



Appendix G

Response to Draft EIS Comments

9 Comments Received on Draft EIS – General Public – Written



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From: [Andrew Balfour](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Alignment Public Comment
Date: Tuesday, May 06, 2014 3:29:53 PM

I am in favor of A-C-D2 alignment. I think connecting the Maple Grove transit center, downtown Robbinsdale, going through the neighborhoods (not a park) in North Minneapolis, and finally connecting to The Interchange is the best placement for the line.

D1 shouldn't be considered. Ridership and convenience are what is important, not scenic (sparsely populated) views of a park.

Thank you.

Andrew Balfour
[REDACTED]
Minneapolis

From: [Paul Schaper](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [REDACTED]
Subject: Light rail
Date: Tuesday, May 06, 2014 3:42:30 PM

About light rail waste of time and \$. One billion dollars could go a lot farther fixing and expanding the roads we have now. Examples on the west metro, 494 between county road 6 and the split is still only 2 lanes each way. Highway 394 from Plymouth to downtown is already outdated. That took 10 years to build. Heavy traffic at 10:00 pm. Interstate 94 from the split to Monticello is a mess. Basically the state wants to keep people from driving their own cars. This will not happen. Anyone figure cost benefit.

Sent from my iPad

I care about the wild life in the park. All of that will change. The noise pollution is a big factor. Having a station on G.V. Road will allow access to MPLS and the park way. The station there is a poor decision.

Pat Jordan
Dale Runkle



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Name: Richard Adair Organization: Bayn Mawr Neighborhood Assoc.
Address: [REDACTED]
Email: [REDACTED]

I support the locally preferred alternative.
There will always be "not in my back yard" concerns.
Keep your eyes on the prize - a functioning
integrated transit system that moves people around
and knits us together, especially transit-dependant
people in high-poverty areas.
We are building a future for generations to come.

Bottineau Transitway Draft Environmental Impact Statement

Comment Form

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Name: Wesley D. Johnson Organization: _____
 Address: _____
 Email: _____

The ditch next to the tracks is the Storm runoff and storm water storage for all of KEWANEE WAY. We are the low house. We have had our basement flooded before and have a sump pump to keep ground water intrusion under control. Any changes to the storm ~~down~~ drainage through the ditch to the swamp would be affect the viability of housing on KEWANEE WAY if it affects the storm drainage. Currently it is something we have to watch and worry about with every major storm.

Many residents of KEWANEE WAY and the streets above use a pathway across the tracks to the fire station, ~~that~~ ability to catch buses on Golden Valley Road, and to vote. Cutting off this access is more than inconvenient. Most people would not be able to walk around as it is 3 or 4 times longer and has steep hills. Cutting off access across the tracks would isolate this part of Golden Valley from the parks, fire station, transit, and the rest of Golden Valley as regards walking or bicycle usage.

There is heavy DEER and animal traffic ~~over~~ across the tracks. Blocking this will force them onto the roadways, probably Golden Valley Road bridges.



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Name: Pat Jordan Organization: _____
 Address: _____
 Email: _____

- ① LRT in G.V. does not serve the public who would be using it.
- ② The wild life, environment, pollution, noise, air quality, traffic - all are going to see big changes.
- ③ Do you realize the land by Golden Valley Road and where tracks are located is a dump under neath the top layer.
It's a flood zone in areas there. The old Hwy 100 concrete etc was dumped there.



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Name: Joan Joska Organization: _____

Address: _____

Email: _____

- Where is the \$ for this - won't pay for itself
1. Theodore Wirth park is the main feature of our quality of life and the intent was to protect it - BDT would destroy the principle that (try planting a tree on Hiawatha line - none)
 2. Our Lake system puts us on the map for quality of life - reroute Bottineau - more buses
 3. Doesn't serve people who need public transportation minimum pay along T.W. vs Bottineau
 4. If this was right for the people there wouldn't be such strong opposition - citizens are against
 5. My home is adjacent to tracks & has major structural issues ANY construction could cause house to collapse

Public trans. is for people who need (Golden Valley 5/7/14)



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Name: Brian Jonas Organization: _____

Address: _____

Email: _____

I am against the proposed LRT route along West Broadway in Brooklyn Park. I live nearby and I am greatly concerned about traffic disruptions going both in and out of my property. Turning restrictions along West Broadway would prevent me from being able to turn Left onto Maplebrook Parkway to enter Maplebrook Estates, and it would prevent me from turning left exiting from Maplebrook Parkway to go North on West Broadway. I also work in Brooklyn Park and the construction would impact my route to work, possibly sending me miles out of my way. Turning restrictions along West Broadway would affect my access to Brooklyn Park Businesses causing me to take my business to other cities. I am also concerned about the number of homes that would be lost due to LRT and West Broadway reconstruction. I am concerned about increased noise from the LRT, the roadway, and the LRT station proposed at 85th Ave, which I live near, Please reconsider the current plan and send it to Maple Grove instead of disrupting homeowners.



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Name: Rebecca Darchenty Organization: homeowner
 Address: [REDACTED]
 Email: _____

I support the light rail coming to Brooklyn Park 100%

If any of the issues of access or loss of property can be addressed that would be great - I know they all can't be satisfied but any is better than none

Living near the LR not on the LR is a valid comment but people also need to consider the extra expense of a tunnel or elevated train.

In forming the public map or access to college and business & how that is a positive is an impact

Thank you for your work on this project - we do need light rail to Brooklyn Park



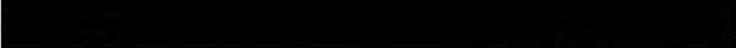
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Name: Sharon Davis Organization: Citizen
Address: 
Email: 

Get Rid of MET COUNCIL.
People should vote on this.
Waste of money.
People Do Not Want It.
STOP NOW



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Name: DENIS F. DAVIS Organization: _____

Address: _____

Email: _____

*No like Rail whatsoever, No where
Dissolve the Met Council,
Not cost effective, do any rail systems
operate in the Red?*

*90 Million per mile
10 Million to add a lane of road } do.*

From: [Karen Lehman](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Golden Valley impacts
Date: Thursday, May 08, 2014 12:55:57 PM

Hello all,

My address is [REDACTED], and my property will be one of those most affected by the line. I am on a hillside nearly suspended over the tracks. I spoke last night at the Golden Valley City Council meeting, so some of my comments are recorded there. I would like to make some additional comments, based on what I have learned.

Given that my home is literally in the wildlife corridor between Wirth Park and Golden Valley Road, I am concerned that this development maintain as much of the natural character of the habitat as possible, as well as the darkness and quiet that go with that. I am happy to learn that the line will only be lighted at the stations. I am in favor of that.

I heard that no matter what, the wildlife corridor between Wirth Park and Golden Valley Road is going to be divided because the line will be fenced on both sides. That is a sad development for the foxes and deer who roam that area freely.

However, if there will be a barrier regardless, then I strongly support erecting a sound barrier wall, which could also act as a visual barrier on the east side of the line below Zephyr Place and York. A sound barrier wall would blend in better visually with the natural environment for those living above it than just having the chain link fence with the trains whooshing by.

For the engineering study, I would like them to assess how high such a wall would need to be, given that the affected houses are far above grade--and noise travels up. The ideal would be for the wall to be high enough that residents would not see the trains, and that sound would be greatly diminished. I would be happy to provide access to my property if that is necessary to take sound measurements.

I also strongly oppose any trail development below Zephyr Place and York on the east side of the line. Wirth Park has adequate biking and hiking trails.

Finally, I want resident permitted parking for Zephyr Place and York so that our quiet neighborly streets don't become parking lots.

Thank you for your consideration.

Regards,

Karen Lehman
[REDACTED]



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Name: Shawn Lewis Organization: Urban League

Address: [Redacted]

Email: [Redacted]

The Community need both Golden Valley Road Station and Plymouth Station

DEIS COMMENTS #2 -- May 8, 2014

Marietta Smith Minneapolis Resident

Despite the DEIS indicating that D1 (the LPA) is the best alternative of the routes being considered, I disagree.

The negative impacts outweigh the benefits to this part of North Minneapolis -- which is further from the Penn Avenue area surroundings that would most benefit from this project. I understand that the Penn Avenue option was dropped due to the number of houses that would need to be razed.

However, there should be a better alternative -- what about Olson Highway. Granted that Plymouth Avenue is closer to the Chalet but this alternative is more costly (I'm sure there will be soil "surprises" once construction begins but that will be a bit late to make any substantial changes) and disruptive.

There are already transportation routes that culminate at Olson Highway and could easily tie into a station there.

I just believe there are too many negative impacts and costs to make the Plymouth Ave. Station the best alternative. All the land on the route from Plymouth Avenue to Golden Valley Road is ecologically sensitive and valuable. Surely there is a better alternative.

Marietta Smith

Bottineau Transit Draft Environmental Impact Statement -- May 8, 2014

COMMENT FORM

I don't believe that the conclusions of the DEIS implying that the D1 Plymouth Station location is the best alternative were made taking into consideration the permanent detrimental impact it will have on this urban ecological area.

The natural urban wetland and wildlife habitat refuge provided by the area proposed for the Plymouth Station is unique. There is no way to mitigate the damage it will impose by any mitigation means. I'm told that the mitigation does not need to be -- and likely won't be -- in the damaged area. One reason many of us purchased our homes in this area is because we loved the rural feel and aspect of that strip of land from Plymouth northward.

Because those of us who live on Xerxes Avenue North -- just across from the proposed LRT Station -- live on the Minneapolis side of the street we were not included in the initial findings -- which, coincidentally, originally did not envision a station in the Theodore Wirth BNSF corridor. It was completely short-sided and unfair to ignore our input and the impact it would have on our area. The proposed project is virtually in our FRONT YARDS and BACK YARDS!.

As I understand it, the station is proposed to be constructed to the north of the Plymouth Avenue bridge. That area is just a narrow strip of land that can barely accommodate two additional sets of rail tracks, not even considering an LRT Station. The existing BNSF railroad tracks have been a part of the landscape and ^{were} ~~was~~ built decades before the current residential development of this area.

The damage that will be done by the heavy equipment and heavy construction cannot be repaired enough to restore the current ecological environment of that narrow strip of land. Forcing it to accommodate the proposed station by filling in the wetlands and marsh areas doesn't appear to be a good solution.

The reality of the years of noise, dirt, dust, additional traffic, loss of neighborhood safety -- just to mention a few detrimental environmental impacts -- in a decades old residential and urban ecological area is just devastating.

Also the short 45-day comment period for such a comprehensive report and its referenced reports and studies is unconscionable.

Marietta Smith

Marietta Smith



Bottineau Transitway Draft Environmental Impact Statement Comment Form

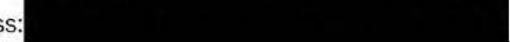
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Name: Marietta Smith Organization: Minneapolis Resident

Address: 

Email: 

We need more time to review this voluminous report.

I still need to review Chapters 2, 3, 4, 6, 7, and 11.

How do we get additional review time?



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Name: KIM BOYCE Organization: _____
 Address: _____
 Email: _____

I am very supportive of the proposed transitway. Providing easier access to public transit for residents and visitors to the northwestern suburbs, as well as North Minneapolis, could prove to be a substantial asset to this region.

As I did a quick review of the reasoning and rationale outlined in the Executive Summary of the EIS, I have a much better understanding of why the D1 option was selected over the D2 option. The potential displacement of so many residents in the D2 option does create a significant negative impact on that portion of the community.

Having adequate traffic control and drop-off spaces at the proposed stations at Golden Valley Road and Theo Wirth Park are important considerations. Not everyone will be able to easily walk to these locations.

To: Brent Rusco

Re: Bottineau Transitway

I walked a ring around our woods from 37th Ave. North and the BN rail line to Golden Valley Road, then down the east side of the BN line to Highway 55, a 100+ acre expanse of wild life habitat your Draft EIS makes no reference about. I knocked only on the doors of properties abutting the BN line or abutting wooded parkland that abuts the BN line (many of these owners have maintained private wild life habitat bordering park woods for decades), with some owners living directly across the street from park or BN wild life habitat: The owners on the front lines. Here are 96 of the 102 addresses I have collected so far. 4 of them are not on the front lines but I wasn't telling anyone they couldn't sign a petition about no LRT in the woods. My biggest problem is people not answering their doors. I have listened to many property owners and I can say with assurance that the true local preference is NO BUILD!

Coastance Boaniwall

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
1223 Washburn Ave N. Mpls	X
217 Washburn Ave N	X
1207 Washburn Ave N	X
818 Washburn Ave N Mpls	X
701 Vincent Ave NO	X
617 Thomas Ave N	X
615 Thomas Ave N Mpls	X
3416 Kyle Ave N. Crystal	X
2924 Kyle Avenue NO Golden Valley	X
2912 Kyle Avenue N	X
4300 Colfax Golden Valley	X
2650 Kyle Ave NO	X
2620 Kyle Ave NO	X
2610 Kyle Ave NO	X
3300 Indiana Ave N	X
4107 Clowry Ave N	NO X

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3408 Kyle Ave N	✓
3350 Kyle Ave N	✓
3335 Kyle Ave N	✓
3332 Kyle Ave NO	✓
3326 Kyle Ave N	✓
3320 Kyle Ave N	✓
3314 Kyle Ave N	✓
3210 Kyle Ave N	✓
3527 Kyle Ave N Mark K.	✓
3036 Kyle Ave N	✓
3000 Kyle Ave N	✓
2940 Kyle Ave N	✓
2835 June Ave North, Golden Valley	✓
2811 June Ave NO Golden Valley MN	✓
2791 June Ave NO Golden Valley	✓
2751 June Ave N Golden Valley MN 55422	✓ NO

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3446 Indiana North Robbinsdale	NO LRT
3432 Indiana Ave N Robbinsdale	NO LRT
3424 Indiana Ave NO Robbinsdale	NO LRT
3420 Indiana Ave NO Robbinsdale	NO LRT
3412 Indiana Ave N Robbinsdale	NO LRT
3309 Halifax Ave N Robbinsdale	NO LRT
3506 Indiana Ave N Robbinsdale	NO LRT
3536 Indiana Ave N	NO LRT
3531 Indiana Ave N	NO LRT
3520 Indiana Ave N	NO LRT
3542 Indiana Ave N Robbinsdale	NO LRT
3614 Indiana Ave NO Robbinsdale	NO LRT
3610 Indiana Ave NO Robbinsdale MN	NO LRT
3649 Halifax Ave N Robbinsdale MN	NO LRT
3505 June Ave N Crystal	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
3520 JUNE AVE NO ROBBIN. NO	X
3612 June Ave N Robbinsdale	NO LRT
3624 June Ave	NO LRT
3554 JUNE AVE NO	NO LRT
3528 June Ave N	NO LRT
3622 Indiana Ave NO	NO LRT
3651 Halifax Ave N	NO LRT
3663 Halifax Ave N	NO LRT
3651 Halifax Ave N	NO LRT
3501 June Ave N	NO LRT
2631 France Ave N	NO LRT
2801 France Ave N	NO LRT
2905 France Ave N	NO LRT
2917 France Ave N	NO LRT
2235 Indiana Ave N	NO LRT
3910 Bassett Creek Dr	NO LRT

LRT? NO!

Communication #27

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
2308 Keweenaw Way Golden Valley MN	✓
2340 Keweenaw Way Golden Valley MN	✓
2324 Keweenaw Way Golden Valley MN	✓
2332 Keweenaw Way Golden Valley	NO ✓
2350 Keweenaw Way Golden Valley	NO ✓
2416 Keweenaw Way Golden Valley	NO LRT
2460 Keweenaw Way Golden Valley	NO LRT
2490 Keweenaw Way Golden Valley	NO LRT
2500 Keweenaw Way Golden Valley	NO LRT
2601 Frank Ave N Robbinsdale MN	NO LRT
2195 Bonnie Lane Golden Valley MN	NO LRT
2631 MAJOR AVE N GOLDEN VALLEY	NO LRT
2885 Bonnie Lane Golden Valley	NO LRT
2830 Bassett Cr. N G.V.	NO LRT
3890 BASSETT CREEK DR. G.V.	NO LRT
3900 Bassett Creek Dr. G.V.	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
824 Washburn Ave N Mpls, MN	NO LRT
2916 Oak Park No Mpls	NO LRT
2924 Oak Park No Mpls	NO LRT
1324 Xerxes Ave NO	NO LRT
1306 Xerxes Ave NO	NO LRT
1422 Xerxes Ave NO	NO LRT
1511 Xerxes Ave North	NO LRT
1541 Xerxes Ave NO	NO LRT
1631 Xerxes Ave	NO LRT
1707 Xerxes Ave NO	NO LRT
1717 Xerxes Ave NO	NO LRT
1806 Xerxes Ave NO	NO LRT
1925 Zephyr Place	NO LRT
1815 Zephyr Place	NO LRT
1806 Zephyr Place	NO LRT
1831 YORK	NO LRT



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Name: Cathy Wildman Organization: _____
 Address: _____
 Email: _____

The issues that concern me that the Report details:

1. Impact on floodplains, wetlands, water sources for drinking + wells - public + private.
2. The possibility of uncovering hazardous materials - 790 Recorded Sites in the B-C-D1 Preferred Alternative area.
3. Noise - both during the construction phase in which noise decibal levels will exceed recommended levels for residential use - and the Rail noise, which, between 80-100 decibels equates to a concrete mixer, a jackhammer, and a Rock drill. This is from the Report on page 5-39.
4. The constant operating hours + service frequencies of the light Rail, especially during early morning + late evening hours. Bells, horns, Rail noise will impact everyone nearby -



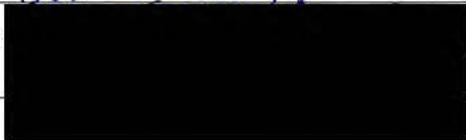
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Name: Dan Steinberg Organization: GU. Park and Rec Commission
 Address: 
 Email: 

Would like to see a tunnel study from Golden Valley Rd.
to Abbot Dr. Underground. Then zig zag the
rail through Robbinsdale.
All I am asking for is a study before track is laid
down.



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Name: Robin Price Organization: Bassett Creek Neighbors
 Address: [REDACTED]
 Email: [REDACTED]

1. 30 days has not been enough to review The EIS before this meeting.
2. Continued concerns about health & integrity of Bassett Creek.
3. Concern over lack of access to quiet space in this corner of Golden Valley
4. I want to see the rail ~~go~~ down Hwy 55 or Broadway.
5. If there needs to be a light ~~train~~ stop it should serve downtown G.V. to encourage business growth.
6. Many G.V. residents are opposed to this route
7. This is NOT my preferred route.
8. Please keep T. Wirth Park pristine & on the historical register
9. ~~WV~~ Currently Bassett Creek floods near the homes on Bassett Creek Dr. - it could get worse with 100 feet of development around the rail.
10. ~~RV~~ Parking or drop off spots will be dangerous on Golden Valley Rd.

Golden Valley 5/7



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Name: Amy Overby Organization: resident
 Address: [REDACTED]
 Email: [REDACTED]

Regarding the social environment of proposed stations at Golden Valley Road or Plymouth Avenue:

How will safety be provided for commuters? Specifically, when individuals leave the visibility and relative safety of street level (Golden Valley Road, particularly), who will ensure safety and peace of mind at a station located under a bridge, next to a wooded woodland occasionally inhabited by transients?

In both of those locations (G.V. Road + Plymouth Ave.), I am unwilling to walk alone or with my dog when it is dark, those areas do not feel safe, because of the isolation and the highly/deeply wooded locations. If the goal of a station at those locations is to increase business/commuter traffic and usage, the isolated, invisible nature of those ~~two~~ locations will actually discourage commuter usage.

Golden Valley 5/7

MAY 19 2014



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Name: Sebbie Blodine Organization: _____

Address: _____

Email: _____

*I am opposed to the Bottineau line in its current form:
Noise issues
Loss of private homes
Crime concerns
Alternate routes not given sufficient consideration
Want to see ridership surveys done
Believe route chosen to appease Target - they
have not been a good community steward.*

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Name: **Tyree Lawrence** Organization: **Resident and Stakeholder**
Address: [REDACTED]
Email: [REDACTED]

The City of Brooklyn Park has a mission statement: "... a Thriving Community, Inspiring Pride, Where Opportunities Exist for ALL." Our community and City Council stood by this statement and went on to declare that no projects would be considered unless they were in direct alignment with our mission, vision, and purpose. In order to remain consistent with building a thriving community, this project has to invest its resources where opportunities exist for us ALL. These opportunities MUST be transparent, authentic and very tangible. Here are some suggestions:

- Invest in the economic development initiated by the community for the community...
 - A business hub that will cultivate aspiring entrepreneurs who desire to start a business.
 - Fund the land and development of a space where people come together and feel a sense of pride where, currently, there is a void as the majority flock to other cities to satisfy the lack.
 - Invest in the support of small businesses by identifying the struggles of their current environment fueling an opportunity for REAL success vs. standardized programs that only large companies qualify for.
- Invest in LOCAL talent, goods, and services that will provide sustenance and capacity growth organically vs. OUTSOURCING and/or MAINSTREAMING to the "highly favored" benefactors.
- Invest in our YOUTH projects...
 - Contribute to the development of a pool or splash pad, so our families can bond with their children.
 - Focus on youth related transit issues so they remain connected to opportunities, programs, jobs, and internships.
- Invest grass-roots efforts and genuine engagement of community members...
 - Upgrade in communications so people feel connected to projects vs. rejection on both sides.
 - Support our leaders as an extension to the hard to reach demographics.

These are just some initial suggestions to get things moving in the right direction. These suggestions will drastically improve the quality of life in our community and counteract the negatives associated with LRT projects in general. I will be happy to personally get involved and lend any type of direction as needed from the perspective of a community stakeholder. Thank You for considering my comments and suggestions.

From: [Tyree Lawrence](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [Crystal J Myslajek](#)
Subject: Bottineau Transitway Draft EIS Comment Form - Tyree Lawrence
Date: Sunday, May 18, 2014 6:22:47 AM
Attachments: [TL - LRT Comments.pdf](#)

The City of Brooklyn Park has a mission statement: “... *a Thriving Community, Inspiring Pride, Where Opportunities Exist for ALL.*” Our community and City Council stood by this statement and went on to declare that no projects would be considered unless they were in direct alignment with our mission, vision, and purpose. In order to remain consistent with building a thriving community, this project has to invest its resources where opportunities exist for us ALL. These opportunities MUST be transparent, authentic and very tangible. Here are some suggestions:

- Invest in the economic development initiated by the community for the community...
 - A business hub that will cultivate aspiring entrepreneurs who desire to start a business. As well as grow NEW business around LRT projects.
 - Fund the land and development of a space where people come together and feel a sense of pride where, currently, there is a void as the majority flock to other cities to satisfy the lack.
 - Invest in the support of small businesses by identifying the struggles of their current environment fueling an opportunity for REAL success vs. standardized programs that only large companies qualify for.

- Invest in LOCAL talent, goods, and services that will provide sustenance and capacity growth organically vs. OUTSOURCING and/or MAINSTREAMING to the already “highly favored” benefactors.

- Invest in our YOUTH projects...
 - Contribute to the development of a pool or slash pad, so our families can bond with their children.
 - Focus on youth related transit issues so they remain connected to opportunities, programs, jobs, and internships.

- Invest grass-roots efforts and genuine engagement of community members...
 - Upgrade in communications so people feel connected to projects vs. rejection on both sides.
 - Support our leaders as an extension to the hard to reach demographics.

These are just some initial suggestions as to where funding should focus to get things moving in the right direction. These suggestions will drastically improve the quality of life in our community and counteract the negatives associated with LRT projects in general. I will be happy to personally get involved and lend any type of direction as needed from the perspective of a community stakeholder. Thank You for considering my comments and suggestions.

