

# Hennepin County – SW LRT

## Transitional Station Area Action Plans (TSAAP)



### Technical Memorandum #2 – May, 2013

### Public Engagement

### Summary – Open Houses

Hoisington Koegler Group – Urban Strategies – IBI Group – WSB  
CDG - RCLCo

## Introduction

Open houses were held in April and May of 2013 to display the results of the technical design charrette and to seek public input and ideas on specific stations. Public input and ideas were collected using opportunities for attendees to actively and openly participate. Two primary activities served to promote discussions and ideas. They included:

## Station Ideas

Several tables at each of the open houses were used to display large aerial photographs that showed station areas. The base aerial photos identified bus routes, potential LRT alignments, potential station locations, etc. Meeting participants were asked to gather around the tables and engage in discussing their thoughts about the station and the various alignment options. Post-it notes were used to note and describe comments. Tables were facilitated by either HKGi staff, County staff or City staff representatives. Participants were specifically asked to consider:

- Platform locations
- Alignment options
- Potential future development
- Pedestrian, bike and auto connections
- Park and open space needs
- Other ideas

## How Will You Get to the Station?

In order to gain a better understanding of how people are likely to access transit stations, the second meeting participant activity provided a hands-on way for people to literally draw their route to and/or from transit stations as a pedestrian, bicyclist, bus passenger or vehicle driver/passenger. Each mode was given a specific color. Information was collected using a large scale base map for each station which identified platform locations and within a two mile limit, trails and bus routes. In addition to the map, participants were also asked simply to list destinations that they were likely to access via the LRT.

## Comments Cards

Comment cards were also available to meeting participants to provide additional information on either specific project elements or general thoughts.

## Open Houses at a Glance

### **St. Louis Park**

Date: April 18, 2013 (heavy snowfall reduced probable attendance)

Location: St. Louis Park Rec Center

Time: 5:30 p.m. – 7:30 p.m.

Attendance: 45 signed in (estimated total – 50)

### **Hopkins – Minnetonka**

Date: April 23, 2013

Location: Hopkins Center for the Arts

Time: 5:00 p.m. to 7:00 p.m.

Attendance: 150 signed in (estimated total – 165)

**Minneapolis**

Date: May 2, 2013

Location: Bryn Mawr School

Time: 6:00 p.m. – 8:00 p.m.

Attendance: 115 signed in (estimated total – 125)

**Eden Prairie**

Date: May 13, 2013

Location: Eden Prairie City Hall

Time: 5:00 p.m. – 7:00 p.m.

Attendance: 72 signed in (estimated total – 85)

Appendix A provides a general tabulation summary of all comments.

**Open House Summaries**

The following are the summaries of general information collected at the TSAAP open houses and ideas that were offered for each station area.

## Minneapolis Stations

### Comments on Maps: Royalston Station

#### **Station Location:**

- This would be a better spot for the station (Catholic Charities site), because it better connects to bus transfers coming from Glenwood Ave. and access to Minneapolis Farmers Market  
Bike/Ped Connections:
- 5<sup>th</sup> Ave is a dangerous pedestrian crossing(short-cut) used during Twin games by people who do not want to walk all the way down to Hwy 55 and 7<sup>th</sup> St intersection, there are also conflicts with the bus drop off here as well. Generally a dangerous intersection and needs a light.
- Provide better access to the farmers market. The station closest to Glenwood would provide better access along Border Avenue
- Better bike access, signage, and open space.
- This entire area could use more green spaces and bike friendly buffered bike lanes, especially on bridges.
- Better signage at Glenwood Ave and 11<sup>th</sup> Street to connect bike lanes to Cedar Lake Trail (lots of one way roads, easy place to get turned around as a cyclist)
- More access points from downtown streets to Cedar Lake Trail

#### **Bus Connections:**

- Move the #5 bus to connect to one of the platform alternatives
- Place the station closer to bus stops.

#### **Roads/Traffic:**

- There are already lots of traffic car-vs-truck conflicts along Royalston, LRT would only increase that.
- How will trucks access properties along Royalston?
- Truck turning movements are already difficult along Royalston; need a place for them to pull forward and then back in.
- Royalston has car-vs-truck turning and backing movement conflicts, especially during peak times.
- Royalston is an important conduit for traffic coming from the north metro into the city.

#### **Parking:**

- Coming from Brooklyn Center, how do I access the station and where do I park?
- Lots of existing parking under I-94 bridge could be used for park and ride
- Station is close to parking opportunities

#### **Future Development:**

- Is there an opportunity to make Glenwood a 'cool' avenue for business?
- Elevated line will hurt property value of triangular parcel at corner of 5<sup>th</sup> Ave, Royalston Ave, and 7<sup>th</sup> St.
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### Comments on Maps: Van White Station

#### **Station Amenities:**

- Need more bike facilities, especially around station
- Bike lockers at Van White/Penn/Royalston, so downtown workers can ride their bikes to station, put bikes in lockers, and take the LRT the rest of the way to work downtown
- Individual personality at each station, design should reflect that
- Make sure the station is well lit.
- Make sure the stop has a personality that suits Harrison, like the public art on Hwy 55 and Penn Ave.

- Consider maintenance and winter snow removal at platform and trails
- Lighting and signage, safety is an issue, the area is creepy

**Bike/Ped Connections:**

- Connect station better to local destinations to south, Dunwoody/Walker/Blake School
- Would like station to act as a bridge from north to south. Van White Parkway and hopefully a 2<sup>nd</sup> bike/ped bridge further west
- Better connect the station to destinations to the north, i.e. Van White Boulevard
- Access is the big issue
- Wayfinding needs to be consistent
- Design the future ped/bike bridge artfully
- Make it safe and more accessible
- Need to provide better access from Penn station and Van White station to Bryn Mawr Meadows Park
- How do we access the station from Bryn Mawr?
- Trying/riding the Luce Line bike trail is important
- Bus routes would be huge here to connect people further north
- Bike/ped connection to Girard Ave. should be elevated or in a tunnel, not at grade
- Improve bike/walk path in the meadows to encourage folks to use Van White station
- Police need to address/eliminate panhandlers. I'm not walking past intimidating people.

**Bus Connections:**

- Make sure there is a bus connection to LRT
- Would like LRT to get to destinations to the SW, this is difficult to do with a bus
- Would be nice to see street car on Penn Ave connection to LRT station
- Consider a shuttle to connect office spaces to west on 394
- Make strong and well lit connection between the Glenwood bus district and the stop
- Better bus connection between Bryn Mawr and Van White station

**Roads/Traffic:**

- Need a traffic circle at Van White

**Parking:**

- In the years before the station area is developed, could it be used for parking for people who want to continue on the LRT?
- Prime area for (re)development, not storage facilities

**Public Realm:**

- Need better gardens in the area
- Include pocket parks in areas
- Areas along access route to station needs to be planted with trees

**Future Development:**

- Hoping station/stop will catalyze redevelopment in Bassett Creek
- Development in Linden Yards will make this a place to be
- Anticipate development around each station
- Need to develop affordable housing near station
- Don't gentrify neighborhoods
- There should be safety requirements for new development, to ensure places that are created are safe and comfortable

- Bassett Creek Development
- Affordable housing
- How can we get rid of the impound lot?
- Affordable housing
- I'd like to see a big, landmark city park with outdoor festivals such as warped tour, a 'pride-n-joy' of Minneapolis showcase amphitheater to keep city events in the city.

**Employment:**

- Like the connection to jobs in the SW Twin Cities
- Important to create jobs in the area
- Create jobs here

**Other:**

- Build it soon

**Comments on Maps: Penn Station**

**LRT/Trail Crossing:**

- Very important that bikers can safely choose Cedar Lake Trail to Hopkins -vs- Kenilworth Trail to connect to Midtown Greenway. Need underpass or overpass of LRT
- How will people and bicycles cross tracks
- Grade separation at intersection of Cedar Lake Trail and SW LRT
- Grade separated crossing between the LRT and the Cedar Lake Regional Trail
- Trail crossing of LRT would be better as an underpass/overpass
- Grade separate trail/LRT crossing
- How does line cross ped/bike trail

**Station Amenities:**

- Will the stations be heated, to act as warming points for cyclist during the winter?
- Would there be any place to park bicycles at the station?
- Need elevator large enough for bikes, so bikers from Bryn Mawr can access trails
- Provide a Nice Ride facility
- Kiss-n-ride needed
- There will be issues with public safety at this stop due to its isolation. Need to work with police, city, MPBR, and Metro Transit
- Potential for crime here; area needs lighting/cameras/etc., severely isolated area.
- Have covered area at station for inclement weather

**Bike/Ped Connections:**

- Need to provide better access from Penn station and Van White station to Bryn Mawr Meadows Park
- There are many children riders crossing at the proposed station, there is going to be safety issues with the train crossing
- Concerned about access to Penn station
- Stop worrying about the cost of the bridge at Penn. Build it, light it, and make it safe, whatever it takes. Bryn Mawr wants it.
- Need an elevator to get down to the station
- Is there a plan for access to Penn station from Lowry Hill?
- Safety concern using elevator to exit Penn station; confined space.

- LRT will limit access to trails if LRT is built without a station on Penn
- Bridge to station needs to provide access to both sides of tracks
- Want a really safe wide bike lane, access from Penn Ave coming from north. Take away parking on south side of Penn Ave to do it.
- Stairs up to street level so there's an alternative to the elevator
- Just because it's hard, don't ignore Kenwood access
- Elevator is essential because of extreme grade
- Make every pedestrian bridge bike friendly. Minimal stairs, wide enough for safe passing, no sharp turns
- It's a good plan to have a bridge over the tracks to the LRT station
- Need a sidewalk along Wayzata Boulevard so that pedestrians don't have to walk on street near Penn Ave. Freeway exits are dangerous/extreme
- Penn corridor as a connection to Penn station
- Kenwood access as proposed is too steep, may not work/be safe in the winter, and is not needed/cost prohibitive
- Provide better and safer ped connections
- Penn bridge needs a ramp, stair, and elevator

#### **Bus Connections:**

- Need to connect buses on Penn Ave to Penn station, can serve Harrison too
- Penn street car connection, or other multi-modal connection
- Make a bus/shuttle loop that goes from Target to station and loops on west frontage road (links to businesses)
- Would there be a bus circulator in the Bryn Mawr neighborhood
- Bus drop-off on I-394 east bound on ramp so Route #19 can continue downtown, rather than force transfer to train
- Provide a local circulating bus, connect bus routes to the station
- Consider a street car along Penn Ave

#### **Roads/Traffic:**

- The south frontage road is in extremely bad/poor condition
- Quality access roads are essential for the Penn Station to be viable
- Possibility of a road/bridge connection to Bryn Mawr and south
- Traffic coming off of I394 is heavy
- I394/Penn intersection dangerous for peds and bicyclists
- Area traffic is jammed in the Penn/I394 area

#### **Parking:**

- There is currently nothing near the station and it has good freeway access, why not put a surface lot here.
- Build a multi-level park and ride on the site of the abandoned building next to (west of) Maderia
- People coming by car east on I394 will need a place to park and walk down to the LRT station
- Where would people park near the station?
- No park and rides
- Where is the parking provided?

#### **Future Development:**

- Need to be conscious of views with development at Penn station
- Re-zone above with a transit overlay district. Could a TIF with it spur development of housing and help assemble the parcels?

- Housing with height; older people and younger people cannot live in Bryn Mawr; affordability and housing type issues.
- I'd like to see a big, landmark city park with outdoor festivals such as warped tour, a 'pride-n-joy' of Minneapolis showcase amphitheater to keep city events in the city.
- Look at entire area as a development opportunity (reference capstone)
- Promote development along Penn Ave
- A good place for a restaurant, to put eyes on the street/station
- Possibly a restaurant (Tin Fish) on/near Penn Bridge
- Opportunity for development

**Other:**

- Station needs to serve either Bryn-Mawr or Kenwood- it can't do both
- Look at capstone project for Penn station
- Concerned there won't be a Penn Station
- Build bridges to reclaim what I-394 took away when it split the city
- Why not a mono-rail?
- Station is not people-oriented
- Station fractures neighborhood
- Bryn Mawr needs a transit station to allow people over the age of 65 to continue living here
- Treat the park as a gem - Make the station/park a destination
- Station as a destination. Park is under-valued and should be a destination
- Station should have good design that relates to people that doesn't fracture city access and connections

**Comments on Maps: 21<sup>st</sup> Street Stations**

**Station Location:**

- If we have to have the trains, we want a stop

**LRT/Trail Crossing:**

- Safety issue of crossing (bike, ped, train, car)
- Intersection of Cedar Lake Parkway and proposed LRT is a horrible intersection
- Intersection of Cedar Lake Parkway and proposed LRT does not work currently, everything cannot run at grade
- Location of bike trail so there is no LRT line crossing
- Need a grade separation at 21<sup>st</sup> Street
- If not a grade separated line at 21<sup>st</sup> Street, then the station should have a split platform – one on each side of 21<sup>st</sup> Street.
- Cedar Lake Parkway and LRT crossing area is a mess, everything cannot happen at grade. Please consider a below grade crossing.
- Tunnel under at Cedar Lake Parkway intersection – not at grade crossing
- I'm in a minority of people who don't mind if the train crosses Cedar Lake Parkway at grade. Traffic would be so bad that people would have to stop cutting through the neighborhoods around there on their way downtown
- Tunnel LRT to minimize ped/bike/auto/train accidents

**LRT Noise:**

- Concerned about the noise, particularly the screeching of the wheels on the rails
- Mitigate noise and visual elements of LRT to preserve park/bike/walking experience
- Noise level at the beach and concern about safety, i.e. lots of kids playing at the beach.



