

Appendix C: C Line Station Plan Comments

A draft *C Line Station Plan* was published on the Metro Transit website November 6, 2015. A 45-day comment period immediately followed and concluded December 20, 2015. A revised recommended *C Line Station Plan* was published on February 10, 2016. A 30-day comment period immediately followed and concluded March 11, 2016.

The primary objective of the *C Line Station Plan* was to communicate planned station intersection locations (e.g., intersection of Penn & Plymouth or Penn & 29th Avenue) and platform locations within those intersections (e.g., "which corners of the intersection?"). Metro Transit collected written comments throughout the comment period with a requested focus on the primary *C Line Station Plan* components of station intersection location and platform location descriptions.

Five open houses were held throughout the draft station plan comment period to communicate draft *C Line Station Plan* information and provide opportunities to submit comments on the plan. Open house materials were also posted to the C Line project website. Metro Transit's Community Outreach and Engagement Coordinator coordinated additional engagement opportunities and communications, including on-bus conversations with customers, area canvassing in collaboration with neighborhood organizations, and station-specific communications with surrounding stakeholders.

Please see Section II of the *C Line Station Plan* for more information about outreach and engagement activities surrounding the station plan process. The *C Line Public Engagement Plan* contains comprehensive information about outreach and engagement activities throughout all phases of the project and is available on the project website at <http://www.metrotransit.org/c-line-library>.

Over 165 written comments on the *C Line Station Plan* were received and covered a variety of C Line topics. These comments are provided below. Comments are organized by general topic or, if applicable, specific station location. Over 160 comments were submitted as part of the draft *C Line Station Plan* comment period. An additional eight comments were submitted as part of the recommended *C Line Station Plan* comment period.

Draft C Line Station Plan Comments

General Comments

COMMENTS ON MULTIPLE TOPICS

1. I was at the open house today held at Patrick Henry. I was very happy to hear about the plans that are being developed for the C-Line.

I've lived in North Minneapolis for 14 years, and have used the bus to go to work all those years. I've seen people get on with numerous children, many bags, strollers, groceries, old and young, healthy and sick. Bus transit in north Minneapolis is not a matter of choice for many who live here, but rather a necessity. I'm VERY EXCITED to know that there will be investment in this part of the city which has long been overdue. It seemed highly unfair to me when all the bus stops downtown were renewed with heaters, digital announcing boards etc., for people who don't even live in Minneapolis, while our residents often didn't have even a bench to sit on and were told they could not lean on the wall.

I'm happy to know that the new bus stops will have shelters, benches, heaters, digital announcers. I also hope that they will allow for a faster trip (currently, it takes me longer to get home in North Minneapolis on the bus than it takes me to arrive at one of the park and drive stops in the suburbs where my dentist works). The current proposed distribution of bus stops in the area that I'm familiar with- from 44th and Penn south, seems a good choice. I hope that the funding will be provided to continue forward with this project.

2. My husband and I live at ---- Penn Ave N, across from the proposed SB station at Penn & 29th. First of all, we really appreciated the personal visit from your staff last week. I've read the full proposal for the station and much the BRT line draft, and we both support the project 100% as it has been proposed. We understand that this will result in some short-term construction inconvenience and the loss of a few parking spots, but that is greatly outweighed by the benefits for our neighborhood. From our own observations, very little parking occurs in the spots where you will build the bumpout. Residents directly in front of those spots have and use offstreet parking.

An additional added benefit we're excited about is traffic calming. Two guests at our house over the last decade have had their cars totaled by late-night drivers speeding down Penn. We now encourage them to park on 29th or Oliver. I'm aware that bumpouts typically have a calming effect on traffic, and also help keep drivers from using the parking lane.

We don't feel the need to attend any community meetings, as we've both been huge transit boosters for years, are very well-educated on MTC's long-term planning, and the concepts of Heavy Rail, Light Rail and BRT, and are completely pleased with the plan as it is. (the Bottineau/ Blue Line extension however we both wanted to take Broadway instead of 55, both for increased access to more low-income folks and the home value increase we would have experienced, but we're still thrilled the line will come as close as it will, and that the new BRT will get us to the Blue line more quickly!)

If you need any local residents for favorable quotes for local media or project materials, please feel free to call on us. My work number below or this email address are best for reaching me. Thanks for being so engaging and doing such great work with the inexcusably low amount of funding you receive.