Blessings,

TYREE LAWRENCE

Community Stakeholder and Resident



Brooklyn Park, MN 55445

This E-mail is confidential. It may also be legally privileged. You may not copy, forward, disclose or use any part of it without expressed written consent of Tyree Lawrence. If you have received this message in error, please delete it and all copies from your system and notify the sender immediately by return E-mail. Internet communications cannot be guaranteed to be timely, secure, error or virus-free. The sender does not accept liability for any errors or omissions. Sender is not a Securities Dealer, Broker or US Investment Adviser. Receipt of any attached documents and/or content is acknowledgment and acceptance that this is privileged, proprietary and confidential and will not be forwarded to any party (s) without prior written consent from the sender.

To the powers that be.

Especially the Golden Valley City Council and Met Council.

Re: Bottineau Transitway

Though I have attended numerous planning and public input meetings, which have shown an overwhelming lack of public support for the “preferred” and proposed, formerly known as the D1 route, it is frustrating to observe that these efforts and voices are largely ignored.

The EIS, Environmental Impact Study, while enormously expensive, is disappointing in that while it provides pages of data and mitigation proposals, it misses the point entirely.

Yesterday, I took a walk in the Mary Hill and Sochacki parks near my home. I stopped and closed my eyes and listened. By sound alone, I could identify, chickadees, cardinals, a red winged black bird, baby hawks, sparrows, frogs, ducks, and geese and the lovely sound of moving water. Lest I get labeled just another tree hugger, I would point out that the city planning greats of yesteryear, like Francis Gross, Charles M. Loring, Eloise Butler, and Theodore Wirth showed great foresight in preserving these wetlands and green spaces and some form of park access to every neighborhood throughout the city. They understood well, just as anyone who has travelled to NYC, and stepped into Central Park, the value of a quiet green space open to the public for refreshment and respite from the frenetic pace and noise of the city. It is a shame that after all of these years, and the will to preserve these valuable places for the well being and health of all, that we would at this juncture make such a huge mistake as to ruin the aesthetic of not one, but three beautiful parks every seven minutes. These three parks are Theodore With, Mary Hill and Walter Sochacki Parks.

“Minneapolis parks encompass the city’s defining lakes and the river banks at the core of the city’s development. Acquired by purchase and donation, the parks include features of astonishing beauty, historical significance and ecological wonder, all within a thriving urban setting. More than this, the parks are imbued with personal meaning—the playgrounds that live in the memories of generations of people, are the soul of our communities.” Minneapolis Park Board

If the LRT is for commuters, it should be accessible to commuters, promote not only jobs during construction, but also neighborhood revitalization and long term business opportunities. All three of the other previously proposed routes achieve these goals to a far greater degree than the so called "preferred route". Preferred by who? BNSF? Perhaps it can be instructive to look at the recent LRT projects. What was the reasoning of running the Green Line right down University Avenue? And how has this enhanced the revitalization of business along this route? Why is the Southwest route so heavily opposed and mired in legal battles?

Once you ruin the peaceful, tranquil aesthetic of these parks, there is no turning back. This would be a travesty: especially with regard to Theodore Wirth Park, a treasure to the Twin Cities of inestimable value.

MAY 16 2014

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Name: Patricia Giles Organization: Maplebrook Estates
 Address: [REDACTED]
 Email: [REDACTED]

West Broadway has been an easy way of catching buses and connecting with other bus lines and being able to walk to any of the businesses along 35th to Brooklyn Blvd.

Why would you want to take away the beauty and the peaceful tranquility from these locations, where people are out taking walks, walking their dogs, meeting and greeting one another along the way.

Have you really stop and picture it, where the sound and the noise that will take place.

Have you really consider how this effects peoples home and their privacy or how things will be for driving how they get to places that didn't take them as long, now they will get in longer time

It effects everything.

MAY 15 2014



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Name: JEANNE D. WEISKE Organization: _____

Address: _____

Email: _____

THIS IS AN INTEGRATED COMMUNITY, OF RETIREES, MIDDLE CLASS WORKING FAMILIES, AND IMMIGRANTS, LOOKING FOR THE "AMERICAN DREAM". I WORKED 46 YRS, BOUGHT THE HOME I WANT TO RETIRE IN. NOW THAT I'M RETIRED, THE WHEELS OF GOVERNMENT, ARE ROLLING ACROSS OUR HOMES. AND YOU OFFER, WHAT? MARKET VALUE? THAT'S ABOUT HALF OF THE PRESENT VALUE, AND HALF WHAT THOSE OF US STILL WITH A MORTGAGE ARE PAYING. I'VE SEEN THIS WAY TOO OFTEN A CITY COUNCIL, WOULD SOW AN ESTABLISHED COMMUNITY, DRIVES OUT THE SETTLED RESIDENTS, ALL FOR THE "GREATER GOOD" - WHOSE "GREATER GOOD"? YOURS? THE FUTURE? WE PAY YOUR SALARIES! WE, THE TAXPAYERS, THE ONES YOU WISH TO DRIVE OUT. FOR A CHANGE, LISTEN TO THE PEOPLE!

MAY 15 2014



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Name: Terry Lambert Organization: Home owner
Address: [REDACTED]
Email: [REDACTED]

Where is the study for 85th to 93rd on West Broadway? Impact on loft of homes - many immigrant families, noise, loss of home property values. North Mpls would not allow it - why is Brooklyn Park considering this? Where is the environmental impact statement for West Broadway Expansion Project? Very low I know - Kill the West Broadway Expansion Project - Bad deal for all residents on or near West Broadway.

MAY 15 2014



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Name: Mary Ann Duggan Organization: _____
 Address: _____
 Email: _____

I feel that the Light Rail is a good thing but I do not feel that coming up Broadway avenue is the way to go with it. There will be so many homes & people impacted by this decision if made. The noise & confusion of it all will hurt all of us in this area. Please consider an alternative way to go with the L. Rail. I bought my home in Maplebrook 19 yrs. ago & I love it here. If the L. Rail comes down Broadway ave. it will change everything to something that does not benefit anyone in the area. I'm 69 yrs. old & my plan is to stay here for a lot of yrs. yet. I want my retirement to be an enjoyable one not one with noise & confusion.

Thank you, Mary Ann Duggan

From: [Mike Burakowski](#)
To: [Bottineau Transitway/Hennepin](#); planning@goldenvalleymn.gov; [Marlene Jacobs](#)
Subject: Bottineau Line EIS
Date: Thursday, May 15, 2014 8:07:02 AM

Good morning,

I was unable to attend the public meetings regarding the EIS but have reviewed the 800+ page document and wanted to share my thoughts with you.

My son and I live on Kewanee Way so this project has been a regular topic of discussion with our neighbors and friends. We have attended previous meetings at the Wirth chalet and at the Golden Valley City Hall and have read just about every document, email and update that has been provided. When interacting with our council members prior the third, strategically scheduled Golden Valley vote, the message was clear that they were voting to add Golden Valley's support to the EIS. They were also clear that if the project was not in the best interest of the city of Golden Valley, the council members would withdraw their support and suggest an alternative to the preferred route. The majority of those Golden Valley residents in attendance were not in favor of this preferred route, but I believed the word of our representatives and watched for the long awaited EIS report

Having reviewed the document, I am not convinced that the alternate route is best for Golden Valley and all prospective users. I am also not at all confident that Golden Valley or any other representative body will object to this route and demand an alternate. Subsequent emails about station planning also tells me that this is moving forward and that this email is futile.

Here's a partial list of why I object to the preferred route:

- This route appears to be "preferred" due to the least amount of impact on private property and the associated costs. While a route down Bottineau Blvd/Broadway would result in more displacement, it would broaden transportation options, provide easier access to north Minneapolis businesses and North Memorial Hospital and support growth like that seen along the Hiawatha and Green lines.
- I object to the data that suggests more riders and development as a result of the "preferred" route. The BNSF corridor takes the Bottineau line through well-established areas of Robbinsdale, woodlands and wetlands in Golden Valley and the Theodore Wirth Park. I'm at a loss to explain how those areas would support housing and business growth and increased ridership when compared to a route through north Minneapolis.
- I have to admit that I am one of the "trespassers" who regularly crosses the BNSF tracks in front of my house to get to Mary Hills and Sochacki parks. I haven't dwelled on the illegality of our actions, focusing on the ease of access that we have enjoyed for 10+ years from Kewanee Way. With that being said, our neighborhood has also been the caretakers of the surrounding property that appears to be a "no man's land" for Excel Energy, BNSF and the City of Golden Valley. Neighbors cut the grass while Excel dispatches Asplundh tree service periodically to haphazardly provide

"preventive" service to the area, ignoring trees and brush in problem areas and laying bare other areas that appear to pose no threat to overhead power lines. Buckthorn and fallen trees are a problem that neither BNSF and Golden Valley will claim. My calls to both agencies tend to be informational now - we are removing buckthorn and fallen trees when both agencies point me to the other in a maddening circle. Our care of these areas doesn't trump our "trespassing" over the tracks, but you need to be aware of our commitment to these soon-to-be-off-limits-areas for our neighborhood.

- I had a totally different understanding of the EIS and patiently waited for someone to knock on my door to interview me to determine how this project would impact us; I even emailed the Bottineau team to inquire about the lack of contact with our neighborhood. The data provided in the report is simply scientific - noise and vibration levels recorded at the top of our street. The impact to our street and others along the line cannot simply be measured in decibels and important details are missing: the deer in my backyard this morning, sleeping with the windows open and hearing only crickets and our 4:45 cardinal wakeup, the visual impact of three lines of tracks and overhead wires in place of trees and shrubs. I do not negate the impact of a rail line down the middle of Penn Ave. N. to city residents, but the quality of life on Kewanee Way enjoyed since the mid-60's will change forever. Yet the report suggests "minimal impact" to me and my neighbors, a gap in reporting that is made worse by the assertion that only five houses at the top of Kewanee Way would be sufficiently affected by noise and vibration to warrant mitigation efforts. Really? Sit with me in my office in St. Paul along the Green Line - listen to the trains (about 10 times the distance from my front window at home), listen to the bells and whistles, feel the vibration and then tell me that we won't be impacted by trains 100 feet from my front door.

- Speaking solely as a Golden Valley resident, this line does not benefit our city. If the Golden Valley Road station is chosen in your already-planned-meetings, I see few GV residents having easy access to the line. There will no parking, so connector bus lines will bring riders to the station. I will have to traverse the woods at the end of the street for access in order to avoid a 1.5 mile walk down Byrd and Zenith. I'm not sure if the Theodore Wirth station would technically be in Minneapolis or Golden Valley, but that option decreases the likelihood of Golden Valley resident use of the line. The Bottineau Blvd/Broadway option would not benefit Golden Valley resident access but I can't help but think that ridership would increase in a more populated area.

I am a proponent of light rail and will use the line wherever it ends up, but I don't feel that the preferred route is the best overall plan for the region and strongly encourage that Golden Valley and the Met Council move the Bottineau Line to the Bottineau/Broadway corridor.

Sincerely,
Mike Burakowski

[REDACTED]
Golden Valley
[REDACTED]

From: [REDACTED]
To: [Bottineau Transitway/Hennepin](#)
Subject: EAS Public Comment
Date: Thursday, May 15, 2014 2:50:19 PM

Hello.

A large concern I have is for the Southern half of the Willard Hay neighborhood. We are already cut off from Theodore Wirth Park, this project has the ability to make connecting even harder. We currently have two ways to get there, cross six lanes of traffic at Highway 55 to a sidewalk on the southside or go up to the Plymouth Avenue Bridge, but no close or easy access to the trail under the bridge due to the the golf course and archery range.

I hope that trail connections from the area of Thomas North to Washburn North are being looked at. Along the Northside of Highway 55 sidewalk/trail connection over the rail road tracks to connect to the walking/bike trails on the West side of the rail road trench would be very appreciated. Also, a flyover walking/bike trail bridge at 8th or Oak Park at Washburn would also help connect the neighborhood to a park that is very hard to get to.

A city issue, I know, but we are also missing sidewalks in the neighborhood. With light rail, I expect walking to become more common and sidewalks will be needed instead of people walking down the middle of the street. Areas of concern are: 900 block of Washburn. 8th Street between Washburn and Upton and Oak Park between Xerxes and Vincent. Upton to Thomas Service Road just north of Highway 55.

Brian Anderson

[REDACTED]
Mpls, MN 55411



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Name: Constance Bonniwell Organization: _____
 Address: [REDACTED] _____
 Email: _____

I went to the Golden Valley public hearing and was cut off at 3 minutes so I returned to the Crystal meeting, gave some of my comments to the transcriber so I wasn't cut off again, but I was, and what were the remarks I could not make to the public at the public meeting?

Met Council and Hennepin County come up with over 15 pounds of Scoping, Draft EIS and Health reports, and we are given 3 minutes to respond. Many of us attending these meetings want to hear what our fellow citizens have to say about your project, but half the people in Golden Valley and Crystal were cut off. So while you limit how much you have to listen to us, you also limit our opportunity to hear our fellow citizens.

You go through the cost and effort of holding these public meetings and the actual public hearing lasts, in Golden Valley 40 minutes and Crystal's, 20 minutes. I have never been to one that's gone over 47 minutes since some people have already experienced being cut off. They don't speak, they file written comments.

Crystal 5/14 →

Attach First
Class Postage
Here

Hennepin County Housing, Community Works, and Transit
Attn: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

These are people who have waded through much of your reports and we don't get to hear from them at all. There's a great response about BRT that's getting filed via computer. We have no reason to trust the Met Council and Hennepin County with our 100+ acre expanse of woods down the BN line.

Bot No!

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
1223 Washburn Ave N. Mpls	X
217 Washburn Ave N	X
1207 Washburn Ave N	X
818 Washburn Ave N Mpls	X
701 Vincent Ave NO	IX
607 Thomas Ave N	X
615 Thomas Ave N Mpls	X
3416 Kyle Ave N. Crystal	X
2724 Kyle Avenue No Golden Valley	X
2912 Kyle Avenue N	X
4300 Collier Golden Valley	X
2656 Kyle Ave No	X
2620 Kyle Ave No	X
2610 Kyle Ave No	X
3300 Indiana Ave N	X
4107 Cloway Ave N	NO X

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3408 Kyle Ave N	✓
3350 Kyle Ave N	✓
3338 Kyle Ave N	✓
3332 Kyle Ave No	✓
3326 Kyle Ave N	✓
3320 Kyle Ave N	✓
3314 Kyle Ave N	✓
3216 Kyle Ave N	✓
3527 Kyle Ave N. Mark K.	✓
3036 Kyle Ave N	✓
3000 Kyle Ave N	✓
2940 Kyle Ave N	✓
2835 June Ave North, Golden	✓
2811 June Ave No Golden Valley	✓
2741 June Ave N Golden Valley	✓
2751 June Ave N Golden Valley	✓ NO

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3446 Indiana North Robbinsdale	NO LRT
3432 Indiana Ave N Robbinsdale	NO LRT
3404 Indiana Ave No Robbinsdale	NO LRT
3420 Indiana Ave No Robbinsdale	NO LRT
3412 Indiana Ave N Robbinsdale	NO LRT
3309 Halifax Ave N Robbinsdale	NO LRT
3506 Indiana Ave N Robbinsdale	NO LRT
3530 Indiana Ave N	NO LRT
3531 Indiana Ave N	NO LRT
3540 Indiana Ave N	NO LRT
3542 Indiana Ave N Robbinsdale	NO LRT
3614 Indiana Ave N Robbinsdale	NO LRT
3610 Indiana Ave No Robbinsdale MN	NO LRT
3649 Halifax Ave N Robbinsdale MN	NO LRT
3505 June Ave N. Crystal	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
3520 JUNE AVE. NO ROBBIN.	NO LRT
3612 June Ave N Robbinsdale	NO LRT
3624 June Ave N	NO LRT
3554 JUNE AVE. NO.	NO LRT
3528 June Ave N	NO LRT
3622 Indiana Ave No	NO LRT
3651 Halifax Ave N	NO LRT
3643 Halifax Ave N	NO LRT
3651 Halifax Ave N	NO LRT
3501 Jane Ave N	NO LRT
2631 France Ave N	NO LRT
2901 FRANCE AVEN	NO LRT
2905 JUNE AVE N.	NO LRT
2917 France Ave N	NO LRT
2235 Indiana Ave N	NO LRT
3910 Bassett Creek Dr	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
2308 Keweenaw Way Golden Valley	NO LRT ✓
2340 Keweenaw Way Golden Valley MN	NO LRT ✓
2324 Keweenaw Way Golden Valley MN	NO LRT ✓
2332 Keweenaw Way Golden Valley	NO LRT ✓
2350 Keweenaw Way Golden Valley	NO LRT ✓
2416 Keweenaw Way Golden Valley	NO LRT
2460 Keweenaw Way Golden Valley	NO LRT
2490 Keweenaw Way Golden Valley	NO LRT
2500 Keweenaw Way Golden Valley	NO LRT
2601 Keweenaw Way Golden Valley	NO LRT
2145 Bonnie Lane Golden Valley MN	NO LRT
2631 MAJOR AVE N GOLDEN VALLEY	NO LRT
2885 Bonnie Lane Golden Valley	NO LRT
2830 Bassett Cr. Dr. G.V.	NO LRT
3890 BASSETT CREEK DR. G.V.	NO LRT
3900 Bassett Creek Dr. G.V.	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
824 Washburn Ave N Mpls, MN	NO LRT
2916 Oak Park No Mpls	NO LRT
2924 Oak Park No Mpls	NO LRT
1324 XERXES AVE NO.	NO LRT
1306 XERXES AVE NO	NO LRT
1422 XERXES AVE NO	NO LRT
1511 XERXES AVE NORTH	NO LRT
1541 XERXES AVE N	NO LRT
1631 XERXES AVE	NO LRT
1707 XERXES AVE NO.	NO LRT
1717 XERXES AVE NO	NO LRT
1806 XERXES AVE NO	NO LRT
1925 Zephyr Place	NO LRT
1815 Zephyr Place	NO LRT
1806 ZEPHYR PLACE	NO LRT
1831 YORK	NO LRT

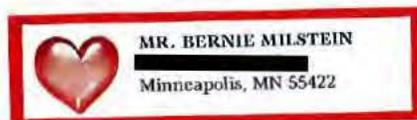
Bottineau Transitway Project:

We Of Heathbrooke Neighborhood Association, Hidden Lakes Neighborhood Association, Bassett Creek Neighborhood Association, Sweeney Lake Neighborhood Association, are absolutely opposed to this project station at Golden Valley Road, next to the Fire Station, west of St. Margaret Mary Church, South of Theodore Wirth Parkway & Golden Valley Rd., Golden Valley for the following reasons:

1. This station will cause irreparable harm to the natural environment in the area.
2. The station should be rerouted to the tracks & central area of Downtown Golden Valley near the City Hall. It would serve the greater population and greater good of Golden Valley by being there.
3. Being at the station on Golden Valley Rd. would create excess traffic, noise, pollution, crime and noise along that Road, neighborhoods, and corridor.

4. Putting the station & transportation along Golden Valley Rd, & Wirth Parkway will detrimentally affect the property values in our neighborhoods, because of noise, pollution, dirt, excess traffic, crime, over amount of traffic on the Light Rail.
5. Our properties are sacrosanct, they are our refuge, as are the great amount of environmental refuges in this area. And, this light rail that you are trying to roll over our neighborhoods is going to be harmful to our health and mental & physical well being!
6. You have not provided us with an actual noise decibel study, a projected dirt and air quality study. You have written a deeply flawed and amateurish Health projection affects.
So, we plead with you to reroute this Light Rail project to Downtown Golden Valley, and certainly cease and desist the current plan which will greatly harm our neighborhoods!

Sincerely, Bernie Milstein, a Golden Valley
Resident of 47 years, who knows and loves the
beauty and community of Golden Valley!
Do not destroy our neighborhoods!



From: [Randy](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: light rail and library
Date: Tuesday, May 13, 2014 5:56:41 PM

I support these projects being proposed for my neighborhood. As a resident of the west Broadway area, I believe this will enhance our property values and make my neighborhood a more livable place.

Sent from my Samsung Galaxy S@III

From: [Paul Bellward](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Bottineau Transitway Comments
Date: Tuesday, May 13, 2014 11:44:11 PM

To whom it may concern,

I would like to share my excitement at the idea of light rail coming to Brooklyn Park and being part of the Bottineau Transitway. I am originally from Britain where public transport is far more widespread and would love to see the same sort of access to an affordable far reaching transit system here. I see light rail as a big way to keep the Twin Cities moving forward and being part of the solution to of mass transit problem for many years to come.

The thought of being able to walk out of my door to a nearby station and being able to ride to downtown Minneapolis, MOA, airport St Paul or other cities is fantastic. This is a much needed addition to Brooklyn Park. I would hate to think of our city losing out and not being connected to the rest of the Twin cities in this way.

I do own a property relatively close to the planned rail line, I am sure that I will be able to hear the bells as the train pulls into the closest station but this small disadvantage is far outweighed by the benefits.

Please bring light rail to Brooklyn Park!

Many Thanks,

Paul Bellward

[REDACTED]

[REDACTED]

Brooklyn Park, MN 55445



Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: *Mary Wilson*

Organization:

Address:

Email:

*We are concerned about our property value,
safety, noise is our main issue,
(Not wise for us) ? ?*



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Name: JANE WISSE Organization: _____
 Address: _____
 Email: _____

THE CIS DOES NOT CONSIDER THE IMPACT
 OF THE NOISE AND ANNOYANCE
 RESULTS ARE BEING IGNORED



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Name: Randy Swanson Organization: _____
 Address: _____
 Email: _____

I own property that is impacted @ 73rd and Highway St. I object and am frustrated by this project taking control over my property for the past 2 years & for the next several years! I cannot sell or expand or improve this property since it will eventually be taken. This also applies to all homeowners along the corridor. We are frozen in place until this project runs its inevitable mind numbing pace to eventual construction.

This confiscation during this period doesn't cost the gov't entities a dime but will cause us who are affected potential extreme hardships. I had a bonafide buyer for my property in Nov 2013 who was serious enough to bring in his architect for plan approval & was told NO by the city of BP because it would be eventually acquired for LRT. I am at retirement age & would like to sell - what are my options? None according to Henn county - until the project reaches property acquisition stage 2-3 yrs? From today.



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Name: Sharon Spence Organization: _____

Address: _____

Email: _____

1. How many transit trains are expected to run along West Broadway, and what will the time interval be.

2. How many families will leave their homes due to widening West Broadway.

3. How much traffic noise may we expect due to the Bottineau transit.

4. What caused the West Broadway Improvement project to go from 109' to 178'?

Leslie Olson


Brooklyn Park, MN 55445

ROAD EXPANSION/LRT NEGATIVE IMPACTS

SIGNIFICANT REDUCTION IN QUALITY OF LIFE

- *Declining townhouse values...up to \$20,000 depreciation per Realtor meeting
- *Difficulty in selling townhouse during each phase (being in limbo as final decision is being made by county & city/road expansion construction/LRT construction)
 - Need to disclose county plans for road/LRT
 - Maplebrook sellers all looking for the exact same buyer
- *Double Lane Road (possible 45-50 mph)
 - More traffic (trucks/semis going to warehouses, rush hour, emergency vehicles)
 - Significant increase in noise level
 - 45-50 mph road turns into 55-60 mph with speed of traffic
- *Wide biking/walking paths
 - More foot traffic
 - Less privacy
- *Loss of berm/three evergreens to accommodate paths/roadway
 - Less privacy
 - Less appealing (look directly upon traffic)
 - Increased noise due to loss of barrier
 - No barrier to stop cars that swerved off road in accidents (direct access to townhouse unit)
- *Loss of mature trees/bushes /grassy area in association (loss of nature)...more cement/pavement
- *Closer proximity of power lines/poles to townhouse(less appealing)
- *Higher association dues likely to occur as a result of loss of acquired townhouses

- Lose neighborhood feel to the community
- Lose townhouses in association/whole new look to association (less appealing)
- Ukely to be higher crime rate due to more foot traffic/road traffic
- Restricted access to W Broadway (lose ability to turn North from N. Maplebrook Circle)

Limits ease of access to Hwy 610/169

- Addition of county library increases car/foot traffic/noise
- Construction phase...widening of W Broadway (long duration of construction)

Vibration of construction to home

Noise level of construction

Reduced access to road

Constant dirt/dust in house

Windows must be closed due to noise/dirt

- Addition of LRT

See all negative impacts associated with phase 1 construction (widening of road)

Once active: Increased noise (possible station announcements, bell, noise level of train)

Increased vibration to townhouse with each LRT run

Frequency of train ???