- Noise abatement
- Concern about potential noise
- Use trees to help mitigate LRT noise for users of park and residents

**Station Amenities:**

- Provide bike parking
- Will there be fencing between LRT/rail and Kenilworth trail?
- Consider Nice Ride at the station, bikes need to be visible

**Bike/Ped Connections:**

- What kind of improvements to local trail at Cedar Lake? You must work with Cedar Lake Park Assoc. on this
- No sidewalk on 22<sup>nd</sup> between Thomas and 21<sup>st</sup>; Bad sightlines at Thomas and 22<sup>nd</sup>
- Who will pay for improvements to these sidewalks? It is not fair to make neighborhood residents pay.
- Put a path around Cedar Lake, especially the east and north side.
- No sidewalk on Burnham Road south of bridge; boulevards are not walkable; trails serves as alternative route
- Concerned about pedestrians and bikes comingling; prefer separate for each
- What is the width of the bike and ped trail at all single use trails (not separate trails)
- There is an informal access at the east end of Kenilworth Place to trail - Formalizing it would improve access to station
- 610,000 rides a year on the trail - Safety of bicyclists with LRT
- Keep trail on neighborhood side of light rail to maintain access from neighborhood
- Informal access to trail exists from end of 24<sup>th</sup> Street – Formalizing it would improve access to the station
- Don't want to lose current access/frequent access to trail
- Will every bike path require high sound warning gates?
- Concern about fence along LRT line/bike trail
- Want good access to station
- Concerned about ped safety by people of all ages
- Concerned about the impact of the LRT on nearby parks and trails.
- Bike lane or route on 21<sup>st</sup> Street from Isles to station is a good idea
- Can you fit a bike lane on 21<sup>st</sup> Street; it would be a good idea.
- Add in stop sign at Cedar Lake Parkway/Trail crossing
- Station should be the 'gateway' to the trail system and to downtown

**Roads/Traffic:**

- How will traffic be instructed to use this route? Worried about even more traffic using Franklin Ave. 21<sup>st</sup> Street is congested between Penn and Oliver.
- No left turns (onto Cedar Lake Parkway from Sunset Boulevard) are not enforced and make that intersection more dangerous/cause traffic problems.
- Residents along Franklin Ave. concerned about the increase in traffic of people driving to the station

**Parking:**

- Concerned about a lack of parking
  - Concerned about parking near station
  - No parking lot
  - No parking lot
  - Heavy (on street) parking demand around new restaurant on 21<sup>st</sup> Street.
- Future Development:

- Concerned about development around station, neighborhood does not want
- Development at the 21<sup>st</sup> station is not appropriate or welcome
- No opportunity for development here. Historic homes in the area
- What does 'park programming site' mean? Currently this is a great and unique woods with dirt trails
- No new development – Areas are needed for buffering
- Concerned about development shown around station area, neighborhood has said no multiple times.
- Potential development areas are unacceptable to the neighborhood

**Public Realm:**

- What are the plans for landscaping? Preserve natural beauty/parkland
- Light Kenilworth, Cedar Lake Parkway, and 21<sup>st</sup> Street
- Preserve native trees on HCRAA property

**Other:**

- Please read the Kenwood Isles Area Associations DEIS comments
- Co-location of freight/LRT is a deal breaker for Minneapolis
- Freight rail must be re-routed
- Re-route freight
- 21<sup>st</sup> St. station is a waste of money
- This station is a waste of money; preserve as much of Kenilworth as possible
- Concern about low ridership, would prefer to not have station
- Restore E Cedar Lake
- LRT will improve transit service- only 4 buses per day today
- Realistic ridership numbers for this station are unknown – the earlier estimates have no valid factual basis
- Concerned about speed of train through the area
- Cedar Lake park is very unique- concerned about the changes the LRT will bring
- New Lagoon bridge should be made to resemble existing bridge
- Beach is a destination location for late night parties; don't allow stops of pickups from 10:30pm-5:30am
- Riders may stop late at night and use the beach off hours
- When would specific details of elements be decided?
- Environmental planning? i.e. noise, speed, greenway
- Save Minneapolis Parks
- '21<sup>st</sup> Street' name does not describe the area. More appropriate might be 'Cedar Lake', 'Hidden Beach' or 'Cedar Isles Dean' to create a better sense of place.

**Comments on Maps: West Lake Station**

**Station Location:**

- You will be placing an LRT station in a very dense area with the most beautiful parts of the city- impossible unless you spend lots of money.
- Leave the train as is. Tunnel (cut and cover) LRT under existing rail.
- Tunnel – possibly from the West Lake Station to the 21<sup>st</sup> Street Station, at least under the length of Cedar Lake Parkway
- Link LRT station to future street car station end-to-end with street car portion behind Calhoun Village (east of bridge)
- Look at station option to the north

- Consider station location north of bridge
- Flatten mounds/slope and clear trees behind Whole Foods to make station more visible

**LRT/Trail Crossing:**

- Worried about safety of trail/LRT crossing
- Cedar Lake Parkway should be a grade separated crossing
- LRT Speed of train is a concern, 45mph?

**Noise:**

- Eliminate bells at West Lake Station – the LRT will not cross a road at the station – local input should be employed to eliminate the bells
- Along with the bell noise how bad will vibrations be?

**Station Amenities:**

- Would be nice to have a Nice Ride facility at the West Lake Station
- Nice Ride station at West Lake

**Bike/Ped Connections:**

- Lack of street network makes the walkable area smaller than it should be
- Connections to Lake Calhoun from the station and the Cedar Lake Trail are very indirect
- No access to station from north side of Lake Street
- A dedicated bike path
- Keep a bike/ped path in Kenilworth, not on city streets
- Preserve the integrity of the Greenway (Cedar Lake Trail)
- Walking access from homes directly west of station will be difficult- Red roofed townhomes
- Walking/crossing of Excelsior Boulevard are very difficult
- Bike and walking trails cannot be compromised
- Foot access to West Lake Station has to be above grade, i.e. down from walkways to the station from Lake Street
- Engineer the trailhead node on the west end of the West Lake Station to safely accommodate the Greenway traffic, Chowen-Abbott loop residential vehicle traffic, bus drop-offs, car drop-offs, etc.
- Keep cow paths to station open
- Optimize the access for pedestrians and bicyclists. Limit vehicle access, encourage local use of station.
- Be able to access Lake Calhoun in 10 minutes
- Work with MPRB to strengthen connections safely.
- Expand Lake St bridge to accommodate elevator and stairs down to LRT station
- Do no harm to the Cedar Lake Trail
- Fencing between the trains and trail – Concerned about access to properties on north side of corridor
- Direct accessibility to Lake Calhoun

**Bus Connections:**

- Currently no space for buses on Abbott- no lighting, no sidewalk

**Roads/Traffic:**

- Improve 32<sup>nd</sup> and Excelsior intersection, including evaluating a modern roundabout
- Shut off Market Plaza entrance into Calhoun Commons
- Hennepin city is responsible for Hwy 3 and Hwy 25 traffic congestion, no money is included in 20-year protection for accommodation of additional traffic.
- Make Abbott a Cul-de-Sac on north side of Excelsior Boulevard.

- Additional traffic congestion on Excelsior Boulevard due to bus turn off and additional traffic light on Excelsior Boulevard.
- Met Council using 4,100 car/day at Cedar Lake Parkway crossing- what is the count at rush hour? (Back-ups are a problem on Dean Parkway and Sunset Boulevard).
- There has to be dedicated pavement for bus/car drop-offs from Excelsior Boulevard along Abbott Avenue. i.e. completely separate from local traffic.
- Connect Abbott Ave with Market Plaza with a narrow street under the Lake Street Bridge
- Re-open road through Calhoun Commons
- Traffic issues with Cedar Lake Road and Lake Street
- Worried about the safety of crossing Excelsior Boulevard

**Parking:**

- Remote parking – i.e. for Linden Hills with shuttle bus to West Lake Station.
- Introduce storage parking for local renter residents to remove cars from streets
- Limit/Eliminate parking (park and ride) at the station. Design Beltline Station so that it is a top-notch park and ride station
- Need more parking. Develop paid ramp at either Calhoun Village or Park Board Ackerberg Lot at Calhoun Executive Center
- Worried about Hide and ride; the need for permit parking

**Future Development:**

- Development potential exaggerated: Do Calhoun Village and Calhoun Commons owners/lesser consent to being redevelopment sites?
- The Cedar Lake Parkway - LRT Intersection is bad now; it can't handle everything at grade.
- Use HCRRA parcels south of street for new housing (life-cycle/affordable)
- Community Gardens, bird habitats, large mature trees, and green spaces exist at station location

**Other:**

- Why West Lake station? Not needed, bus is good enough for local residents.
- Current bus route is good enough, no need for station.
- Save money by not building some of the stations now
- No benefit to local residents
- Does shoreline overlay ordinance prohibit overpass at Cedar Lake Parkway?
- Need to think about the number of riders that will be coming to the Lake Calhoun/Chain of Lakes area, it's a major destination.
- High Tension wires a hazard to birds and are unsightly
- Concerned about the aesthetic of the neighborhood and the potential (negative) impacts of LRT
- Visual intrusion issues?
- If Cedar Isles Townhomes are removed with Eminent Domain, why would the Lakes Citi homes not be removed, they are just as close?
- Heavy rains cause water pooling and flooding over tracks in the area between Lake St Bridge, LRT station location, and The Lakes Citi homes, this is a real pollution and ecological problem.
- Apartment community fought against bus traffic going through their area during construction, will they accept it permanently?

## General Comments

- Concerned about the Kenilworth corridor and the impact on the reclaimed wild area that has been created. The 21<sup>st</sup> Street station seems unnecessary; in fact the beneficial impact for Minneapolis is not honestly assessed. However, I look forward to the cleaning up of Linden Yards.
  - We would like to have a take home map for each station area
  - Please put lighting along the Kenilworth corridor and along the Cedar Lake Bike Trail when LRT arrives. It will enhance safety and make light rail users in the evening feel much more comfortable
  - Need take away maps of station areas
  - Take away map of each station area please
- 

## Where will you ride the SW LRT? – Penn

- Farmers Market (x2)
- Target Field (x2)
- Airport (x2)
- Downtown
- Downtown St Paul
- Downtown Hopkins
- Downtown Minneapolis
- St Louis Park
- Family member's home along University Ave in St Paul
- Mall of America
- Lake Calhoun for recreation/restaurants

## Where will you ride the SW LRT? – 21<sup>st</sup> Street

- Whole Foods near Calhoun
- Downtown for work
- Sports events
- Airport

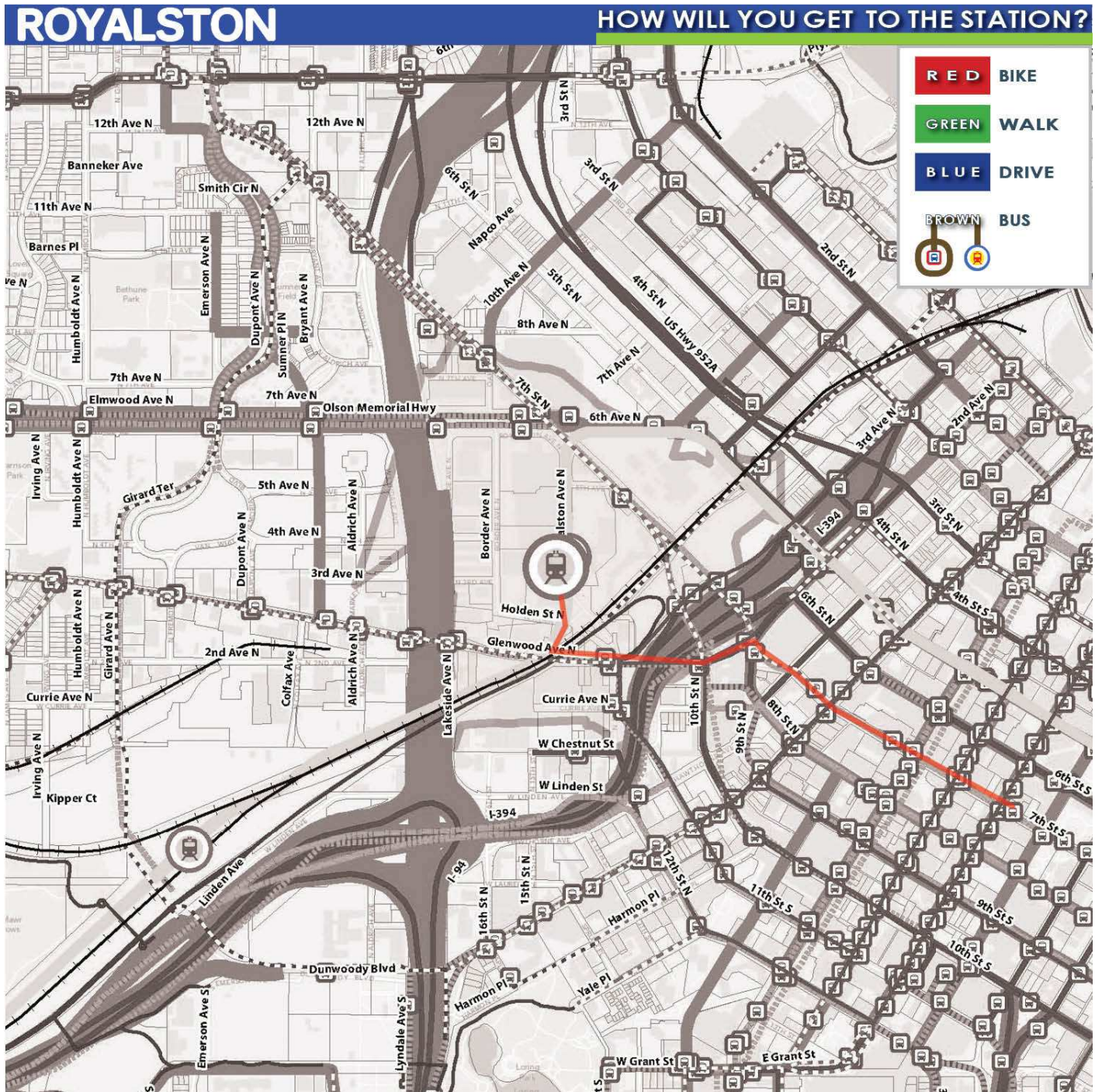
## Where will you ride the SW LRT? – West Lake

- U of M
- Park and Ride stations at Royalston
- Knollwood Mall
- Venture to St Louis Park
- St Paul
- St Paul – Capitol
- Toward Downtown Minneapolis and St Paul
- HCMC
- U of M
- Bryn Mawr Meadows
- Loring Park
- Basilica

- Hopkins
- Mall of America
- Airport (x2)
- Farmers Market
- Target Field
- Minnetonka
- Bike trails in Hopkins
- Eden Prairie