3. *City of Minneapolis Community Planning and Economic Development letter located in Appendix B.*
4. I'm very excited for the C Line aBRT and improved transit through North Minneapolis. I've commented on the two stations that I would most likely use. Thank you!

Osseo & Victory Area: aBRT platforms located at #2 & #5 are my preferred locations (where the existing stops are). The buses won't block the park paths, and offer a good catchment area and visibility of the aBRT stops.

Penn & 43rd Avenue: The proposed platform sites at Penn & 43rd are excellent, and make much more sense than trying to squeeze platforms into the oddly-shaped intersection of Penn Ave/ Osseo Rd/44th Ave. Bumpouts are welcome, losing 2-3 parking spots is no big deal in this area.

My primary concern is that this is an unsignalized & unmarked intersection and could be made safer with crosswalk markings added.

BRT FEATURES AND COMPONENTS

5. Thank you! Please add lighting and garbage cans
6. Exciting and needed improvements. Incorporate community art in station designs similar to Green Line. Same with standard bus shelters. Boots on the ground engagement and outreach for C Line project and future projects.
7. I'm all for the stations, for the better more efficient buses. The lighting and enhancements are very positive. Thank you!
8. Wi-Fi and heaters.
9. Great idea! More room and high frequency will be good. Need Wi-Fi and bathroom. Looking forward to the new buses.
10. Wi-Fi on inner city buses.
11. I think it's a good idea especially getting bigger buses and heated bus stops. I would be very grateful because it's cold standing at the bus stops so that will help me out a lot. I just hope nobody messes it up for the people who really need it and appreciate it.
12. It will be good if the buses had Wi-Fi.
13. Please do. Please add shelters. It is so congested now.
14. Heat and trip time in winter would be nice. Not to stop at every bus stop.
15. Heat and trip time in winter would be nice. Not to have to stop at every location or stops.
16. I really like the size change of the bus. It can get a little full to the point there are no seats.
17. I love the length and design of the bus, the new features to it.
18. Heated shelters will be nice. I like this proposal.
19. I think it would be a great idea. The accordion buses are an excellent use of space. I just moved to the area and will be taking the 5 and 19 most days. The NexTrip display is great because time varies from sign on stop and schedule you get on the bus sometimes. More hybrid buses!
20. Articulated bus is a great idea. Will definitely reduce congested buses. This plan appears to be very well thought out and efficient. I especially like the idea of paying before boarding, that is a wonderful time saver. I love it when I can see my tax dollars at work!
21. That would help with a lot faster bus. Heated shelters.
22. Put outlets on the bus to charge your phone.
23. Please have more heated bus stops.
24. Seems to be more convenient. I think bigger buses is a great idea. Crowded buses are not comfortable.
25. I believe that a larger more frequent bus would be a big improvement for the 19 and possibly make the 32 run later and more frequent.

26. There should be seats for children because I have got on buses with my children and there will be no seats for them and most people don't get up. Improve seats for kids. I like the idea because the 5 bus is busy during rush hours.

SAFETY AND SECURITY

27. More cops on buses including undercover cops.
28. Need more metro police on buses.
29. Making sure all safety measurements are taken to keep riders safe. Wi-Fi hot spot.
30. More safety/more room.
31. We need more safety.
32. More police officers but the bus drivers are nice.
33. Si me gustaria que todo norte de Minneapolis hay ga el tranporte del tren y tambien que hay ga mucha vigilancia como esas personas que venden drogas que todo eso qu tengen mucho cuidado.
34. Good plan. More security.
35. I think that would be a great idea just because of the amount of people using this route during peak hours saves time and is more efficient. Another thing Metro Transit should really work on especially on Route 19 is to work on safety and keeping paying customers happy.

SERVICE AND OPERATIONS

36. We need a North to South route! So far there is no way to go between NW Mpls and West Calhoun, Uptown and surrounding areas without transferring downtown. What should be a direct ride south on hwy 100 or Wirth Memorial Parkway instead takes 2-3 buses! It's nuts.
37. I would appreciate the C Line because it would drastically improve the speed and time of my trips due to the fact that I use this bus often. How often does the bus regularly run?
38. Might be better to consider Glenwood instead of Olson if Bottineau improvements are potentially 6-7 years out. Harrison could probably use more service. More aBRT ASAP.
39. From Hennepin to the Brooklyn Center Transit Center, so a quicker route is awesome because I have one more bus to get on at the Brooklyn Center Transit Center, so less time on the bus, the better. Heat stations? Awesome idea.
40. I hope they run all night. 11:48 and 12:48 shouldn't be the last buses. Make it run all night.
41. On time.
42. The walking extra doesn't sound the best, but faster bus route time sounds excellent.
43. May not work for handicap people. There are schools along the route that should have stops that don't.
44. That would help a lot. I like the fact that the bus will run every 10 minutes.