IF I WAS A NEW BUYER, WOULD I HAVE EVER CONSIDERED A UNIT WITH THESE CONDITIONS/NEGATIVE VARIABLES?

ABOSLUTELY NOT

From: [Amanda Nerud](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: ATTN: Bottineau Transitway Comment
Date: Tuesday, May 27, 2014 5:02:27 PM

Hello Housing, Community Works & Transit Team:

I became a resident of the Maplebrook Estates association a little under a year ago. Having just recently become aware of the intended expansion of West Broadway, with the intent to include the possible addition of the Metro Light Rail at a later time, some more informed parties indicated that the existing Bottineau Transitway Impact Study only lists minimal impact to the Maplebrook Estates community. In the city's most recent estimate, there would be as many as 38 impacted homes. 7 buildings are a 4-corners design with half the homes affected (so the city would have to acquire all 4 corners/homes), and one building is consisting of 6 townhomes. So in the broad view, it may appear that only 8 buildings are impacted, but it becomes a much larger impact when the multi-family aspect of the building is taken into account. It was indicated at the most recent public meeting that your Impact Statement indicated a smaller list of homes to be acquired than what the city is indicating, and therefore this route was more highly preferred than others.

And this is only considering the impacted homes in the Maplebrook Estates community; further south there are additional homes (some twin homes) and other businesses (including a church) that are foreseen to be acquired to make room for the road's expansion to accommodate the 'green space' for the possible future expansion for the LRT.

I would strongly urge your team to reevaluate your study information and ensure your impact study takes into account the appropriate amount of affected homes and families when deciding which route the LRT will ultimately follow.

I appreciate your time and diligence that went into these projects already and want to make sure my opinion is posted on this matter.

Sincerely,
Amanda Nerud
(Maplebrook Estates Resident)
[REDACTED]
Brooklyn Park, MN 55445

From: [Mary Ann Fairbanks](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: West Broadway light rail
Date: Saturday, May 24, 2014 8:40:11 PM

I moved to Brooklyn Park in 1970 when it was about nothing but potato and corn fields. I watched the city grow and prosper. We had great restaurants, retail, neighborhoods, etc. I then watched it deteriorate to a point to where people were embarrassed to say they were from Brooklyn Park. It is starting to make a comeback. I moved into the Maplebrook Estates townhomes in 1973. Pretty much like the city, it was a wonderful place to live, great neighborhood. Again, like the city, it went through some not so good times when the housing market took a huge downfall. Some homes are under water. From about 2008, our property values for tax purposes dropped each year – dropping by about 50%. Finally, the 2014 value for taxes payable in 2015 showed a slight increase. Light rail going through a residential area is going to drop the value of our homes again. Many homes will be lost, retired homeowners with mortgages paid off will be forced to move and enter into another mortgage, children will be forced to relocate and change schools. The homes that are not totally lost will be harmed dramatically – from the noise, the vibration, the loss of neighborhood. Even MPR and the Star Tribune have negative comments about light rail. After going through some rough times, Maplebrook Estates has remained a great neighborhood. With hard work by homeowners and the association, the area always looks clean and nice. It is a quiet neighborhood. Walk through the area. It is a neighborhood full of proud homeowners where a retired couple or a family can take a walk at night. Now we have people who know nothing about Brooklyn Park, nothing about Maplebrook Estates, and live nowhere close making a decision to run light rail through the residential area and force people out of their homes. The original draft EIS did not have light rail running down West Broadway. Alternatives have been presented that would not interfere with ONE home. Yet, Met Council and Hennepin County do not seem to be at all interested. If your retired parents lived in Maplebrook Estates, would you approve light rail going through their living room? I really don't see any reason that light rail is needed in Brooklyn Park but if it is to come, an alternate route should be chosen where people are not forced out of their homes. Putting a train down the middle of a residential road and disrupting families is just wrong. It's dangerous, it's noisy, it's disruptive. All one has to do is drive down Hiawatha in South Minneapolis to see how the train takes over a road and makes life difficult for those in cars, on bikes or pedestrians. PLEASE choose an alternate route - not West Broadway. Thank you.

Mary Ann Fairbanks

████████████████████
Brooklyn Park, MN 55445

MAY 23 2014



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<http://www.bottineautransitway.org/>.

Name: JEANNE D. WEISKE Organization: RESIDENT

Address: [REDACTED]

Email: [REDACTED]

The So Called "ENVIRONMENTAL IMPACT STATEMENT", TOTALLY IGNORED THE IMPACT OF THE NOISE AND VIBRATION OF THE "LRT" ON THE RESIDENTS ALONG THE PROPOSED CORRIDOR. AND MANY OTHERS, ARE EXTREMELY SENSITIVE TO INFRASOUND VIBRATIONS. ESPECIALLY DEEP BASS, OR, THE RUMBLE OF WHEELS ON TRACKS. THIS IS NOT, IN ANY WAY, AN ENHANCEMENT TO OUR AREA. THAT VIBRATION IS EASILY CARRIED BY THE BED ROCK OR SUB SOIL. WE ARE NOT STUPID. WE DO NOT WANT TO LIVE IN AN URBAN AREA. THAT'S WHY WE ARE HERE, NOT IN THE CITIES. THIS IS JUST ANOTHER CASE OF POLITICAL OBFUSCATION. A LITTLE HONESTY, CLARITY, WOULD GO A LOT FARTHER.



Mrs. Jeanne D. Weiske

Brooklyn Park, MN 55445



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Name: Masuma Mulla Organization: Home Business

Address: [Redacted]

Email: [Redacted] mm@ss.com

"Please save our Homes and our Neighborhood."



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Name: Hassanali A. Mulla Organization: Retired MN 55445

Address: [Redacted]

Email: [Redacted]

"Please Save our Homes and Neighborhood", thank you

MAY 23 2014

May 28, 2014

MAY 23 2014

Hennepin County Housing, Community Works & Transit
 Attn: Bottineau Transitway
 701 Fourth Avenue South, Suite 400
 Minneapolis, Mn 55415

Re: Comments to the draft EIS for the Bottineau Transitway

These comments are made to address the impact of construction on small businesses located in and near the construction zone. Of particular concern are the business nodes in the Robbinsdale (42nd Avenue) Station area, the Bass Lake Road station area, and the Brooklyn Boulevard station area.

These comments relate to the following sections of the draft EIS:

Section 4.6.4.2 Construction Phase Impacts: “Businesses may experience short-term disruptions of utility services during construction activities if utilities need to be moved or replaced.”

Table 4.6 – 5: Summary of Economic Effects by Alternative: Mentions access changes, temporary loss of parking, nuisance impacts (noise & dust),

Section 4.6.5 Avoidance, Minimization, and/or Mitigation Measures: “Measures to avoid and/or minimize adverse impacts to businesses during project construction including maintenance of traffic, maintenance of access, business signage, and advance communication of construction activities would be provided.”

The Minnesota Department of Transportation has identified seven impacts to be examined in determining the impact of construction on businesses: pedestrian access; traffic and vehicle access; temporary loss of parking; utility shut off; noise and vibrations; increase dirt and dust; and visual impacts. (Minnesota Department of Transportation, Report on Mitigation of Transportation Construction Impacts, prepared for the Legislature of the State of Minnesota, prepared by CH2MHILL (February 2009), available at <http://www.dot.state.mn.us/businessimpacts/pdfs/businessimpacts-report-feb2009.pdf>)

Variations in intensity of these impacts – particularly noise, vibrations, dirt, dust and visual impacts -- may occur due to such things as multiple types of machinery; pile driving and pavement breaking; jackhammers and hoe rams; heavy tracked equipment such as bulldozers and backhoes; increased emissions due to construction operations or traffic back-ups; and smells from sewer grates or gas leaks. Temporary fencing, equipment placement and materials storage may obstruct views, leading customers to erroneously assume a business is not open. Debris and rubble may be unsightly, pose access problems or cause injuries to customers and employees. Traffic and pedestrian access may be disrupted or even prohibited during the construction phase. The temporary removal of pedestrian lighting, sidewalks, parking and roadbeds, restrictions on turning patterns, closure of cross streets and unregulated intersections will impact accessibility.

Disruptions – particularly traffic congestion -- will impact not only the businesses next to the areas under construction, but also the businesses that rely on pedestrian and vehicular traffic that comes from the opposite side of the construction zone.

The duration of the construction project, construction sequencing, hours of construction and even trash removal will all have an impact on the operation of a business.

Utilities -- hot and cold running water, fiber optic communications, and sewer, electricity, natural gas, and telephone services -- are the lifeline for any business.

In order to minimize the loss of business revenue expected to be experienced by small businesses, the mitigation measures must address each of the seven impacts identified by MnDOT and these specific impacts. Attention to the details of mitigation measures to address these impacts is critical to the survival of small businesses. It isn't enough to maintain traffic corridors and access points; congestion must be minimized or potential customers will find other businesses to patronize. Business signage must be erected before construction begins and must provide information to both vehicular traffic and pedestrian traffic. What constitutes "advance communication" of construction activities will depend on the type of business. Businesses should be consulted long before construction begins as to the mechanism for communication (e.g. telephone, email, flyers, etc.) and the notice period desired.

In addition, mitigation measures should address not only the intentional or planned interruption of utilities but also the unintentional or unplanned disruption of these services.

The actions of the contractor and subcontractors can minimize impacts to businesses by limiting the magnitude of the construction. Therefore, the construction contract should contain terms such as regulating the days and hours of construction, mandating access requirements, requiring clean-up measures, prohibiting portable toilets within a specified zone around grocery stores and eating establishments, setting communication requirements and other measures to mitigate these impacts.

Thank you.


Diane Marie Dube

Minneapolis, Mn 55419

MAY 22 2014



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Name: Pamela Peters Organization: Harrison Resident

Address: [REDACTED]

Email: [REDACTED]

I am in favor of improving transportation for our state, city and most important the Harrier Neighborhood. I have seen mass transit buses for people that use it in our neighborhood. The Wirth Corp definitely needs to have a stop on Grand & Van White as well as having a spot on the advisory board. I am also concerned about continuing to have affordable housing in my neighborhood.



MAY 21 2014

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Name: Dolores Fischer

Organization: townhouse owner

Address:

Email:

Do not like proposed Bottineau transitway project because it would not allow left turns on to Broadway. It would also cause considerable land and building loss. If other options are available pursue that alternative.

MAY 20 2014



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Name: Jane Wilson

Organization: Resident, and North Hennepin Community College employee

Address: [REDACTED]

Email: [REDACTED]

As a 37-year resident of Brooklyn Park and as a Dean at North Hennepin Community College, I am in full support of the Bottineau light rail line. I'm excited by the prospect of using it as my transportation option to the airport, the train depot, events in downtown Minneapolis or St. Paul, ~~or~~ or even to go to Robbinsdale!

Our students will benefit greatly from the transit line; it has the potential to make North Hennepin a premier destination for metro area students, a potential that brings revenue & growth not just to the college, but to the greater Brooklyn Park community.

Thank you

Jane Wilson

Dean of Fine Arts, Communication & Languages
North Hennepin Community College



MAY 20 2014

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Name: TROY KESTER Organization: _____

Address: _____

Email: _____

ROUTING LRT THROUGH THE TREES OF GOLDEN VALLEY, EFFECTUALLY BYPASSING NORTH MINNEAPOLIS, WILL PERPETUATE SYSTEMIC OBSTACLES TO INVESTMENT IN OUR COMMUNITY. INVESTMENT IN HOUSING AND INFRASTRUCTURE WILL FOLLOW THE LRT LINE. THIS FORM OF INSTITUTIONAL RACISM, SHOULD NOT BE PERPETUATED IN 2014.



MAY 19 2014

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Name: D. J. TOFTUM Organization: _____

Address: _____

Email: _____

My take on this new Rail-Line is that this proposed line is JUST NOT NEEDED. I am in full support of the light-rail system expanding into the north metro and Brooklyn Park in general. Running along County Rd 81 (BOTTINEAU) makes perfect sense to me. Plenty of room, existing rail tracks, and even a new parking ramp at 63rd Avenue, makes this the ideal spot for it.

This proposed line to me would destroy a neighborhood by widening West Broadway, add construction/congestion nightmares, and be a general eye-sore and increase noise ~~and~~ pollution for the whole area.

Having lived in Brooklyn Park for over 17 years, I want good, solid public transportation for the entire community. This plan seems to ignore the public interest while serving only corporate (target) best interest. Please do NOT allow this plan to continue.

Thanks alot

DJ Toftum



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Name: SUSAN SIMMONS Organization: _____
Address: _____
Email: _____

No one wants to take the long way around to G/O.

Don't need to hear the bells and announcements all day long.

Safety of kids in the area.

Emergency crews getting in & out of complex

MAY 19 2014



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Name: Lee Schiestl Organization: Home owner

Address: [REDACTED]

Email: [REDACTED]

Location 30 feet FROM TRACK - NO
TO BOTTINEAU TRANSITWAY because of
Noise - Property Values - Flood PLAIN
destruction - Neighbor congestion - Would
Require Buyout AT REASONABLE TERMS.

MAY 1 5 11

Communication #97

Where do I start this conversation?

When will the government at all levels start to do the right thing for the people? When will the government stop wasting tax payer money and time? When will the government be accountable for their actions? When will the government actually work for the people of this country rather than big corporations? When will the government use common sense? When will the government stop lying to the people? When will the government stop taking bribes from rich people? When will the government do what is right for a majority of the people?

Because status quo is to do what everyone else does rather than stepping up and doing the right thing it can be hard to do and scary too. For those of us who have lived here all our lives and had grandparents and great grandparents, and great great grandparents that also lived here we are the least listened too and least benefited from this government. When our government starts to do the right thing(s), make ethical and moral choices America again will be a great place to live. We are settling for behaviors and actions less than stellar of our government.

With this being said please stop the widening of West Broadway as it is a neighborhood that should not be disturbed nor do we need a train disrupting our quiet safe neighborhood with noise, congestion, accidents, crime, vandalism, tax increases, and associations due increases. At the town hall meeting people shared so many reasons including that this train should go down Co Rd 81 where there is already a track, and the city government flip flops it's rules to fit the needs of the government or big corporations. Let's be honest here, if the board members who want this road widening and train going through owned and lived where I do they would be fighting tooth and nail to stop this entire process from being approved. You know this is true, but because they don't live here they don't care who it affects. I would be willing to trade ownership of my home for the ownership of any board member that wants this road and train process to pass and see how they like it.

17 year Maplebrook Townhome resident, Brooklyn Park

Lori Sanoski



MAY 19 2014



Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: RAHMY J. OLSON Organization: MAPLEBROOK ESTATES

Address: [REDACTED]

Email: _____

I NEED TO BE ABLE TO VOTE ON THIS ISSUE.
I DIDN'T GET TO VOTE ON THE TWINS OR VIKINGS
STADIUMS FOR WHICH I WILL NEVER ENTER
ETHER ONE. BUT I'M PAYING FOR BOTH OF
THEM. I WON'T BE USING THE LRT LINE AS
WELL. FURTHER MORE IT SOUNDS LIKE I JUST
MIGHT BE LOSING MY HOME DO TO THE MISS-
PLACEMENT OF THE LINE GOING DOWN THE
MIDDLE OF WEST BROADWAY IN BROOKLYN PARK.
THIS IS NOT THE PLASE FOR THIS LINE, ITS
TOO CONGESTED AS IT IS. I BELEAVE IN THE
LRT FOR THE FUTURE, BUT NOT HERE.
RUNNER DOWN 81, NO HOMES NEED TO BE TORN
DOWN. PLEASE DON'T RAMROD THIS THING THREW
US!

MAY 19 2014

Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: BARBARA LOKKEN Organization: _____
 Address: _____
 Email: _____

I AM A VERY CONCERNED RESIDENT OF BROOKLYN PARK OVER THE PLAN FOR LIGHT RAIL TO GO DOWN WEST BROADWAY. WHY WOULD YOU EVER PUT IT SO CLOSE TO HOUSES AND DISRUPT ENTIRE NEIGHBORHOODS WHEN YOU COULD RUN IT DOWN 81 + CUT OVER TOWARDS THE SCHOOL + TARGET? THIS IS NOT IN THE BEST INTEREST OF HOME OWNERS, NOR THE QUALITY OF LIFE FOR THOSE WHOSE HOMES WILL BE VERY CLOSE. I'M CONCERNED ABOUT CRIME, THE KINDS OF PEOPLE THAT WILL HAVE EASY ACCESS TO OUR NEIGHBORHOODS, THE NOISE IMPACT, PROPERTY VALUE LOSS, AND THE DISREGARD FOR THE OPINIONS + VOICE OF THE PEOPLE.

IT APPEARS THAT THIS DECISION IS BASED SOLELY ON BUSINESS INTERESTS. UNLESS THE PATH IS RECONSIDERED, I WILL BE PUTTING MY HOME UP FOR SALE.

BROOKLYN PARK ALREADY HAS A TERRIBLE REPUTATION FOR CRIME. AS PEOPLE PUT THEIR HOMES UP FOR SALE + HOMES DEPRECIATE, IT WILL CONTINUE TO FLOOD PEOPLE INTO THE AREA AREA THAT CAN AFFORD LOW COST HOUSING. FOR THE LIFE OF ME, I CANNOT UNDERSTAND WHY YOU WOULD SACRIFICE THE RIGHTS OF AN ENTIRE COMMUNITY. LET THE PEOPLE VOTE. LET THE PEOPLE VOTE, LET THE PEOPLE VOTE!!! RECONSIDER THIS PLAN. TAKE A STEP BACK AND RECONSIDER. IF THIS WERE YOUR HOME ON THE LINE - YOU WOULD NEVER, EVER APPROVE THIS PLAN.

From: [MADGE THORSEN](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Public Comment on Bottineau Transitway
Date: Tuesday, May 27, 2014 2:27:27 PM
Attachments: [BOTTINEAU TRANSITWAY DEIS Public Comment.docx](#)

Attached please find comments on the Bottineau Transitway project. Thank you.

Madge S. Thorsen

May 27, 2014

[REDACTED]
Golden Valley, MN 55422
[REDACTED]

PUBLIC COMMENT BOTTINEAU TRANSITWAY DEIS

The DEIS is inadequate. The following discussion of inadequacies concentrates on alignment D-1 as it crosses Golden Valley and parts of Robbinsdale. This commentator is opposed to D-1.

I. GENERAL COMMENTS

A. Sochacki and Mary Hills Nature Preserve will be irreversibly damaged.

The DEIS inappropriately downplays the damage to Sochacki and Mary Hills (and other) parks and says they are not being converted to transportation use. The DEIS is in error with respect to its conclusions about impact and FTA Section 4(f).

B. The community character of D-1 will be severely impacted.

Alignment D-1 contains acres of land with mature forests, ponds, wetlands, wildlife and a quietude that merits classification as rural. High speed transit running every seven to ten minutes 24 hours a day in such a setting is a fundamental and extremely negative change to the land and to community character. The DEIS inadequately explains any reason for concluding otherwise.

C. Cost assessment of D-1 appears understated which means comparisons among alternatives cannot be accurately made.

The real cost for D-1 appears understated because the Report makes no reference to or analysis of "constructive takings" of properties through noise and other intense transit disturbances. All of the homes adjacent to parks along D-1 are especially vulnerable and likely to experience diminution in value because of the LRT; yet such takings and damages are apparently not accounted for. It also appears that no economic analysis of the impact of loss of parkland on property values and therefore on city tax bases was done.

D. The DEIS inadequately addresses numerous additional open questions.

E. Notification about the DEIS and the comment period have been insufficient.

II. THE DEIS INADEQUATELY ADDRESSES THE IMPACT OF THE PROJECT ON PARKS

A. Parks along Alignment D-1 are Passive and Natural Settings

1. The most telling single word in the DEIS about alignment D-1 is a punctuation mark. When the Report refers to the character of Sochacki, Mary Hills, South Halifax, Rice Lake (and even Wirth) parks, it puts quotation marks around the word "natural." Like this: the "natural"

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character of the parks (Chapter 4). Is it suggesting that the parks are "fake" or "unnatural?" Or unworthy of serious consideration? This disrespect for community attitudes and concerns about these important neighborhood resources reflects a biased rather than objective assessment.

2. The same bias shows at page 1 where the DEIS recites that the character of the Bottineau Transitway project area "transitions from a moderately dense urban setting in north Minneapolis to a less dense suburban setting starting in Robbinsdale, Golden Valley, and Crystal, and extending through Brooklyn Park and Maple Grove at the north end of the corridor."

It should state that "in the area from Golden Valley Road to 36th Avenue, the setting is light residential density enhanced by natural parks and rural ambient sound levels."

3. Altering the land from natural forests and wetlands to a very active rail and freight corridor has serious community and economic consequences unrecognized in the DEIS.

B. The DEIS Inadequately Addresses Impacts on Mary Hills Nature Preserve and Sochacki Park

1. Classification of the Parks

The DEIS apparently does not treat Sochacki Park or Mary Hills Nature Preserve as noise sensitive. They are not specifically listed as category 1 receptors nor identified as passive use. See Technical Report, Noise and Vibration, Appendix. The report recites FTA guidelines which state that parks in general are not noise sensitive, Chapter 8. However, the report omits the rest of the guideline which instructs:

"some parks---even some in dense urban areas---are used for passive recreation like reading, conversation, meditation, etc. These places are valued as havens from the noise and pace of everyday city life and they should be treated as noise sensitive. The noise sensitivity of parks should be determined on a case-by-case basis after carefully considering how each facility is used." FTA Transit Noise and Vibration Impact Assessment FTA-VA-90-1003-06 May 2006 (emphasis added)

The DEIS neither mentions this language, conducts a "case by case" study, delves into the actual character of the parks, nor explains why this guideline was not followed.

2. Incompatibility with City Comprehensive Plans

The DEIS does not offer any explanation for how and whether the proposed Project is consistent with city comprehensive plans regarding the parks. DEIS Chapter 4 talks about comprehensive plans in general, but does not address the chapters of those plans that specifically cover parks.

a. The City of Robbinsdale's Comprehensive Plan Update 2030, Chapter 6 designates Sochacki as a "conservancy community park" intended for passive uses such as nature identification.

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b. Mary Hills Nature Preserve is identified in the City of Golden Valley's Comprehensive Plan Chapter 6 as "Nature and Open Space" and described as a nature area intended for visual aesthetics/buffering and preservation of natural resources, walking and "other passive uses."

The DEIS does not appear to treat Sochacki as a passive use or conservancy property and does not treat Mary Hills Nature Preserve as "nature and open space" intended for passive use. Nor does it explain how high decibel transit every 7-10 minutes day and night promotes or is consistent with each cities' plans and uses for these properties as serene natural havens.

