
Eden Prairie: April 9, 2015

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

1. From what you saw today, what do you think should influence station architecture as the project moves forward?

01

Location, use, sustainability, cost

02

Why not put gate so most people need to thru to get to train so they pay. Yes some will walk around but you would catch most.

2. A) For (fill in station name) station, do you agree with the suggested station type?

01

SW Station: Yes

02

More protection from wind in stations out here – we have a lot of wind!

B) If not, what type would you change it to? Why?

3. Please share your thoughts about the four station prototypes. What do you like? What do you dislike?

01

I like that there's variety to match the scenery.

02

Need a lot more parking! You under estimated with SW bus please don't do that again



4. Any other thoughts you would like to share about stations?

01

Ensure safety at 21st St.

- Bikers speed down 21st St.

02

With station by E.P Center scenic heights has to be 4 lanes with turn lanes

Hopkins & Minnetonka: April 14, 2015

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1. From what you saw today, what do you think should influence station architecture as the project moves forward?

02

Move forward

2. A) For (fill in station name) station, do you agree with the suggested station type?

01

All: Yes

02

All:

03

Royalston: No

B) If not, what type would you change it to? Why?

01

Landmark due to future redevelopment and possible MLS Soccer Stadium & improved Farmer's Market

3. Please share your thoughts about the four station prototypes. What do you like? What do you dislike?

02

They look much the same

03

Like consistency in the stations

4. Any other thoughts you would like to share about stations?

01

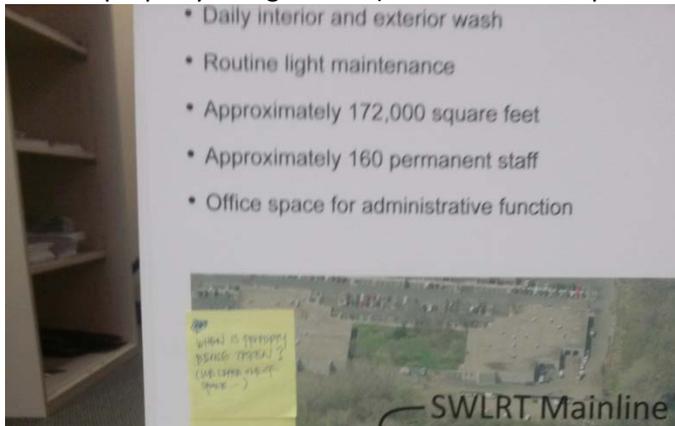
I am looking for temp bicycle storage

02

I hope it happen so MN can stay current w/growth and attract new business & people

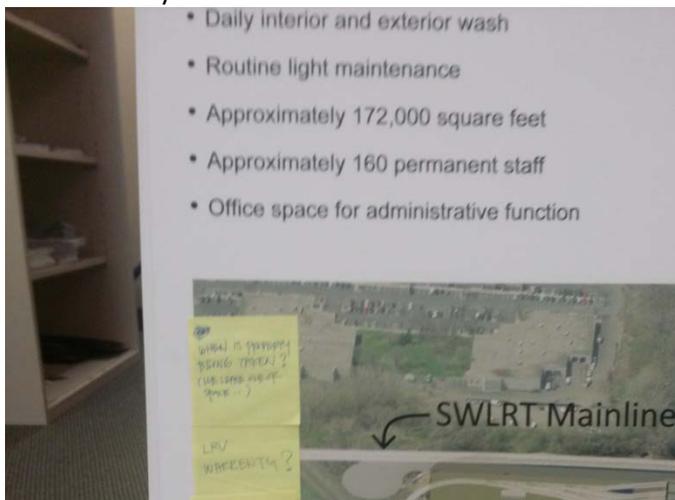
04

When is property being taken? (We lease one of space . . .)



05

LLRV warranty?

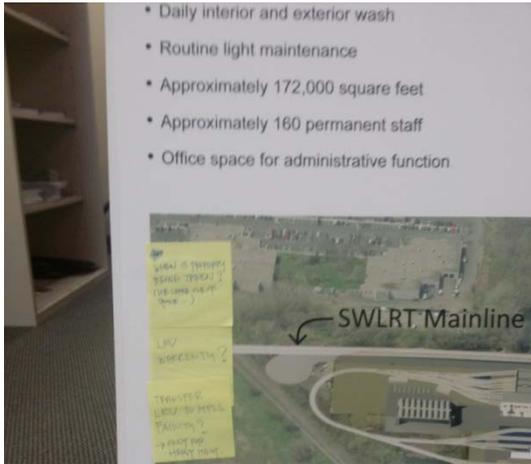


**Southwest LRT
Station Design Open Houses
Comments Received**



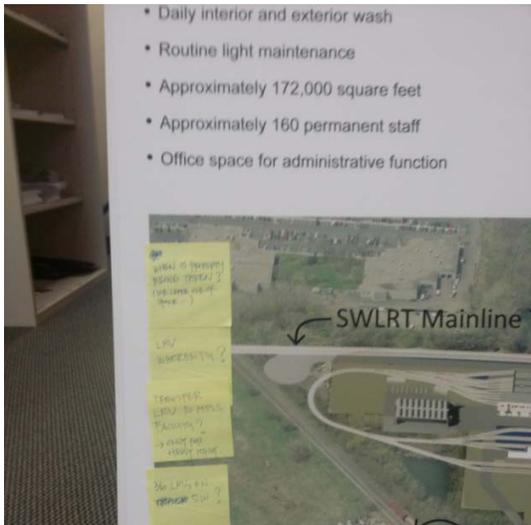
06

Transfer LRV to Mpls. Facility? Only for heavy maint.