45. I believe it's a great idea. It will allow faster service.
46. To me it sounds amazing. It's like another form of the Green Line train and the 94. The Green Line goes to all destinations and the 94 only stops at some. I feel it will attract more opportunities for a faster experience.
47. Bus 19 is sometimes early four minutes.
48. I live several blocks down from the start. It would be nice to see an increase in buses or times that carry around that area more, especially with the C Line coming in. But I always take transit and the service has been helpful and easy. Will it be enclosed heated? It sounds like a good addition that will be efficient and quicker.
49. We just need lesser stops. It doesn't make to have a bus stop on every last corner. Nicer bus drivers.
50. The C Line should go through all of the 19 Route to speed up the process. But I think it's a good idea and a main platform should be downtown Minneapolis and Penn & Golden Valley Rd.
51. It would be good because the buses can be really packed and the driver has to stop picking people up.
52. C Line is a great idea because it offers more space during peak hours and could save time. C Line should really happen and be started soon.
53. I think this would be better than the buses.

GENERAL

54. This can't come soon enough!!
55. This map is kind of hard to understand the difference between planned station and general station area?
56. Please update the power grid.
57. Lake Street and Bloomington Ave S, Chicago Ave and Lake Street, Lyndale Ave N and Broadway Ave N
58. I think is a wonderful idea due to all the congestion on Penn.
59. I think it's a good idea for the community, homeless, and children to keep everyone warm.
60. It sounds like something good. We do need more buses.
61. I think that's a great idea.
62. I like it. Keep up the good work.
63. This seems convenient and I would use this service. I ride the 19 on a daily basis and I would appreciate this improvement.
64. I agree they should make the changes.
65. I think this is great.
66. Make my trip from north side to south side fast.

67. Very good idea.
68. I think that it will make for a better and more pleasant and more comfortable ride.
69. Very good.
70. Sounds like a good plan to me.
71. I think this will be helpful.
72. I think it is a good idea. I hope customer service will be better.
73. Works ok with me. Let our bus pass be longer.
74. 19 is always crowded.
75. I think it's a good idea and will let people get to these destinations faster.
76. I think it's a great idea.
77. I love the idea. It seems more convenient like an express bus.
78. I think it seems like a cool idea. The additional cost of creating new buses and of paying extra metro police is something I'd like to hear more about, but I guess it would also create jobs which is good.
79. Anything is good for faster time. I am at least five blocks from the nearest 19 stop. I wish it would be closer.
80. When would this be put into play?
81. Great. Just need more buses.
82. Just hope it works. Thanks.
83. I think it will help with over-crowding. I hope bus times will be faster and more frequent.
84. It would be a bit more efficient and convenient for people. Seems like the start of something that could change the transit for the better.
85. I think this would be perfect and speed things up. Less of a crowd.
86. Explained very well. Needed this a long time ago. Not stopping on every corner bus stop.
87. It sounds really nice. I spend a lot of time riding the bus. It sounds like it's going to be more comfortable and faster. They need to do that on the #5 bus route. Thank you and you guys are doing well.
88. About time they are doing something about this route because you can get on this bus anyday anytime and not have a seat. It should never run slow or on holiday time.
89. Excited! No complaints or concerns. Thank you for having reps in the field. I think it would be a wonderful idea.
90. I think it will be a boon. I'll get to my destination faster.
91. Get there on time. It will be good.