3. Activities, Features and Attributes of the Parks are Unstudied

The DEIS does not accurately catalogue the activities, features or attributes of the parks which omission in turn affects every other conclusory statement throughout the report about the purported lack of impact of the Project on the parks, see Chapters 4, 5, 6, 8 and 10. Yet, information about park activities, features and attributes on a case by case basis is readily available:

a. Current. If residents and park visitors, who come from all around the two host communities, were asked how they use the parks, the answers would be: hiking, dog-walking, cross-country skiing, snow-shoeing, biking, running, photography, bird and wildlife observation, quiet contemplation, solitude - these uses are the heart of the parks' existence. Users are so adamant about the importance of these park features that in May 2009, for example, community testimony defeated a proposition to allow as mild an activity as disc golf in Sochacki Park. A typical comment at the public hearing back then explains the park's use: "[the user] has found Sochacki Park to be a jewel and a place to escape and to commune with nature. It is secluded and beautiful and he finds spirituality and peace of mind at the park. He sees dogs, kids, and older people out walking getting exercise. The park gives the City of Robbinsdale a sense of wonderment and elation." City Council Meeting Minutes, City of Robbinsdale, May 12 2009. See also, Reusse, "Robbinsdale Gem Sacrificed for Disc Golf and Chump Change," Star Tribune, May 10, 2009, <http://www.startribune.com/featuredColumns/44646172.html>. The park has always been used in that passive way. For uses of Mary Hills as a quiet getaway in a wetland woodland, see e.g., <http://goldenvalley.patch.com/listings/mary-hills-nature-area>; City of Golden Valley Comprehensive Plan, Chapter 6.

b. History. These uses go way back. In 1989, 300 volunteers planted 5,000 trees in an event called "I Helped Plant Sochacki Park." The 37 acre park was then described as "the largest in Robbinsdale, dedicated to being a place to watch wildlife in the marshes and walk among nature prairie grasses and wildflowers." Shading our Cities; a Resource Guide for Urban and Community Forests at p. 213. The forestry manager of the city at the time said the event was to help kids gain "roots" and be able to return to "check on their trees." The draft does not identify the impact of the Project on this legacy (or on "their trees").

c. Plans. Plans for passive programming of the parks continue. For example, in 2013 an event in Sochacki let kids observe a bird of prey, meet farm chickens, and take pictures with digital cameras. <http://www.threeriversparks.org/events/Groups/sampler-robbinsdale.aspx>

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(2013). Arbor Day was celebrated by tree planting in 2014. The two contiguous parks hosted the Birdtown Half Marathon in May, 2014. Three Rivers Park District is assisting Robbinsdale in supplying educational programming and enhancement of natural resources in Sochacki. These are tranquil uses that recognize what the city council of Robbinsdale acknowledges is a "unique" city resource. City Council Meeting Minutes, November 26, 2013.

4. No Park Noise or Vibration Measurements Were Conducted

a. The DEIS does not appear to report any baseline measurements of noise *within* the parks; the closest approximation that a lay reader can discern is from two homes that were monitored, Receptors L-10 and L-11, Noise and Vibration Technical Report at p.14. Their noise levels in 24 hours of monitoring ranged from 45 to 51 decibels, or "rural ambient noise" levels. Within the parks it is likely even quieter. Although common sense seems conclusive that converting rural ambient noise levels into 82 decibels of linear LRT noise every 7-10 minutes is a "severe impact" if there is any doubt, at a minimum, base noise levels must be measured within the parks and impacts specifically assessed (including in winter months when any dampening effects of foliage would be gone).

b. In addition, the DEIS used only FTA screening guidelines, apparently. It should have taken into account that portion of the federal guidelines which states that its noise screening procedures are not necessarily determinative: "It should be noted that these [noise] criteria are based on general community reactions to noise at varying levels which have been documented in scientific literature and *do not account for specific community attitudinal factors which may exist.* FTA Transit Noise and Vibration Impact Assessment FTA-VA-90-1003-06 May 2006 at 3-7 (emphasis added). The DEIS did not explore and does not report on specific community attitudinal factors related to these parks and to their conversion to predominate transitway use.

c. The DEIS does not carefully address or analyze vibration within the parks. Trails are within and closer than 50 feet from the proposed tracks in many locations and common sense says they would be negatively impacted by vibration.

Madge S. Thorsen

May 27, 2014

Golden Valley, MN 55422

5. Treatment of Visual Effects in and alongside the Parks is Inadequate

The DEIS concludes, without supplying adequate facts or reasoning, that visual impacts within the Parks are "moderate." That is inadequate because:

a. The photographs of Sochacki in the DEIS reflect an effort to create an "industrial feel" by including shots of the current power lines in each and every picture. But the DEIS itself says visuals are to be assessed from the point of view of people on the ground. Here's an alternative look at the parks from a neighborhood photographer:



Barred owl, Mary Hills

Madge S. Thorsen

May 27, 2014

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Morel Mushroom, Mary Hills

Nature Preserve



Baby snapping turtles, Mary Hills

Nature Preserve

(published in The Cities, NPR News, Article by Laura Yuen, December 19, 2012)

See also photos of Mary Hills and Sochacki at

<http://www.goldenvalleymn.gov/parks/maryhills/index.php> and <https://foursquare.com/v/walter-j-sochacki-park/.../photos>

b. No specific description of the trees to be removed, or their number, or vegetation to be stripped is given, nor is any assessment of whether replacements or replanting would even be possible. Mature trees cannot be replaced; defoliation cannot always be overcome.

c. No description or sketch or analysis is given of the planned appearance of anything within the parks including the dramatic change based on planned raised berms, tracks, roads and

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catenaries as well as artificial retaining walls, all of which would traverse Grimes Pond and the wetlands. This visual impact (and wetland destruction) does not appear to have any realistic mitigation possibilities.

d. The DEIS seems to emphasize that the parks already have one track and power lines, presumably in support of the idea that LRT would have only a "moderate" impact. But the Report does not specifically address the impact of one track being replaced by three new tracks plus a service road; that the current power lines and towers are well-screened but will be moved for the LRT and presumably become unscreened; that additional support poles, catenaries, TPSS buildings, and the trains themselves create a permanent visual intrusion in the narrow confines of Sohacki and Mary Hills. Instead, the Report concludes blandly and without factual support that impacts on the perceived "natural" (sic) characters of the parks would only be moderate. Chapter 4. The conclusion is unsubstantiated.

e. In the end, the DEIS does not answer the question: How can replacing bucolic views with a constant vision of passing trains day and night and secondary utilitarian structures be anything other than a "high" visual impact?

6. Impossibility of Effective Mitigation (Tunnels?)

a. Although the report mentions "mitigation" over and over again, no explanation is given as to how light rail noise or visual impact or destruction of wetlands could be mitigated *within* the parks (visitors and wildlife want wetlands preserved not moved or traded in a bank).

b. Sound walls are proposed on the east side of the parks near heavily impacted homes. They are not proposed for the west. Even if sound walls mitigated noise for a few properties, they sacrifice views on both sides of the parks and do nothing for park users on the trails and meandering paths right next to noisy unscreened trains. Nothing is proposed that could feasibly or physically enclose the tracks from 36th Avenue to Golden Valley Road and beyond into Wirth Park in order to mitigate visual impact and sound.

c. It seems the only realistic option is to reject D-1 and place trains in an urban environment instead or put them underground. Where is the analysis of the alternative of tunnels, in D-1 or D-2? (common sense suggests they wouldn't work in a wetland park but a subway in North Minneapolis might well be a terrific resource that would lessen undesirable impacts of the LRT and enhance density and development).

7. Inaccurate Analysis of Wildlife and Self-Contradiction in DEIS

The DEIS does not adequately address impacts to wildlife in and along the parks. (Chapter 5)

a. First, the wildlife inhabiting the parks is not accurately inventoried or catalogued (e.g., opossum).

b. Wildlife movement, behavior, corridors and habitat are not thoroughly analyzed. Most of the wildlife is dismissed as urban and adaptable, not rare enough to worry about. But people

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experience the parks (and their yards) through interaction with wildlife. If animals are driven from the two parks and parts of Wirth to other locations, that attribute and use disappears.

c. The report is *self-contradictory*. On the one hand, it states that "deer will be able to cross where they do today" and on the other hand, it says that the track will be fenced where humans cross. Since humans cross at every point along the railroad ROW, the report apparently means to suggest the entire line between 36th Avenue and Golden Valley road will be fenced; deer and other animals would have no access to their typical crossings, feeding or resting grounds if that is the case. Which is it?

8. Restrictions on Human Access

If the entire track is fenced, humans could not cross either, as they do regularly today. It is no answer to say humans are crossing illegally. First, they have done that since the invention of tracks, here and everywhere in the world (it was shocking that the Scoping Document reported officials were "first learning" of trespass on the tracks! Really?!). Second, closing crossings to humans is infeasible because in these communities, accustomed as people are to free travel between parts of town, people are going to figure out a way to cross even if fences are erected to keep deer out. Safety and connectivity demands that if the alignment were to be built, alternative human crossings (like tunnels?) between east and west would be required.

9. Hazardous Materials

The DEIS fails to analyze thoroughly hazardous waste dangers that could arise from disturbing the parks. Although waste sites are mentioned, they are not detailed and more importantly the question of concrete is inadequately addressed. (Chapter 5).

a. These two parks were once a site of construction debris, including WPA-era concrete from Highway 100. Nature has reclaimed the areas and transformed them into beautiful park land, but conducting construction activities with heavy equipment and running heavy trains on a new corridor relocated to the west and rebuilt on the east may disturb the soil and uncover asbestos-containing concrete, both during construction and every day thereafter.

b. Oral history indicates that decades ago, a locomotive derailed along the tracks and sank into the bog near and around Grimes Pond (Source: members, Robbinsdale Historical Society). Reportedly, it has never been recovered. Whether the history is true or urban legend is unknown, but the DEIS should address it in the event there may be any environmental impact (hazardous conditions or instability).

C. Other Parks: South Halifax, Rice Lake, Triangle, Lee, Wirth

1. Impacts on other parks are inadequately addressed (Chapter 4)

a. Similar inadequacies plague the purported treatment of other D-1 parks. Lee and Triangle are said to be basically unimpacted because they have metal fences between the children and the extremely close tracks. (Triangle park users will "experience the effects of increased noise" (Chapter 4), but apparently, it doesn't matter since nothing else is said about it.)

Presumably, the DEIS means to suggest that a wire fence is sufficient to mitigate all issues of noise, visual impact and safety, but the conclusion is unsubstantiated.

b. No analysis of impacts based on the new uses at Lee has been done.

c. South Halifax is said to have some impacted views, but as to noise, safety and other aesthetics, the DEIS is essentially silent.

d. Wirth Park is such a huge topic, others will have to address it thoroughly; suffice to say it too has unique features involving quiet and solitude in the areas the tracks will run and where the stations might be built. The DEIS does not adequately analyze impact and disturbance to this rare natural resource.

Even in New York, they don't run trains through Central Park.

III. THE DEIS SECTION 4(F) ANALYSIS IS LEGALLY INADEQUATE

The Section 4(f) analysis is legally inadequate and does not afford a sufficient basis for decision.

A. Temporary occupancy

1. The DEIS offers a confusing discussion that purports to find a temporary occupancy of Mary Hills and Sohacki during construction, but implies that the temporary occupancy is not a "use" under law because all five required conditions that make temporary occupancy not a use would be met. But in its conclusion, the DEIS recites the five conditions inaccurately.

2. In its list of the five conditions, the DEIS recites that there would be no "permanent adverse physical impact" on the parks. Chapter 8, p. 8-42.

But this is a truncated statement; the regulations actually describe this condition as: "*no interference with the protected activities, features, or attributes of the property on a temporary or permanent basis.*" (emphasis added). That is not the same as "adverse physical impact" alone.

3. So did the DEIS silently analyze "interference with activities, features and attributes" and conclude there was none, even on a temporary basis, and so the temporary occupancy is not a use? Or does it conclude that there is at least temporary interference with the activities, features and attributes of the property and so the temporary occupancy is a use? The DEIS is less than clear in this regard.

B. Constructive Use

1. Whatever it meant to say about temporary occupancy, the DEIS omits constructive use assessment of these two parks altogether. Constructive use occurs when the "project's proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished." As courts have said, a project which respects a park's territorial integrity may still,

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by means of noise, air pollution and general unsightliness, "dissipate its aesthetic value, crush its wildlife, defoliate its vegetation and "take it" in every practical sense." DC Federation of Civil Association v. Volpe, 459 F. 2d 1231, cert. denied. March 27 1972.

2. The DEIS does not report on any study of the parks' activities, features or attributes or the whether the impacts of noisome transit disturbances amount to constructive use. It does not discuss the fact that noise which interferes with quiet uses is by definition a constructive use. 23 CFR 774.15 (e)(iv). No objective empirical evidence is presented that could support conclusions or decisions about 4(f) constructive use. This in turn means that the rest of the 4(f) analyses, such as fairly evaluating feasible and prudent alternatives, cannot reasonably be done.

3. The Supreme Court's famous articulation of the reason Section 4(f) exists should be taken to heart here:

the very existence of the statute indicates that protection of parkland was to be given paramount importance. The few green havens that are public parks were not to be lost unless there were truly unusual factors present in a particular case or the cost or community disruption resulting from alternative routes reached extraordinary magnitudes. If the statutes are to have any meaning, the Secretary cannot approve the destruction of parkland unless he finds that alternative routes present unique problems. Citizens to Preserve Overton Park, Inc. v. Volpe, 401 U.S. 412-413 (1971)

Even after many years of intervening case law and statutory changes, the FTA still recognizes the core point of a Section 4(f) evaluation: the thumb is supposed to be weighted on the scale on the side of the environment.

Here, the environmental impact on these parks is barely acknowledged; empty (and incorrect) recitation of legal language is substituted for genuine and legally required investigation.

IV. THE DEIS INADEQUATELY ADDRESSES COMMUNITY IMPACTS

The parks do come in for a little bit more discussion in connection with community impacts, Chapter 4.

A. Time for a Detailed Discussion of the Parks, right?

Ah, perhaps here is where we will find parks' history; how they are actually used; why they are so treasured by individuals and the public; to what degree quiet, solitude, listening to bird song, taking pictures and strolling or biking along forest trails are THE essential elements of both Sohacki and Mary Hills parks and others. Here is where we will find out empirically how a constant wall of trains (traveling day and night with lights and bells and whistles and wheel squeal), construction of TPSS stations, relocation of towers, noise, vibration, pollution, deprivation of easements of light and air and view and all the rest are perfectly compatible with these unique, natural and open space preserves. Here is where the report will have to become more transparent.

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Here is what the DEIS reports:

The natural setting of Sochacki Park may be "somewhat diminished" due to the proximity of the trail to Alignment D1. Chapter 4, p. 4-26

The "recreational experiences of [Mary Hills Nature Preserve] may be lessened due to the effects of increased transitway operations and change in setting." Chapter 4, p. 4-27.

Kids in Triangle park will experience the effects of noise. Chapter 4

The parks including South Halifax will experience "moderate" visual impact.

Things will be bad during construction (paraphrased) but no huge problem when those years have passed.

That's about it. That is the only so-called "analysis."

B. The Changes in Community Character are Severe.

1. The DEIS acknowledges a change in setting and a diminution of both parks (as well as others) and then skips along to conclude that whatever happens, it would not "change the community character."

a. A change in setting would seem by definition to be a change in community character. Municipal owned parks are non-renewable resources that once lost cannot be restored. For that reason alone, major changes to parks are major changes to communities and should rarely occur.

b. In looking at community character, shouldn't there be some empiricism? Studies? Oral histories about what these parks mean? Community interviews? Deep analysis of how humans (from miles away and from many communities) interact with park features like the morel mushrooms and the snapping turtles and the deer? Where are community attitudinal factors taken into account? Where are photos, renderings, explanations of how it is even remotely possible for these parks to retain their natural character with trains slicing through them and traveling constantly round the clock, in some areas just feet from a trail? At the south end of Sochacki, the new alignments, tracks, road and TPSS may make the corridor so narrow that hikers and bikers and dog-walkers would literally be within arms length of the trains. And where is the study of impacts on neighboring homes that sit now along parkland and would sit then on a busy rail corridor and/or behind ugly sound walls?

c. A change in community character could hardly seem more obvious than in and adjacent to these parks. Sochacki in particular is a rare resource for Robbinsdale. It represents one-third of all of the cities' park acreage. Residents and visitors view it as an enchantment and place of wonder, see above. Mary Hills is likewise unusual and treasured. Introducing LRT levels of noise, vibration and all the rest seems so clearly likely to destroy these resources. Consider:

i. Trains will split the parks in half; transit operations will reduce walkability; noise and vibration will destroy the sounds of silence, of bird song and of the forest. Kids'

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programming uniquely tied to quiet uses like meeting chickens or planting trees, will be lost. The chance to spot and photograph wildlife will disappear.

ii. These parks, and others, are an essential link by foot, by ski, by bike, among Robbinsdale, Golden Valley and Wirth Park; getting from one to another will be impeded and connectedness among these three communities impaired. The DEIS inadequately addresses these points.

d. The DEIS does not adequately answer the question: how is permanent change in noise, vibration, visual aesthetics, wildlife, and uses of parks, in effect their destruction as natural preserves, not a severe impact on community character?

V. CHAPTER 10 OF THE DEIS DOES NOT ACCURATELY REFLECT COSTS

A. ROW acquisition costs have been withheld from the public.

Knowing how much the "preferred route" and all alternatives will cost rests on accurately reporting what the government will have to spend on acquiring land for the Project. Yet, reports on those costs have not been made public.

Chapter 10 of the Draft says:

Right of way costs identified in SCC 60 were developed by reviewing tax-assessed values for each of the impacted properties throughout the corridor. Tax assessed values were increased to develop appropriate acquisition costs to account for relocation and potential damages costs for partial takes, full takes, and temporary easements. An appraisal was completed in 2012 to determine costs associated with constructing and operating within the BNSF right of way. These costs have been included in the updated capital cost estimate. The appraised value was based on across the fence (ATF) value multiplied by a corridor enhancement factor, which is defined as the premium above and beyond the ATF value, to determine the right of way cost that was included in the capital cost estimate." (Chapter 10).

Upon inquiry, this commentator was told that copies of or further information about these reports, calculations and methodologies, are not available to the public. Thus:

- 1) the review of tax-assessed values and the identification of "each of the impacted properties" are unavailable to the public;
- 2) the "appraisal" said to have been conducted in 2012 is unavailable to the public;
- 3) whatever these figures may be, they must be at least two years out of date;
- 4) the analyses apparently do not include constructive takings.

Golden Valley, MN 55422

The data should immediately be made publicly available.

B. Omitting estimations/projections of constructive takings, particularly in D-1 along the parks, distorts cost comparisons.

1. Under the Minnesota Constitution and case law since Alevizos v. Metropolitan Airports Commission, private property cannot be constructively taken for public use without payment of just compensation. While not every inconvenience, annoyance or loss of peace and quiet caused by noise and other serious nuisance gives rise to inverse condemnation claims, where a property is deprived of its practical enjoyment and a definite and measurable loss in market value occurs which the property-owning public in general does not suffer, compensation must be paid.

2. Along D-1, park property is being converted into a highly traveled rail corridor . Residences in turn will experience a change from rural silence, views, seclusion, serenity and clear air to the blight of LRT noise, vibration, visual effects and pollution (light, noise, air). The impact on this small segment is more profound (Bassett Creek Drive, Bonnie Lane, Dresden Lane, June, Kyle, Halifax, Kewanee Way, Xerxes and others) than anywhere else in the Project. Hundreds of parcels along the parks would be disproportionately damaged for the benefit of other citizens elsewhere. These owners are the most likely to bring and win inverse condemnation lawsuits if compensation is not paid for the diminution of their property values. The true cost of this alignment must therefore take into account these expenses, which could amount to millions in damages and legal fees. Failure to account for constructive takings understates the ROW and other build costs of D-1 in particular.

3. The DEIS therefore artificially promotes D-1 over other potentially cheaper choices. Alignment D-1 may in fact prove more expensive than any other alternatives if all the data were analyzed. Analysis before and not after the "30%" engineering step should be done.

C. The DEIS relies on generalized studies of LRT effects on community property values but does not come to grips with individual diminution of property value.

The DEIS strives to show that LRTs favorably impact property values. It cites to selective studies that purport to show that property values go up or hold steady as a result of LRT projects. This is inadequate in that:

1. Most studies find LRT impacts are mixed and that nuisance factors do reduce property values for residences in very close proximity to LRT tracks, even in urban areas (whereas property values along D-1 in Robbinsdale and Golden Valley are even harder hit because essentially rural). See e.g., <http://www.tandfonline.com/doi/full/10.1080/03081060.2012.739311#tabModule>. This disproportionate impact is exactly what the Constitution prohibits: some properties cannot be forced to bear unique burdens in order to enhance the value of other properties or communities.

Golden Valley, MN 55422

2. Both sound walls and power lines can negatively impact property values. The DEIS proposes new sound walls and relocates power lines in and along the parks, but apparently does not account for the monetary damage of any of this on the parks or parkway private property. See e.g., <http://homeguides.sfgate.com/much-power-lines-lower-real-estate-value-2979.html>; http://998top.com/fba/irer/papers/past/vol10n2_pdf/06Julien_and_Lanoie%20_113-130.pdf.

3. No noise measurements were made at numerous clusters of houses along the parks and tracks, presumably (it is not clear) because they were more than 350 feet away. But noise and other impacts can travel much further; some receptors along other alignments were located as much as 700 feet away. Chapter 8, Noise and Vibration Technical Report. No moderate or severe impacts were identified on the west side of the tracks in D-1, even though these homes are currently at rural ambient noise levels and the tracks are being moved closer to them. Impact upon relevant residences and property values has therefore not been adequately measured or taken into account.

4. The report concludes that D-2 should be rejected as an alternative to D-1 primarily because D-2 would experience more takes and partial takes of property. But it does no projections or estimates of constructive takes of high value parkway property and other residences adjacent to the proposed expanded tracks and so understates the effects and costs of D-1. Without that thorough analysis, alignment D-2 and other alternatives cannot be accurately compared to D-1 and a "preference" can only be based on speculation. D-1 may in fact be the most expensive and least prudent and feasible of all alternative choices, but the DEIS does not enable the public or decision-makers to accurately conduct that analysis.

D. No economic impact analysis of park loss has been done.

1. Even if LRT impacts do not amount to constructive takings, the economic impacts resulting from the LRT's use of and damage to the parks must be considered.

2. Research confirms that park amenities, especially passive use amenities, increase property values, often throughout the whole community. See e.g., Crompton, [The Impact of Parks and Open Space on Property Values](#), http://www.cprs.org/membersonly/winter07_propertyvalues.htm. Loss of such park amenities correspondingly decrease property values, especially proximate properties.

3. In urban locations, LRT may not have significant negative economic impacts and may in fact improve the economics for places like North Minneapolis. But ruining Sochacki and Mary Hills may decrease property values substantially in those cities substantially, especially of homes in close proximity but also for property blocks away. This damage may not amount to constitutional takings, but may sufficiently reduce home values such that the tax bases of both Robbinsdale and Golden Valley would suffer to the tunes of millions in assessed valuations.

3. Think of it this way. Let's say that Golden Valley's City Council was presented with a proposition that said: "we planners have a great idea that would reduce the value of 100-150

Golden Valley, MN 55422

Golden Valley homes, with a median value of \$200,000, by 20% each. In return, Golden Valley receives minor benefits, if any. Want to sign up?" Would decision-makers say "sure?" That is why the impact of the loss of park amenities has to be taken into account in any analysis of the financial costs of D-1.

4. Economic impact analysis of park loss must be done to make fair financial assessments possible.

VI. MISCELLANEOUS QUESTIONS

A. Ridership and Alternatives

1. Anticipated ridership appears to be overstated and overly optimistic based on the data presented. Didn't the Hiawatha line lose riders in 2013; why are Bottineau projections so robust?

2. RBT is cheaper, less impactful, and more consistent with realistic ridership expectations, isn't it?

3. What does the City of Golden Valley get for its citizens in return for giving up its parks?

4. Where is the cost-benefit analysis that incorporates the fact that an average mile of light-rail line costs two to five times as much as one mile of an urban freeway lane? In Portland, the light rail carries one percent of the city's travelers but cost 2.3 billion. How does that make sense, as opposed to a more comprehensive approach to travel in general: electric buses, go cars, better highways and street repair, integrating other green transportation like segways, pedal cabs, bikes, whatever. More jobs, more development, less pain.

B. Why is North Minneapolis shortchanged once again?

1. North Minneapolis is in deep need of urban transit and of the hoped-for accompanying development opportunities. Yet it is excluded as a preferred alternative.

2. North Minneapolis is already a busy urban corridor that would be far more appropriate for light rail or for RBT or a more modern and green comprehensive treatment of mass transit. Residents actually need it; Golden Valley does not.