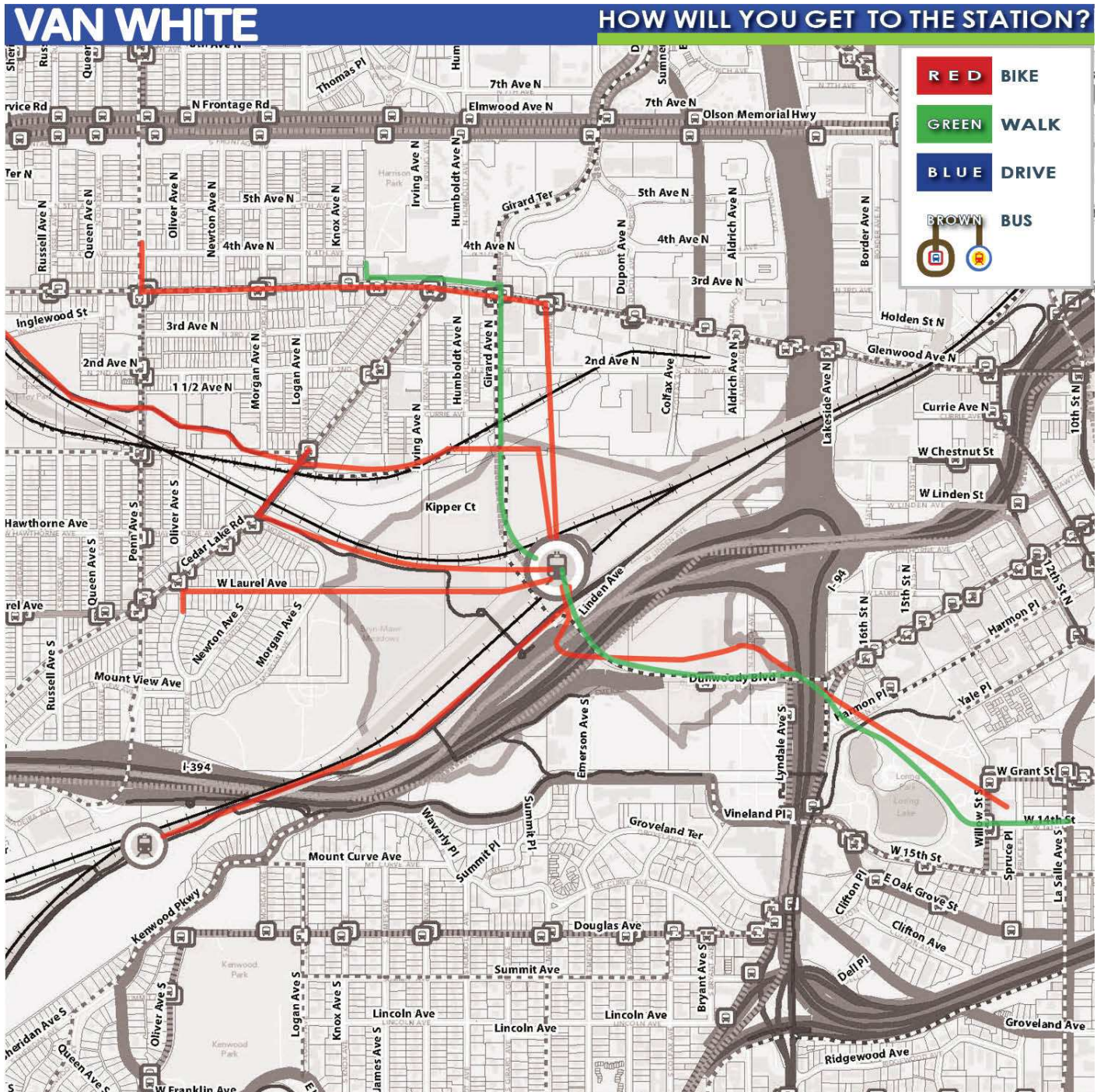
# Minneapolis Stations

Comments on Maps: How Will You Get to the Royalston Station?



# Minneapolis Stations

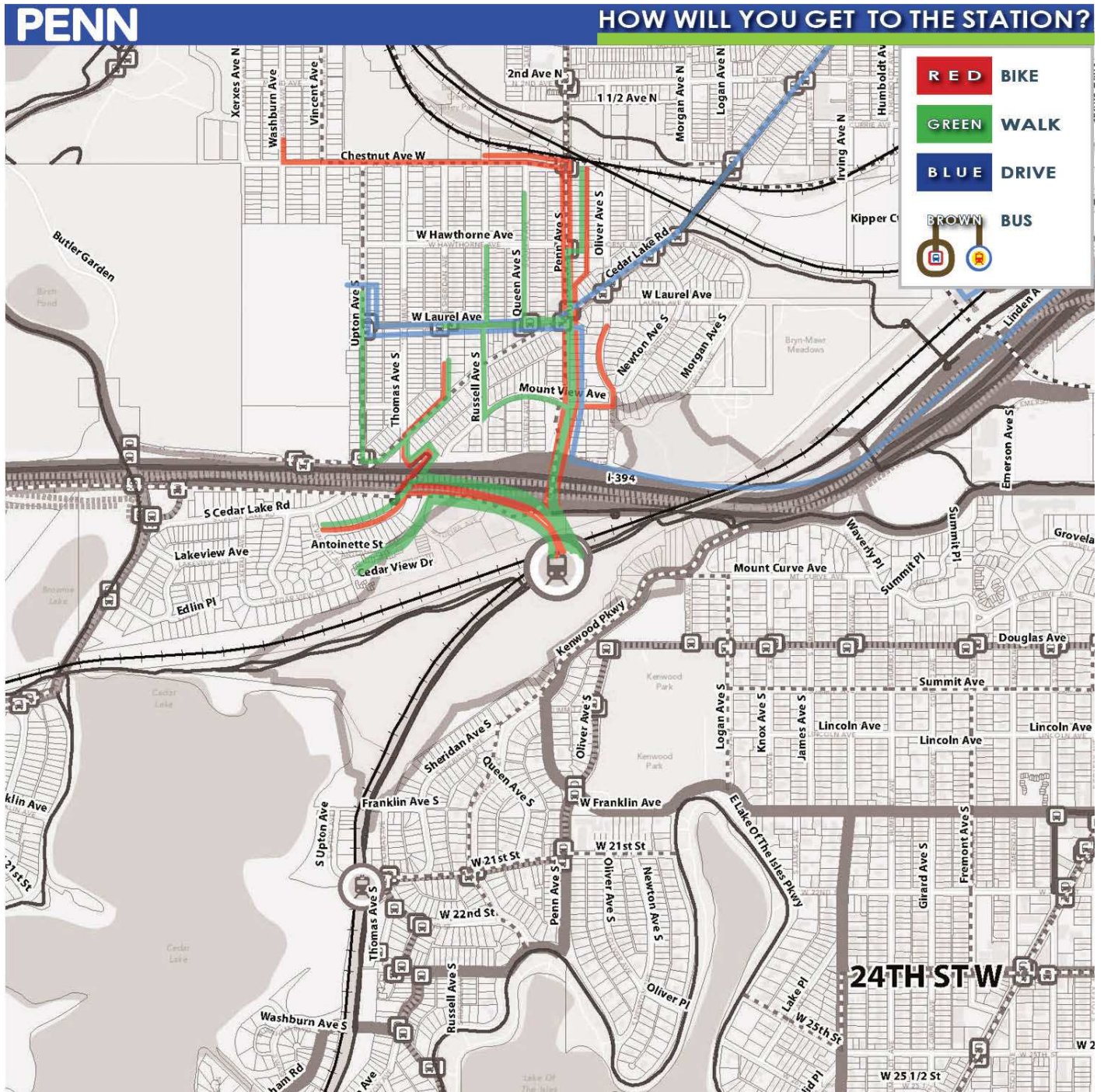
Comments on Maps: How Will You Get to the Van White Station?





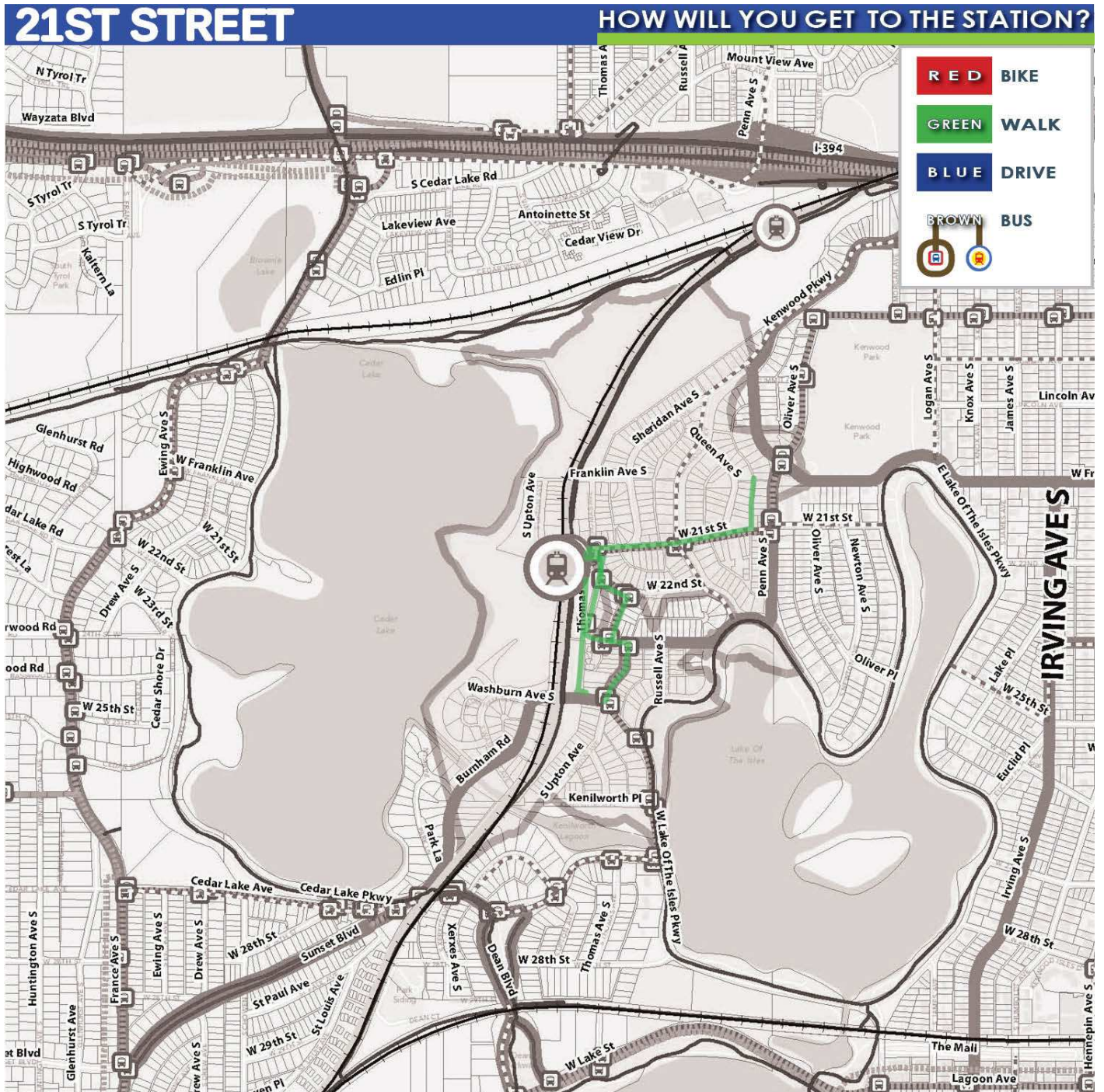
# Minneapolis Stations

Comments on Maps: How Will You Get to the Penn Station?



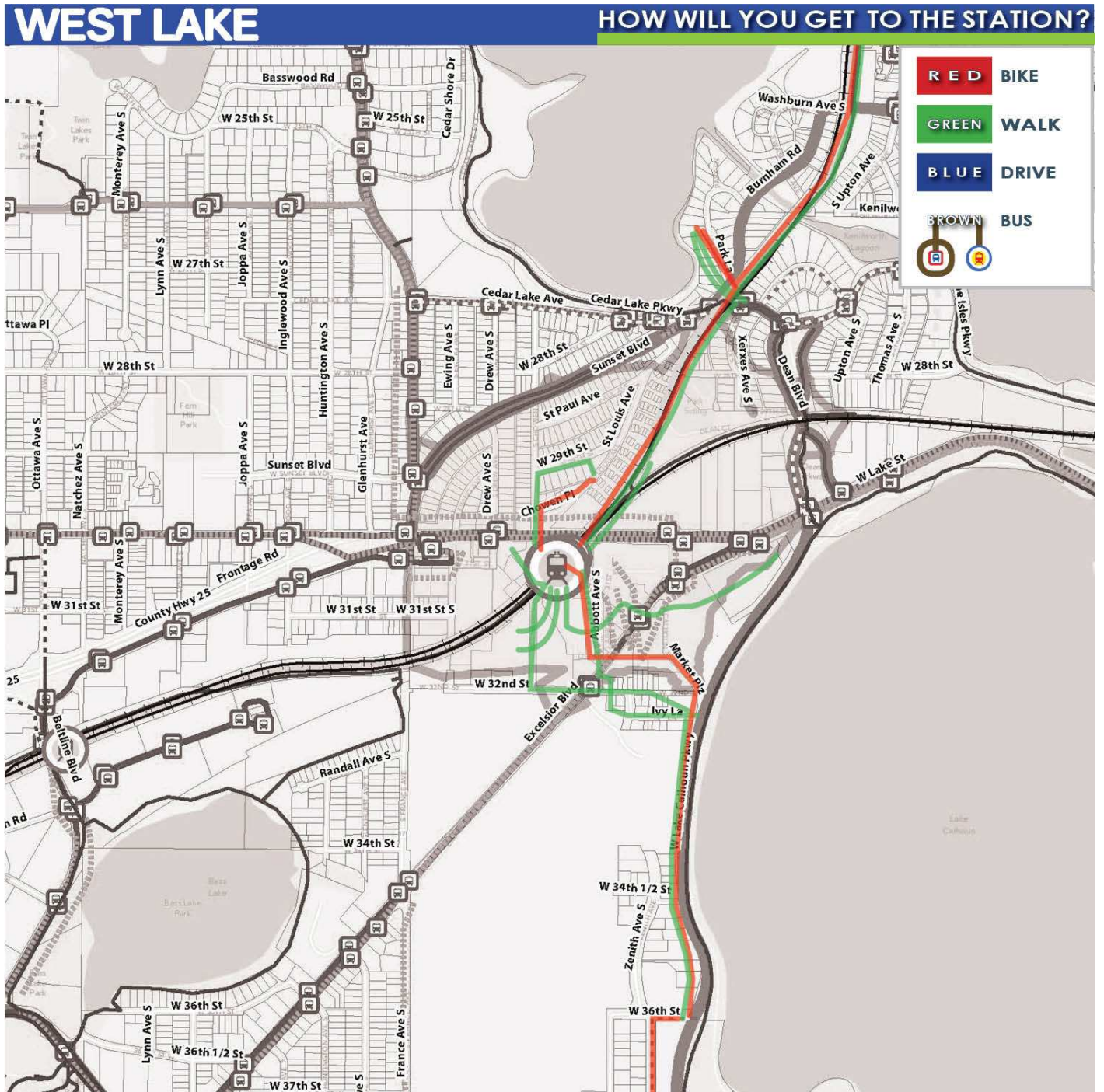
# Minneapolis Stations

Comments on Maps: How Will You Get to the 21<sup>st</sup> Street Station?



# Minneapolis Stations

Comments on Maps: How Will You Get to the West Lake Station?