92. I like the new planned station locations and platforms.
93. I think it's a good idea. More efficient trips in less time.
94. Great locations. Good plan. Can't wait to see it.
95. I will love it.
96. It sounds good and it would help a lot. The woman was very helpful.
97. I might have to ride Monday through Friday from the C station.
98. It would be helpful to have buses more frequent, less, packed, faster, safer.
99. I think it's a good idea because it's really cold outside and most times I'm rushing and don't look at when it comes. Heater.
100. I think this would help a lot of people out at the stations and the longer buses would be really nice to have more space.
101. I think that would be a good idea.
102. 19 is a big help for me and others.
103. It's a good idea. I ride the bus as a means of transportation.
104. I like this idea.
105. I think it's a good plan. The 19 gets so crowded and is often late.
106. I would like you to do this because sometimes the 19 is full.
107. It sounds like it would be easier to catch the 19. Have more buses like this.
108. I think it's a good idea. Better to commute around town.
109. As a person who rides just about all the routes going to Brooklyn Park that get me close to home (Brooklyn Blvd and Zane area) who wouldn't want a faster trip?! At what cost?! Sending a train through Penn Ave is absolutely ridiculous and the cons outweigh the pros. For one this is a high residential area with lots of traffic, kids, businesses and more. Not to mention an area known for high crime. On any given day its a hazard to ride routes 5, 22, 19 and 724, but to have a train included is only going to make matters worse. I don't care how much security you have. Hell, they don't even patrol the Brooklyn Center Transit center enough and to lock it down in winter WHILE BUSES ARE STILL RUNNING IS STUPID, ABSURD AND RIDICULOUS! I speak for women with children who are out late coming from work. I feel for them, but I digress... I don't mind the travel time to get home because buses run frequently enough, but please do not in an already hectic trip home with loonies, drunks, fights, filth, loud music and more... Add to that with a train! That's adding to the problem that already exists. Try fixing the current situation before making it worse!
110. C line BRT is a specific and welcome response to the requests by Black Lives Matter and others for more investment in North Minneapolis. In addition to bringing development to the North Side, we need to make it easier for residents of this part of our city to get to good-paying jobs across the metro area.

This line however will not eliminate the need for improved local bus service. Once both the Green and Blue Line LRT extensions are built, I would urge Metro Transit to invest in a circulator

bus route connecting the Penn and Van White stations on both lines with Plymouth or Broadway. This would have the additional benefit of connecting Bryn Mawr and Heritage Park with nearby neighborhoods.

Brooklyn Center Stations

111. Folks will be interested in this in Brooklyn Center – but no one knows about it at all so timing of a meeting is important. It would be good to have some press about what the C Line is.

And again, I am so impressed in all the work done to make all the stops look so good – signs, trash cans, solar panels, and wonderful bus shelters! We see all this good work done by you. It makes our city look good!

BROOKLYN CENTER TRANSIT CENTER

N/A

XERXES & 56TH AVENUE

112. No stop near the gas station at 56th & Xerxes. A lot of traffic there. Should eliminate stop.

113. The planned platform locations are a good idea, however, there should not be a bus stop at the corner near the gas station on 56th & Xerxes because it is a busy gas station. A lot of cabs go in and out.

BROOKLYN BOULEVARD AREA

N/A

Penn Avenue/Osseo Road Stations

114. From 44th down, the area I know and use transit, they seem good to me. I am thrilled that the inner city is being considered for a vital service. More to go by email.

OSSEO & VICTORY AREA

115. I live at ---- Osseo Rd. in Minneapolis. After several meetings and talking extensively with MTC and the Victory Neighborhood residents regarding the C-Line stop locations in the Victory area, below are my thoughts on the draft plans for the 46th and Osseo/Victory Area stops.

Below my comments on each location is a detailed explanation for these comments.

The proposal lays out four locations:

A: Southbound on Osseo and Victory Drive, Northbound at 46th. This is the original proposal that caused significant controversy in the neighborhood and friction between MTC and the neighborhood.

B: Southbound on Osseo and Victory Drive, Northbound Osseo and 45th. This proposal includes a poorly chosen southbound location and a decent northbound selection.

C: Southbound on Osseo and Parkway, Northbound Osseo and Parkway. This proposal selects two locations that fit well with the traffic patterns and pedestrian movement. I understand there are difficulties in building on parkway property which I address below.

D: Do not build. This proposal may make sense as the C-Line stops in Brooklyn Center are not in scope for some time. Stops north of 44th and Penn may make sense as a separate project.

There is no option E: Southbound on Osseo and Parkway, Northbound Osseo and 45th, though this may mix parkway and non-parkway stops.

My personal selection is a mix of Option C (two parkway stops) and Option D (no build), to provide stops on the parkway and to work with the Parks Department on designs for landscaping and other requirements to fit the stops in to the look and feel of the WWI memorial that is our namesake.

Given the long timelines involved, it makes sense to take the time required to analyze the locations and funding required to create access to the Parkway and the neighborhood via the C-Line.