3. Ways to avoid the concerns expressed about D-2 in North Minneapolis have been inadequately explored (what about tunnels and subways? what about moving homes rather than removing them; what about revisiting a path other than Penn Avenue?)

C. What role does BNSF Play?

1. BNSF seems to gain a great deal of private benefit from the expenditure of public funds on all these studies of its privately-owned land. How much is BNSF paying toward the costs of the DEIS, EIS and related procedures? How much will it pay for construction? 2. How much

Golden Valley, MN 55422

is BNSF to be paid for the prospective use of its ROW all along the "preferred alternative" versus other alternatives studied?

3. Is there anything about this project that enables BNSF to significantly change its freight traffic along the "preferred alignment" especially D-1? In other words, does the co-location, new proposed tracks or type of tracks, building of an access road, shift in the location of the current tracks, total and partial and constructive takings of private land, permitting and zoning processes - does any of that enable BNSF to increase its own use over what it could have otherwise done independently without the LRT? For example, is it going to be easier to transport hazardous products like frac sand or frac sand oils because of public cooperation?

4. What are its plans for its future freight traffic along D-1 in particular?

5. Who are BNSF's lobbyists for this project and is there any record of their activities?

6. Planners at open houses repeatedly justified the choice of D-1 and the impact on the parks by saying that BNSF could use its right of way however it wanted, anyway, so the cities might as well have some degree of control. First, does BNSF really have carte blanche and second, what did BNSF indicate it planned to do if planners did not choose alignment D-1 in particular? Why is everybody so eager to recite unknown future activity of BNSF to justify D-1? Help the public understand what pressures, if any, were brought to bear.

D. Gateway Project

The Gateway Project is now ahead of Bottineau in terms of preference for federal funding. What impact does that have on projected time frames? Does that mean we have more time to start all over again and get this right, choosing other more sensible alternatives than an already obsolete technology along an alignment that destroys public parks and benefits so few?

D. Historic and Other Property

1. What empirical support is there for the idea that the art gallery and historical museum in the Robbinsdale Library Building would not be disturbed by three tracks, 50 feet closer at an open intersection with bells and whistles and wheel squeal?

2. Where is the discussion of impacts on the Golden Valley fire station?

3. A station at Saint Mary Margaret's would interfere with learning, play and safety of the children at this school. The DEIS inadequately addresses these problems.

4. Minneapolis reports that it wants to see intensive commercialization and development along the LRT route. Is that appropriate for Wirth Park, Mary Hills and Sochacki and the adjoining quiet residential neighborhoods? No, it isn't. That's why the tracks should be located in cities, not in parks.

████████████████████
Golden Valley, MN 55422
████████████████████

E. Answer now

Throughout this process, the public has been told that answers will come later - during initial phases, the Scoping Process would be the answer; after the Scoping Process, we were assured that the DEIS would be the answer; now, we will probably be told that answers will come at the 30 percent engineering phase or in the final EIS. Why not answer questions quicker, faster and cheaper rather than continually postponing responses to legitimate inquiry?

F. Efforts to inform the public have been insufficient and the comment period too short.

The DEIS is 834 pages long, full of technical jargon. The comment period is too short to enable the public to fully assimilate, study, organize and comment on the complex issues covered (or not covered) in the report. This is especially true when supporting information for the DEIS was withheld, see above.

Efforts to inform the public of the release of the report were inadequate. Low tech methods of notification like leafleting and posters in public places, as well as higher tech mechanisms like television, radio and social media, were all underutilized. The process has been handled almost exclusively with website notifications, which do not reach everyone. Local residents have expressed surprise that the process was even happening right now. A few evening and afternoon public meetings was not enough.

The comment period should be extended or reopened and better notice given.

G. Proviso and Thanks

The DEIS is highly technical and difficult for any non-engineer, non-acoustic expert, non- biologist, etc. to understand, so if any of these comments are flat-out in error, it is unintentional. We can only do our best!

Many people no doubt worked in good faith on the DEIS, so to them, thanks.

May 17, 2014

DEIS Comments:

When the Pre-Planning Committee issued its July 2012 report there was no mention of a Plymouth Avenue Station.

My concern is how did the Plymouth Avenue Station go from not even being considered to LPA status in such a short span of time. It appears that there was not the amount of advance planning notices with opportunities for input, comments from the most directly impacted communities on the "proposed" new route as was available during the original planning pre-July 2012.

Originally, the D2 Route (there was no Plymouth Avenue D1) was scheduled to go down Penn Avenue North -- the route which most directly services the target community in several of the LRT project's objectives. Now it has been totally ruled out of consideration. When asked why, the answer given is because it would have required the removal of too many homes.

However, at the Crystal Community Center DEIS meeting on Thursday, May 14, 2014, one of the commentors stated that according to the current plans about 80 homes -- in just one area around the 93rd Avenue North area (and many around 63rd? Avenue) would have to be removed to accommodate the current configuration of the Bottineau (Blue Line) LRT. Why is that acceptable there but not on the more appropriate Penn Avenue configuration?

I am also concerned that the DEIS investigators did not do a thorough investigation of the Plymouth Avenue-Theodore Wirth area -- including some of the Golden Valley areas especially since this corridor was a more recently considered route than those detailed in the July 2012 Pre-Planning Report.

After having attended numerous meetings and reviewing several documents -- although insufficient time was NOT ALLOWED to review the DEIS Report -- it appears that the decision was already made to build this stretch of the Bottineau (Blue Line) LRT corridor as "proposed" regardless of community input and concerns. It appears that many of these meetings and "exercises" were/are just held to satisfy requirements of "community input" without due consideration to concerns raised.

Marietta Smith, [REDACTED]
[REDACTED]

TO: Bottineau Transitway Committee
FROM: Norm Sannes, Golden Valley resident
Re:

DATE: May 27, 2014

Bottineau Follies (a.k.a. Northwest Passage, Five Centuries Later)

After listening to proponents make a case for this project it is clear this idea is half baked . . . an expensive solution struggling to find a problem it might solve.

This is nothing more than an opportunity for government to spend a billion dollars or more of other people's money on itself while plunging clumsy footprints thru "environmentally sensitive" areas of Theodore Wirth Park, Mary Hills Nature Area and Sochaki Park. In the EIS material this portion of the route is euphemistically described merely as "existing railway corridor". An "in person" walk along this "railway corridor" reveals that it is literally **PACKED** with stuff environmentalists routinely go to the mat to protect: large ponds, bogs, swamps and other wetland . . . a literal wildlife refuge in the middle of town. I can't imagine ANY other project, public or private, that would be granted the permits required to build access ways and infrastructure in these areas.

It is obvious this route was chosen over more typical routes for public transportation—routes through neighborhoods where there are **PEOPLE LIVING**—because **IT IS MORE EXPEDIENT** to build where **THERE ARE NO PEOPLE LIVING NEARBY**. When you plow thru existing neighborhoods, people push back. When you slash through the parks, ponds and marshes, there's no one living there you have to bother with. The deer, rabbits, turtles and owls don't **VOTE** and they don't **PAY TAXES**—the only two things that matter to our governmental "betters". But deer, rabbits and birds don't ride trains, either. If anyone is going to ride in these shiny streetcars (cutting edge technology if we were living in the 1870's) you ought to route them thru neighborhoods where there are some people who might want to ride in them. It's hard to see where more than a handful of people are going to get on or off these trains along the proposed route all the way from Highway 55 and Penn Avenue in Minneapolis to 63rd Avenue North in Brooklyn Park. And projected ridership north of that is what used to be called "blue sky". But none of this matters because the project **MUST BE BUILT!** That is **ALL** that matters. Dozens of government jobs and political "careers" depend on the money tied to the project moving forward. By the time everyone sees that nobody rides the trains and taxpayers are left saddled with the costs of keeping them running attention will be focused on some other project that **MUST BE BUILT!**

When I attended the public meeting in Golden Valley and looked at the ID tags on people promoting the project and the names of the various and numerous governmental units and agencies hoping to gorge themselves on pieces of this billion dollar pie it brought into focus just "WHY" the train **MUST BE BUILT**. The economic value of this project is **LESS** than worthless; taxpayers would be better served if the money were poured into a trench and burned.

Norm Sannes

Golden Valley MN 55422




MAY 28 2014



Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Mike Proctor Organization: Unconcerned
 Address: [REDACTED]
 Email: [REDACTED]

WHAT IS THE IMPACT ON THE WATER TABLES - level
 AND FLOW OF WATER IN SOCCOMACKI AND MARY HILLS
 WHERE WILL THE WATER GO - we have had many
 ISSUES WITH FLOODING - WHAT IS THE IMPACT
 OF THE NEW LRT COMING TO HAVE ON THIS?
 I see nothing Addressing this

MAY 28 2014



Bottineau Transitway Draft Environmental Impact Statement

Comment Form

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Name: MAE MOREN Organization: _____
 Address: _____
 Email: _____

Bottineau Transitway

Having lived on Theodore Wirth Parkway most of my life I'm opposed to the LRT here because of the problems with the bus system - when I was a teenager it was no problem taking a bus downtown for a dance or to meet friends at night -

While working downtown I'd take a bus and there were few problems but now if you don't go at rush hour it becomes every different experience, not at all pleasant

If there isn't safety measures for buses why add more problems -

Address the problems that are here a new shiny LRT is not going to make going to places safe -

Sincerely
 Mae Moren

MAY 27 2014

Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: Letta Hinderman Organization: _____
 Address: _____
 Email: _____

When I bought my future retirement home in Maplebrook Estates - over 20 years ago - it never occurred to me that my home would be condemned. Broadway was well developed and has continued to fill in the few empty spots - ^{example} churches, a business complex, many houses, a large townhouse complex, the college, a car dealership, a park, a mall diamond, 4 shopping areas. Why must the light rail destroy this neighborhood? This area is too developed for light rail. It should be placed in a route which does NOT destroy established neighborhoods. Broadway is not a proper place. What about the 20 hour per day noise of the LR? What about the vibration? This LR should be placed elsewhere where there is room so homes, etc. do not have to be destroyed or impacted. I am not against Broadway becoming 4 lanes. But Broadway is NO PLACE for light rail or medians with trees, grass. Too much damage is being done ~~to~~ ^{to} our community.

From: [nilslois.berg](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Comments on Bottineau and the DEIS
Date: Wednesday, May 28, 2014 7:36:03 PM
Attachments: [I don't want to spend much time talking about process.docx](#)

I don't want to spend much time talking about process, but a few words need to be said. My wife and I attended the last DEIS meeting on May 7, but since I hadn't had the opportunity to read the document beforehand, I decided to just listen. I did have the opportunity to ask a few questions after the meeting and that was helpful.

I learned the document was 1200 pages long and even the representatives present probably had not read it either. After all, it had only been "recently released." And then this past Tuesday evening a new set of demographics appeared from Hennepin County. I guess it leaves me wondering why all of this pertinent material arrives just prior to these get togethers. Terrible timing. Who can possibly wade through all of this stuff and then hope to participate in an intelligent conversation on the other side of it?

The materials are either a month too late or these meetings are a month too soon to be productive or useful. It makes this whole venture feel like a quick shuffle.

One thing I did learn from the latest meeting that I did find interesting, though, was that the Bottineau Preferred Alternative route was selected because the planners did not want to displace somewhere between 72 and 175 families in North Minneapolis. (LRT representatives have given me both of these figures in this very room). That's a noble thought—even if it is more than a tad disingenious. In reality, LRT is all about social engineering and about telling people where they have to live. Retrofitting trains through valued neighborhoods, parks and lake areas is all about community disruption and displacement. To think of it as anything else is an exercise in deception and illusion.

Be that as it may, let me get to my major concerns:

1. The DEIS document has an extensive section on water management. That's good. Waterflow going in and out of Rice Lake is a major concern for many of us. Robbinsdale apparently plugged up the flow under the BNSF tracks a number of years ago and we experienced significant flooding in both Mary Hills and our backyards as a result. The flow was so strong you could nearly whitewater raft in our yards. When Robbinsdale put in the new drainage culverts, things improved somewhat for us, but not for our neighbors who live downstream. To this day we all remain interested in any water tampering that is occurring upstream.
2. What is in it for freight? Reports about train delays, accidents and oil movement seem to appear on a frequent basis in our edition of The Star Tribune. Maybe you have seen the articles. It makes me think that if I was running the BNSF and I have trains backed up I would be interested in gaining shipment capacity. If you won't or can't give that to me, why would I be interested in sitting across the table from you? And if I am on the Golden Valley City Council, I wouldn't want to have to go back to my constituents and tell them that I had been successful in getting the railroad to bring longer, heavier and possibly oil laden trains through our neighborhood.
3. Finally, my real concern for the evening. I see nothing in the DEIS addressing the fact that the Mary Hills Nature Center and Sochacki Park are both sitting on a landfill. The landfill area is the final resting place of old Highway 100. If you walk through the various paths in the parks, the concrete slabs you will readily see are the

remnants of the roadway. The interesting thing about this is that much of Highway 100 was built as a post depression, Department of Public Works Project in the 1930's. Back then, before people knew better, a mineral called asbestos was commonly used in many forms of construction-- including highways. Asbestos fibers apparently bonded to and strengthened the cement. They were not affected by temperature changes and they helped provide protection from salt damage. I don't know if there actually is asbestos present in the concrete and, from what I can tell, neither does the DEIS document mention it. I do know though that a variety of respiratory ailments can be directly traced to asbestos. And according to the Mesothelioma website, exposure over time can have dire consequences. The article states " an unmarred block of cement presents no danger, but.... any time it is cracked or broken, microscopic bits of asbestos are released. Once airborne, they can be breathed in by unsuspecting victims who discover years later that the material has lodged in their respiratory system. The article states that people can still be exposed to asbestos if they come across broken chunks of cement that contain the hazardous mineral."

I bring this up not to instill fear but to encourage caution should this project proceed. Light rail does not exist in its own little vacuum. Any effort to displace freight and reroute it through the Mary Hills Nature Center could conceivably turn a dormant landfill into a Hazardous Waste site.

Everything truly is interconnected and needs to be dealt with as such!

Sincerely,

H. Nils Berg

!

From: [nlslois.berg](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Comments on DEIS Statement/Bottineau LRT
Date: Wednesday, May 28, 2014 7:43:06 PM
Attachments: [Document2.docx](#)

May 17, 2014

Assisting with my infant grandson's tub bath last evening got me to thinking about , of all things, water displacement. The more toys we added, the higher the water rose. We didn't get anywhere near the point where the tub's built-in drain took over, but if we had, that drain would have automatically siphoned off water to prevent overflow. Funny how the mind works, but this, in turn, got me to thinking further about the Mary Hills flood plain.

We live on Dresden Lane abutting the Mary Hills Nature Center. Since we have experienced times of substantial flooding in the past, we remain very concerned about any development occurring upstream from our property. I mentioned this at the Golden Valley Bottineau concerns meeting on May 15, 2014. Actions undertaken by Robbinsdale both caused and corrected a portion of our flooding problem. But, again, our concern remains...and here is why.

Like the tub, the water-holding areas in Sochacki Park are a limited, well-defined area. They can only contain a certain volume of water. If you place more things in the water, like the substantially enlarged footings for three sets of railroad tracks instead of the current one, you wind-up filling in a significantly larger segment of the water catchment area. This would cause the water to deepen and/or spread out. This would pose a major problem for those of us living downstream and for the Mary Hills Nature Center. Even a small rainfall could produce major flooding. If you were to try to address this issue by placing more large culverts in the two water basin areas, the volume of water flowing out of these areas and into Rice Lake would increase markedly and would potentially be a problem for landowners who live around the Lake. Even if those

culverts functioned efficiently, like the aforementioned tub drain, the amount of water they would channel into Rice Lake would quickly overtake the capacity of the lake. The Lake, in turn would try to pass this faster moving, higher volume of water into Bassett Creek. The problem would now be shared with property owners downstream. I say shared because the problem has not disappeared for the residents upstream. Bassett Creek, you see, already has difficulty handling the volume of water we get in a heavy rainfall. It is unable to stay within its banks and will frequently overflow. If you were to walk along the creek banks, you would readily see that the water is in the process of carving a deeper channel with wider banks. Erosion is becoming more of an issue as the root systems of bank-anchoring trees are being more progressively exposed and the trees themselves are falling into the Creek. Even though the outflow of water has deepened and sped up, the Creek is unable to handle the increasing volume of water flowing into it. As a result, the water can't get downstream so it backs up. And for those of us living upstream from Bassett Creek, while our flooding used to come from upstream, it now comes from downstream. Our recent rainstorms bore witness to that.

The only feasible way to correct this worsening situation is to start corrective actions below Theodore Wirth Park and then begin working your way back upstream.

Any Draft EIS document that does not address this issue is little more than a "fill-in-the-blanks" exercise at best. At worst, if the motivation behind the Draft is to "prove" that the Preferred Alternative is the only rail route worth considering, then the Draft itself is little more than a cherry-picking document that is determined to prove its case at the expense of the facts and the experiences of those of us who live along the proposed route.

From: [Scott Nieman](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [Margo Ashmore](#); [Opinion@startribune.com](#); [joe.bowen@ecm-inc.com](#); [editor@camdenews.org](#); [contact@nenorthnews.com](#)
Subject: Analysis of Draft Environmental Impact Statement (Draft EIS) for Bottineau Transitway
Date: Wednesday, May 28, 2014 11:17:38 PM
Attachments: [Bottineau Transitway Letter - Scott Nieman 2014-05-26.pdf](#)

Please find attached a detailed analysis of the Draft EIS for the Bottineau Transitway - an extension of the Blue line. I understand the deadline for comments are May 29, 2014.

Best regards,

Scott Nieman

Scott Nieman

[REDACTED]
Robbinsdale, MN 55422

[REDACTED]
May 26, 2014

Subject: Bottineau Transitway Draft EIS

To all concerned individuals and stakeholders:

This letter is a follow up to my **3 minutes** allotted time for comments at the public forum held at the Crystal Community Center. As previously stated, I am very much in support of the intent of Bottineau Transitway as positive step forward to advancing our public transportation needs in the Twin Cities area. However, after detailed review of the Draft Environmental Impact Statement I am very concerned that:

- 1) the report **misrepresents the environmental consequences and the overall benefits** of the 'Preferred Alternative'; specifically the **D1** segment that passes through Theodore Wirth Parkway the proposed construction of either of the two stations options at the park, and
- 2) a **D2 subway option was never even considered, mentioned, or cost estimated** (based on total cost of ownership, not just immediate project construction costs),
- 3) there was **very limited public service announcements for the public forums**, especially to known community groups that have vested interest in public transportation, and embarrassingly insufficient time for residents to articulate their views, and there was no representation from the Minneapolis City Council.

The remaining content of this letter elaborates upon these concerns, and provides feedback in the form of a community 'report card'.

To elaborate on the first point:

- The summary statement in Section 2.6 **completely contradicts the summary** of the EIS data in Table 5.2-1. The D1 option running through the Theodore Wirth Park along Bassett Creek clearly has the **most environmental impact** of ALL the segments (A, B, C, D1, D2). Why was this concluded as the preferred option in Section 2.6?
- The D1-7 'wetland' (as discussed in section 5.2.4.1) *floods* near the proposed Plymouth Avenue Station practically every year I have lived in the area including the week of May 3 of this year, requiring closure of the parkway. Flooding of the roadway **limits access to the proposed station**, making it an illogical option.
- This Bassett Creek area has an incredible and very sensitive **ecosystem** that would be unquestionably disturbed if there is any attempt to mitigate (5.2.5) future flooding for the sake of a light rail station. That is unacceptable – every historical attempt that humans have made to '**make nature better**' has ultimately failed via some form of downstream ripple effect. The URL below provides is a video example of that ecosystem less than 100 yards from where the Plymouth station is proposed (the video shows the flood and the sound of the frogs and birds, which would be replaced by the future sound of a train):

http://www.mediafire.com/view/53vu293ch9becle/20130622_171343.mp4

If one argues that the damage has already been done via the existing rail, that only proves my point.

- The Golden Valley station option on the D1 segment is clearly not a much better environmental option; the construction of the proposed underground parking -- especially the access road to the parking area - will feed unwanted sediment into Bassett Creek.



2013-06-22 Flooded Theodore Wirth Parkway

- It is naive to believe that North Minneapolis residents would be well served by placing a substation at either the proposed Plymouth Avenue or Golden Valley Road locations. Very few people will take a bus traveling west, so they can ride the light rail to travel east -- they will instead use a bus -- therefore the use by North Minneapolis residents will be extremely limited, failing to meet ridership objectives. When I brought this matter up with Joe Gladke of Hennepin County, he responded that most Northsiders prefer to ride the bus anyway -- which raises suspicion that by-passing North Minneapolis was very intentional.
- The report does not address the noise pollution for residents, or provide a mitigation plan for the noise in the form of diffusion walls, which would not be acceptable in areas near Theodore Wirth Park adjacent to residential areas. This was one of the major concerns raised by the residents attending the secret public forums.
- By-passing North Minneapolis is a huge mistake and lost opportunity for economic development in an area that has been economic depressed, worsened by the 2011 tornado which devastated the specific area which a train station should be located. It has wide open spaces for development, hence very low cost.

In summary, the D1 option therefore fails to meet a majority of the key objectives of the project, including increasing ridership for those in need, minimizing environmental impact, and promotion of economic development for North Minneapolis residents who need jobs. I provide later for the record, a detailed 'report card' of how the D1 option compares to the key objectives outlined in the Draft EIS.

Regarding point #2, I find it disturbing that the D2 option was ruled out when all the available options were not considered or documented. An urban subway approach fits Minnesota weather much more than above ground light rail, and shows a sense of maturity in the form of urban public transportation. Applying light rail in a dense urban setting is not logical, and is a symptom of the classic 'I have a hammer everything looks like a nail' mistake. Light rail transit only works in the suburbs, and when you get into the city, you must go underground. I recommend a rail approach modeled after the MetroRail in Washington D.C., whereas when you get out to Gaithersburg, Maryland, the rail goes above ground.

The D2 subway approach provides the following benefits:

- Lower long term maintenance costs since the rail would not be exposed to winter elements.
 - Lower construction costs than above-ground total construction and maintenance costs
 - Consider Seattle's on-going efforts where they are drilling through volcanic rock, vs. Minneapolis' clay, sand and limestone
 - Reduced land acquisition costs since the rail would be directly under Penn Avenue Station
 - No bridges to construct or bridge maintenance
 - No sound barriers to construct
 - No snow removal required
 - Little to no impact to vehicle traffic and parking after construction, improved access to local businesses; compared to the new traffic problems on University Avenue since the Green Line construction
 - Reduced noise pollution, which was echoed as a major concern at the public forums I attended
 - Increased ridership for those in need
 - Improved public safety
 - low risk to pedestrians and bicycles,
 - eliminates the potential of accidents, consider we have had an average of 8 accidents per year on the existing Hiawatha Avenue Blue line in the last 10 years, and 3 car accidents already on the Green line before it officially opens
- <http://kstp.com/article/stories/s3438823.shtml>
- Guaranteed rider payment, if Metro Transit uses of a similar ticketing system to the MetroRail,
 - Utilization of available, wide open spaces created by the North Minneapolis 2011 tornado; there is great opportunity to place an escalator at the NW corner of Penn Avenue and West Broadway intersection, for access to the subway.
 - Placing a transfer station at Penn Avenue and West Broadway intersection provides great economic development opportunities in an area that has long attempted to create an Arts District; e.g., consider the redevelopment of the Capri Theater and the Five Corners development project, which is still struggling to find an anchor business such as the jazz club/ restaurant originally envisioned. (This approach is consistent with the Penn Avenue Community Works Project RESOLUTION NO. 12-0238, which has had extremely little progress since passed in 2012).
 - Eliminates the perception of racism.