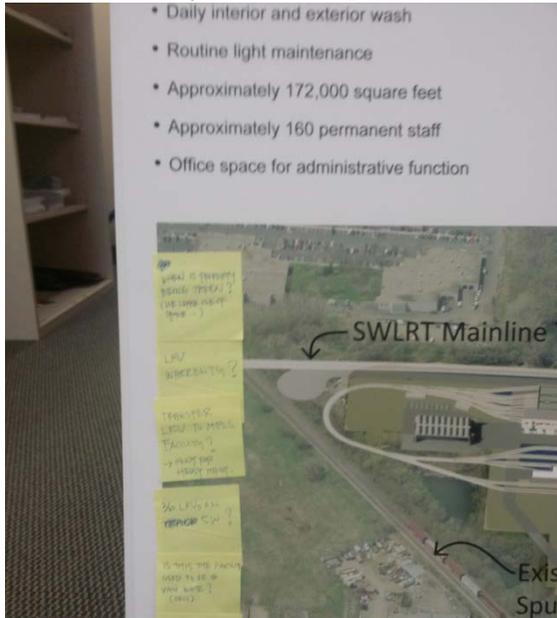
07

36 LRV's on SW?



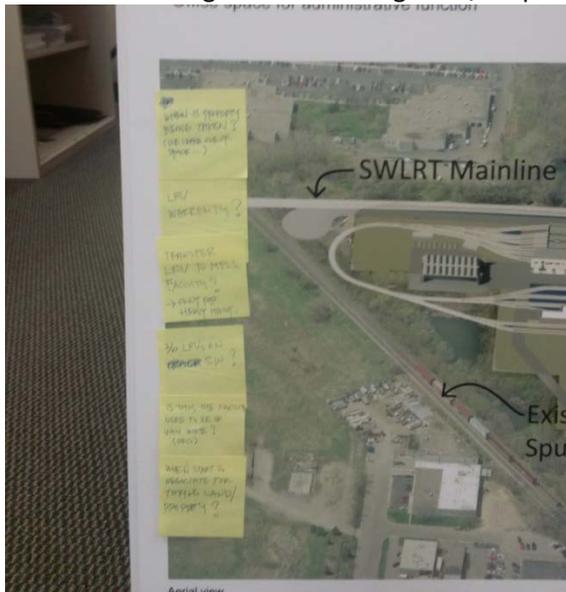
08

Is this the facility used to be @ Van White (DEIS)?



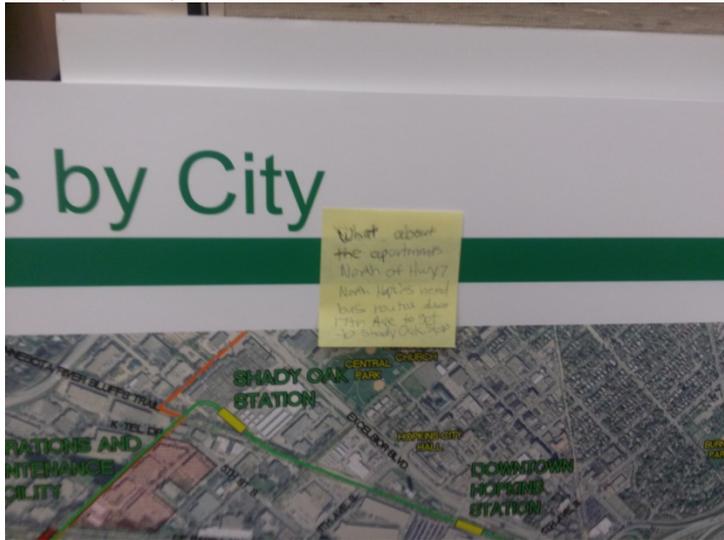
09

When start to negotiate for taking Land/Property?