By integrating the C-Line stops with the parkway, we are in a position to create not only a destination stop at the parkway and near the commerce node at 44th and Penn, but also to integrate city services directly with a beautiful neighborhood and war memorial.

At the MTC Open House representatives were concerned with two large aspects of building on the Parkway.

1) Sight lines and general aesthetics of the parkway.

To address this, the stops as proposed create a symmetry on the parkway, one on either side of the boulevard. Selective landscaping and possibly public art reflecting the solemnity of the memorial can create a destination on the parkway instead of an interference. Landscaping with flowing trees and raised memorial markers similar to those near the Lincoln statue to the west would create a visually pleasant node. Potentially adding benches matching those at the Flagpole and Lincoln and sculpture or informational materials about the Parkway would make the stops an appealing place to visit.

2) The concerns from MTC of a one-off transit stop unlike the others would make the stops more difficult to service and repair.

To address the concerns of a one-off stop we look to the solution #1 above. By using creative landscaping behind and adjacent to the stop, the stop itself can be a standard BRT station directly on Osseo Road.

During peak times, south-bound traffic backs up from the traffic signal at Memorial Parkway north to Thomas Ave. North-bound traffic backs up from Memorial Parkway south to Queen Ave. Adding stops 200 feet north and south of the light effectively stops traffic twice (once for BRT, once for the signal) and will increase backups significantly.

By building on the Parkway in the proposed locations traffic will stop at the buses, but traffic is already stopped for the light. This would add some, but not significant additional congestion.

Osseo Road is a very high-traffic thoroughfare. In the Victory Area, the only safe crossing is at the parkway with the signal, walking path and crosswalks. In locations proposed north of the

parkway there are no sidewalks or safe crossings. This proposal would stop buses in the traffic lane, force cars in to the center turn lane and increase congestion and confusion at already dangerous 6-way intersection of Osseo, Memorial Parkway, Victory Drive and Russell Ave.

In addition to the C-Line traffic, at the MTC Open House we learned of the proposed D-Line that would also take advantage of these new stops. This line makes a full seven (7) bus routes with stops on Osseo Road. Additional traffic from the D-Line simply enforces my proposal of either No Build or to take the time and care required to put the stops in an area that makes sense for the traffic on Osseo Road. Two more buses with the D-Line will create a scenario of a double bus every 2.5 minutes through a residential neighborhood.

Below is a full outline of previous concerns regarding this proposal. These concerns are from a letter I sent to MTC in September of 2015 and have been modified slightly to encompass information and feedback from MTC since that meeting.

As I outline below, additional stops south of 49th do not seem to fit the plan or scheme of the MTC BRT project. However, if stops will be built, even with resident opposition, I believe my recommendations above illustrate the best location for the stops.

As concerns the proposed parking BRT transit stops in the Victory Area

Victory Memorial Parkway is this nation's longest and Minnesota's largest World War I memorial. We are concerned the addition of two BRT stations in the proposed locations will damage the neighborhood and the WWI memorial that is our namesake.

Concerning North-bound and South-bound locations:

- Location 1: South-bound on Osseo Road, in the "green space" adjacent to the residential property at 2412 Victory Memorial Drive.
- Location 2: Northbound on Osseo Road, in the "green space" across Osseo from 4525 and 4531 Osseo Road.

Osseo Road is a very high-traffic thoroughfare. As such, traffic management on this road is difficult under the best circumstances. The proposal will erode or eliminate recent improvements to Osseo Road. Residents of the neighborhood long fought for improvements to Osseo Road that include re-striping to 3-lanes for traffic calming, added bike lanes and shared shoulders, and moving bus traffic off the over-paved gutters. This proposal would stop buses in the traffic lane, force cars in to the center turn lane and increase congestion and confusion at already dangerous 6-way intersection of Osseo, Memorial Parkway, Victory Drive and Russell Ave.

During peak times, south-bound traffic backs up from the traffic signal at Memorial Parkway north to Thomas Ave. North-bound traffic backs up from Memorial Parkway south to Queen Ave. If buses are stopped at either location, traffic effectively stops twice (once for BRT, once for the signal) and will increase backups significantly. If buses are stopped at both the proposed north-bound and south-bound locations simultaneously, the effects of the traffic signal are amplified and traffic on Osseo Road will become gridlocked. Our fear as residents is not only over congestion, but also safety. As bikes, cars, and pedestrians navigate the congestion, they are ultimately forced in to the center turn lane or in to a very dangerous crossing.