Vision of Penn Avenue Subway Construction (ref. Seattle's SoundTransit web site)

Regarding point #3, implementation of a D2 subway option addresses the concerns raised by Neighborhoods Organizing for Change (NOC). Recently, this group has made presentations to Metropolitan Council members, as there is great concern that North Minneapolis not getting its fair share of transit amenities, despite having a heavily transit-dependent population. They have raised concerns about disproportion number of shelters to protect against the weather, when compared to South Minneapolis riders, who have much lower ridership levels. This group has appeared to gain support of Metropolitan Council Member Gary Cunningham, husband of Minneapolis Mayor Betsy Hodges.

<http://www.startribune.com/local/minneapolis/258843021.html>

Please take note that I will be forwarding this analysis/ letter to Met Council members as well.

When compared to the D.C. MetroRail system, our rail system is infant in its maturity, and is not yet viewed as the strategic asset it could be, to improve the vitality of downtown Minneapolis and St Paul. By comparison, downtown Washington D.C. economy thrives largely due to the Metro -- in general, there are very few vehicles downtown other than taxis. Most people hop on the MetroRail to very quickly get downtown and its mostly underground for a reason. As for Minneapolis, its downtown is struggling because its too much of a hassle to park and businesses are leaving as they cannot survive as a result. And we lost a huge opportunity to place the rail system underground on 5th Street, eliminating traffic and pedestrian concerns, preserving the limited on-street parking.

In light of these concerns, while I am in support of the Bottineau Transitway to extend the Blue line, the project needs to be put on hold until a D2 subway option through North Minneapolis analysis is completed. We must do better.

Best regards,

Scott

Community 'Report Card'

Goal	Objectives	Report Card on 'Preferred Alternative'; particularly comparing D1 vs D2 <u>Subway</u>
Goal 1: Enhance Regional Access to Activity Centers	<p>1 Maximize total transit riders</p> <p>2 Improve service to people who depend on transit</p> <p>3 Expand reverse commute and off-peak transit opportunities</p> <p>4 Increase transit system linkages, access to regional destinations, and multimodal transportation opportunities</p> <p>5 Maximize transit access to housing, employment, schools, community services, health care facilities, and activity centers</p>	<p>1 D1 fails; D2 subway maximizes</p> <p>2 D1 makes it harder than bus; D2 subway segment better</p> <p>3 D1 is marginal, while D2 maximizes opportunity assuming that the A leg is used for 'service' jobs in Maple Grove</p> <p>4 D1 is marginal, while D2 subway maximizes</p> <p>5 D1 fails; D2 subway maximizes opportunity with activity centers include YMCA and Capri Theater</p>
Goal 2: Enhance the Effectiveness of Transit Service within the Corridor	<p>6 Maximize new transit riders</p> <p>7 Maximize passengers per hour of revenue service</p> <p>8 Maximize traveler time savings</p>	<p>6 D1 and D2 both do not address new ridership; North Mpls has the highest use of MTC ridership in metro, therefore D2 subway relieves the existing strain on the transit system</p> <p>7 D2 maximizes, D1 provides lowest opportunity</p> <p>8 D1 increase time; D2 subway provides a major hub at Penn / Broadway</p>
Goal 3: Provide a Cost-Effective and Financially Feasible Transit System	<p>9 Balance project costs and benefits</p> <p>10 Minimize project capital and operating cost</p> <p>11 Maximize long-term investment in the regional transit system</p> <p>12 Maximize flexibility to efficiently expand the transit investment to accommodate transitway demand beyond 2030 weekday travel demand forecasts</p>	<p>9 D1 is potentially cheaper due to existing rail, but benefits are low, and side effect and long term costs and risks are high; D2 subway has higher labor expenditure, lower capital costs, and greatest long term benefits</p> <p>10 D1 is lower capital, higher operating costs; D2 subway has higher capital, lower operating costs (traffic accidents/law suits, weather mitigation,</p> <p>11 D2 subway provides maximum long term investment,</p> <p>12 D2 Subway option is the start of a subway system modeled after DC MetroRail, and can be best expanded under existing Hennepin County roads (and should have been the Green Line model)</p>
Goal 4: Promote Sustainable Development Patterns	<p>13 Promote land development and redevelopment that supports sustainable transportation policies</p> <p>14 Ensure compatibility with local and regional comprehensive plans</p> <p>15 Support economic development and redevelopment efforts</p>	<p>13 D1 does not promote land development, and is not acceptable for Theodore Wirth Park; D2 subway opportunity is NOW consider the North Mpls land now available since the tornado; e.g., Penn Avenue / W Broadway area</p> <p>14 Clearly there is not an effective plan, considering LRT and BRT are the only options being considered; need new thinking and models that are working for other cities</p> <p>15 D1 fails; D2 subway maximizes</p>
Goal 5: Support Healthy Communities and Sound Environmental Practices	<p>16 Minimize impacts on wetlands/water/floodplains, parks, visual resources, noise/vibration, and historic/cultural resources</p> <p>17 Minimize short- and long-term impacts to property, property access, and on-street parking</p> <p>18 Maximize cohesion, preservation, and enhancement of Bottineau Transitway communities</p>	<p>16 D1 fails; D2 subway maximizes</p> <p>17 D2 subway maximizes</p> <p>18 D1 fails miserably</p> <p>19 D1 is closer to bicycle trail, however, as a bicyclist, I don't consider that necessarily a good thing. D2 subway option has good access at multiple locations, including Penn Avenue/West Broadway and Plymouth and Penn Avenue</p> <p>20 Noise pollution is highest with D1; D2 subway puts the noise underground and eliminates that concern.</p>

	<p>19 Maximize pedestrian and bicycle connections to the Bottineau Transitway</p> <p>20 Maximize health, environmental, and economic benefits to the Bottineau Transitway communities</p> <p>21 Minimize disproportionately high and adverse impacts on the region's minority and/or low income communities</p> <p>22 Minimize area traffic impacts</p>	<p>D2 provides greatest potential for urban economic development</p> <p>21 D1 bypasses the North side (perhaps intentionally); D2 subway directly targets those in need</p> <p>22 D1 has great impact to Theodore Wirth Park, creating congestion and parking concerns on the parkway; D2 subway minimizing traffic since the train is under existing roadways</p>
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From: [Amy Rock](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Bottineau comment
Date: Thursday, May 29, 2014 11:07:32 PM

Hennepin County:

Abandon the LPA in Mpls . Routing LRT through the Burlington Northern Santa Fe Railroad corridor is extremely short term thinking. The corridor is an enormous asset as urban greenspace. Do not ruin it with LRT for which there can be only limited ridership in this location. The County is not required by law to use this land for mechanized mass transit and should not proceed with this LPA.

Most importantly, LRT in this location will permanently degrade Theodore Wirth Park.

The purported and projected benefit of LRT is not equal to the vast economic and public health losses of permanently degrading adjacent Mpls parkland. What would Theodore Wirth do? Honor the legacy that has made Minneapolis' parks number 1 in the nation. <http://parkscore.tpl.org/rankings.php>

Amy Rock
Minneapolis

From: [Chris](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Bottineau LRT is poorly planned
Date: Thursday, May 29, 2014 10:35:34 PM

Dear Citizens and city and county board members:

It has become clear that this proposed (and now starting to be implemented) construction of this LRT line is motivated by money. Federal and State funds being dedicated to a fixed rail system this is unsuitable for police/EMS use and is uniquely vulnerable to attacks by potential terrorists. This project as proposed need to be chopped off at the ankles. It amounts to subsidized transportation and (in cases of non-daily riders who don't pay fares) free transportation. It is much easier for those who would prefer to ride for free to take light rail versus having to face a bus driver who may demand payment of a fare.

I don't have the time to list all the reasons why this project is immoral, evil and just plain wrong. I saved for years to buy my house and now I'm facing being tossed out on the street for this fool's venture so a few people can grab their piece of the action, just like many others who face being unjustly displaced. Fortunately, in their smug arrogance, the people who rammed this through forgot a few vital details, which may likely lead to legal derails. The sad part is, I will fund both sides of this, as a Complainant and a Taxpayer.

Best,

Chris Reiter
Robbinsdale, MN

From: [REDACTED]
To: [Bottineau Transitway/Hennepin](#)
Subject: Comments to Draft Environmental Impact Statement Bottineau Transitway
Date: Thursday, May 29, 2014 11:33:52 PM

The Bottineau Transitway was voted on and approved for segment B to be the alternate route years ago. However those studies showed only 11 homes being removed from segment B in the final report as of March 2010 and the current DEIS in March 2014 shows only 8 houses of full acquisition all south of Brooklyn Blvd. In 2007, the county road 103 plan was just to add turn lanes and sidewalks, now the project has turned into removal of at least 28 homes, another 23 homes and a church are in jeopardy, and 17 homes and 2 business partial acquisitions will be needed, all due to running a median in road for LRT. What the former report and the current DEIS are missing is that segment B from Candlewood drive to past 93rd avenue is not included in the report due to a county road project already planned. From Bottineau representatives at the meetings I was told, they only needed to disclose the project is already planned and not any additional information. As a citizen of this state I ask how can a report say for Bottineau transitway only 11 homes being removed and the met council approve the alternate route based on this information. The option A was except to take a similar number of homes, which does seem realistic since the train would go through a small residential area and then through the gravel yards.

Segment B's information is incorrect in all the documentation provided on the Bottineau Transitway studies. What good is it to issue a report and information for met council to vote on that does not include all the information pertain to all projects involved? Where is the transparency of the project? Where is the accountability for met council to gather all the information regarding a light rail line? I feel that this project was intentionally left out so Segment B would be approved since it showed minimal impact and comparable to segment A option to go to Maple Grove. It almost seems like the way it has been handled could border the definition of fraudulent. Is this a unique or a recurring situation that the county road projects can hide the significant impacts of LRT and not fully disclosed other projects in LRT projects/studies, so they get approved?

For example when you compare two different vehicles, the Ford F150 and Dodge 1500, estimates are the same with same features. You agree and sign a deal with Dodge. Then Dodge comes back later and says well it stated on the sticker the base package the engine is built by Joe Smith Company. Dodge now informs you the cost will be over 3x the vehicle total but you already agree and signed you were buying the Dodge. Then Dodge explains to the customer that Dodge only builds the outside of the truck and the engine is built by Joe Smith Company. Sorry it is two different projects but sorry we didn't have to disclose that information other than saying Joe Smith Company makes the engine. You need to go to Joe Smith Company and get the estimate for the engine, sorry where have you been not attending executive meetings with Dodge. In no other form of business this would be legal. This was example is basically what has happened to the impacted neighborhoods.

The residents of Brooklyn Park that are impacted just get answers like the Bottineau transit will have to answer that or Bottineau transitway representatives say the county represents need to answer. At May 21, 2014 meeting on the West Broadway Reconstruction the question came up about funding and county representatives could not answer but handed off the question to the Bottineau transitway representatives. So the person explains how the Bottineau transitway is funded but that is incorrect

for the County road 103 meeting which per county website is funded only by city and county. No one is accountable in this project to the impacted citizens, everyone either gives answers true to their project but not true to other parts of the project. The Bottineau transitway study, Hennepin County, and the City of Brooklyn Park should be ashamed at how this project has preceded without proper disclosure to the public. "I'm not saying that means we take homes, but I do think there are aspects of this project that are important," said Brooklyn Park Mayor Jeff Lunde on April meeting per Channel 12. However, the West Broadway Hennepin County website shows homeowner acquisition information for property owners in March. There seems to be so much confusion and wrong information given.

I still do not understand how the project presented only can have this impact when walking down West Broadway. I wonder if more homes will be need to be taken from the project. I have concerns about noise, vibrations of the trains, safety for small children, special assessments to home owners, traffic lights (not being able to turn across tracks without signal light), how close house will be to the train, and what will be done for landscaping/barriers to improve the look of the area.

It needs to be looked into how LRT project and anything else the met council is involved in, are the projects being fully disclosed of the impacts and costs. Why is it just coming out on May 19, 2014 the number of properties impacted, when studies and etc have been occurring since 2008 per the Bottineau transitway website? Reviewing the prior historical documentation of the Bottineau transit and the attendance to the meetings is very questionable. It seems the impacted people are not finding out they are impacted before everything is all ready for a final vote or already voted on. Policies and procedures need to be reviewed. Decisions can still be made, the point is that everything is done secretive and deceptive.

Jennifer Peschong

From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley residents 2
Date: Thursday, May 29, 2014 11:12:31 AM

Dear members of the Golden Valley City Council and Commissioner Higgins,

Thank for the opportunity to share my comments on May 7 with all of you. My property is at [REDACTED]. I have since submitted written comments to the Bottineau Transitway team at the Metropolitan Council. I have some additional thoughts I would like to share with all of you, given your interest in protecting Golden Valley's interests without standing in opposition to larger regional interests.

It is clear that Golden Valley is in an adaptation and mitigation situation all around. As a stand-alone community, we would be better served by better bus transit than by light rail. However, it appears that the D1 option is the only truly viable option for the outlying communities. So we must adapt as best we can.

I am in favor of only one station in Golden Valley, preferably at Golden Valley Road, largely to decrease environmental disruption. I say that, even though I am likely to suffer the negative noise, parking, and decreased security consequences on Zephyr Place. If I am not mistaken, the impacts on wetlands will be greater at the Plymouth stop. Let's not do that. However, if the priority is Plymouth, then I think we should not develop Golden Valley Road. We only truly need one stop in Golden Valley, if we are thinking about people getting out of our community to places they want to go.

I now understand that no matter what, the line will be fenced, and that it will only be lit at the stations: one bad thing for the natural areas, and one good thing. Fencing will cut the wildlife corridor connecting Theodore Wirth Park and the east side of the line for the four-legged animals. Fortunately, birds will not be as affected. And the majority of the area will be unlit, which is great. I support that.

So I am now focused on how to reduce the impact on those of us living on York and Zephyr Place whose homes hang out over the rail line, particularly for noise and visual pollution. Given that the line will be fenced regardless, I request that you advocate for a sound barrier below York and Zephyr Place, adequate to address the fact that sound travels up. The engineering study would need to address this unique aspect of above-grade housing. The barrier may require more height, or different placement (for example, on the informal path that currently exists on the east side of the line). It would be a plus that it might also provide a sight barrier so that we would continue to see trees and a neutral static wall, rather than seeing trains whizzing by every 10 minutes. This would allow this area to maintain some of its unique character and reduce impacts that might encourage me, and perhaps others, to sell our homes.

For security reasons, I also request that you not develop a path along the east side of the line. I have already had one attempted break-in from someone using the informal path, and making it easier for people to have this "back door" out of the neighborhood with no eyes on the street would be detrimental to the community. People might think that a lighted path is safe. If no one is looking, it doesn't matter, and then we just deal with light pollution in a currently blessedly dark place. Wirth Park has good paths. Making sure that there are good sidewalks on Golden Valley Road should be adequate.

As I said to Commissioner Higgins and Council Member Clausen after the meeting, what you heard at the meeting was not resistance to change, but expression of loss. Golden Valley will be a different place once the line goes through, and people know that. Many will choose to leave to seek a place that has the qualities that Golden Valley currently possesses, and new people will come in who are more interested in getting to work easily. For those leaving, Golden Valley will be a worse place, and for those arriving, it will look better. My goal is not to leave, to protect as much of Golden Valley's current natural character as possible. If I can tolerate the change in the environment, I will stay. At this point, tolerable is all I'm aiming for.

All the best,

Karen Lehman



Jason Zimmerman | City Planner | City of Golden Valley
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jzimmerman@goldenvalleymn.gov



From: [REDACTED]
To: [Bottineau Transitway/Hennepin](#)
Cc: [REDACTED]
Subject: Bottineau lightrail
Date: Thursday, May 29, 2014 11:38:23 PM

I reside at [REDACTED].

First, I understand what light rail can do for communities and future development within the city. Light rail is considered a clean transportation. Benefits can be accounted for.

However, what you have to understand is how it affects individual families.

Fortunately for me, I bought my property and had a significant down payment.

However, with devaluation, etc. IF I were forced to sell, I would not come out. The proponents and agencies involved stated they would pay off mortgages where people are underwater. That's all fine and dandy, but what about potential sweat equity people put into their homes? What about the fact that they'll be forced to move and purchase new property? Do they have the money to put down on a new property? Will they have a similar interest rate with what they're paying now? Those are all differences that must be accounted for with these families. If they're not forced to move, they don't have to worry about those circumstances!

For me specifically, I will be having my first child in the next few weeks. At this time, I have no idea what light rail means for me and my growing family. Proponents say values will increase and that anybody would want to have my home. Really???

What's the guarantee? and if values decrease because of this, how do you make up for it? Thankfully, values are now rebounding and will continue to do so, but when this process plays out, the shit of the deal is that values will naturally continue to rebound and improve but yet "an appraisal" will be done now, prior to values naturally rebounding. This is a pile of dung as the entities involved will be forcing home owners to take "fair market" value based on the low point of valuations in the past 10 years or more. How can you say this is a "fair" deal?

Next, my home was built with the intent of "normal" residency....whatever that means.

To me, it means normal traffic, normal neighbors, etc. Light rail isn't NORMAL. My home was not constructed with the intent of trains coming by every 10 minutes shaking and rattling my (our) home foundations. Unfortunately, I don't believe a value can be placed on what kind of damage all this vibration will do to homes, homes that weren't constructed with this in mind.

The new library that is going in.....I'd be willing to bet they are specifically planning on how to construct the foundation with the intent of light rail being there. I'd also be willing to bet that there would be a different plan in place to construct the library if light rail was not in the plans. Thus, homeowners who will have land bought, are getting screwed again.....but most, including me, will have no idea how extensive this damage could be until it's too late. Who will be stuck with the damages and bills? More than likely, the unfortunate home owner is my guess!

Next, traffic. Light rail will be in my back yard. Traffic will be increased. What is going to be done to homeowners who have to tolerate this? Air traffic was diverted in Minneapolis and home owners were provided upgrades to help with the sound issue.

Is that in the plans for us home owners? Its bad enough local cops speed up and down W. Broadway with sirens blaring! It's ridiculous and now adding this will be dreadful. As for traffic, how will be able to access streets? Will be have full right of way? My guess is no. Again, as a homeowner it's affecting me. I will have to change plans to get to work. This adds minutes to my commute. I say minutes which doesn't sound like much, but add it up! Time is money!!! Over time, I'm losing alot of money possibly! How about the increase in random llight rail travelers coming right through out back yard? What is the safety concerns that we need to worry about? What will BP or Hennepin County do to ensure our safety?

As my children age, how will this affect my taxes? How will this affect schooling and commuting for my family?

General inconvenience....how about when the construction goes on? I will have to tolerate constant dust..dust which gets into homes and makes for constant cleaning.

Again, more dollars spent by me, the home owner! I've done alot of work in my back yard....taking land is one thing but it may mean tearing up additional land to complete the road construction. What will become of my privacy fense and all my gardening plots? What willl happen to my trees and bushes that I trim each year? What will the access from street to my backyard be? How much is safety taken into account?

As for taxation, the project says it won't cost us anything...that they're hoping for federal funds....what do the idiots of these projects think???? Do you realize we all pay taxes so we're paying for it in some way!

For me, take the \$500 million or whatever that number is and invest it in our education system! That's where this money should go! For \$500m, how about simply busing people to the light rail hubs????? That seems much more cost effective.

I could go on and on with concerns....many of which are just beginning with a growing family. Many concerns will present themselves as time goes on so there are alot of unanswered questions.....a lot of questions that won't even be realized until later as the project unfolds.....

I'd hope the council or whomever considers taking this project up through or by Fleetfarm. Far less homes are affected....

In closing, place yourself in the place of us homeowners. If you were us, how would you handle it? How would it affect you and your children? Just think about it.....

--Rich Laundreaux, a concerned resident

From: [PAMELA HOLM](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: bottineau blueline proposal 2014
Date: Friday, May 30, 2014 12:01:52 AM

whom it may concern,

What is it about our green spaces that humans love to attack? Is it because of the lush greenness, the silence between birdsongs that makes some sadly afflicted humans think Hey! Let's make noise! Let's build! The less green space we have, even when it is a park, the more people want to "utilize" the space. Minimize everything green! Just another casualty of human progress. And so it goes for the poor Mary Hills Nature area and Walter Souchaki Park. Which, by the way, is the Bassett Creek Water Shed. Which is, of course, the Bassett Creek Watershed run off flood plain. Apparently your "Environmental Impact Studies" must be asleep at the wheel or even more sadly paid off by Target PAC because if one goes to the City Offices of Robbinsdale and Golden Valley, one can get the insurance environmental assessments of the area which state that this area is Flood Plain. This is also a marshland. So, how cynical and against the public interest does one have to be to infer that engineering wise, the costs of building on this will be significantly more than stated? Not to mention the environmental impact.

And so let us go now to the alternative route Penn Avenue which has sadly been forgotten. This is the corridor refused because Target didn't want it's precious employees subjugated to the poor and the black Americans as it trundled through North Minneapolis. As good Minnesotans, lets us state the real truth. It was going to go through "too slow" as I heard in one meeting. Yeah, that's the reason. Shall we say RACISM. Let's not let those dirty blacks contaminate our lightrail line. We'll just pay them off. And so to, sad to say, are the community activists cosy in the Penn and Plymouth intersection. Why should they be bothered while their constituents have to suffer? I'm sure that Target will give them money to "help the economically disadvantaged out". As I have pointed out in several meetings, apparently people have not studied the world public transitways or even examined Minneapolis's own public bus line. There could be direct transit lines just like direct bus lines into Minneapolis from the suburbs to send people from Targets' campus down their federally subsidized transit line to downtown. Nevermind, that that over 35% of houses on Penn or landlord owned. Nevermind that over 50% of people in North Minneapolis do not have a car. Who are we federally and statewise subsidizing? Target corporation. Great. Poor birds. Poor animals.

I live in hope that the people who attempted/succeeded to get this through will, in the future, have their effigies pilloried and descendants live in shame.

Pamela Holm

From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley residents 1
Date: Thursday, May 29, 2014 11:13:25 AM

Communication #145

Jason, Hope you had a good holiday.I would like to make you aware of the wild life along Bassett Creek and the surrounding area along the LRT. This area has noted at least 21 various birds. From this group only one is protected by the new U.S. Mogratory Bird Act of 2013, that would be the Pileated Woodpecker. We (the Neighborhood) are concerned with this bird since it is seen about 8 months of the year and require large dead trees for its habitat .

Thank you,

Erv Heim

[REDACTED]

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From: [Paul Flower](#)
To: [Bottineau Transitway/Hennepin](#); [Shep Harris](#); [Joanie Clausen](#); asnope@goldenvalleymn.gov; Communication #144
lfonnest@goldenvalleymn.gov; sschmidgall@goldenvalleymn.gov
Subject: Bottineau Light Rail Comment
Date: Thursday, May 29, 2014 8:06:14 AM

To the Metropolitan Council, Hennepin County Board and Golden Valley City Council,

We are residents of Golden Valley. We live near the proposed route for the Bottineau light rail line. We are opposed to the proposed route for the light rail line for the following reasons. While we are not opposed, per se, to the idea of improving mass transit, we believe this particular proposal to be a bad idea. The area of the proposed route in Golden Valley is in an undeveloped nature area, with wetlands, a forest, a peaceful walking trail, and abundant wildlife. It is used and enjoyed by many people who have purposely chosen to purchase homes near such an area to live and raise their families. Such an area is something to be valued and preserved in the midst of a major urban center. This will all be greatly disturbed by the creation of additional rail lines and trains running every 7.5 minutes and continuing through the night. Besides the negative environmental impact, we believe that this proposal needs to also be looked at from the perspective of how will this particular route be of benefit to residents of Golden Valley. It does not run through a densely populated area, and it does not provide easy access for those who may wish to use the light rail. Rather, it goes through a nature area that will not provide much, if any, room for a stop or parking for a station. It would seem to make much more sense to run the line through a more populated area, such as along Penn Avenue, where many more people would be served by light rail. Such a route would also serve North Memorial Hospital. Or, if the light rail is to serve Golden Valley, it should follow route near a major thoroughfare, such as Hwy. 100 or 169. In short, we hope that this is not a "done deal", and that the powers that be will look very closely at the negative aspects of the proposed route and will decide against proceeding with this plan.