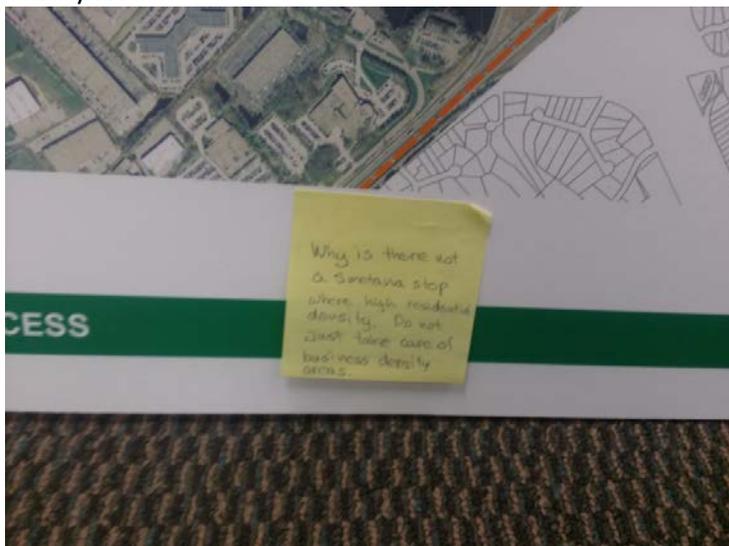
10

What about the apartments north of Hwy 7. North Hopkins needs bus routes down 17th Ave to get to Shady Oak stop.



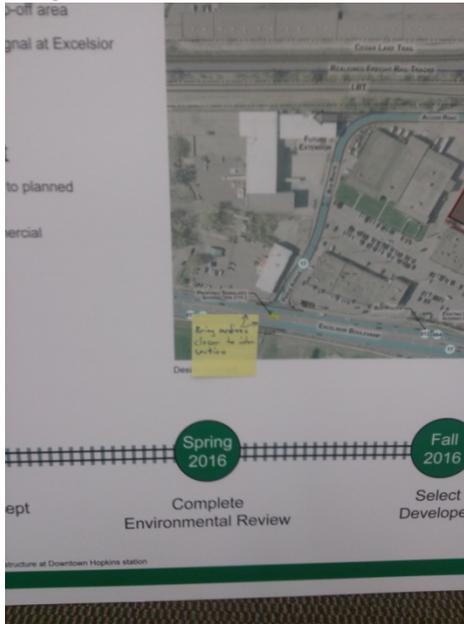
11

Why is there not a Smetana stop where high residential density. Do not just take care of business density areas.



12

Bring medians closer to intersection



St. Louis Park: April 8, 2015

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01

Ultimately it will be full of graffiti down the road. I would suggest art to support/similar graffiti

02

I was surprised w/the thought that has occurred - stations should be understated for locals – not eyesores

03

Art on exterior preferably SLP artists on SLP stations

2. A) For (fill in station name) station, do you agree with the suggested station type?

01

Wooddale: Y

02

All- I agree

03

All three in SLP are fine but more seating, I cannot stand to wait because of physical limitations. Lots of radiant heating

B) If not, what type would you change it to? Why?

3. Please share your thoughts about the four station prototypes. What do you like? What do you dislike?

01

I think it's silly to have 4 different types from a cost and look at "our" neighbor station stigma.

02

The contemplated art should make the stations less “cold” – s/have more character

4. Any other thoughts you would like to share about stations?

01

The “sound” the train makes approaching and leaving the station will be heavily fought if found annoying to residential houses nearby. If the trains run past 9-10 pm, then their sound should change/lower accordingly.

02

Thanks for all your work!

03

On inside of shelters – Large display areas for local high school art students to display lockable glass frames 6’-8’ high 4-8 ft wide. Rotating displays of several weeks duration

Minneapolis: April 2 and 8, 2015

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1. From what you saw today, what do you think should influence station architecture as the project moves forward?

02

Minimize materials with non reflectivity, light pollution. Flexible design standardization between design types, accessible for all abilities

07

Fitting in with surroundings

08

The architecture is fine.

09

Sounds complete to me

10

Protection from cold, wind & rain & snow

11

Compatibility with site esp. those stations in park – like settings (21st & Penn)

2. A) For (fill in station name) station, do you agree with the suggested station type?

01

Penn: No, eliminate station

04

West Lake: Station design is O.k. Concerned about access to the station from the north side of Lake Street at the intersection-need a crossing that's safe and well lit for the existing neighborhood. Station needs to have unobtrusive lighting, lots of seating and bike rack security. Drop the elevation of the station so train is for extreme to/from shallow tunnel.

05

West Lake: Need to “localize” bells & lighting to minimize impact on nearby housing

06

Westlake: Station type oK-but with close proximity to homes, can the train enter the tunnel earlier to limit noise & visual distraction-Be sure bells are not going off with every entry /exit into tunnel-

07

Penn: Yes

08

Penn: Yes!!

10

W. Lake: Yes

11

Penn: Landscape station should have more organic look. Bridge can have more artful-architecture look (eg bridge over Hennepin by sculpture garden.)

B) If not, what type would you change it to? Why?

01

Unnecessary expense given future line running through North Mpls

05

It is so close to nearby condos & apartments- Please sink tracks for noise deadening and livability

07

Several of us in Bryn Mawr are re-thinking whether the Cedar Lake Bike trail needs to cross the tracks on a bridge for safety reasons. If there is an at-grade crossing immediately west of this station we believe bicyclists and pedestrians could cross at grade, taking advantage of the train stopping (like on Univ Ave/Green line). Disadvantages of this bridge are 1) visually destroys prairie-like of this area, and 2) requires biking up a big grade. The bridge comes from the Cedar Lake Park Assoc and may not represent the bicycling community or most users of this station in Bryn Mawr.