## St. Louis Park Stations

### Comments on Maps: Beltline Station

#### Station Amenities:

- Bike Lockers at all stations!
- Nice Ride bikes here (southern end of Wolfe Park)
- Nice Ride bikes here; add bike parking (Beltline station)
- Bike parking (racks and lockers)

#### Bike/Ped Connections:

- Keep trail as a greenway with landscaping
- Keep greenway “feel” and green space along trail
- Separate bike trail and pedestrian trail where possible- especially near LRT stations
- Continuity of trail through stations (Do not mix bikers on platforms)
- Grade separation
- A Pedestrian crossing here makes sense (pointing to where France Ave S dead ends at the rail line). It would connect the walking path from France with the north. There is no other crossing for a half mile in either direction.
- Trail should be separate from station circulation to allow through traffic on the trail to avoid the station traffic  
Bridges over Hwy 100:
- Would the potential bridges over Hwy 100 shown for Wooddale station affect this station? How?
- Beltline concept - Show crossings of Hwy 100 that are shown on Wooddale concept.

#### Station Name:

- Please name the station something other than Beltline. This is a one mile stretch of more or less north side road with 3 different names: Ottawa, Beltline, and Monterey Dr. (not to be confused with Monterey Avenue). Naming the station Beltline would lock in the confusion. Name this station after the lake.

### Comments on Maps: Wooddale Station

#### LRT/Trail Crossing:

- Consider crossings along LRT (are not all same, some yield, some stop - Standardize)
- Who is supposed to be yielding? Trails or motorized traffic?
- Consistent + clear signage (at LRT and Wooddale intersection)
- Consistent right of way

#### LRT Noise:

- Bell noise at crossing is a concern for neighborhood residents
- Consider hawk signal for trail crossing at Wooddale
- Bell noise a concern
- Elevate train (traffic will back way up); Bell noise an issue
- Concerns about bells of train crossing. Elevating train at Wooddale would be great

#### Station Amenities:

- Nice ride would be nice
- Bike lane (separated) on 36<sup>th</sup> Street
- Bike lockers at all stations!
- Bike storage/lockers at station

### **Bike/Ped Connections:**

- Wooddale is dangerous for ped/bike traffic
- Wooddale is Dangerous (suggest bike/ped amenities on 36<sup>th</sup>; improvements at intersection of 36<sup>th</sup> and Hwy 7)
- Dangerous ped intersection (36<sup>th</sup> and Brookside Ave)
- Dangerous ped intersection (northbound exit ramp from Hwy 100 at 36<sup>th</sup>)
- Kids use 36 to get to Rec Center on foot and bike
- Dedicated ped bridge would be nice
- Bridge connection to HS important - May cause them delays
- A lot of HS kids walk/bike to school

### **Roads/Traffic:**

- Problem with traffic (Wooddale and 36<sup>th</sup>)
- Consider reconfiguration and/or resigning Wooddale Ave
- May add more cars and traffic problems to Wooddale + 36<sup>th</sup> (Possible connection across Hwy 100 at Cambridge Street)
- Intersection improvements could stop 36<sup>th</sup> street to Wooddale cut through (intersection of Hwy 100 and Hwy 7)
- Truck traffic problematic (Hwy 7 at Wooddale)
- Problem connection off of Hwy 7 onto Wooddale - Truck traffic heading south
- Stoplight needed, blind turns (Wooddale and Hwy 7 intersection)
- Improve this intersection – unsafe (37<sup>th</sup> and Brookside)
- Make this connection (extend Xenwood north across rail line) – This comment appears twice
- Low density- less traffic (Xenwood and 35<sup>th</sup> intersection area)
- Right turn lanes (east bound lane on 36<sup>th</sup> street at Park Center Blvd- and northbound exit ramp from Hwy 100 at 36<sup>th</sup>)
- Improved signage- stop, yield, etc.

### **Parking:**

- More parking
- Park + walking to them are safe + easy
- Parking (NW corner at intersection of LRT and Hwy 100)
- Park in back (area behind buildings along north side of 36<sup>th</sup> between Wooddale and Yosemite)
- Limited parking

### **Public Realm:**

- Lighting could help create safe feeling at night
- Maybe add a cool historical display, old photos of the trains/trolleys that used to run through this same roadway
- Murals + artwork
- [www.restorelilacway.org](http://www.restorelilacway.org)
- Landscaping. Bring back the lilacs! (Wooddale Ave)
- Well used (open space behind SLP Fire Department at Oxford and Wooddale)

### **Future Development:**

- New businesses on 36 replacing the tired shops
- Small market/deli
- Keep micro center but in a more attractive form
- A variety of businesses

- Coffee at station
- Develop like Excelsior + Grand
- Places to eat and drink
- Neighborhood bar and Grill
- Would like... places to eat; places for entertainment
- New development will bring in new services and amenities
- Excelsior + Grand as a guide

### **Comments on Maps: Louisiana Station**

#### **Station Location:**

- Least disruptions as possible- Don't reroute train (freight)
- Choose station that works best with freight options
- Prefer Oxford station location
- Prefer LPA station location
- Provide space between the Skunk Hollow alignment and the Creek
- Prefer no at-grade crossing on Louisiana- i.e. Keep LRT on the trail
- Impact to City of Hope access/building (near Salt building)
- I like the southern alignment for the LRT station
- Prefer either of 2 south stations
- South station great for PN employees to use before/after work for trips

#### **LRT Noise:**

- If the LRT line doesn't cross the street at grade, does it still ring a bell?
- Are LRT train horns louder or quieter than freight?

#### **Station Amenities:**

- Are LRT stations built for inclement weather – severe cold especially?
- Climate control at platform
- Lighting; Phones; Visibility
- Bike lockers at station!

#### **Bike/Ped Connections:**

- Possible trail? (southern branch of the freight rail "Y", east of the Methodist alignment)
- Could RR spur SE of the station be used as a trail?
- Provide good on-road and trail connections for bicycles on Louisiana
- Separate trail traffic from station circulation
- On road bike lanes on Louisiana north and south of station – Yes, I strongly agree! (I live right off Louisiana Ave.)
- Provide more direct trail connections to station- i.e. from Minnehaha Station
- Need to improve pedestrian walks around Louisiana
- Would walk to station
- Walkways to hospital from stations should be improved

#### **Bus Connections:**

- Would take the bus to station
- Could hospital shuttle serve the LRT station? (similar to remote parking lots)

#### **Parking:**

- If there is park and ride facility, it should be highly secure

- Park n Ride security issues
- Good location for Park n Ride = less residential impact
- Can Louisiana be rethought re: auto/bike facilities?

**General Comments**

- I am all for SW LRT. Concerned about parking in neighborhood; the bells of train crossing; traffic in the area; security of train stop. Process was a great way to get minds thinking

**Where will you ride the SW LRT? – Wooddale**

- Downtown (x3)
- Target Field (x3)
- Airport (x2)
- U of M (x2)
- To friend’s house near Minnehaha Falls
- Eden Prairie Mall
- Beltline
- Park Tavern
- Methodist
- Uptown
- Capitol

**Where will you ride the SW LRT? – Beltline**

- Airport (x2)
- Office at 4301 Hwy 7
- Target Field
- Downtown for dining, shopping, entertainment, meetings, concerts (x4)
- Airport
- Mall of America
- St. Paul (often via bicycle- either park or take on board)
- Downtown St. Paul for work
- Park Nicollet Clinic

**Where will you ride the SW LRT? – Louisiana**

- Target Field
- Concerts
- Vikings games
- Gophers games
- Target Center
- Eden Prairie – Work
- Eden Prairie Town Center
- Eden Prairie Mall
- Saint Paul

- Airport
- Mall of America
- Downtown Minneapolis for dining/entertainment (x2)
- Downtown St. Paul for dining/entertainment
- U of M
- Mitchell Station
- Methodist Hospital



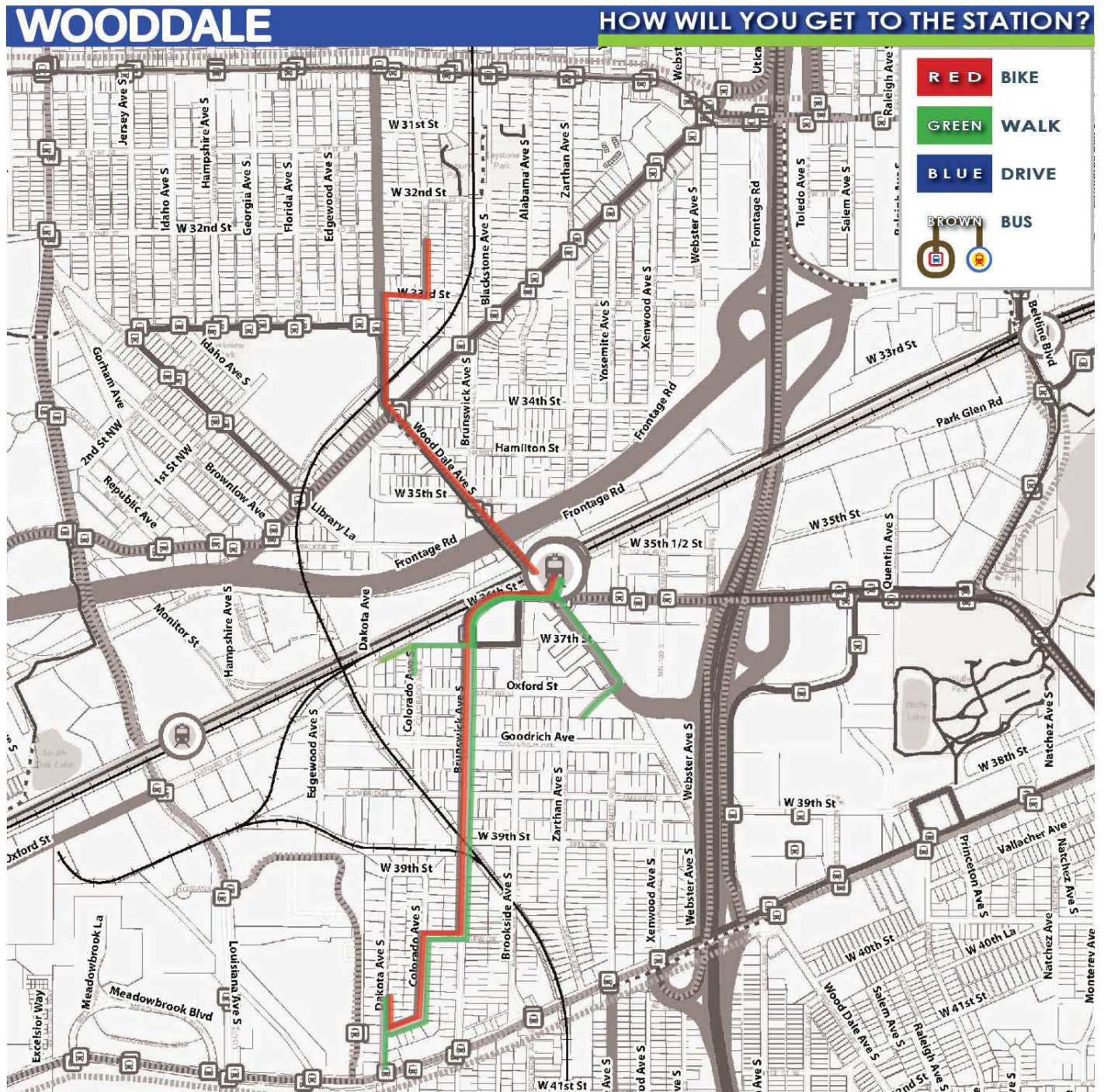
# St. Louis Park Stations

Comments on Maps: How Will You Get to the Beltline Station?



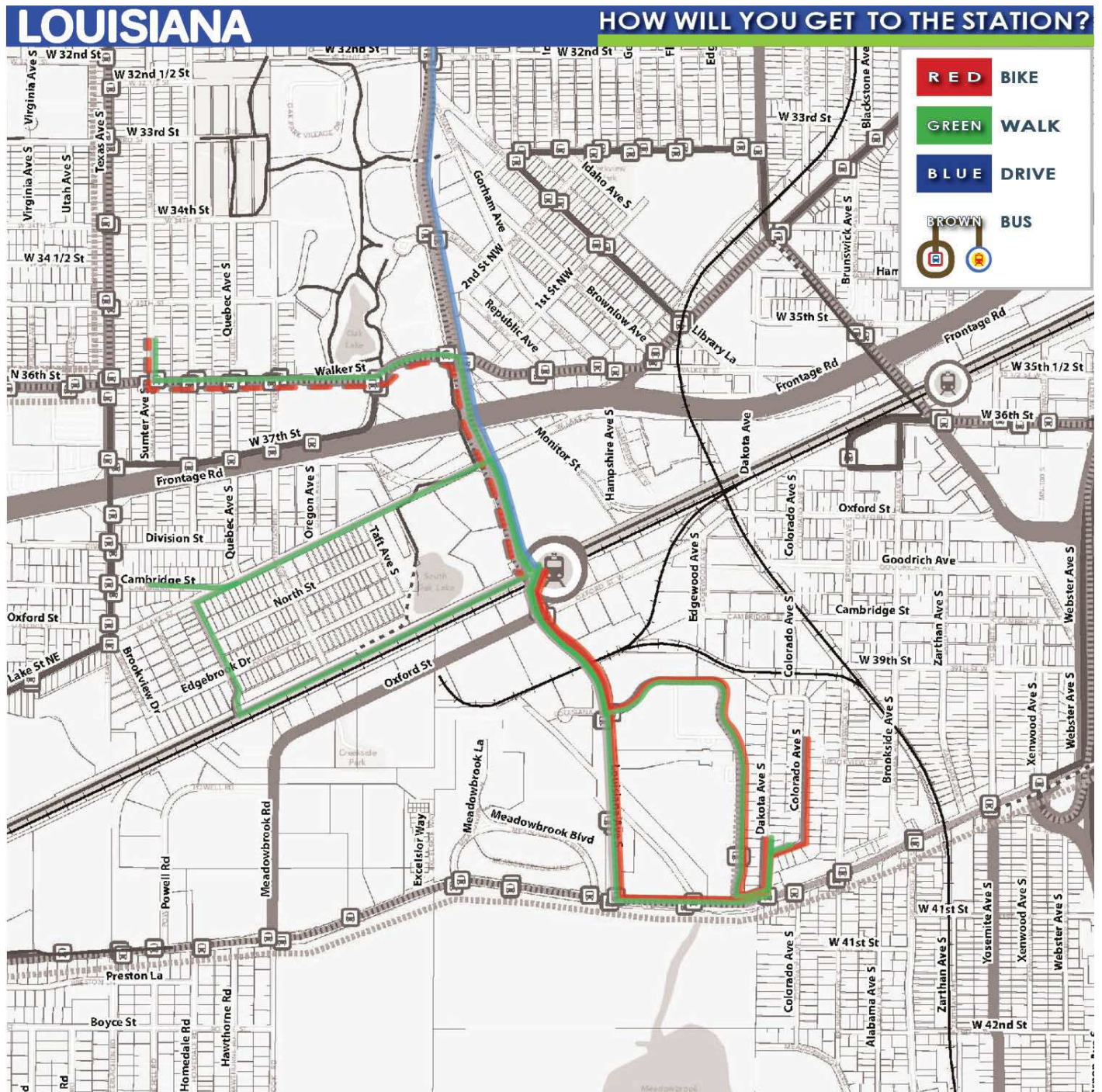
# St. Louis Park Stations

Comments on Maps: How Will You Get to the Wooddale Station?



