comment noted.
		6.1/b	Comment noted.
Waterhouse, James	10148		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
Webster, Thomas	10181		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
		6.3/d	Comment noted.
Weisberg, Larry	10335		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
Wendt, Jerry	10156		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
Werner, Ron	10336		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		1.5/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/c	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.3/d	Comment noted.
Wertz, Bob	10040		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		4.5/c	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		5.1/b	Comment noted.
West, Norman	10011		
		11.1/b	Phone participation is permissible.
Westlake, Kenneth A	10285		
		1.3/b	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		11.1/b	Comment noted.
		4.5/a	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.5/b	Comment noted.
		4.5/c	Climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		6.3/f	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.

Name	Document #	Comment #	Response
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		2.3/h	Comment noted.
		3.8/x	Impacts of the proposed project on environmental justice populations, as defined by Executive Order 12898, will be assessed in Chapter 3.8
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS. Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		4.8/a	The location of known sites or potential sites containing hazardous or regulated materials, and the potential impacts and proposed mitigation of the project on these sites will be assessed in Section 4.8 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/b	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		9.1/a	Indirect and cumulative impacts of the proposed project will be assessed in Section 9.1 of the DEIS.
		9.1/b	Comment noted.
		3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		11.1/d	Comment noted.
Wietgreffe, Steve 10145		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
Wilde, Roger 10057		2.3/f	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Comment noted.
Wilde, Susan 10057		2.3/f	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Comment noted.

Name Document # Comment # Response

Willette, Brian
10054

- 1/a Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
- 2.3/g Comment noted.
- 2.3/j Comment noted.
- 2.3/e Comment noted.
- 2.3/f Comment noted.
- 3.1/f Comment noted.
- 3.1/b Comment noted.
- 3.2/a Comment noted.
- 3.1/a Comment noted.
- 2.3/h Comment noted.
- 6.3/f Comment noted.
- 3.1/c Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

10055

- 3.7/z Safety and security issues associated with the construction and operation of the proposed project including impacts to police, fire and medical emergency transport will be assessed in Chapter 3.7.
- 4.2/a Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
- 4.3/a Comment noted.
- 3.1/d Comment noted.
- 3.5/b Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 5.2/a Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.

Williams, Kathy
10337

- 1.5/e Comment noted.
- 2.3/e Comment noted.
- 2.3/f Comment noted.
- 3.2/a Comment noted.
- 3.1/a Comment noted.
- 6.3/b Comment noted.
- 2.3/h Comment noted.

Name Document # Comment # Response

Wilson, Craig A
10261

- 2.3/e Comment noted.
- 2.3/f Alternatives 1A and 3A will be evaluated in the Draft EIS.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 5.2/a Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
- 2.3/i The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

Wilson, Marty
10053

- 1/a Comment noted.
- 2.3/j Comment noted.

Wolf, LeeAnn
10266

- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.

Zachek, Brian
10279

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 6.3/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
- 3.1/i Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 3.1/i Comment noted.
- 3.8/c Comment noted.

Zachek, Wing
10279

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 6.3/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
- 3.1/i Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 3.1/i Comment noted.
- 3.8/c Comment noted.

Name	Document #	Comment #	Response
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Zachek, Zoey
10279

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| 2.3/g | The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS. |
| 6.3/b | Relocation of the freight rail line is an independent study being undertaken by Hennepin County. |
| 3.1/i | Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County. |
| 3.1/i | Comment noted. |
| 3.8/c | Comment noted. |

Zachik, Brian
10338

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| 6.3/b | Relocation of the freight rail line is an independent study being undertaken by Hennepin County. |
| 4.6/a | Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County. |
| 4.7/a | Comment noted. |
| 3.8/c | Comment noted. |
| 2.3/g | Comment noted. |
| 2.3/j | Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative. |

Zimmerman, Robert D
10246

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| 2.3/g | The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS. |
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