Respectfully yours,

Paul and Jane Flower

[REDACTED]

Golden Valley, MN 55422

[REDACTED]

From: [Cathy Deikman](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Bottineau DEIS comment
Date: Thursday, May 29, 2014 11:26:48 PM

Communication #141

I am writing to express my opposition to using the Burlington Northern Santa Fe Railroad corridor for LRT. This alignment is a triple negative: 1) it does not serve urban transit needs 2) it is a physical and sensory blight that will significantly and permanently degrade adjacent Theodore Wirth Park 3) it ruins the potential urban greenspace of the rail corridor.

Cathy Deikman
Minneapolis

To Susan Haigh
 Re: Bottineau Transitway

Metropolitan Council
 MAY 9 2014
 Received Chairs Office

LRT? NO!

Communication #140

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
1223 Washburn Ave N	Mpls	X
1217 Washburn Ave N	"	X
1207 Washburn Ave N	"	X
818 Washburn Ave N	Mpls	X
701 Vincent Ave N	"	X
617 Thomas Ave N	"	X
615 Thomas Ave N	Mpls	X
3416 Kyle Ave N	Crystal	X
7924 Kyle Avenue N	Golden Valley	X
2912 Kyle Avenue N		X
4300 Culver Golden Valley		X
2656 Kyle Ave N	"	X
7620 Kyle Ave N		X
2610 Kyle Ave N		X
3300 Indiana Ave N		X
4107 Conway Ave N		NO X

I walked a ring around our woods from 37th Ave. North and the BN rail line to Golden Valley Road, then down the east side of the BN line to Highway 55, a 100+ acre expanse of wildlife habitat your Draft EIS does not make any acknowledgement of. I knocked only on the doors of properties abutting the BN line or abutting wooded park land abutting the BN line (many of these owners have maintained private wildlife habitat bordering park woods for decades), with some owners living directly across the street from park or BN wildlife habitat. Here are 96 of the 102 addresses I have collected so far. My biggest problem is people not answering their doors.

I have listened to many property owners and I can say with assurance that the true locally preferred alternative is NO BUILD!

Sincerely,
 Constance Bonniwell

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
3408 Kyle Ave N		✓
3350 Kyle Ave N		✓
3338 Kyle Ave N		✓
3332 Kyle Ave N		✓
3326 Kyle Ave N		✓
3320 Kyle Ave N		✓
3314 Kyle Ave N		✓
3310 Kyle Ave N		✓
3527 Kyle Ave N	Mark K.	✓
3036 Kyle Ave N		✓
3000 Kyle Ave N		✓
2940 Kyle Ave N		✓
2835 June Ave North	Golden Valley	✓
2811 June Ave N	Golden Valley	✓
2791 June Ave N	Golden Valley	✓
2751 June Ave N	Golden Valley	NO ✓

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
3446 Indiana North	Robbinsdale	NO LRT
3432 Indiana Ave N	Robbinsdale	NO LRT
3424 Indiana Ave N	Robbinsdale	NO LRT
3420 Indiana Ave N	Robbinsdale	NO LRT
3412 Indiana Ave N	Robbinsdale	NO LRT
3309 Halifax Ave N	Robbinsdale	NO LRT
3506 Indiana Ave N	Robbinsdale	NO LRT
3530 Indiana Ave N	"	NO LRT
3531 Indiana Ave N	"	NO LRT
3520 Indiana Ave N	"	NO LRT
3542 Indiana Ave N	Robbinsdale	NO LRT
3614 Indiana Ave N	Robbinsdale	NO LRT
3610 Indiana Ave N	Robbinsdale	NO LRT
3649 Halifax Ave N	Robbinsdale	NO LRT
3505 June Ave N	Crystal	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
3520 June Ave N	Robbinsdale	NO LRT
3612 June Ave N	Robbinsdale	NO LRT
3624 June Ave N	"	NO LRT
3554 June Ave N	"	NO LRT
3528 June Ave N	"	NO LRT
3622 Indiana Ave N		NO LRT
3651 Halifax Ave N		NO LRT
3643 Halifax Ave N		NO LRT
3651 Halifax Ave N		NO LRT
3501 June Ave N		NO LRT
2631 France Ave N		NO LRT
2801 France Ave N		NO LRT
2905 France Ave N		NO LRT
2917 France Ave N		NO LRT
2235 Indiana Ave N		NO LRT
3910 Bassett Creek Dr		NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
2308 Keweenaw Way	Golden Valley	NO LRT ✓
2340 Keweenaw Way	Golden Valley	NO LRT ✓
2324 Keweenaw Way	Golden Valley	NO LRT ✓
2332 Keweenaw Way	Golden Valley	NO LRT ✓
2350 Keweenaw Way	Golden Valley	NO LRT ✓
2416 Keweenaw Way	Golden Valley	NO LRT ✓
2400 Keweenaw Way	Golden Valley	NO LRT ✓
2440 Keweenaw Way	Golden Valley	NO LRT ✓
2500 Keweenaw Way	Golden Valley	NO LRT ✓
2601 Keweenaw Way	Golden Valley	NO LRT ✓
2195 Bonnie Lane	Golden Valley	NO LRT ✓
2631 Major Ave N	Golden Valley	NO LRT ✓
2785 Bonnie Lane	Golden Valley	NO LRT ✓
2830 Bassett Cr. Dr.	G.V.	NO LRT ✓
3890 Bassett Creek Dr.	G.V.	NO LRT ✓
3900 Bassett Creek Dr.	G.V.	NO LRT ✓

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
824 Washburn Ave N	Mpls, MN	NO LRT ✓
3916 Oak Park No	Mpls	NO LRT ✓
2924 Oak Park No	Mpls	NO LRT ✓
1324 Xerxes Ave N		NO LRT ✓
1306 Xerxes Ave N		NO LRT ✓
1422 Xerxes Ave N		NO LRT ✓
1511 Xerxes Ave North		NO LRT ✓
1541 Xerxes Ave N		NO LRT ✓
1631 Xerxes Ave		NO LRT ✓
1707 Xerxes Ave N		NO LRT ✓
1717 Xerxes Ave N		NO LRT ✓
1806 Zephyr Place		NO LRT ✓
1815 Zephyr Place		NO LRT ✓
1806 Zephyr Place		NO LRT ✓
1831 YORK		NO LRT ✓

From: [Terry Christle](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: super pumped
Date: Thursday, May 29, 2014 9:52:22 AM

Promise we won't fight over a tunnel, just want and need our transit way done.....hope we get funding and stay on schedule!

Good work to all involved, we look forward to the train!

Thanks

Terry Christle
Champlin, MN

From: [Steve Chesney](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Public Comment on the Draft Environmental Impact Statement
Date: Thursday, May 29, 2014 7:08:11 PM

Communication #137

I support the routing of the transitway as described in the public meetings and the draft statement. There are negatives of course, homes will be bought out. There will be a different kind of traffic and noise through the neighborhood.

But I think the routing mostly minimizes those effects by avoiding large natural areas and mostly following commercial and institutional strips. I think the cultural and human benefits outweigh the negatives. IT's a new way to bind together downtown, older neighborhoods and newer developments in a way that highways and roads simply cannot accomplish.

I look forward to seeing the benefits on such things as the underused strip mall on 85th and Broadway. But mostly I look forward to being able to park near that intersection (only a mile or so from my home) and having easy access to Downtown abd Target Field. It will be a plus to my environment.

Steve Chesney


Brooklyn Park, MN 55443

From: [Christophe Wall-Romana](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Comments on the DEIS
Date: Thursday, May 29, 2014 11:10:42 PM

Communication #135

1. The Bottineau Line project aims to bring the LRT to the northeast quadrant of the greater Twin Cities area. Among the benefits sought and adduced as rationales are road decongestion and positive economic fallout for the region. But the Bottineau Line plans serve mostly low-density areas, shirking low-income communities of color of North Minneapolis, and instead, as touted in the Hennepin County video 'Bottineau LRT' it uses the "190 high-paying jobs" planned at Baxter Pharmaceuticals in Brooklyn Park as a justification. Linking with corporate campuses seems to play too central a role in the design and location of the Bottineau Line, to the detriment of other factors, such as the distribution of low-income high mass transit users in the project area. The Bottineau Blvd axis running SE-NW from the Target Field Transit Center to W. Broadway Ave. (closest to proposed alignment 2d) is the obvious and preferred location as it intersects the areas of North Minneapolis (roughly between Glenwood and Dowling and Penn and Lyndale) that are all at once the densest (according to the 2008 Population Census Density Map by Census Block Group [ESRI, 2008, DEIS 7-7]), have the lowest income (according to the 2013 Median Household Income Map by Census Block Group [ESRI, 2013]), and the least proportion of vehicles per household (DEIS 1-22). My main opposition to the project centers therefore on its avoidance of the central challenge presented by the North metro area: committing to develop a historically under-served and economically segregated area for the betterment of the greater Twin Cities. The D2 proposed line (and its avatars, D2a, b and c) was a very poor choice: it has high environmental impacts with insufficient mitigation; low neighborhood buy-in or participation (Section 11-10 mentions the Maple Grove express bus whose service is so good that users may not switch to LRT, proving that low-impact express bus service is a stronger alternative than investigated by the DEIS); and botched interactions with the public (2012 presentation of D2 project, for instance; also the Golden Valley joint commission meeting on 5/21 was said to have been badly advertised and explained to the citizenry by one member of the commission). The Bottineau Line project fails to contribute adequately to economic injustice redress while the input of corporate stakeholders is disproportionately represented, to the detriment of the majority of the low-income population of color of the area. The push for a regional LRT solution instead of expanded local, express and suburban bus service—which represent together 86% of ALL transit in the metro area, and is thus the favored mode by most transit riders—may be misdirected when it comes to the North. The Bottineau study area is 52.4% minority, that is minorities are the majority. Yet the bulk of that population in North Minneapolis, will not be served by the D1 alternative. The rationale of the project is to aid minorities which aren't being helped by the final design.

2. Page 7-33 of the DEIS stipulates that transit provides a positive role in promoting social equity. The problem with the Environmental justice section is that it does not analyze economic justice. In fact, that is the greatest problem with the Bottineau project: it is blatantly unfair to the community that is most in need of economic justice and it simply circumvents the key issue of how the Met Council approaches the redevelopment and reinvigoration of North Minneapolis.

3. Golden Valley and other Southern Corridor communities (Crystal, New Hope, Robbinsdale) whose populations have declined over the last 20 years, are asked with the Bottineau Line to help with the job creation and residential increase in population of the Northern Corridor communities of Brooklyn Park and Maple Grove (DEIS, p. 1-13). The Southern cities should therefore receive the highest level of mitigation from the project for being 'good citizens', and Southern Corridor municipalities should hold back consent until project leaders recognize the need for respectful mitigations. The language in 4.2.5 proposes minimal or non-existent mitigations. Because there is no planned impact on community cohesiveness and character, mitigations are quickly reduced to Best Management Practices, limited to informing residents about construction disruptions and deigning "to keep access to bus stops open" (DEIS 4-36). Yet the DEIS has insufficiently studied the importance of Sochacki Park/Mary Hills for both the character and cohesiveness of populations of Golden Valley, Crystal and others that use and love these beautiful and peaceful watershed areas. Mitigation offered by the DEIS are paltry, patronizing and downright offensive

4. Letter from the Army Corps of Engineer, March 22, 2012: to US dept. of transportation: "Time and money spent on the proposal prior to applying for a section 404 permit cannot factored into the corps' decision whether there is a less damaging practicable alternative to the proposal." ." I ask that the same rationale be made clear in the final EIS: that money and efforts invested in this project must not constitute not the basis for its final acceptance by lead agency, the Met Council or municipalities that can withhold their consent if mitigations to their citizenry is not deemed sufficient.

5. Frequency and alarm system are two key areas. The Bottineau is supposed to have a frequency into the 3-4 min. at peak times when the green line with 50% more ridership has only a 10 min. maximum with noise mitigation such as floating-slab platforms. I ask that the Bottineau be not given carte blanche when it comes to frequency—and aggregate noise impact on quality of life has not been properly studied in the DEIS--and instead that municipalities reserve consent until a frequency lower than that of the green line is offered, that is, proportionally to the respective planned ridership of both lines. Horn should only be used for emergency or special operation as in the green line, and bell should be the default.

6. The DEIS should include a section regarding mitigations offered on the Southwest Corridor line since residents and municipalities have a right to know and project leaders have a duty to inform. Frequency and noise levels should also be compared across the green line, the Southern corridor line and the Bottineau: again, there are no grounds to keep this very useful information out of the final EIS.

7. Construction hours. The project's leaders need to commit to respectful and

reasonable construction hours, regardless of local ordinances: all residents impacted should have their noise comfort equally protected so that no environmental justice when it comes to noise is equal throughout the project area. The maximum construction allowed should be 8am to 6pm, no work on weekends and holidays.

8. I note in closing an aggressive and dismissive tone among project leaders that is reflected by the DEIS when it comes to describing more candidly the pros and cons of the project and its impact. This tone is reflected by the use of the phrase "it is anticipated that" which conceals both the author(s) of the anticipated item and the rationale for it. I would like every important decision—frequency, mitigation, aggregate noise impact—to be clearly and transparently explained to the residents involved. The DEIS is a federally mandated way of entering into a fair discussion with the people which a large project will impact. That conversation thus far is a bureaucratic monologue: most residents have no idea what is in store, the DEIS is an opaque and daunting document, and outreach by project proponent has been dismal. Municipalities also must do a much better job at getting the word out to their citizenry, and elected officials have a duty to be answerable to their communities whether on the Met Council or in smaller entities. Do a better job at giving a clear picture of what the future holds for all residents impacted by the Bottineau! In fact, it should be mandated that a documents with pros and cons be circulated to all residents directly impacted per the DEIS.

Christophe Wall-Romana
Associate Professor
Director of Graduate Studies

University of Minnesota
Department of French and Italian

[REDACTED]

[REDACTED]

From: billyb
To: planning@goldenvalleymn.gov; [Bottineau Transitway/Hennepin](#)
Subject: Comments on the Bottineau Light Rail Transit Draft Environmental Impact Statement
Date: Thursday, May 29, 2014 5:39:59 PM

May 29, 2014

We found the Bottineau Light Rail Transit (LRT) Draft Environmental Impact Statement (DEIS) to be adequate in every way.

We believe that the Bottineau LRT line is an important part of our regional transit way system, and that the project effectively addresses regional transportation and accessibility needs of a growing population in Minneapolis and the northwest suburbs in the future.

The Bottineau line proactively addresses increasing traffic congestion with an environmentally sustainable solution and serves a uniquely transit dependent population--in all of Minneapolis and inner ring suburbs--with reverse commute access to jobs in the northwest suburbs.

We believe that we need to provide both the Golden Valley Road and the Plymouth Avenue North stations to provide LRT access to two very different communities, Golden Valley and North Minneapolis, respectively.

We think that we need to listen carefully to our neighbors in Golden Valley who are rightly concerned about all of the environmental consequences that will be a part of the LRT project and we think that the DEIS is very sensitive to these concerns.

We believe that we should establish "Quiet Zones" proscribed in the DEIS in the areas north of Highway 55 and South of 36th Avenue North. Since there will be no on grade crossings in this section every effort should be made to completely eliminate all train bells entering and exiting the Golden Valley Road and Plymouth Avenue stations, eliminate all wayside bells on the stations and eliminate all train horns except in cases of emergencies, and eliminate or minimize all public address announcements on the train or in the station to a very, very low volume.

We appreciate the DEIS discussion of noise barriers in the project and expect that a productive discussion can be made with specific nearby neighborhoods about what is most effective, and of eliminate all tight radius curves at stations or along the line.

Many of our Golden Valley neighbors spoke about the need for security on the LRT trains, stations and in the Golden Valley Road corridor itself and all lighting and additional security accommodations must be made because the location of this particular station is isolated.

Adequate bus, vehicle, bike, wheelchair, and pedestrian access should be an integral part of LRT station area design, it should be safe and convenient to drop off and pick up passengers.

Thank you for allowing us to comment on the DEIS, we think that it is very well done and we are looking forward to the construction of this necessary and important project.

Beyond the narrower scope of the DEIS, we would like to add that the LRT station on Golden Valley Road and the project itself with its regional reach will open up many exciting possibilities for the City of Golden Valley to work with Hennepin County to modernize County Highway 66 to truly connect all of Golden Valley to a new world class transit system.

Golden Valley can get its own upgraded bus service along Golden Valley Road (it is a patchwork system today) that connects to the City Center by the way of Honeywell, Byerly's, Courage Kenney Center, and the LRT station. Our city can have off street bike lanes that are family friendly along Golden Valley Road to make all of the same connections and pedestrians and people with

disabilities will have their own safer sidewalk spaces if bike riders are accommodated on defined bike lanes.

We can all enter the 21st Century with the positive changes that the Bottineau LRT line will bring if we all work together to use the most modern engineering and design practices both on the LRT line and on all of our connecting roadways!

Billy Binder and Julie Bartell

[REDACTED]

Golden Valley MN 55422

[REDACTED]

From: [Ben Stein](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Bottineau Transitway Draft Environmental Impact Statement Comment Form
Date: Thursday, May 29, 2014 11:32:08 PM
Attachments: [04082014DEIS CommentForm.pdf](#)

Communication #157

Please find my submission for EIS comment attached.

Thank you,

Ben Stein

[REDACTED]
Brooklyn Park, MN 55445
[REDACTED]

Bottineau Transitway Draft Environmental Impact Statement

Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Ben Stein Organization: _____
 Address: _____
 Email: _____

Thank you for taking time to consider my comments. Three years ago, almost to the day, my family and I moved to Brooklyn Park from a north eastern suburb. Had we been aware of a plan to bring light rail down West Broadway, we would not have purchased the house we did. We have been blessed enough to be able to find and afford a good home in a cul-de-sac in a good neighborhood. At least two of our neighbors have lived here since the neighborhood was developed. Our house is now a home. Our neighbors are now are friends. Our children play together, we help each other with snow removal, yard and house projects and have grown stronger as a community. I understand the need for improving West Broadway. What I do not understand is need for light rail to run down the middle of West Broadway. I choose to live in the suburbs to avoid overly dense neighborhoods and the infrastructure that accompany it, such as trains. Light rail would bring disruption to our community, including sight, sound, vibration, safety concerns for our children and motorists on West Broadway, not to mention the impact to housing values for those of us who would be very close to the trains. Please consider alternate routs for the train such as 83rd Ave N to Wyoming Ave N / Winnetka. Such a rout would line the train for future expansion into Champlin. Please consider not only all the homes which would be razed to make room for light rail, but the adjacent properties that will be impacted. If the road is to be improved, please skip the median and the train, do not send our community down the tracks.

MAY 30 2014

Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: Dan Steinberg Organization: _____

Address: _____

Email: _____

Hewannee way on page h2 Not mentioned on table 5.1-3 should be mentioned.

Figure 5.7-3 missing results ~~from~~ should have Bonnie Ln
Table 5.7-6 missing results should have Bonnie Ln.

Table 8.3-2 Historic Properties No mention of St. Margret.

~~Table~~ Figure 5.5-1 No mention of Hazardous Material 5.5-1

More mention of the possible bus changes

Table 5.6-3 Summary - Study of noise on Bonnie Ln and Hewannee Way.

Regarding LRT

I am concerned about losing the animals & parks of Theodore Wirth.

I am concerned that other people from Golden Valley will not use the trains like N. mpls. would.

I am concerned that the flood plain by the tracks will pose problems.

I am concerned that the dumped debris from old Hwy 100 will be a hazardous

②

mess when they have
to dig it out.

I am concerned about
the way it will
change the park
along the tracks.

I am concerned about
the noise and
pollution from the
trains.

This is just off
the top.

Pat Jordan

Bottineau Transitway Draft Environmental Impact Statement

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Name: ERWIN J. HEIM

Organization:

Address:

Email:

UPON REVIEW AND PENDING PROCESS THE DI LINE
THRU C.V. IS NOT WELL SERVED, IT DOES NOT SERVE
THE RESIDENTS THRU WALKING - LIMITED PARKING
PRESENTLY THE LOCAL RESIDENTS THAT USE THE BUS
SERVICE FIND MINIMAL RIDERS, EVEN AT PEAK HOURS,
THIS MAY BE DUE TO THE FACT THAT ALL C.V. RESIDENCES
HAVE AT LEAST ONE CAR, W/E WOULD BE BETTER
SERVED WITH REVIEW OF THE BUS SERVICE. IT CAN
MOVE THRU MORE NEIGHBORHOODS. RECENT BLOGS
ABOUT THE GREEN LINE TALK ABOUT HAVING TO TRAVEL
FURTHER TO GET TO THE CRT SINCE BUS ROUTES
WILL BE DELETED.

BUT THE MAJOR FACT IS THE EAST EDGE OF C.V.
IS A RURAL SETTING NEAR A MASON DOWNTOWN CITY
WITH WILD LIFE NOT SEEN OR EQUAL IN ANY
OTHER PART OF THE COUNTRY, WITH THE CRT
THIS WILL BE LOST.

W/E DO NOT NEED THE CRT - AS NORTH MAPS
RESIDENCES STATED - ADD MORE BUSES OR
THAT TYPE OF TRANSPORTATION.

Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: Carmen Heim Organization: _____

Address: _____

Email: Carmen D Heim

I've commented, written and put post its at the Park Board and LRT since 2012

I Don't agree with D I, ^{we} live in flora/fauna of The National Scenic Ground rounds where we've lived 28 yrs. I support LRT that is in an area of redevelopment, or existing roadways. Look how ugly Univ. Ave is now. Mirror that in a concrete redev area that needs life. UNBelievable 'our Gov council let this be explored for years and dollars. ITS "A CURSE ON GRACE" TO DO THIS TO OUR PARKS, in this City. NO more noise disruption frequency and vibration disruptions in a live flourishing parks and wet lands. We live on Bassett Creek. we play outdoors so maybe you are responsible for decreasing our God Given Soulful serene quality of life. NO D1 Low ridership for cheapest Fastest route in The Grand Rounds National Scenic area. SCANDAL: what the EI of yrs of const.

We use this area for walk, xoski, birding

Bottineau Transitway Draft Environmental Impact Statement

Comment Form

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Name: Gwyn Dalrymple Organization: Maplebrook Estates
 Address: [REDACTED]
 Email: [REDACTED]

I have lived in Maplebrook Estates for 13 years. I am a single mom; my son is 15 years old. I have always worked full time with no outside financial help, except from family when needed. I have put a lot of money into this house just for upkeep and expected to get some money out of it. My house is very close to West Broadway, as far as I can tell - the four or five units in front of me will be gone, which seems to me that I will be way too close to the Lightrail - NOT HAPPY about it at all!! A lot of residents will be affected in many ways, not just the people that will be displaced. What about my property value? What about the noise? This is a RESIDENTIAL AREA - what are you thinking? I have no problem with fixing up West Broadway but the Lightrail is taking it too far. Please remember we all have a story - we are families - times are tough already and this will not help; some of our lives get better - just worse!