# St. Louis Park Stations

Comments on Maps: How Will You Get to the Louisiana Station?



## Minnetonka and Hopkins Stations

### Comments on Maps: Opus

#### **LRT Location:**

- Move Opus station more to the north
- Consider shifting station south to enable kiss & ride access
- Shift the station to the south to make it more central to the parking areas
- Lots of residents work in Minneapolis and take the express bus to DT. Would prefer having convenient access to the LRT station instead.
- LRT tracks should go over Bren Road if possible
- Concerns at LRT crossing Smetana at grade
- How is the track going through Smetana Hill? Cutting? Is Dominick Dr. going to be dead-ended? Crossed?
- How is the train going to cross Bren Road-at grade or go over it? Concerned about safety of streets and trail users.

#### **Station Amenities:**

- Safety of the station on weekends when there's no employees around, e.g. lighting. The station could be pretty quiet on the weekends.
- Lighting, snow clearing, security concern

#### **Bike/Ped Connections:**

- Short cut paths, e.g. (pointing to area near Bren Road W, Opus Pkwy, Green Circle Drive)
- Walking path access to station
- Will the trail around the wetlands below Am. Medical be there? I live off Green Circle Drive 5643 and enjoy walking trails (pointing to wetlands north of LRT station and west of Green Circle Drive).
- Major improvements to walkways, etc. Bad shape now.
- Safety/security for walkers?! Without losing park-like feel
- Connect walking trail from LRT to Oaks Townhouse
- Need a shorter connection from Beachside to trail system on Bren Road (connection from southern Sanibel/Pompono intersection to Bren Road)
- Lone Lake Park-biking destination from station?
- Need good connections from NW neighborhoods (Beachside) to the station.
- Meadow Creek Condos-536 Units. Westbrook Patio homes-328 units-need good walking/biking paths NS to station.
- Need a dedicated pathway from Green Circle Drive Condos to Station, or 'revision' of existing pathways
- Please provide trail access to 10225 Yellow Circle Drive
- Include easy trail connect to "The Depot Coffee House" (Trailhead/venue)
- Please!! Be sure walking trails are kept open somehow so we can get through. What about wildlife? (deer, fox, turkeys, etc) Will they be a way to provide areas for them? Please use lights and light fixtures that do not glare, etc. Be sure they are attractive and enhance the neighborhood. Ditto-subdued noise. We live here (Green Circle Drive)! Lots of landscaping to hide noise and building ugliness. Keep area SAFE so we can walk in quiet areas without molestation.
- Can we straighten out the bike path from Green Circle Condos to the station? ( area west of condos near Bren Rd. W)
- Sidewalk from Sundial Shopping Center to LRT station

- Need sidewalk on Bren from Old Bren to Shady Oak

**Bus Connections:**

- Cemetery-bus line shown running through it
- Shuttle for residents as well as businesses
- Shuttle service/circulator is going to be needed within Opus area for residents and employees
- Recommend getting shuttle service (small) between businesses & residential area to station in Opus. Please poll companies in area for co-investment

**Roads/Traffic:**

- Strongly oppose Ferndale becoming thru street to Opus/LRT Station/Bren Road
- Need walking access from end of Ferndale RD to walking path
- Please don't use Ferndale Road as access to Opus Station. Off Shady Oak.
- Improved roadway? (pointing to Red Circle Drive)
- Need Green Circle traffic study regarding increased use-residential
- Concern about the amount of traffic on Bren Rd coming off of 169. It has already increased considerably because of the new United Health Building (got rid of many trees & widened it so it feels like a highway). Don't want that to get any worse. Please keep # of parking spaces @ Bren Rd station small to help with that.

**Parking:**

- Parking? (parking lots east of station, south of Bren Rd W)

**Future Development:**

- Keep any businesses like coffee shops, etc low level/small (not destinations)
- Do not want much new development (residential or retail) near this station. Would rather you strengthen the retail along 62 or Shady Oak Rd. Don't want any more traffic & residents in the area. Like the fact that the office park quiets down on the weekends and after 5:00
- Concerns at creating a retail hub at station center. Better to strengthen the existing perimeter retail centers

**Other:**

- Preserve existing water bodies- valuable to the trails and feel of the neighborhood
- Will the LRT have fences around it? Are they necessary?
- United Health Now (area east of HWY 61 and South of W 62nd )
- Is there training for emergency services?
- Need quiet zone for Feltl/Smetana Crossing
- Neighborhood residents are concerned about ensuring protection for wildlife
- Claremont
  - Alternate route thru Opus business park (10 yrs ago rejected)
  - Impact of removal of trees
  - Impact of trail
  - Impact of residents
  - Construction disruption
  - Noise impact
  - Light impact
  - Increase of traffic to look into windows of apartment homes

**Comments on Maps: Blake**

**Station Location:**

- Keep station on south side of Excelsior for easy access for Westside
- Traffic on Second Street is far too busy-Do not add park & ride or station on that side
- Current location of station should be moved to Excelsior Blvd. Too much traffic for Blake Road
- Maybe incorporate stop into the cold storage redevelopment ( area east of Blake road and just north of LRT route)
- Safety concerns about proximity to railroad track and station
- Prefer station at 43 hoops

**Bike/Ped Connections:**

- This is a perfect spot for walkers/bikers
- Blake/Excelsior is a bike/walk area-many residents do not own cars
- Sidewalks of Blake & Excelsior on south side- Blake School and Interlachen Park
- Create more bike/walk connections with surrounding neighborhood and the station platform
- Sidewalks for Blake Road by the Blake School
- Blake Road sidewalks south of Excelsior
- Pedestrian bridge over Excelsior
- Enhance pedestrian signals and safety at Excelsior & Blake intersection
- Pedestrian bridge over tracks by transit station
- Pedestrian bridge over Excelsior Blvd to the Blake School
- Pedestrian bridge over Blake if Excelsior ped bridge is east of Blake
- Issue with conflicts here between bikes and cars; cars do not have to stop, bikes have stop signs (intersection of bike route and Blake Rd. east of LRT station)

**Bus Connections:**

- Connect bus transit with places neighborhood residents would like to access
- Make sure busing from light rail gets the Blake/Exc. Neighborhood to key areas of Hopkins
- Large percentage of Blake Westside do not have cars. Need bus to connect them from light rail Roads/Traffic
- Make Blake Road a complete street-make it safe to cross
- Blake Road must become a complete SAFE street
- Concern about traffic with youth crossing from west side to store across Blake
- Need to cut the amount of car traffic on 2nd Street
- Blake Rd & Hwy 7 left turn lights are not together & only 3 cars
- County Road 3 project ARnADv1 (?) come south

**Parking:**

- Prefer 43 Hoops for park n ride & station. How many parking spots?
- Incorporate parking from with other development (joint development)
- No need to have large park & ride. Bike/Walk to this site
- No need for large park n ride at this site.
- There is no need for a large park & Ride at Blake Road-too much high density housing.
- There is NO need for a park & ride off Blake road. The platform should be on the south side of the tracks.
- Shuttle bus parking for local school
- Parking options for those just outside 'walkshed'?
- Parking availability?
- More parking circulating

**Future Development:**

- Redevelop Blake/Excelsior business area to support LRT station & local businesses
- Ensure affordable housing options are available near the station
- We would like to see ‘mixed-use’ redevelopment at the south side of the tracks at Blake Road
- Concern over how business will be affected by redevelopment, potential of parking, and potential of transit access roads, etc
- Impact on 42 Hoops? Other options to keep them in the community?

**OMF:**

- No OMF here-too close to high density neighborhood
- We don’t want the OMF here-SLP would be better
- SLP doesn’t want it either!
- No OMF here!
- OMF would be tucked into a large surrounding neighborhoods is not ideal

**Comments on Maps: Shady Oak**

**Station Location:**

- North proposed station does provide better access & visibility to 17th and Excelsior

Station Amenities:

- Public restrooms at all stations (booming population of seniors)
- Restrooms at stations for everybody!!
- Bike lockers needed
- Bike hub at station

**LRT Noise:**

- Concern regarding noise
- Concerned about noise at Shady Oak station

**Bike/Ped Issues:**

- Pedestrian bridge over railroad tracks (pointing to area near railroad tracks and Shady Oak Rd)
- Sidewalk needs to be maintained for people walking to station
- Safe walkway to Katherine Curren School - Connect to 17th Ave
- Safe crosswalk or pedestrian bridge for walkers to cross Excelsior Blvd. (pointing to 17th and Excelsior)
- Pave existing trail going to E.P.
- Overhead pedestrian at Shady Oak and Excelsior
- Please make an overhead pedestrian crossing at Excelsior at 17th or 19th. Excelsior Blvd. too busy to cross at rush hour.
- Minnetonka roads are wide- not ped friendly
- Good bike access to station
- Pave trail past 494
- Improve trail surface- Pave it
- Trail northbound at Shady Oak to connect to regional trail
- Regional trail should go on the south side of line to avoid conflicts with park and ride users
- It would be a super idea to extend 17th south to station. Otherwise ‘avenues neighborhoods’- 15th to 21st avenues- don’t have much access to station for peds

**Roads/Traffic:**

- Potential issue with vehicles not being able to stop on Feltl (LRT crossing with Feltl)
- A bridge over Smetana so cars would not collide with trains at bottom of hill
- Concerned about traffic on Shady Oak and Excelsior Blvd. and entrances to Bradford Rd
- Look at a loop road, 17th back out to excelsior east of 17th
- It seems like the best approach is to extend west 4th to join Shady Oak Rd to the station and 17th Ave S. A new 19th Ave could be done later year from now as part of redevelopment activities.

**Parking:**

- If parking is only north of their station will discourage use from those living south- May make Opus a better alternative
- Parking in plan seems grossly inadequate. Seems to me we need at a minimum, 4 times the planned 300 spaces and that may not be enough. This parking issue is huge to the success of this plan. Referring to the lot on Shady Oak.

**Future Development:**

- High density, luxury apartments with retail at street level here (south side of Excelsior and Shady Oak intersection)
- Residential and retail developments here like 'Excelsior & Grand'. St Louis Park has done a nice job with these- well integrated into the neighborhood. (pointing to area near Excelsior and Shady Oak intersection)
- Move the landscape site into part of purchase (second lot on Shady Oak south of Excelsior)
- Please zone in some space for convenience store and coffee shop by Shady Oak station

**Other:**

- Concerns regarding vibrations, blocking of freight, safety, methane gas
- Too many ??? cut across Excelsior off-road trail
- Most people will drive to station
- Save McDonalds

**Comments on Maps: Downtown Hopkins**

**Station Location:**

- Combine Shady Oak and downtown Hopkins at 11th
- Nudge station east to 5th. 3rd to 5th to highway circuit

**Station Amenities:**

- Shade and seating at station
- Shelter at the station to protect the user from the elements
- Kiss and Ride
- Restrooms at station
- Bike lockers/racks and connections to all bike trails
- Coffee shop/newsstand/bagel shop. History of Hopkins pix and murals
- The light rail station should look or be inspired from The Cultivation of Raspberries mural, also old train depot
- Expand nice ride development down here (south of station area)
- Bike racks, lighting, cameras for security
- Sidewalks to shuttle and lighting. Coming home from malls could feel unsafe

**Bike/Ped Connections:**

- Access for these residents south of station (6th Ave S, south of 5th St S)
- Improve ped crossing at Excelsior bridge



- Improve ped safety while maintaining traffic speeds
- Balance ped crossing and cars turning
- Make sure to account for strollers and carts
- Should be accessible and convenient for all people
- Connect this neighborhood to station (Avenues south of 5th St S)
- Make safe crossing (south side of LRT station)
- Problematic trail crossing. Move away from Excelsior –Right turn does give time to see peds/bikes (crossing at 5th street)
- Sidewalks along Excelsior both sides
- 11th and Excelsior Multi Modal transit hub
- Access to station at 8th Ave. and Excelsior
- Improved ped/bike access along 8th Ave.
- More north south transit line along Hopkins crossroad
- Ped bike bridge at L and H crossroad
- Long wait for bikes-feels unsafe (near LRT route and Excelsior)
- Need for a ped bridge, fix LRT crossing problems (near LRT route and Excelsior)
- Connect ped and bikes along 8th
- Pedestrian bridge on 8th- Would have to be done right
- Bridge over Excelsior only for LRT? Or also bike trails?
- Trail connection to The Depot Coffee House is vital for this non-profit Trail Head
- Keep 8th a 2way Street but limit parking on the street to gain sidewalk space
- Double wide sidewalks with trees and a place for food trucks on 8th
- Brick sidewalks with street lights on 8th- Streetlights should be old-fashioned

**Bus Connections:**

- Lots of older people live around here (west of 17th Ave.). Can they walk that far? They may not be able to drive. Need shuttle or something.
- Increased number of buses
- Shuttle bus on 11th Ave./Main/8th Ave.
- Shuttle bus connection to downtown and LRT
- Connect to Eden Prairie SW commuter bus transit station and Target field

**Roads/Traffic:**

- Traffic congestion with LRT could be a problem (pointing to LRT crossing at Excelsior)

**Parking:**

- Parking at event center/movie can back up parking into neighborhoods
- Parking shared with Hopkins Honda?
- Install another system to prevent transit users from parking in parking lot for office building at 10417 Excelsior Blvd
- Primary station should have parking
- Parking like downtown Minneapolis- Bike lane between sidewalk and parking
- Parking spots? How many?
- No one will ever use the plaza idea on Excelsior- Keep the parking

**Future Development:**

- Hotel at Excelsior and 8th Ave

- Coffee shop east of station
- More housing (area east of 5th Ave.)
- Multi-family (area east of 5th Ave.)
- More mixed use near the line

**Other:**

- At Maple Grove Transit Station/Arbor Lakes shuttle to Target- North Campus in Brooklyn Park thus rendezvousing with Bottineau LRT. Reconfigure Plymouth Metrolink Routes 790, 793, & 795. Add Maple Grove Transit Station (on the north end). Station 73, West Ridge Market Shops, I-394 Park n Ride, Ridgedale, and then into downtown Hopkins at 11th and Excelsior
- Public art along way into downtown- Get students and community involved in designing art ideas
- Love the green space “green corridor”

**General Comment Cards**

- Very concerned about noise – Bells ringing, vibration, etc. I’m not sure that residents are aware how loud this is.