3. Please share your thoughts about the four station prototypes. What do you like? What do you dislike?

02

Pro- very contemporary (Elegant). Standard elements to modify stations based on changing conditions
Con-Not entirely sold on canopy design. A bit brutal-softer with vegetation or warm colors

04

Good.

05

Need lots of seating, not leaning rails.

08

Calling the Minneapolis stations “landscape stations” is kind of rubbing salt in the wound isn’t it?

09

All well thought out.

11

I generally like the designs. Applicability to Penn & 21st is questionable

4. Any other thoughts you would like to share about stations?

01

Ensure safety at 21st St.

- Bikers speed down 21st St.

02

Vertical elements could accommodate artwork to soften their appearance

03

Van White Station Bridge replaces a long bridge with a larger bridge. In the past 25 years there have been times where the bridge has been a pedestrian trap. “Kids” bicycler with board. Attacking/robbing person by having groups from both sides. Very visible to be on the bridge-but no one living nearby to see you. Unless there is a cricket match and they are watching the game. Penn Station Bridge – similar issue. How will you make this a safe bridge? We often walk 394 sidewalk from Penn to Kenwood, but not alone because the “homeless” people are often at the ramps on Penn & people do occasionally camp in the area from Penn to Dunwoody.

04

Lesson or eliminate bell wherever and whenever possible to respect the quiet of the “existing” neighborhoods.

08

Better integration with existing transit (buses) needed at Royalston and other stations if you actually want people on the Northside to have access

09

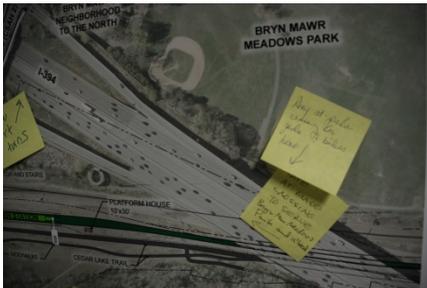
Thank –you!!

11

The trail bridge over tracks (Cedar lake Trail) will be a visual challenge to the prairie setting. Provide at-grade crossing close to stations where trains will be at rest or about to stop.

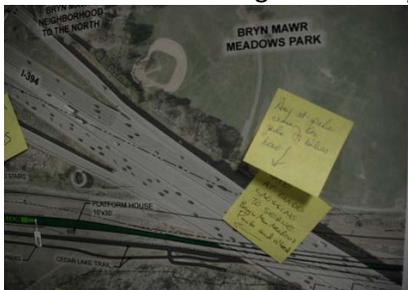
12

Any at-grade crossing for peds & bikes here



13

Safe At-Grade crossing to serve Bryn Mawr Meadows Park and n'hood



14

Bridges as art celebrate where they are

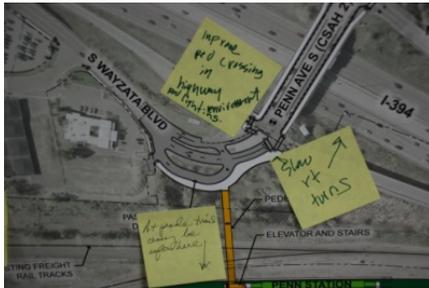
15

At grade crossing immediately west of platform- trains stopped

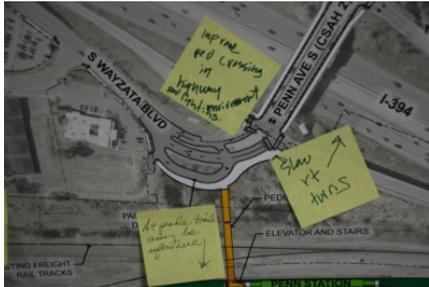
Southwest LRT
Station Design Open Houses
Comments Received



16
Slow rt runs



17
Improve ped crossing in highway red lighting environment



18
This should be a landmark



Southwest LRT
Station Design Open Houses
Comments Received



19

Roof with plants & soft curves in stations design – fold into landscape



20

Wheel-depth trench to reduce noise & profile



21

West Lake very close to housing- putting tracks below grade essential for noise mitigation & livability

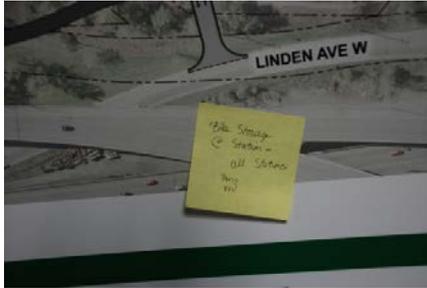


**Southwest LRT
Station Design Open Houses
Comments Received**



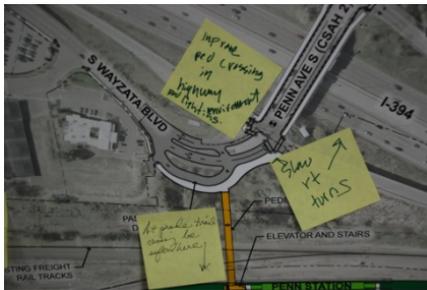
22

Bike storage @ station – all stations Penn view



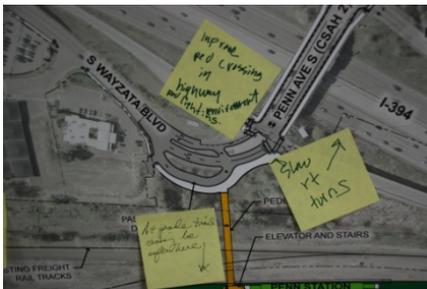
23

At-grade trail crossing be safer here



24

Lott stations over here?



