



METRO Blue Line Extension Municipal Consent

Comments Received January 19, 2016 – January 29, 2016

All comments are recorded as submitted. 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

Comment Card #1 (01-19-2016)

Provide funding to address air quality issues caused by construction of LRT (i.e. air conditioning units for apartment buildings, take measures to reduce construction dust, as well as other construction-related pollution.

I'm a Harrison neighborhood resident and support HNA. A few key things that are important to me are:

1. Making sure that at least 30% of housing developed along the line (if not 30% of all housing along the line) be affordable. Affordability should be defined based on cost-burdened households (defined as spending 30% or more of income on rent) in the neighborhood
2. Making the blue line accessible to residents who live in the affected area. Proper bus lines to connect residents to the lines, as well as safety: having safe and well-lit shelters, having sufficient features to warn vision – and hearing – impaired residents. Other safety concerns include having safe pedestrian crossings, with traffic signals that give enough time for residents (including disabled residents) to cross safely – this would be more time than the traffic signals currently allow for crossing Olson Hwy.
3. Limit new development along the line – especially at the Van White and Penn Ave stations – to 6 stories/levels. Make sure that development that happens in North Minneapolis benefits our community. One example would be taking measures to employ local residents in the construction of the line.

Comment Card #2 (01-19-2016)

Not for any plan that increases population density in the Crystal area. With that in mind, (w/o increasing density) LTR will increase property values in our neighborhood. That will out price our area as a good place for starting families or retired couples/individuals. It will raise the taxes of the area and completely change the atmosphere residents currently enjoy.

Comment Card #3 (01-19-2016)

- Station area planning steering cmte: civil rights, Title 6, Env. Justice for N. Mpls (Thank you KDW & Denise)
- Want to see robust, thoughtful, visionary station area plan:
 - Guides Econ. Dev. that's international coordinated pub/private partnerships



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- Prospect Park 2020 Plan
 - Target Field Station
 - Ex. Melt snow to produce steam power district
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- Work w/ city partners to implement community vision of appropriate density @ V.W. & Penn (4-5 story developments) vs. developer vision of 15+ stories – areas of D.T. don't have that level of
 - Reduce speeds/narrow lane widths
 - Missed opportunity to slow down traffic on Olson & reimagine/create safer intersection crossings for youth, older people, disabled, near schools, library, parks, housing development
 - Work w/ MnDOT to ensure protected bike lanes from Theo Wirth to Van White and potentially further: over 94 bridge, to Target Field Station

Comment Card #4 (01-19-2016)

Timing of the blue line – and the fact that it misses the Target Area North Minneapolis

Comment Card #5 (01-19-2016)

I absolutely feel a park & ride at GV station is needed. There is no place other than in front of residential dwellings or at places on private property. If people park on roads in front of houses, emergency vehicles will not be able to get through. There also no safe way to get across the roads to the station. If there is no park and ride, it will make use of the GV station very limited. GV already is getting very little benefit from this project, but it is ruining two of our parks and we will have a substantial increase our taxes.

Online Comment #1 (01-19-2016)

The "least expensive route option" through our lovely Golden Valley/Minneapolis Parks not only makes little sense because there is very little Public living in these areas to need public transportation, but also is not so inexpensive after all.

With BNSF requiring the project to pay for moving it's existing tracks, preparing for a 2nd parallel track and expanding/replacing multiple bridges the costs are rising! It is very expensive and bypasses the North side completely unless you happen to live on that short little section of hwy 55.

This is a very bad deal for North Minneapolis, Golden Valley and Crystal. A boon for Robbinsdale and Target Corp at the end of the proposed line. In order for North residents to access this wonderful public transportation option they will have to walk many blocks/miles or take a bus to connect.

Who on earth ever thought this was the best, most equitable option?

Online Comment #2 (01-21-2016)

Please support building the Blue Line. Our northern suburbs and families need access to quality and affordable mass transit. Thanks for your efforts!

Online Comment #3 (01-22-2016)

As you may know, on Wednesday, the light rail downtown Minneapolis was on hold due to a power loss. The automated voice message at the station was to go down to the Target Field or Franklin Station to catch a bus. There were two problems with the instructions.



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1. There were riders from out of town passengers going to the Airport and foreign exchange students that did not know where the Target Field was located.
2. Snow had fallen the night before which made the sidewalks slippery. Walking to the Target Field was too dangerous for some of us.

With this being said, I hope the physical design includes proper heating at the boarding stations for passengers that have a long wait due to delay times with the light rail. Also, signage that gives specific detailed instructions to passengers as to alternate bus routes to their destinations.

On Wed., I walked over to Hennepin Avenue. A 6U bus stopped. I asked the driver if the bus went to the West Campus of the U of M. The driver responded that they did not know where the West Campus was located. I then asked if the bus went to the U of M and crossed the river. The driver responded that they didn't know if they crossed the river.

If there would have been information posted as to different bus routes and destinations along the light rail route, I would have been able to take a local bus. As it turned out, I went back home.

Online Comment #4 (01-24-2016)

We live near the Hennepin Community College. Basically we are of the understanding that the rail WILL be happening despite our concerns and no matter the negative consequences to our community. For this reason, if and when the line becomes a certainty, we plan to move to another town/community. We are fortunate enough to have the freedom to do so, and are well aware of any positives and negatives associated with the rail addition. In our opinion, the negatives greatly outweigh the positives.

We will not be continuing to pay taxes towards what we consider to be a poor planning in use of such funds which will only deteriorate our community and add an additional element of crime and concern.

We are very much Not in support of rail construction in this area.

Online Comment #5 (01-25-2016)

I am excited to have the lightrail expand into Brooklyn Park. I think it will provide opportunities for businesses in our community and enable us to reach other parts of the cities much easier - especially in the winter time. As someone who takes the bus to work everyday I am excited for another way to get downtown. My one hope is that there will be parking available at all the transit locations. I see the plans for a park and ride at the 93rd avenue station, but for the others it just looks like stations and then people will need to walk. Although this is beneficial for North Hennepin/the library and some of the other locations, I think having parking available so people who don't live nearby still have the option to park and hop on the train. Thanks!