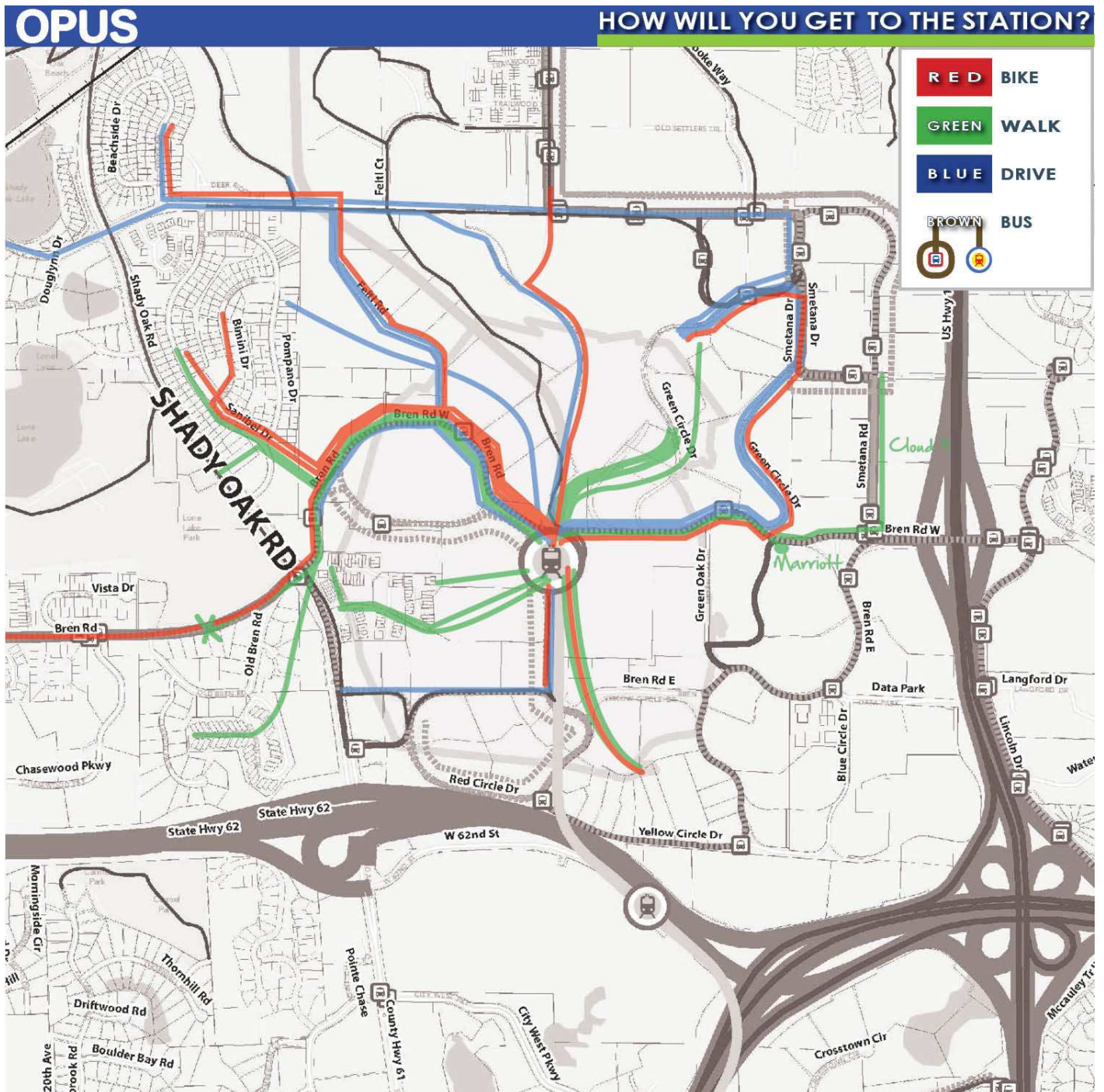
**Where will you ride the SW LRT?**

- Downtown Minneapolis (x29)
- North Loop
- The Interchange
- Nicollet Mall
- St Paul (x5)
- Downtown St. Paul (x2)
- St Paul – Capitol (x2)
- St Paul- Lexington and University
- Union Depot
- Airport (x19)
- Eden Prairie (x8)
  - EP Center
  - EP Mall
- Target Field (x7)
- Minneapolis Stadiums (x2)
- Vikings stadium
- TCF Stadium
- U of M (x4)
- UMMC FV University + Riverside Campus
- HCMC, North Central University
- Mall of America (X2)
- Lakes
- Uptown
- Riverside
- 8<sup>th</sup> Ave + Excelsior Blvd

- Hopkins
- Blake School
- VA hospital
- State Fairgrounds
- NO WHERE!

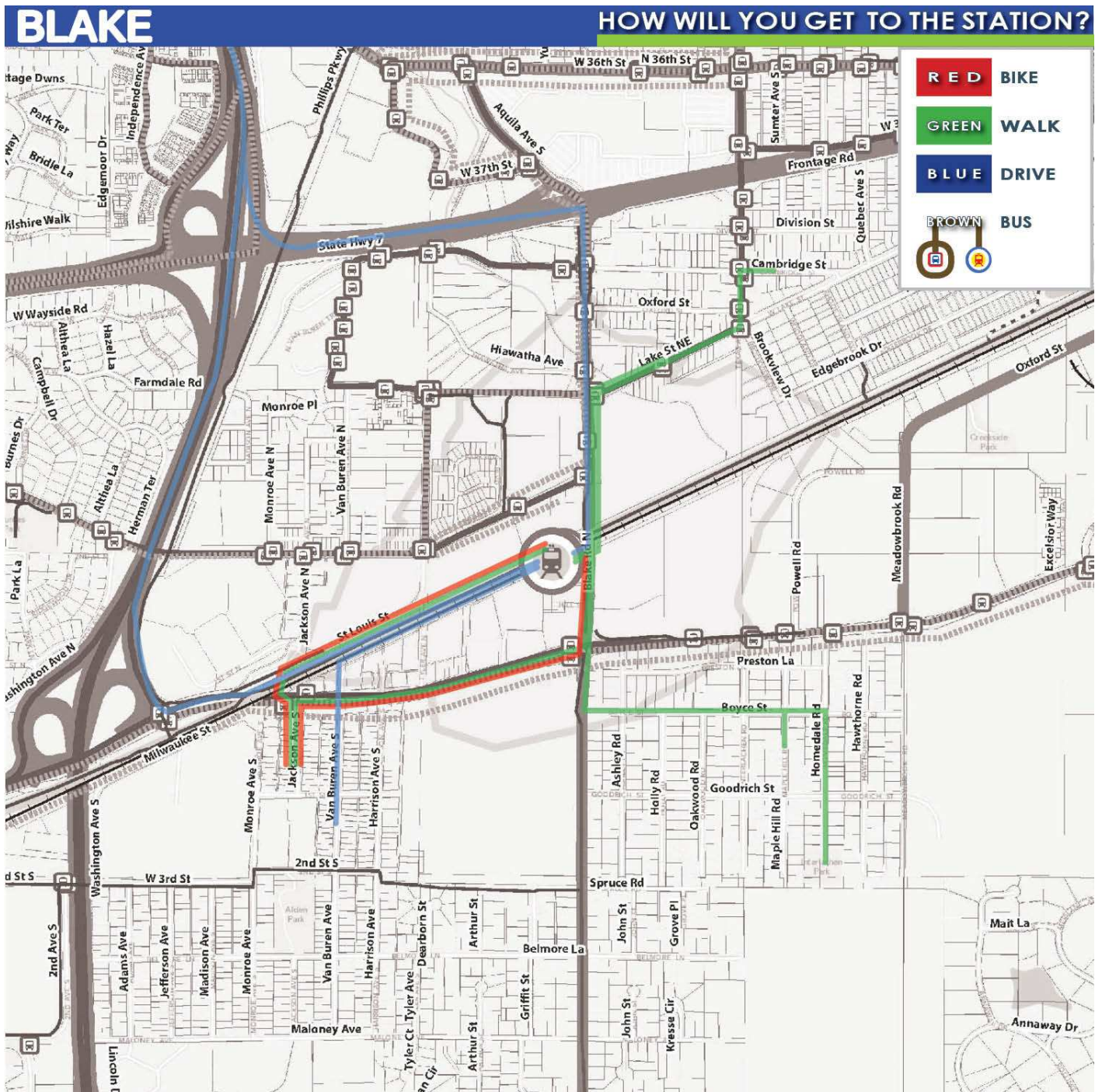
# Minnetonka and Hopkins Stations

Comments on Maps: How Will You Get to the Opus Station?



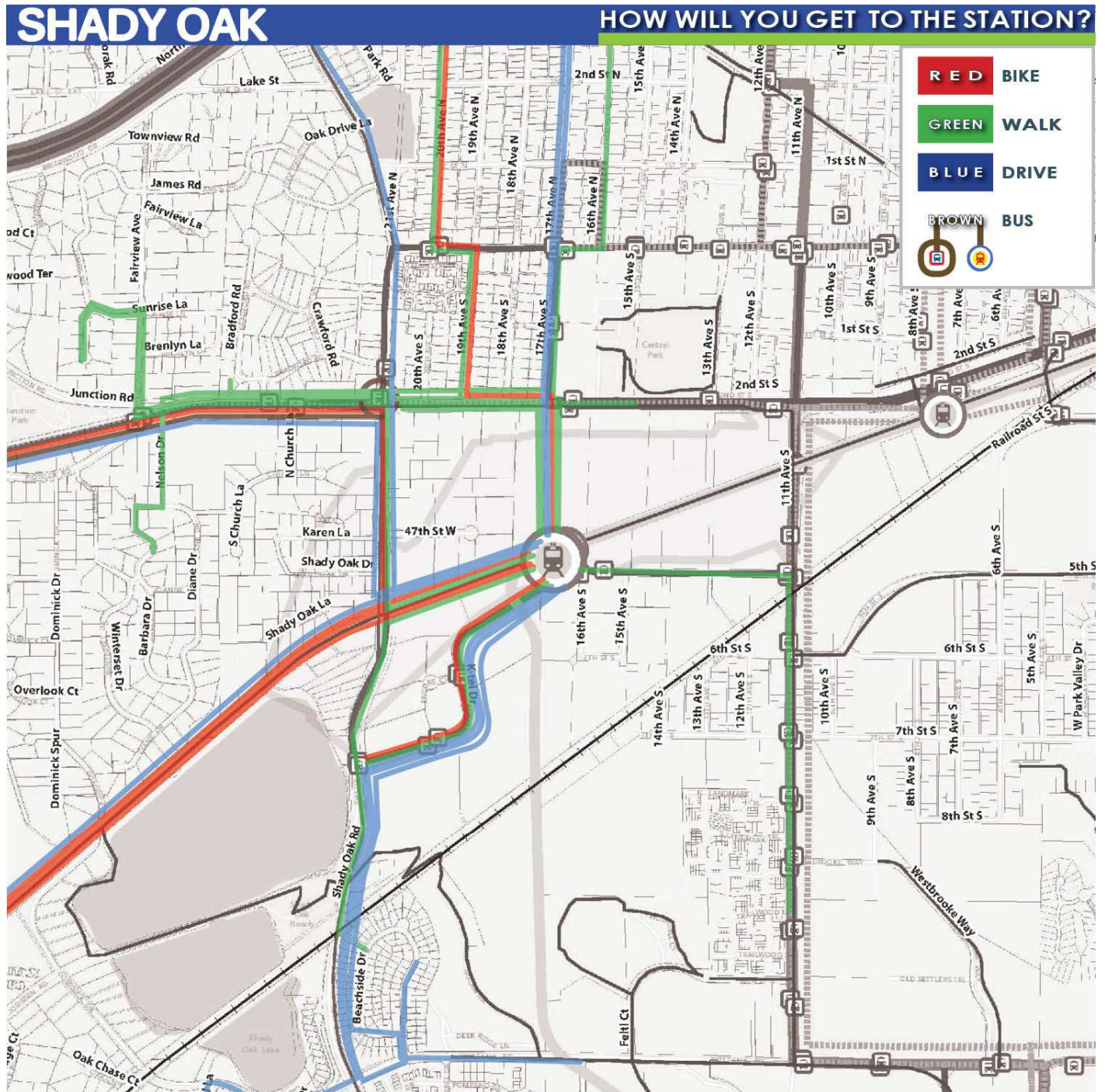
# Minnetonka and Hopkins Stations

Comments on Maps: How Will You Get to the Blake Station?