25

How residents in Bryn-Mawr access LRT?



26

Zig-zag walk for safer view of tracks



Web and Email Comments

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From what you saw today, what do you think should influence station architecture as the project moves forward?

01

"At PLACE (Projects Linking Art, Community & Environment), we think it is crucial to involve the community throughout the development process. It allows people to share their vision for their city and creates a sense of ownership for them. Integrating art with the stations is a great opportunity to reflect unique and important characteristics of this station area. If people are involved with the brainstorming process and with determining what those unique characteristics are, they will be more likely to use the LRT and will feel proud of their station.

Working with the community is key to all of PLACE-s developments, which is why we are interested in being involved with the Wooddale Station planning. Directly north of the station, on the old McGarvey Coffee site, we will be building 300 new affordable and market-rate dwelling units, and 35,000 SF of commercial space. Instead of facing a frontage road, all of our program will be oriented toward the Cedar Lake Bike Trail and the Wooddale Station. We would like to explore any opportunities to relate our community with the future station.

One of the main goals of the LRT system and PLACE is to encourage car-free living. It is important that residents and bikers feel comfortable moving to and from the station. Pedestrian safety is a big concern in this area, so architecture that makes accessibility easy and visibly clear will help encourage ridership and give the station a stronger presence."

02

There are a bunch of issues with pedestrian and passenger safety that should influence the station architecture and that should be of foremost concern. How the station fits into and reflects its surroundings also needs to be mindfully considered. Stations are a gateway to the places/neighborhoods/communities they interface and they should be inviting and passageways into those communities. The Wooddale Station is closest in our consideration and exists in the context of a village in development within St. Louis Park. In this village is a a number of residential developments (more to come) including Hoigaard's Village, a high street-like retail district, Burlington Coat Factory, VFW and Microcomputer Center among other somewhat more outlying

retail operations such as Target and Lunds/Byerly's grocery store. This really is a suburban village and the "Neighborhood" style station design, by your own parameters, does not seem right.

03

Provide adequate space for the number of riders waiting for a train at the Lake Street Bridge station. Provide adequate heat in the station."

05

REGARDING EDEN PRAIRIE LRT - I think the LRT's last station in Eden Prairie should be at the Southwest Station, not at Mitchell Road. I think it is a HUGE waste of money to have another station just a few blocks away. You have 5 stations in this small city!! This is not needed. Also, the city spent millions of dollars on the purgatory park in Eden Prairie and now you have an LRT train ripping through it on the sidewalk on technology road!! This is so SAD!!!

06

More input from public on designs that fit into the neighborhood.

07

The Hopkins 8th Ave. Station is being built on the same land where Minneapolis Threshing Machine Co. was founded. It will become the first stop for the Historic Hopkins Walking Tour. MTM Wheel art should be used to bring attention to the history.

Minneapolis Threshing Machine Co. built their farm equipment factory on this ideal site near three railroads in 1887. They soon became the largest employer in Hennepin County and built a large stock of employee housing in surrounding Hopkins. A merger in 1929 changed the name to Minneapolis Moline Power Implement Co.

10

Trying to preserve some sort of "quality of life" for those of us living adjacent to these stations...

11

Minnesota weather. Snow, blowing rain.

12

"Pedestrian crosswalks and slower traffic, maybe roundabout at Lake/Blake. However, more education is needed about what a yield sign means at a roundabout. Most people don't slow down or allow vehicles in the roundabout to pass before they enter. Sheltering. It's Minnesota, it's cold. Good sheltering design from the wind."

13

put trains where people live

What do you like about the station prototypes?

01

The simple form of the station prototypes means they have the potential to be heavily impacted by the integrated art, and offer a more meaningful reflection of the community-s characteristics. How do people living around the Wooddale Station identify themselves and their community? These simple stations designs are a blank canvas for the artist to interpret the community-s qualities into a physical form.

The station layout also allows room for the integration of amenities for bicyclists. A Nice Ride hub and bike lockers will encourage riders to make the LRT part of their network of alternative transportation options, especially for commuters.

02

Consistency. Durability.

11

Uniformity of layout, visibility.

12

They're different yet alike so I'm thinking cost. Keep cost down, but with good sheltering, natural landscaping, if any, and sculptures/art.

13

put trains where people live

What do you dislike about the station prototypes?

01

If the station prototype does not integrate art and reflect the community-s unique characteristics in a meaningful way, then it may not truly connect to the community. The station may simply be infrastructure that goes unnoticed by potential riders. The stations should be easy to find and truly feel as though they fit within that community.