From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 8
Date: Thursday, May 29, 2014 11:04:34 AM

Margaret Wall-Ramano, 2912 Kyle Avenue North, said she is concerned about the noise that will come with this project and how it will impact the D1 neighborhood. She said a deeply felt imperative and core pleasure of every Minnesotan is to be outdoors as much as possible once winter is gone. A lot of recreational activities take place not necessarily at parks, but at home in front and back yards and on porches, stoops and balconies. Soaking up the warmth of family and friends, drinking, grilling, throwing a ball, watching the kids run through the sprinkler, chasing the dog, gardening, and taking a nap in the sun are the kinds of things we live to do in the warm weather months after suffering through our long winters, everybody knows this. The DEIS includes a noise reading for her neighborhood that characterizes the ambient noise as rural ambient, that's how quiet their neighborhood is, it's unbelievable, and it's into this peaceful environment that the LRT will charge, effectively destroying people's ability to enjoy the use of their outdoor spaces in the way that they expect to be able to do. This will radically change people's lives not only temporarily with the construction activities, for how many years she hasn't been able to find out, but permanently with constant noise interruptions day in and day out. Some of her worst impacted neighbors will basically only be able to enjoy their homes when they are asleep, if they can stay asleep, which is a very wrong thing. She said she was flabbergasted to learn that in Golden Valley construction noise will be allowed 365 days a year between the hours of 7 am and 10 pm. This is an outrage and it must be corrected. Right now she asks that the City Council or the powers that be swiftly amend the City's noise ordinance to bring it in line with that of Minneapolis. It's ironic that Minneapolis, the big noisy, bustling city recognizes that its citizens need, and have the right to have, quiet after 6 pm while Golden Valley, whose quiet is one of its main treasures does not, and in fact has given it away and for what? It's admirable to be a cooperative regional neighbor, but not when the well-being and property rights of your own citizens are thrown under the train.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 2
Date: Thursday, May 29, 2014 11:04:54 AM

Communication #191

Christophe Wall-Romana, 2912 Kyle Avenue North, said he is a daily bus user and is strongly against the Bottineau LRT proposed alignment. He said the DEIS asks Golden Valley to sacrifice its environmental and recreational assets for an LRT project that will benefit the City very little and will serve mostly other communities further north. He said only 2.5% of the population will use the LRT and will meanwhile damage forever the peace and quality of life of all. It will also affect the beauty of two parks as well as Theodore Wirth which thousands of people from Golden Valley use. He said the project is expedient rather than respectful of people's lives. He said the LRT alignment completely bypasses North Minneapolis which is a big problem because they are the densest users of mass transit, with the lowest income and lowest car ownership in all of the Twin Cities area. He said the D2 option along Penn Avenue is the only other given option which the DEIS invalidates in the name of environmental justice, rightly so and D2 is a bad alignment, but other alignments should be considered. Time and money should not pressure the City into accepting a flawed alignment. He asked the Commissioners to preserve the natural environment in the City's recreational facilities and more importantly preserve the right of all present and future Golden Valley residents to enjoy these fragile resources by keeping the precious wetlands and beautiful landscape intact.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 6
Date: Thursday, May 29, 2014 11:04:39 AM

Communication #178

Brad Thorson, 2811 June Avenue North said he needs to see some renderings of what this is going to look like. If you look at the environmental impacts in the DEIS they are moving the rail line, they are adding two other lines, they are putting up a sound barrier or possible fence, he has no idea what this will look like. He said some renderings have been done for the station in the Wirth area but there is nothing at all for the public to see as to what sort of impact that will have and how it will change the way the park can be used.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 4
Date: Thursday, May 29, 2014 11:04:42 AM

Madge Thorsen, 2811 June Avenue North, said the draft EIS is legally inadequate in a number of ways. It doesn't analyze whether Mary Hills and Sochacki are being constructively used by the project within the meaning of Section 4F of the Federal Transportation Act when noise and vibration and defoliation and deforestation impacts essentially rob parks of their essence, that is a use, and a whole lot of things follow from that in terms of what needs to occur next if the parks are being used. Yet, the draft EIS is silent as to these two parks and that part of the required analysis. The same is true with respect to temporary occupancy. She said the DEIS recites in chapter four that the project is consistent with Comprehensive Plan of Golden Valley and Robbinsdale, but it doesn't mention the park sections of those plans. Chapter six in Golden Valley's plan says Mary Hills is a natural preserve for visual aesthetics and buffering, for walking and for passive recreational uses. Those appear to be inconsistent with shooting 82 decibels of linear noise down the tracks every 7 minutes, but you wouldn't even know that because that analysis is not provided, the facts are not there on which to base a decision. She said she also thinks the DEIS also underestimates the cost of the D1 alignment because it does not analyze inverse condemnation damages. A government can take property, not just by grabbing it, but by creating effects that diminish market values. She suggested the Commissioners talk to the Metropolitan Airport Commission who has been in noise litigation for 20, 30, 40 years. If the costs are understated they can't be compared to the D2 or any other alignment and the comparison of options are deprived which is a core flaw in the analysis of the EIS document. So Golden Valley as stewards of public land really needs to make some serious comments about this draft EIS.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 9
Date: Thursday, May 29, 2014 11:04:31 AM

Father Paul Moudry, Pastor, St. Margaret Mary Church, said their concerns are noise and pollution. If a station is built across the street from their church and the tracks go along their western border the noise will be really incredible with 200 trains per day going by with bells ringing as the train comes and goes from the station. The lights that would go on at the station and potential parking areas would be detrimental to some of things that they do at their campus with the neighborhood as well. Another concern is the pollution. He knows the buses are scheduled to stop on Golden Valley Road which might be environmentally friendly, but all the automobiles coming to and from the station and park and ride with all their noise and exhaust would not. He said their campus looks quiet and melancholy but it's very active 12 months of the year and they have an elementary school on the property so there are a lot of safety concerns. He said strangers cannot go across the school property. There are currently a few who go to the bus stop, but this would really increase if there is any kind of a light rail station. There have been offerings in some of the printed materials that their campus is one site being considered for a park and ride, they strongly oppose that. He wants to make it clear to everybody that their campus isn't for sale, their parish isn't dying, it is growing and that the parish owns the property, not the arch diocese. So noise, light and air pollution are some of their greatest concerns. And the traffic going to and from their parish with lots of senior citizens is confusing for them now, it will be even worse with added traffic.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 11
Date: Thursday, May 29, 2014 11:04:20 AM

Communication #175

Mary Leach, 301 Meadow Lane South, said she absolutely cannot understand why usage isn't being maximized. She finds it very difficult to understand why the Bottineau line is not running through North Minneapolis for people who need the transportation the most. There is the most vacant land for parking lots all along Broadway which is one demolished building after another. She just fails to understand why we aren't taking all this federal money and maximizing the usage for the greatest benefit for the greater good and people who really need this. She said she is also concerned about going through parkland which is such a precious and rare commodity. She said it is very hard to understand how plans have evolved to this point considering what the needs and objectives are.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 10
Date: Thursday, May 29, 2014 11:04:25 AM

Communication #174

Edward Johnson, 2718 Dupont Avenue South, said he is concerned about the comments that have been made so far. He hopes that this has not devolved into another situation currently being faced with the Southwest Corridor where the NIMBYs are definitely on the way to destroying that line. He would hate to see the same thing happen to this line. This nation, whether we want to realize it or not, is running out of energy, cheap oil, gas and coal and we need to do all we can to develop electrified rail in this country and especially here in the Twin Cities where we are so far behind compared to other cities. He said he wants to make sure that this project is realized as a benefit both to the environment and to future generations. He said there will be some construction noise and he lived along the Hiawatha line while it was being built and he had no problem with living with the construction noise and he has found that the line itself have very little noise compared to the traffic on Hiawatha Avenue. He said he hopes the line and stations will be retrofitted with restrooms for the aging population because that seems like something that has been missed in the plans. He also hopes there will be some connecting street car lines eventually to mitigate some of the bus and traffic noise. He said we've got to get serious about electrified rail in this country and if we don't progress with the federal money that will help, we won't get any and Minnesota doesn't get much federal money compared to what we put into Washington. This is one way of getting some of our money back.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 1
Date: Thursday, May 29, 2014 11:04:52 AM

Sean Fahey, 3941 Bassett Creek Drive, said that the DEIS shows that Golden Valley is not going to get any open space or environmental benefit. If anything, there is going to be increased traffic and reduced air quality. He said there may be development opportunities but from an environmental standpoint that just means there will be environmental degradation and wetland filling according to chapters five and six in the DEIS. He said the City should try to fight for mitigations as much as possible and use municipal consent as a way to get mitigations needed for sound and light. He said the City shouldn't be afraid to use municipal consent as a tool to make this project as beneficial as possible to Golden Valley.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 5
Date: Thursday, May 29, 2014 11:04:45 AM

Communication #172

Joanie Clausen, 2516 Lee Avenue North, said she received an email from a resident that she would like put on record. She has been told that there will be fencing around the Bottineau line and she is concerned that would make it hard for animals and residents to go back and forth. The residents in the area near St. Margaret Mary would not be able to use the nature area in the same manner. She is also concerned about noise and said a sound wall with natural trees and bushes would be best or a temporary sound wall should be installed until trees mature.

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From: [Zimmerman, Jason](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: comments from Golden Valley public hearing 7
Date: Thursday, May 29, 2014 11:04:36 AM

Communication #171

Nils Berg, 2440 Dresden Lane, said it seems like the materials are month too late or this meeting is a month too early to be productive and it feels as though this whole venture has a quick shuffle. He said he finds it interesting that the Bottineau preferred alternative was selected because the planners didn't want to displace either 72 or 175 families in North Minneapolis both of which the LRT representatives have said. He said that's a noble thought even if it is more than a tad disingenuous. In reality, the LRT is all about social engineering. It goes beyond social planning it is about telling people where they have to live. Retrofitting trains through valued neighborhoods is all about community disruption and displacement and to think of it as anything else is an exercise in deception and illusion. He said the DEIS document has an extensive section on water management and that's a good thing. Water flow going in and out of Rice Lake is a major concern for those who live in the area. He said Robbinsdale plugged up the flow under the BNSF tracks a number of years ago and as a result they experienced significant flooding in both Mary Hills Park and in their back yards. The water flow was so strong that they could literally white water raft in their yards. When Robbinsdale put in the new drainage culverts the matter was resolved and to this day those who live south of that area remain interested in any water tampering that's occurring upstream. He asked what is in it for freight. Reports about train delays, accidents and oil movement seem to appear on a frequent basis in the Star Tribune. He said it makes him think that if he was Burlington Northern Rail and he had trains backed up he would be interested in gaining shipping capacity. If you won't or can't give that to them, why would they be interested in sitting across the table from them and if he was the Golden Valley City Council, he wouldn't want to have to go back to his constituents and tell them that he had been successful in getting the railroad to bring longer, heavier and possibly oil laden trains through their neighborhood. He said his real concern is that he sees nothing in the DEIS addressing the fact that Mary Hills Nature Center and Sochacki Park are both sitting on a landfill. The landfill area is the final resting place for old Highway 100. The various paths in the parks have concrete slabs that can readily be seen are the remnants of the old roadway. The thing of interest about that is much of Highway 100 was built as a post-depression Department of Public Works project in the 1930s. Back then, before people knew any better, asbestos was commonly used in many forms of construction including highways. Asbestos fibers bonded to and strengthened the cement. It was not affected by temperature changes and helped provide protection from salt damage to the roadways. He said he doesn't know if there is actually any asbestos present in the concrete and from what he can tell neither does the DEIS document because it doesn't mention it. He said he does know that a variety of respiratory ailments can be directly traced to asbestos. According to the Mesothelioma website exposure over time can have dire consequences. An article he read states that an unbroken block of cement presents no danger, but any time it is cracked or broken, microscopic bits of asbestos are released. Once airborne they can be breathed in by an unsuspecting victim who discovers years later that the material has lodged in their respiratory system. The article states that people can still be exposed to asbestos if they come across broken chunks of cement that contain the hazardous material. He said he doesn't bring this up to instill fear but to encourage caution. He said light rail does not exist in its own little vacuum you need to look at the whole picture. The City Council does not live in a vacuum either and needs to be acutely aware of how moving heavy freight more deeply into Mary Hills could negatively impact the health and

welfare of City residents. Anything that causes ground vibration could disturb materials that need to be kept dormant.

Communication #171

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MAY 29 2014

Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Marta Spencer

Organization: _____

Address: _____

Email: _____

Random Thoughts: I speak as someone who will never use the Transitway to go to work, due to motion sickness. Also - I can drive to work faster than the Transitway will get me there.

I resent the fact that the word Transitway was used instead of some form of Railway ~~system~~ system. Transitway is a vague word. I thought it dealt with roads - not rail.

Maplebrook Estates will be greatly impacted by all of the construction, along with noise, detours, our east entrance will not allow us to travel north along Broadway. The new library will add traffic, and possible accidents. There will be longer wait time for us at 85th as we try to leave our complex.

I don't look forward to hearing the chime of the bells ringing at intersections as trains cross, nor the sound of the train horn honking, nor feel the possible vibration as the train passes.

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Name: Linda A. Paulson Organization: home owner

Address: [REDACTED]

Email: [REDACTED]

My back yard butts up against West Broadway. I've been told I'll probably loose about 10 feet from that side of my yard due to this project. That will probably mean my fence will have to be removed as well as my lilac bushes & lilac tree will be removed. If that is the case then what I would like to see happen is the following:

- 1) Move my lilac tree to another location in my back yard.
- 2) Remove the hill completely leaving my yard all one level
- 3) Install an 8 foot sound ~~barrier~~^{proof} fence
- 4) Remove the boulevard completely of grass eliminating my having to mow grass on the other side of the fence.

Thank you for listening to my opinion & desire.

Sincerely

Linda A. Paulson

MAY 29 2014

Communication #168



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Name: HARRIET LERDAL
SOZANNE LUNDGREN Organization: RESIDENT

Address: [REDACTED]

Email: ELIMINATE LRT B-C-D1 AND CONSIDER D2

1. WE HAVE LIVED @ THIS ADDRESS FOR 38 YEARS AND BOUGHT HERE BECAUSE OF GREEN SPACE, WILDLIFE (DEER, WILD TURKEYS, QUIET, EAGLES, HAWKS, AND A VARIETY OF MIGRATORY BIRDS), THEODORE WIRTH PARK, THE DRIVE, ST MARGARETS CHURCH W/ OPEN GREEN SPACE, PARKS AND ADJOINING TRAILS. ALL WERE REASONS TO LIVE IN THIS AREA.
- ALL OF THE ABOVE WILL BE AFFECTED IF THE LRT-D1 ROUTE FOLLOWS THE PRESENT RR RIGHT OF WAY THROUGH GOLDEN VALLEY AND UNDER G.V. ROAD
2. THE GV/WIRTH INTERSECTION IS ALREADY BUSY DURING CERTAIN TIMES OF THE DAY. ADDING PARKING, TAKING AWAY GREEN SPACE TO ACCOMMODATE LRT AND PLACING A STATION HERE WOULD ONLY CAUSE MORE PROBLEMS (TRAFFIC, NOISE, CRIME,)
3. THERE HAS BEEN A DISCUSSION TO TAKE OUT THE FIRE STATION PLACING ALL OF THE AREA E. OF 100 IN JEOPARDY.
4. THE D1 ROUTE RIDERSHIP IS LESS THAN POSSIBILITIES ON D2, WITH D2 OFFERING GREATER ACCESS TO EMPLOYMENT & HOUSING.

-OVER-

5. IF I READ CORRECTLY 10.5 ACRES OF WETLANDS WOULD BE AFFECTED WITH ROUTE D1. FILLING IN THESE AREAS WILL AFFECT OTHER AREAS THAT HAVE NOT BEEN ADDRESSED, NOT TO MENTION THE HORTICULTURAL AND WILDLIFE IMPACT.
6. IF LIGHT RAIL IS APPROPRIATE FOR WASHINGTON AVE. THROUGH THE U^IoM - WHY CAN'T IT RUN DOWN PENN. INSTEAD OF THROUGH PARKS, WETLAND, AND GREEN SPACE?
7. YOU WILL NEVER BE ABLE TO REPLACE WHAT YOU DESTROY - ONLY TO CREATE OTHER PROBLEMS. THEREFORE: ELIMINATE ROUTE D1 AND CONSIDER D2 WHERE THERE WILL BE POTENTIALLY MORE RIDERSHIP WITH FEWER IMPACTS TO THE ENVIRONMENT.

HARJET LERDAL
SUZANNE LUNDGREN
GOLDEN VALLEY, MN.
55422

Communication #168



Hennepin County Housing, Community Works, and Transit
Attn: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415



MAY 29 2014

Bottineau Transitway Draft Environmental Impact Statement Comment Form

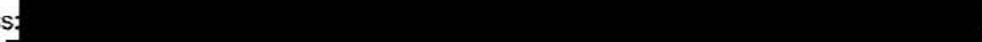
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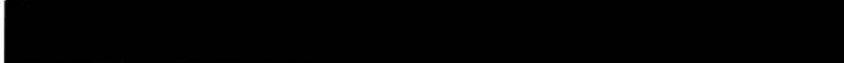
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Name: Dean Tambo Organization: live behind the track

Address: 

Email: 

We really need to do something for the environment and the future of our prairie and wetlands. Lets not just talk and have votes and money be a priority, but show that the environment is important by stopping the expansion of light rail. This would show that we are serious about the future and put some real meaning in our words.



MAY 29 2014

#1

Bottineau Transitway Draft Environmental Impact Statement

Comment Form

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Name: Darlene Lanke Organization: none - neighbor behind

Address: [REDACTED]

Email: [REDACTED]

#1 I believe in mass transit ex - Hiawatha line from Uets administration to the mall of America - works & helps alot of people - very loud - bells & trains.

#2 I live behind the proposed alternative less than one block away - I've walked the valley for over 19 years - 4/5 days a week - 6:00 A.M. The only noise you hear are animals - & wildlife - ex - ducks & birds & deer.

#3 Wetlands - you will ruin - the 9.4 - 10.2 - acres of wetland - mitigation with moderate & severe impacts will take the only Nature Center in Golden Valley.

#4 people in north, they want an road thru it - D2 would satisfy the reason for this train.

#5 Our area is quiet with NO people who depend on transit. They target wants our area for their employees

#2

**Bottineau Transitway Draft Environmental Impact Statement
Comment Form**

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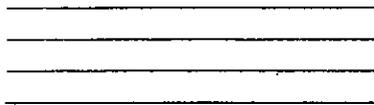
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Name: _____ Organization: _____
 Address: _____
 Email: _____

- #6) In Sec 5.3 - all wetlands areas with the potential, area of disturbance were considered an impact.
- #7) The only reason the B-CP is preferred is because A) the one small track was in existence & B) its the cheapest.
- #8) The Environmental Impact report mentions all the wild life within the area - a few are - Deer, woodchuck, wood ducks, geese - Loons/sometimes Owl - Canadian Beavers - Fox, Coyotes - Carcass,
- #9) Hazardous risks for material contamination should be NO-WHEKE!
- #10) - There is no noise at all except from animals - the train that goes thru twice a day is very quiet with no BELLS -
- #11) This study is very limited and BIASED - I expected more from the Environmental experts.

Attach First
Class Postage
Here



#3

Hennepin County Housing, Community Works, and Transit
Attn: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Please have the Federal government
use the money elsewhere - This
is a nature center. Please don't
ruin it. We have very few
people even using the bus in
this area.
The district uses the area for
environmental classes.

MAY 29 2014



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Name: PAM DALRYMPLE Organization: _____

Address: _____

Email: _____

I feel that all alternatives for the Light Rail was not looked at. There was an A option and B Option (west Broadway) what about a C Option not down the middle of a neighborhood. There will be houses within 50 feet of the Light Rail. As far as I know the current and proposed Light Rails don't go through a neighborhood where houses 50 feet from the train. West Broadway does not need to be redone to 2 lanes on the other side of 85th Avenue - since 610 exits have opened there is not the 13,000 cars indicated in the 2011 study. Please look into an Option C. I don't want to replace my peace and quiet at my home with a train noise. I work downtown and know what noise the trains make. Why not take the train farther down on Bottineau Boulevard and put in a transit station with buses running regularly to the Target Campus. Please don't put the train on West Broadway - pick another location for it instead of through a working peoples neighborhood.
 Pam Dalrymple



MAY 29 2014

Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: LOIS BINDER Organization: _____
Address: _____
Email: _____

The Bottineau Transitway will be a great boon to our area and city & state. Every effort should be made to lessen the noise factor for the neighborhood. I know it will alleviate the pollution factor from the thousands of cars that would otherwise drive through our area. Build it fast + build it safe.
Lois Binder
I want it in my neighborhood.

From: [Crikket 4evr](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Comments EIS
Date: Thursday, May 29, 2014 11:52:43 PM

Dear Sir/Madam,

I have read with interest the results of the EIS with regards to the proposed routes of the Bottineau Transitway Project. In theory, I am personally very much in favor for mass transit in urban areas which I believe alleviates congested roads and drives down pollution.

However, one area of the report particularly stands out as being contradictory and that is the decision that route D1 should take preference over route D2.

To build from Robbinsdale over the Walter Sochacki Park, through the Mary Hills Nature Area up to Golden Valley Road is a mistake based on these observations:

1. This is a floodplain. Building on floodplains is both notoriously difficult and expensive. In this area there are deep lakes, bogs and marshland which would require deep and costly drilling to find secure foundations for the track.
2. Route D1 does not serve anybody. Route D1 runs through uninhabited wetlands. D2 runs through an urban area. Mass transit is built to serve and transport people. I agree that the uninhabited route D1 is a quicker option if you are trying to transport people from one end to the other, but if this is the case why not use busses? I note it would be easy to have 'fast trains' during peak periods along route D2 if speed from one end to the other is a major concern, but this has not been mentioned in the report. Route D1 appears to be a private line avoiding the urban areas, which contradicts the reason for mass transit in the first place.
3. Neighborhood needs. Route D2 runs through a working class neighborhood. In other working class areas of Minneapolis where mass transit has been introduced, regeneration has been quick and has given a much needed boost to the economy of that area from property prices to flourishing local businesses. Building D1 through an uninhabited floodplain would offer none of these advantages and deprive a community of much needed growth. This appears to be an opportunity to do some good for a Minneapolis community and it is being squandered.
4. This area is a park and full of wildlife. Walter Sochacki Park links into Theodore Worth Parkway and is a thoroughfare for deer and much other wildlife. When I walked the route I saw deer, coyote, turtles and raccoons including a doe giving birth to a fawn directly next to the current track. To have to build tunnels/bridges through the wetlands to accommodate these creatures' natural roaming patterns would be expensive.
5. Minneapolis is famous for its parks. The reason many people choose Minneapolis over other urban areas is due to its metro-area parks. These should be protected at all costs and not destroyed.
6. Cost. Revenue is generated by the paying customer. Although the initial build costs of D1 may perhaps be less expensive, building a line through an uninhabited area will not generate any future income. D2 will immediately generate revenue from

the onset.

Communication #163

I look forward to your response and please feel free to let me know if you would like clarification or have any questions.

Best regards,

Freddy Crawford

From: [Margaret Wall-Romana](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: DEIS Public Comment
Date: Thursday, May 29, 2014 9:33:12 AM

Communication #161

Hennepin County Housing, Community Works, and Transit
Attn: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

PUBLIC COMMENT Re: Bottineau DEIS, May 28, 2014, 9:30am

This letter is to voice my strong objection to the Preferred Alignment of the proposed Bottineau LRT through Golden Valley, as described in the Draft Environmental Impact Study.

Hennepin County Commissioner Mike Opat has described the area through which the line would run as "an active freight rail corridor, not a pristine wildlife corridor", which he described as strewn with litter and poorly maintained. This is a disingenuous characterization. He is referring to a lovely, peaceful, wildlife-filled wetland area upon whose trails people stroll, run, bike, birdwatch and dose their souls with the balm of natural beauty – through which a freight train track currently happens to run. Is it "pristine"? No it is not. Is anything in our urban area "pristine"? Is it wonderfully quiet except for birdsong? A great deal of the time it is, in fact. Is it of value, and a special, irreplaceable natural resource for its neighbors, its city and the Twin Cities area? Yes! Should we who value it accept that it will be ravaged? No!

I object to this disingenuous denigration of Sochacki Park & Mary Hills Nature Area in pursuit of the Bottineau Line. The Preferred Alternative will not serve the transit interests of Golden Valley – it is very badly placed for that. What it will do is destroy a cherished nature area and the peace of neighbors along its path in order to allow several hundred trains a day to speed through the city, bypassing areas of greatest transit need, while serving the desires of other entities and communities. This route will be strenuously opposed.

Sincerely,

Margaret Wall-Romana
[REDACTED]
Golden Valley, MN 55422
[REDACTED]