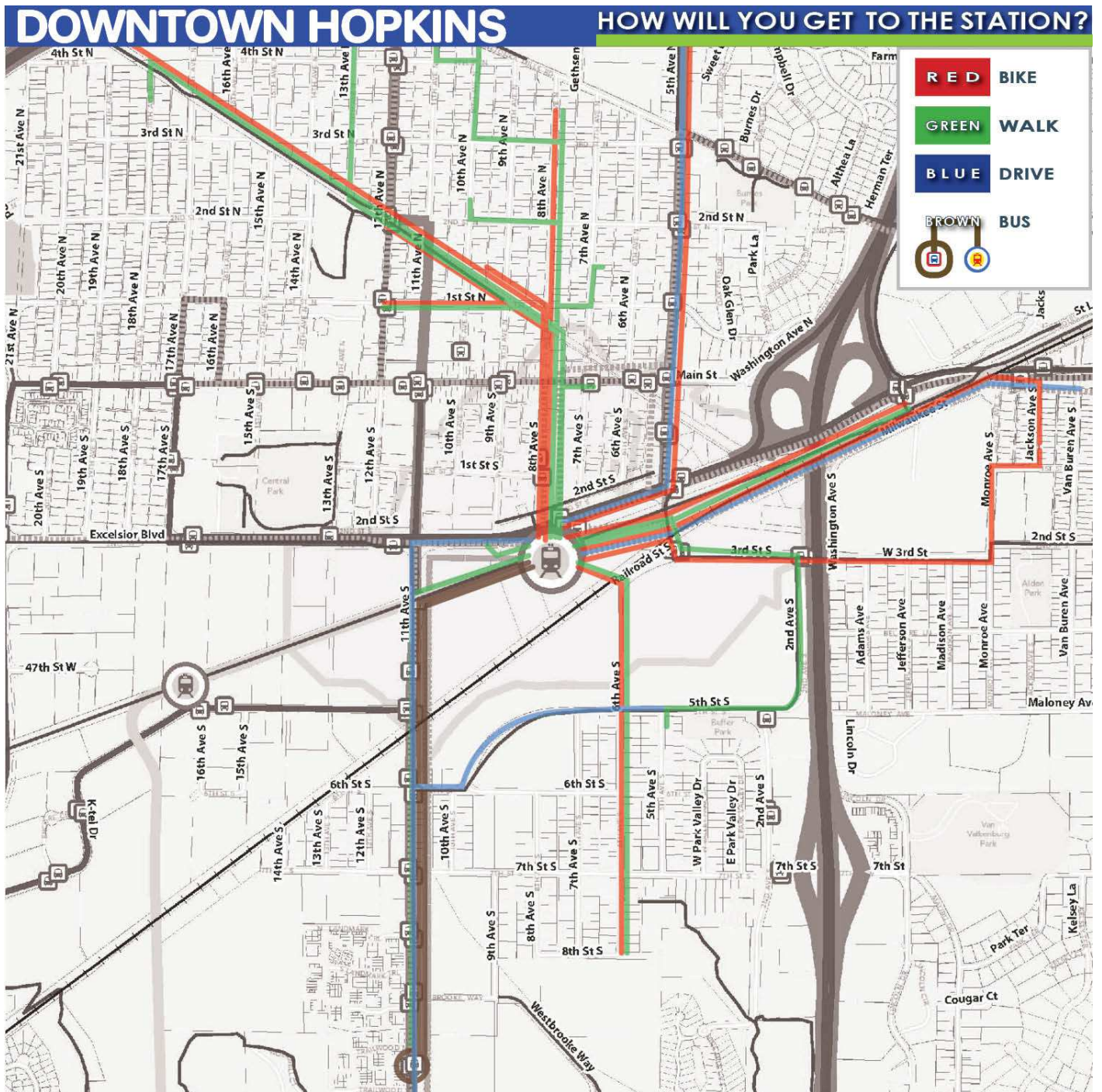
# Minnetonka and Hopkins Stations

Comments on Maps: How Will You Get to the Shady Oak Station?



# Minnetonka and Hopkins Stations

Comments on Maps: How Will You Get to the Downtown Hopkins Station?



## Eden Prairie Stations

### Comments on Maps: City West

#### Bike/Ped Connections:

- Covered walkways from Station
- Sidewalk connections

### Comments on Maps: Golden Triangle

#### Station Amenities:

- Lighting along Valley View Rd to improve safety and ped environment

#### Bike/Ped Connections:

- Need to make connections from station to Shady Oak Road
- Shady Oak Road needs sidewalks and pedestrian amenities, currently there is very little and feels unsafe to walk along, despite the fact that many walk from bus stop (at Shady Oak Rd and Hwy 212) to places to employment along Shady Oak Road
- Connect the existing trails and businesses south of the station with a sidewalk or trail
- Generally the area needs a more complete trail network that connects the station to area businesses

#### Future Development:

- A place to go and get/eat lunch. Currently there is only one option.
- A place to get coffee or something to eat
- As Somali, we would like to get low income houses and businesses

### Comments on Maps: Eden Prairie Town Center

#### Station Location:

- No station on Technology Drive at Costco
- Costco alignment option behind Bachmann is better option because it impacts fewer businesses
- Water tower apartments prefer Technology Drive alignment and option behind Brunswick bowling alley
- Why not run it on Regional Center Drive?
- How would you find station behind Brunswick Bowling?
- The Technology Drive option should continue to be last resort, future growth better if more central
- Avoid Singletree (concern with Bobby & Steve's business)
- Seems like station should be located at center of future town center at Main Street/Singletree
- Why are we not considering LPA route/station? Cheapest/least disruptive option
- Why was the station abandoned near the mall/Target?
- Option 2A does not take advantage of location proximity to the mall
- Keep alignment on North side of Singletree
- Which station serves the greatest amount of users?
- Move station closer to the mall
- Either get to the center (Singletree) or not (LPA)
- I prefer this route (LPA) – less takings, quicker ride, served by shuttle
- Lack of station visibility – put station here (pointing to Eden Rd.)
- Option 2A more of a takings with regard to existing development on Eden and Flying Cloud



**Station Amenities:**

- Bike racks at station

**Bike/Ped Connections:**

- Connect station area to retail, offices, and housing/residential
- Don't think bicyclists would use trail along Flying Cloud Drive
- Ped crossing at Flying Cloud to Main (at Singletree) must be improved
- Concerns regarding bike trail at LRT along Flying Cloud
- Bike crossing LRT trail

**Bus Connections:**

- Bus circulator is important. Need room to load/unload without blocking street, etc.
- Bus circulator is critical
- SW bus will suck LRT riders away
- Going to need a circulator shuttle no matter the station location

**Roads/Traffic:**

- Aesthetics would change greatly (on Flying Cloud Dr.)
- Single Tree as a main street in future- signalize for peds
- Consider W. 70<sup>th</sup> type of roadway w roundabouts (Edina) on Regional Center Rd
- Problem with Singletree- Traffic and business disruption
- Consider Regional Center Drive as the auto driven thorough fare
- A north/south connection/roadway is important, especially if station is located behind Brunswick

**Parking:**

- How will parking be accommodated?
- One level of parking is not sufficient as EP continues to grow
- Concern regarding on-street parking used by LRT riders
- Concern regarding hide n ride- Should be park and ride near station
- Consider near term park and ride that would become development site in the future
- Parking ramp over Singletree

**Future Development:**

- Mixed use and parking along Single Tree Ln
- Consider purpose of Town Center in future (destination shopping, eating, etc.) Think of regional guests (southern alignment is the most central)
- Mall will likely develop and intensify its land and will benefit from LRT
- What is the plan for housing development in EP/Town Center?

**Other:**

- Concerned about surviving construction unless city subsidizes businesses
- Would construction require detours and complete road closures?
- How many hours a day will the train run and when will it not run?
- Do not burden city or area businesses with expense of site crime prevention, policing, or site operations and maintenance
- Too many stations in Eden Prairie
- Protect park from big railroad structure

## Comments on Maps: Southwest

### **Station Location:**

- No station, move the line away from SWS condos
- Put the station north of Hwy 5 where nothing lies, instead of adjacent to SWS condos
- Put the track across the highway (Hwy 5) from SWS station
- Has there been any consideration to moving the track north of Hwy 5?
- No tracks next to SW Station Condos- Move it across Hwy 5
- Move parking ramps to allow more room between Highway 5, LRT, and SWS condos
- Want a stop at SWS Condos
- Take the station through wetlands to the Optum station location
- Create a station at the mall, and use a shuttle pub the rest of the way
- Prefer station west of condos to avoid condemnation with retail at SW bus station
- Hold station location close to Hwy 5
- Move alignment closer to 212 ramp: relocate ramp and provide ramp access directly in parking ramp (a direct link to the highway)
- Soil disturbance will cause sinking. Water table is 8' below ground. Huge sinking problems and sink holes at SW station will be a problem
- Alignment 2A is best
- Consider SW condo impacts
- Elevated tracks over wetland 40ft over

### **LRT Noise:**

- Utilize vibration dampeners near condos

### **Bike/Ped Connections:**

- Concerned about the safety of children living in SWS condos
- How does this line affect resident's walkability to park?
- Need to improve the efficiency, walkability, desirability of people to go to this location/station

### **Bus Connections:**

- Key stop for bus circulation
- Bypass SW station. Leave as a bus only facility
- Don't build LRT. Make bus system better

### **Roads/Traffic:**

- Put a stoplight at Culvers
- Crossing Prairie Center Drive at grade could be challenging given traffic and grade of Prairie Center Drive
- Road maintenance with tracks at grade will be difficult, using detours
- Grade separation is key to success

### **Parking:**

- Preserve parking
- No LRT parking at SW station. It's already crowded
- Currently parking is extremely inefficient: Need other places to park and options to access public transportation
- Would the city be willing to partner with existing businesses or subsidize to address parking concerns?
- With LRT, parking will be beyond ramp capacity with today's SW operations. Transit parking is currently using SW parking stalls outside of ramp.
- Parking demand is more than 1200, it will exceed estimates at opening day

- LRT ridership will well exceed bus ridership. SW station is currently full and has been since it was built
- SW station ridership has to be reassessed to address actual park and ride numbers/behavior due to MN land sprawl. Therefore, people have to drive to SW station and they will not carpool.

**Future Development:**

- Mixed use parking ramp
- Don't have SW station be a mixed use parking ramp
- There needs to be planning for an influx or economic stimulation: What is there now may need adjustment.
- SW station businesses need to either be condemned or not be an LRT stop

**Other:**

- No Station - It would totally wreck the serenity of the park and Purgatory Creek
- Will the LRT affect the integrity of the soil at SWS condos or land near the condos?
- Water quality issues? Will construction or operation of line affect Purgatory Creek Park? I.e. sediment and storm water.
- It would be ideal not to drive, but rather walk, bike, and use the bus and LRT
- Leave metro transit station here, station should act as a destination
- Some of the redevelopment cannot be anticipated. Most community concerns appear to be convinced that the impact will be negative. Seeing the current LRT lines that are about to open disproves this: there will be a period of adjustment, but I think the influx of activity LRT will bring will allow the community to adjust. I appreciate the current conditions, but it is important to remember that economics are not stagnant and LRT draws development and allows for active urbanism in communities (i.e. mixed-use, public transport, etc.)

**Comments on Maps: Mitchell**

**Station Location:**

- Who would use a station here? Seems like a hassle to get here (at LPA station location)
- How do people get to this station? (at LPA station)
- One preference expressed for this location (Eaton)
- Prefer the technology drive route; Consider a station at Technology and Mitchell
- What is the most cost-effective option?
- Concern about this being a useful alignment (re: north alignment)

**Roads/Traffic:**

- Access from the west- Road connections might as well go to SW Station
- Traffic Impacts
- Draw from residents to South
- Concern about access during construction
- Going east on Highway 212, how to access and what are traffic impacts?
- What is the impact to traffic on Wallace?

**Parking:**

- If station is along 212, where are the access points from road and where is parking?
- What is the impact to parking at Lone Oak Center? Concerned about "Park & Walk". There is no extra parking for the businesses as it is now.
- Questions about location for park and ride facility
- Lack of parking space at Lone Oak Center due to people parking and walking to the train
- Parking? Access to Station?

- Station and maintenance building and parking lot together. 3<sup>rd</sup> level for parking 1+2 for facility
- Where is the parking lot?
- Would access park and ride from 212- Coming from Chaska
- Traffic congestion (existing) and with potential park and ride
- Concern about 212 traffic exiting to access LRT- Wallace Rd

**Impacts to Existing Businesses/Buildings:**

- What is the impact to buildings at the Lone Oak Center?
- Concerned about impacts to building (at SW corner of Mitchell and Hwy 5)
- Concern about development at this site (at SE corner of Technology Drive and Mitchell)
- Auto Source- Sees limited usefulness to LRT connections
- Eaton: Anechoic Chamber used for production and research; concerns about damage from LRT operations
- Product development- Loss of privacy (at Eaton)
- Heavy truck traffic (pointing to station location north of Eaton)
- How do people park to access here? (at station location north of Eaton)
- Eaton: concerns about ped/bike traffic across facility with heavy traffic from industrial operation
- Eaton: "Dirt" is testing facility for clients- is vehicle testing space (pointing to dirt patch across tech drive directly north of Eaton)
- Concerns that you could park and view Eaton's operations from parking structure (intellectual property concerns)
- Eaton: Concern about parking ramp providing opportunity for industrial espionage on Eaton production
- Eaton is a campus - Losing a facility impacts operation
- LPA station has high impacts on Eaton
- All 4 Eaton buildings operate as an integrated campus
- Eaton water tower- Well disturbance of ground water
- Eaton: Employees coming from western suburbs
- Eaton: Sensitive facility (vibration impacts) for development testing
- Eaton: Shift change of facility produces very heavy traffic – 6:30am/2:30pm/10pm
- Eaton: Heavy truck access to facility
- Eaton: Loss of parking and facilities
- Eaton: initial plan was 200 spots. Now 900 spots. Impacts on campus.
- BRAAS- about 50 employees; probably limited benefit from LRT
- BRAAS Host
- From building owner: For most of our employees, park to go to ball game (on ball fields nr BRAAS)

**Other:**

- Would take the train to Downtown
- Driver from Chaska to Eden Prairie- but would take train to Downtown Minneapolis
- Concerns with kids hopping the train from CMS to downtown- safety at crossing
- Q: Will there be a station at Mitchell?
- Questions about sufficient space for the line
- Feels land-locked
- Transit is challenging- would prefer not have to go to downtown
- Compared to DC, Chicago (systems are great) – but they go where people need to go
- Transit would expand options for people- Community would be open for all

- Concern that the system does not get riders where they need to go- ex. Airport, mall of America
- Potential for development of housing? Some employees might live closer.

### General Comments / Comment Cards

- African immigrants- They need housing. Also successful businesses
- Access to Minneapolis- North Minneapolis
- Mitchell, Southwest, Golden Triangle are important locations
- We need affordable housing and more business for immigrants
- Mixed income housing important
- Somali/East African community need mostly housing and business
- As Somali community has lived in Eden Prairie more than 12 years, we are concerned about affordable housing projects and business opportunities. It is getting hard to get housing in Eden Prairie for the low income communities, so we need affordable housing and business opportunities
- Alignment should go from Golden Triangle, then along Flying Cloud, and then it should go to Hennepin Vo-Tech
- Eden Prairie will not be the same #1 city in the country with this SW LRT. It will bring a lot of undesirables.
- Do not intend to ride the line. This is a boondoggle. We do not have the population density to have this succeed. Portland, San Jose, and Dallas have LRT systems are riddled with problems: Low ridership and high operating costs. LRT is inflexible. As recently as April snow shut down the LRT and buses had to be used in place of the trains. Tax payers will be subsidizing this forever. We don't need it.
- Bachman's: Thank you for taking time to meet with me on Friday, March 1, and providing an update on the alignment alternatives under consideration for the SW LRT in Eden Prairie. You indicated that there was some consensus by the City favoring the alignment along Single Tree Lane and Prairie Center Drive, with tracks on Bachman's side of both streets. Jim Alexander from the SW LRT Project verified that the frequency of trains in either direction could be as often as every five minutes during peak times. You indicated that while it's not clear at this time, the project may need to take land and possibly some parking from Bachman's to accommodate the track requirements. It appears that this alternative, ALG 1A, would have the greatest negative impact on access to and from Bachman's. As we discussed, we cannot operate with any fewer parking places than we have today. While we are anxious to learn more about plans and specifically how the plans will impact Bachman's operations and property value in the future, I must convey our most profound concern about the potential negative impacts on safety and access to and from our site from ALG 1A. While there is much to be understood about the ALG 2A alignment behind Bachman's, there appears to be less negative impact on access to and from our site. The alternative, Technology Drive, (Green Line) is an option that we have favored since these discussions began, especially if the tracks would be on the north side of Technology Drive. Our site has limited access today from Prairie Center Drive and any additional limitations on access of additional safety concerns for our customers and staff would be very negative. We would strongly encourage considering the other alternative alignments rather than recommending ALG 1A. We would also ask that the City reconsider its position in favor of a station within the "Downtown" Market Center area. A station as SW Metro Park and Ride could be sufficient. We don't feel that our businesses would benefit from a station located along Singletree or behind Bachman's (ALG 2A). One concern is that the station would not have restroom facilities; it is our understanding that some businesses have had to lock restrooms and sign them "for customer use only", due to excessive use by non-customer light rail passengers using nearby stations. We also wonder if the City must favor any alignment that could have such significant negative impacts on its existing businesses. Again, David, thank you for your time. Please keep us advised as plans continue to develop.