02

They do not involve any "thinking outside the box" or inclusion of new technologies to the benefit of the long term sustainability of the station or community. They have little in the way of way finding or interconnectedness to the community. The only special considerations and expense made are the "park-and-rides" stations and not for interconnectivity with other alternative transportation systems like bicycles. Woodpile station presents a unique opportunity for "bike-and-rides" and a different perspective on station connectedness with the neighborhood, village, and community surrounding it. Stations should be viewed as opportunities for eco-sustainability models such as solar energy generation, turbine power and water harvesting that could well provide revenue or save costs over time.

06

Slabs on sticks. Not appealing designs. A little slant on the roof does not improve the looks. How would flat roofs handle lots of snowfall?

08

From what I can see, there is little difference between them.

11

Roof arrangements leave platform edges exposed to rain and snow making them slippery, especially when windy. Potential solution (more money though - as always!) is to extend the roof further over the track. Hang the catenary from the station roof eliminating dedicated catenary support poles at the stations. This provides protection while embarking/debarking without restricting the view from or to the platform. Such a roof could be cantilevered or cable-stayed from center platform supports.

12

At a glance look too much alike. Hard to tell the differences because I didn't attend open houses, where it was probably explained.

13

put trains where people live

Do you agree with the suggested station type for this station? If not, what type would you change it to and why?

01

Wooddale Avenue Station: A -Landmark- or -Town Square- station type seems more fitting for the Wooddale Avenue Station because the city is planning to develop this area into a vibrant mixed-use area. The station type should relate to what will be here when it is built and the long-term vision for this area instead of just what is around the station area now. A larger station type is also necessary if the community wants to encourage amenities like a mini farmers market.

02

Wooddale Station: The "Neighborhood" style is by your own guidelines not appropriate for the Wooddale station and should probably be Town Square. Why? Because the surrounding architecture and structures are a combination of residential, retail, hotel, urban village, restaurants, bike trail and park. This certainly constitutes "Town Square" ins style.

04

Mitchell station: UNECESSARY. Stop the LRT at Southwest station. 900 parking stalls for who? This will destroy the beautiful wet land setting along Technology Drive and create traffic backups on Mitchell RD. WASTE OF TAX PAYER MONEY!!!!

Southwest station.: Perfect ending spot for LRT. Build a bigger parking complex here. Complete waste of money to extend this LRT any further into Eden Prairie. I'll move out of Eden Prairie if this goes any further.

05

Mitchell Road: REGARDING EDEN PRAIRIE LRT - I think the LRT's last station in Eden Prairie should be at the Southwest Station, not at Mitchell Road. I think it is a HUGE waste of money to have another station just a few blocks away. You have 5 stations in this small city!! This is not needed. Also, the city spent millions of dollars on the purgatory park in Eden Prairie and now you have an LRT train ripping through it on the sidewalk on technology road!! This is so SAD!!!

06

Eden Prairie

09

Beltline Blvd: I am wondering why there is not an underpass for car traffic traveling north and south on Beltline Blvd. It seems that having car traffic (which will increase due to the planned park and ride at this station) interact with the LRT and pedestrian crossings would create significant traffic delays as well as safety concerns. It is already problematic to cross Beltline Blvd as a pedestrian on the trail and it will only get worse with the proposed design.

10

WEST LAKE: The Landscape Design would be much preferred by those of us who own homes 100 or so feet from this station.

13

put trains where people live

Are there any other thoughts you would like to share about stations?

01

Light Rail Stations are great opportunities to tie together all the alternative forms of transportation that we are lucky to have in the Twin Cities area. LRT stations should be designed for pedestrians, bicyclists, bike sharing, and car sharing. As a long-lasting and far-reaching public transportation infrastructure, they have an amazing potential to create a whole network of movement and accessibility that is not based on personal car ownership. Each LRT station is not simply another stop on the line. It holds the potential to be a transportation hub that branches out into communities through walking, biking and car sharing.

02

I am not trying to drive the costs of building the stations up, instead, I am concerned with reaching efficiencies and taking a larger look at how the station anchors itself in its surroundings. Much money and effort is being expended to accommodate automobiles at the "park-and-ride" stations with little concern for efficiencies that can be gained. and those places efficient and sustainable design would benefit the community and the LRT system as a whole, little consideration and thought has gone into how it can be maximized and achieved. Energy conservation and harvesting should have been a part of the Metro LRT from day one but there is something about the frugal and impertinent nature of Minnesotans that refuses to see how we can be and act more efficiently by applying emerging technologies and innovation.

03

The elevators and stairways from the Lake Street Bridge may become white elephants every winter. The county plows snow from the street onto the sidewalk and the city doesn't clear the sidewalks from snow and ice. The sidewalks are unusable all winter. The West Lake Street SWLRT Station is projected to be the busiest station along the route. It will likely be one of the most-used stations by transit riders who will be confused, because of the existence of the various amenities - lakes, restaurants, coffee shops, retail stores, Nice Ride bike locations, etc., about how to get from the station to the locations of those amenities. An initial issue facing the disembarked transit rider will be whether to take the elevator/stairway up to the bridge (to go to Punch Pizza, Rustica Bakery, Walgreens, etc.) or to take surface bike/pedestrian trails (to go to the lakes, the Nice Ride bikes, Uptown, Caribou coffee shop, etc.) To date, many issues relating to safe and efficient access to those venues remain unresolved. Because of the volume and congestion of motor vehicle traffic in the area, it is questionable whether completely safe bike/pedestrian access to all such venues will be attainable in the near future. Therefore, it is imperative that the transit-arriving visitor be provided with the greatest assistance possible to enable him or her to get to their destination, whether it be planned or unscripted.

A large, comprehensive map encompassing the area from the station to Lakes Harriet and Calhoun, Lake of the Isles, Cedar Lake, the Minnehaha Creek- Midtown Greenway- Kenilworth and Cedar Lake bike/pedestrian trails, Uptown, and the other amenities mentioned above should be installed at the station. A better, or at least as good an alternative or addition, would be an electronic device at the station that could be scanned by a smart phone or iPad to access one or more maps of the

area and an index of the individual amenities. The latter proposal would provide the user with portable information about and maps of the entire area.

The map and scanning tool should show how to get from the station to Calhoun Village and Calhoun Commons both by using the elevator/stairway to the bridge and by the bike/pedestrian trails. It should also include internet links to Calhoun Village, Calhoun Commons, Calhoun Square, light rail schedules, Minneapolis Grand Rounds, e.g., <http://www.minnehahamedia.com/gw/mplstrails/interactive.html> websites as well as to any other relevant websites. It appears that a company by the name of Zivelo makes various types of kiosks. They advertise outdoor solar powered (as well as electrical), free-standing kiosks that can produce interactive maps and directories and that can be scanned with smart phones. The link to the company's web site is <http://zivelo.com/>

04

STOP THE LRT AT SOUTHWEST STATION IN EDEN PRAIRIE. QUIT WASTING TAX PAYER MONEY AND DESTROYING BEATIFUL WET LANDS. HAVE SOME FISCAL RESPONSIBILITY FOR A CHANGE!

06

Eden Prairie has sort of a city "design", what I think of as "brick and bump" or a broad omega shape. That design is repeated on it's bridges, water tower, and businesses. I would like to see that incorporated in it's LRT stations with rounded roofs and a little ornamental brickwork.

07

The Hopkins 8th Ave. Station is being built on the same land where Minneapolis Threshing Machine Co. was founded. It will become the first stop for the Historic Hopkins Walking Tour. MTM Wheel art should be used to bring attention to the history.

Minneapolis Threshing Machine Co. built their farm equipment factory on this ideal site near three railroads in 1887. They soon became the largest employer in Hennepin County and built a large stock of employee housing in surrounding Hopkins. A merger in 1929 changed the name to Minneapolis Moline Power Implement Co."

10

West Lake Station Restricting existing bicycle and pedestrian access around this station is counterproductive to the whole point of LRT.

13

put trains where people live

14

I attended last week's open house on SW LRT Minneapolis stations and am appalled at the failure to make a convenient connection between bus routes 5, 19 and 22 and the LRT at or near 7th & Olson Highway. This is supposed to be the big equity issue, connecting North Minneapolis to LRT, yet the proposed connection requires a 2-block walk. It also perpetuates the current 2-3 block walk

to connect to the existing Green Line and Blue Line in downtown.

Although it will cost more, the clear solution is an elevated station over 7th Street similar to the Blue Line Lake Street Station. Furthermore, it should be shared with the Bottineau Line. I was told the plan is for Bottineau to pass thru the 7th & Olson intersection at grade to reach the median of Olson Hwy. That will delay both trains and vehicle traffic and creates a potential safety hazard. An elevated station shared with the SW line will provide the most efficient possible connection between the two, without the need to backtrack via Target Field Station.

We only get one chance to do this right. The only other alternative is to reroute all the buses via either the Royalston or Target Field Stations, which solves the transfer walk problem but inconveniences everyone else on the bus and adds operating cost.

Someone in the planning process is being short-sighted. This needs to be fixed.

15

Last Thursday I attended the open house for the Southwest LRT Minneapolis stations. There I saw how misguided (but naïve) political pressure can warp a design. This has resulted in the crucial North Minneapolis connection at Royalston Station being neglected in favor of a Penn Avenue station that isn't worth building. Let me explain.

Most of North Minneapolis is covered by three full service bus routes that all funnel through the intersection of 7th Street and Olson Highway, quite close to the Royalston Station. They are:

Route 22 Lyndale Avenue N., runs every 20 minutes

Route 5 Fremont Avenue N., runs every 7.5 minutes

Route 19 Penn Avenue N., runs every 10 minutes

This is high quality service that runs seven days a week. Routes 5 and 19 are two of only three all-night services in the Twin Cities. These three routes together run 300 weekday round trips. They will be joined in 2017 by the C Line BRT on Penn Avenue.

The Royalston Connection

The question is how best to connect this high quality bus service to the Royalston Station.