- For ¼ or less cost than LRT, a bus system could be created that does everything that light rail does. LRT has no advantages whatsoever over the 'Super Bus'. Make super bus run every five minutes and stop at all the same stations. Construct special roadways. Whatever is needed. It would still be ¼ cost of less than light rail.
- No SW LRT
- I really want the LRT planners to create a single document outlining: Costs, ticket cost, subsidies by how much and by who, Pros & Cons, and why are we pushing this – what is the benefit? Please develop one document containing facts that the public can read and digest. Hold a public vote – I'm fairly confident that the council is strongly for this and it's a done deal. No input or consideration of EP citizens.
- I was very concerned to see that there is now an alternative route being proposed on Technology Drive. I was already concerned about the noise coming from the Eaton Station. Now the line could be running with 1/4mile of our house instead of ½ mile. I truly believe that the route should stay along Highway 5. That's where all the traffic noise is already. That's where the train noise should be also. Please consider keeping the line on Highway 5.
- The current SW bus serves the area of the proposed SWLRT already and is cheaper. The SWLRT is too expensive and not needed
  - Your presentation did not cover the cost of this train
  - It will be on our federal taxes, our state income taxes, the metro sales tax, our property tax, even our electric bill (look at the fees, it's there)
  - The many power lines will be ugly. People oppose new cell towers, why do they like to see hundreds of power poles and wires?
  - Eden Prairie is only projected to grown from current 65,000 people to around 75,000. The density needs for light rail to make sense is never going to come.
  - SW bus ramp is already full, you will compete with them and drive them out of business
  - Small businesses along the construction will go under.
  - Projected \$1.25B is probably low
- Respectfully, I do not think LRT is a good idea for Eden Prairie. Here are my reasons why I do not want the LRT:
  - The cost of ridership is really over \$8 per ride. At a charge of \$1.75/\$2.25 per rider, taxpayers are on the hook for the rest of the cost
  - We do not have the population density to have the LRT succeed. Urban Land Institute states the minimum density needed to support LRT is 14,720 per square mile. EP has only 1,874 people per square mile. LRT is doomed to fail
  - We already have a reliable bus system (which the taxpayers also subsidize). Why would you build a service that duplicates one we already have in place, and possibly put either a train or bus out of business?
  - Average commute of Eden Prairie resident is 21 minutes. 75% of Eden Prairie residents have a 20 minute or less commute
  - People move to Eden Prairie for safety and quality of life. Transit system will bring crime and lower our quality of life and in turn, lower our property values.
  - Wet snow and ice knocked out Minneapolis LRT for several hours and buses had to run in place of the trains, demonstrating that trains are inferior transportation mode to buses, which we already have in place
  - Light rail has huge costs, is inflexible and will add huge tax burden on us and our future generations. Cities like Portland, Oregon; San Jose, California; and Dallas, Texas all have light rail systems riddled with budget problems, low ridership and high operation costs.

- This is why I am against LRT for Eden Prairie.
- Concerned about the high cost of LRT. Buses would seem a less expensive and more flexible solution
- The Dvoraks who own the land at the corner of Shady Oak and Flying Cloud Drive are NOT in favor of having our land turned into a maintenance shed!! This is an Eden Prairie heritage site and our family has been on this land since the 1880s. We do NOT WANT TO SELL!! Please look at other sites for this maintenance facility. My Father is very opposed to this and wants to live his life out on this land. We also feel that this rail line will not be ever a profitable project and will be a live long “money pit” for the city, county and state or feds to pick up the tab. This is a very poor way of spending taxpayer dollars and I feel this is a terrible idea.
- I think the SW Light Rail should stop at Eden Prairie Mall somewhere and then shuttle busses can go from there to the different businesses. No Light rail to SW station. No light rail to Singletree. Create a new station at the EP Mall. I do not want to wreck the serenity of Purgatory Park and Lake. ABSOLUTELY NOT! Definitely not go next to SW Station Condos!
- How would this pay for itself?
  - How much is this going to cost?
  - Who will ride the part?
  - How many riders will it take to break even?
  - How much congestion will it cause?
  - Who is in control of this endeavor?
  - Who makes all the decisions for this endeavor?
  - Would there be strikes?
  - How are payrolls met?
  - Would there be an increase in crime along route?
  - Why would you want to put MTS out of business?
  - Can you accept no for an answer? NO LRT?
  - Why are the fares so low when costs are so high?
- Completely in opposition to LRT in any place in EP. Roxanne Johnson, EP Resident. We do not have the money to do this- fed, state, city. Don't saddle our kids and grandkids
- Please stop this financial nonsense
  - Financial sink hole
  - Crime will increase in EP Center
  - Ridership will never meet expectations
  - Job losses due to construction
  - You are driving business and people out of this state with the taxes that are needed to “pay” for this sinkhole.
  - I am totally against this

**Where will you ride the SW LRT? – City West – no responses**

**Where will you ride the SW LRT? – Golden Triangle – no responses**

**Where will you ride the SW LRT? – Eden Prairie Town Center**

- Downtown Minneapolis

- West End
- Airport
- Downtown (x2)
- Xcel Energy Center
- Cargill, St Louis Park
- University, Colleges
- University
- St Cloud (via North Star)
- Calhoun/Harriet Area
- New Vikings Stadium

**Where will you ride the SW LRT? – Southwest**

- Visiting family along the network
- Don't have much use for it
- St Paul
- U of M
- Airport
- Do not intend to use
- Downtown Minneapolis

**Where will you ride the SW LRT? – Mitchell**

- Ball games
- Airport
- Employees to station

**Where will you ride the SW LRT? – Other**

- Eden Prairie Shopping Center from SLP
- Live downtown, use LRT to visit family in Eden Prairie



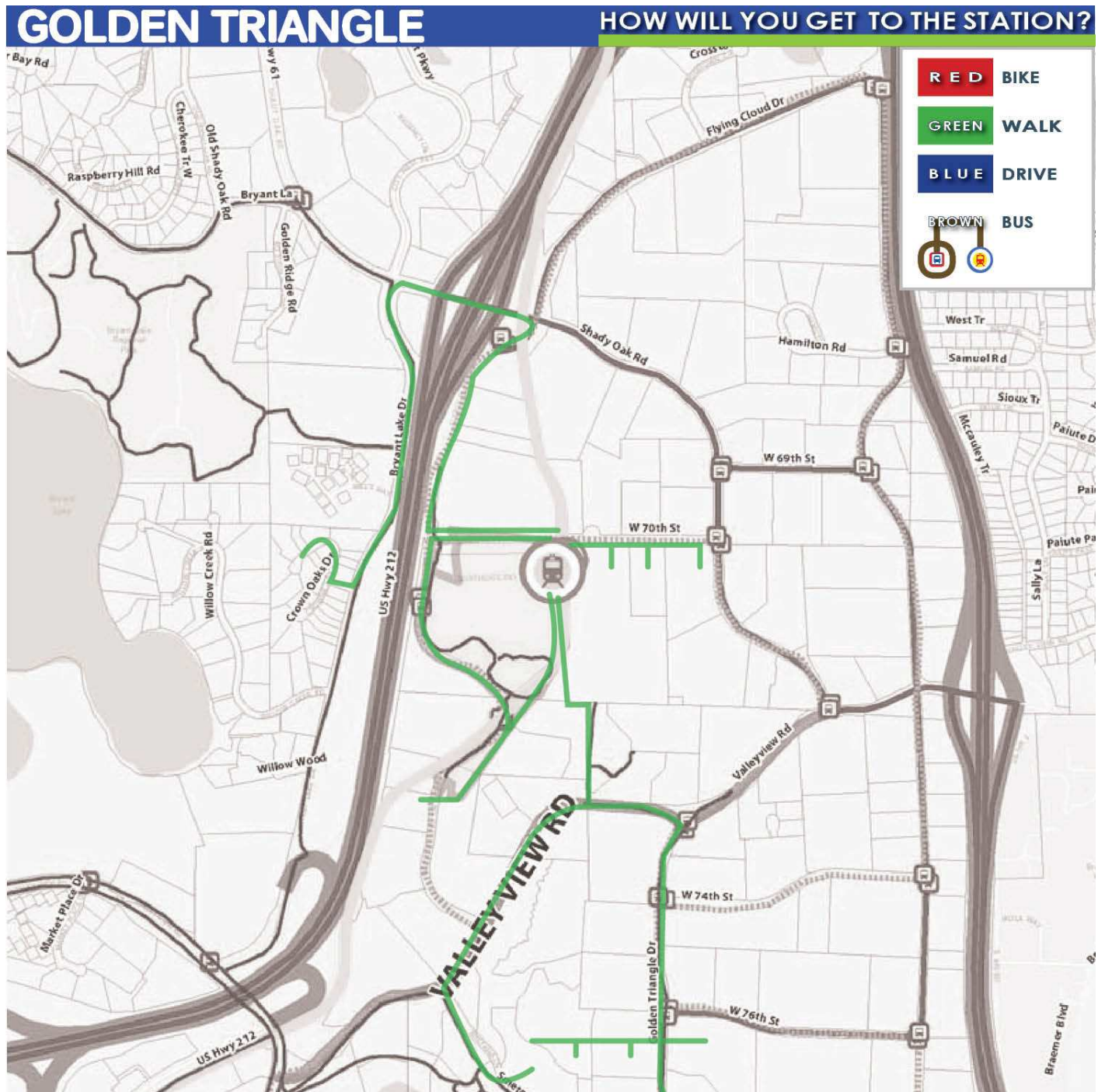
## Eden Prairie Stations

### Comments on Maps: How Will You Get to the City West Station?

No Responses

# Eden Prairie Stations

Comments on Maps: How Will You Get to the Golden Triangle Station?



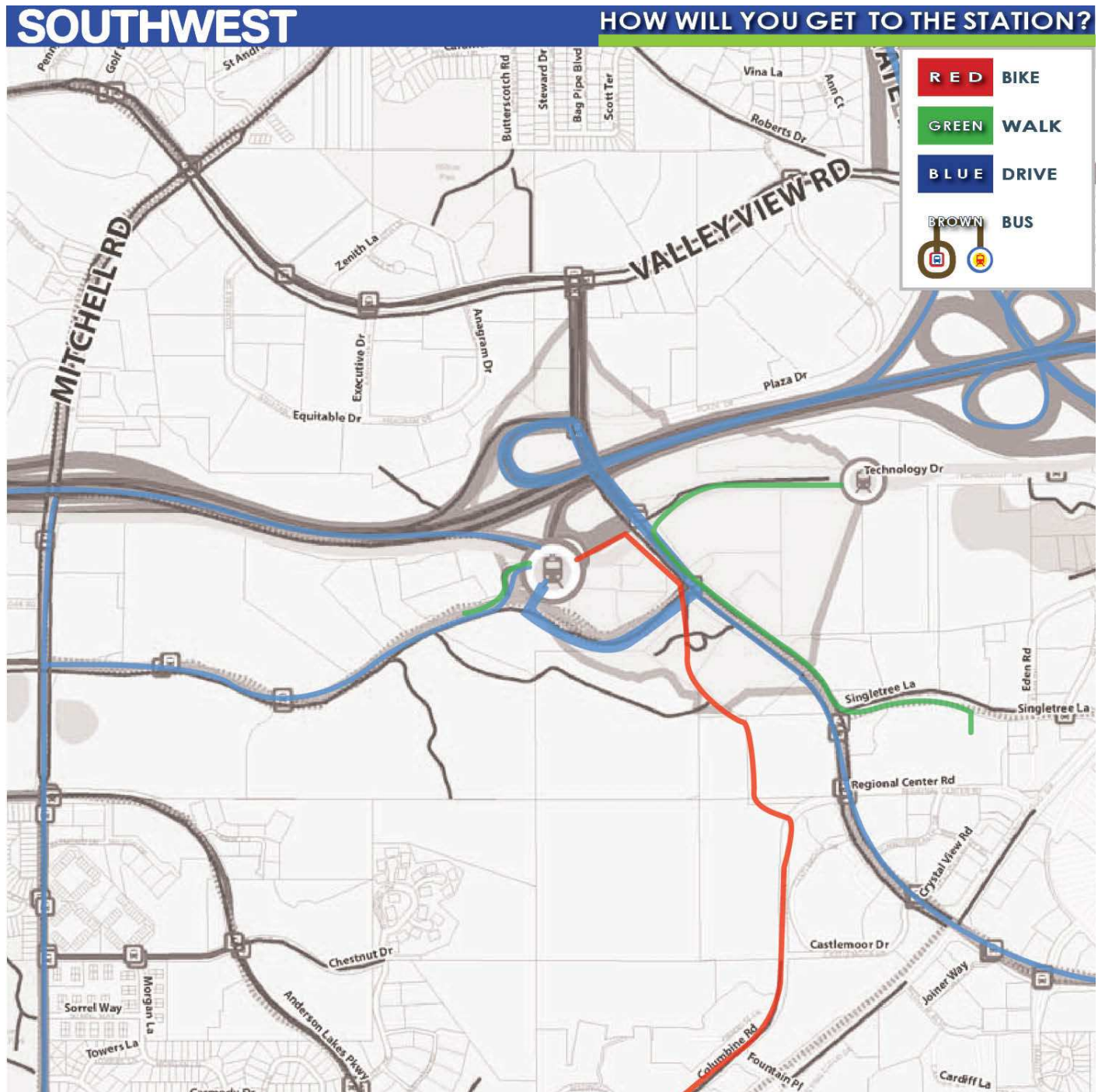
## Eden Prairie Stations

### Comments on Maps: How Will You Get to the Town Center Station?

No Responses

# Eden Prairie Stations

Comments on Maps: How Will You Get to the Southwest Station?



# Eden Prairie Stations

Comments on Maps: How Will You Get to the Mitchell Station?