Under the current design, bus passengers will get off at 5th Avenue N., a block south of Olson Highway and walk two blocks to the Royalston Station. Why so far? Because the City of Minneapolis vetoed closing little used 5th Avenue N. at Royalton Avenue. Because the LRT has to start its climb south of 5th Avenue, it pushes the station a block to the south. Close 5th Avenue and the walk between bus and LRT is shortened to one block, not too bad and certainly the cheapest way to improve the transfer connection. There's also the option to reroute the Penn Avenue buses via Royalston for a direct connection to LRT.

The ideal solution would be a joint LRT station with the Bottineau Line where both cross over 7th

Street on a bridge, with vertical access similar to the Blue Line Lake Street Station. That would also provide direct connections to St. Paul and the airport. Currently North Minneapolis bus passengers have to walk three blocks in downtown (8th Street to 5th Street) to connect to the existing LRT lines.

The folly of the Penn Avenue Station

While the real connection at Royalston is being neglected, there has been all sorts of political pressure to build a station at Penn Avenue and serve it with a new bus route from North Minneapolis. What they don't realize is that such a new route will never be financially viable, because it will have to survive solely on transfers to/from the LRT, and there will never be enough of those to keep the route anywhere near the regional subsidy per passenger ceiling.

Even though transferring at Royalston seems indirect for someone living along Penn Avenue, in fact it will take only 3 minutes longer than transferring at the Penn Station. Passengers along Penn will take whichever bus comes first, and the buses to Royalston run every 10 minutes. If the Penn bus runs every 30 minutes, the likely scenario, why would anyone let a pair of downtown buses pass by in order to wait for a bus to the Penn Station? The new route has no hope of competing for those LRT transfer passengers. That makes it a politically motivated white elephant. Anyone with any experience planning transit service knows that. Do we have to waste a couple million dollars to prove it?

The Penn Avenue Station itself should be eliminated. It has almost zero walkup potential (because few people live within walking distance) and will never have a viable connecting bus service. It's a prime example of local politicians demanding their piece of the pie, whether it is economically justified or not.

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1. Safe and convenient access to the station platform for the residents of the Lakes CitiHomes and other West Calhoun residents living north of the tracks is a top priority. A pedestrian/bicycle bridge over the tracks from the section of West Calhoun north of the tracks connecting with the Greenway near the station would be the best solution. A more innovative solution would be a hanging bicycle/pedestrian bridge affixed to the Lake Street Bridge. Under the current plan bicyclists headed for the station from north of the tracks would be funneled up and over the Lake Street Bridge, which has heavy commuter vehicular traffic and no bike lanes. This would create an extremely dangerous situation. A safe, designated bike route to the station from north of the tracks is needed.
2. Our preference for station prototype is Town Square. Regardless of which design is selected, the current plans show waiting areas as no more than 75% enclosed. This design provides insufficient protection from weather and would discourage ridership in winter months. Better protection against wind, rain and cold is needed to encourage winter ridership.

3. Noise, light and vibration buffering must be addressed by more than vegetation for both the construction and operational stage. Engineering and landscape design are a top priority.
4. Address parking issues. A strategy is needed to deter commuters who would want to use West Lake as a park and ride station. If no additional parking is planned, as seems to be the Met Council's plan, permits must be issued to residents, and all cars without permits parked on Abbott, Chowen or 31st Street without permits must be ticketed and towed.
5. Current plans for Abbott are unclear, but it looks like the plans call for a two-lane, two-way street with parking and sidewalks on both sides. This would create an unsafe situation given the expected increase in all modes of transportation and the introduction of bus traffic combined with the existing dogleg as the street intersects with Excelsior. At a minimum, a traffic light would be needed at the intersection with Excelsior. Transportation planners need to show a safe plan for this street.
6. The triangular public plaza bounded by 31st to the south, the multi-use path to the northwest and the potential redevelopment site to the east should be of a size appropriate for a Tier I station, rather than squeezed by redevelopment of the site to its east. The plaza should include a wayfinding kiosk, bike parking/storage, bike sharing, pump stations and public art.
7. Good lighting at the platform and on streets leading to Excelsior.
8. Move the station access path from 31st Street to the east so it doglegs onto the 10' walk before crossing the bike path and tracks; direct access from Chowen onto this access path. Such a switchback is essential to direct sightlines to oncoming trains for people crossing the tracks.
9. Widen sidewalk on the north side of Excelsior from Market Plaza to 32nd St. The sidewalk is not currently handicapped usable because of its narrow width and the presence of light poles and other obstructions.
10. Protection from traffic and snow/water spray on the Lake Street bridge at the bus waiting area.
11. Canopy over bus waiting area on both sides of Lake Street, or waiting area in the vestibule of the elevator.
12. A clearly demarcated route from the station to Lake Calhoun for bikers and pedestrians.
13. Continue pedestrian path marking westward on Cedar Lake Trail to the Bigos complex entrance.
14. A ground level walkway/bikepath from the elevator base/train station end on the north side of Lake Street to Calhoun Village.
15. Emergency phone box at or near the station.