The Property adjacent to 2412 Victory Memorial Drive was removed to improve sight lines at the dangerous intersection of Victory Memorial Drive and Osseo Road. The city purchased and demolished the property at significant tax-payer expense when altering the intersection to make it safer. The proposed BRT stop re-introduces the visual obstruction.

Extremely low ridership does not warrant 6 bus stops in a 3 block stretch of Osseo Road, and additional BRT stops two blocks north of Penn and 43rd. The stretch of Osseo Road from Memorial Parkway three blocks north to Thomas Avenue has two north-bound and two south-bound stops. With proposed stops at Penn & 43rd, stops at 45th are within two blocks. For rapid transit this is counter-intuitive. South of this area, the next stop is Dowling (38th) and Penn. By this measure, the next stops north should be Osseo and 49th.

There are no destinations, amenities or business nodes for riders entering the area. The proposed stop locations already have extremely low ridership. There is no additional demand for ridership in to or out of the stretch of Osseo Road in the proposal. The business node at Penn and 44th is served directly by the proposed BRT stop at Penn and 43rd.

Air, noise, and light pollution are a large concern among residents due to the already heavy traffic on Osseo Road. The addition of two double-buses every ten minutes will significantly increase the noise and air pollution in this area. Later adding two more buses with the D-Line will create a scenario of a double bus every 2.5 minutes through a residential neighborhood. Stopping traffic twice in both directions, once for the traffic signals and again for the bus stops, will increase the noise and air pollution from idling engines and frustrated drivers. Brightly illuminated bus stops on properties directly adjacent to and immediately facing residential houses will lower the quality of life and property values for those residents.

Trash, garbage and debris will increase along the new BRT stops. This is not just anecdotal as was shown by BRT presenters at the Victory Neighborhood Association (ViNA) meeting when they asked why a private business was maintaining a trash can near a normal sheltered bus stop. Neighborhood residents regularly collect trash and debris from existing bus stops along Osseo Road. Metro Transit does not clean and maintain the current bus stops to an acceptable standard. The BRT stations enhanced maintenance plan does not cover areas and property adjacent to the stops.

Crime and vandalism will increase in the area surrounding additional stops. With no destination and no demand for ridership, we believe additional stops in quiet residential areas will bring attention to an otherwise calm and quiet area. At the low ridership stops we currently contend with public urination, public defecation, litter, vandalism, and fights. We expect these problems to come along with unattended, underused BRT stops.

Property values will plummet for residents near Osseo Road. People who purchased homes in this area will see a decrease in the value of their homes in what was once a valued and attractive portion of the neighborhood. What is now green space, grass and landscape near the nation's longest World War I memorial will become a noisy, ill-maintained eyesore.

116. I am a resident at ---- Victory Memorial Drive. I, along with the neighbors on my block as well as neighbors across the street near the "triangle" parcel of land on Osseo and 45th street object to the proposed stops.

In the words of my 10 year old daughter: "I don't understand why the city took our taxes to tear down a house because they said that it blocked the view and made the corner dangerous and now they want to take our tax dollars to build something and make the corner dangerous and block the parkway all over again."

This is, at it's most basic, a primary concern we in the neighborhood have.

All alternatives for southbound options include only the option of the corner at Osseo and Victory Memorial Drive. There appears to be no consideration for the existing stops further

north at the light on the corner of 47th and Osseo Road adjacent to Air Lift Doors and across the street. This area is conveniently located at an existing stop, at a stoplight allowing for safe crossing, and away from the grandeur of our Victory Memorial Drive.

The current proposals do not take the well-being of the neighborhood into consideration.

The northbound triangle proposal which seems to be under consideration despite the notation of "fatal flaws", provides the only green space for residents on the east side of Osseo Road. A station here would eliminate any view residents in nearby properties have. Their only view would be of the bus stop.

The original planners of the city of Minneapolis made deliberate decisions to include green spaces within the city. The beautiful Victory Memorial Drive, and the green triangle parcel of land are examples of this early commitment our founders made. The proposed C-Line stop appears to ignore this completely in the interests of checking off a box and expediting a project. If stops were being proposed on a residential block on Xerxes avenue which is adjacent to the North/South part of the drive, this wouldn't even be a conversation.

We feel that part of the reason a stop on our street is under consideration is because our neighborhood is one of much more modest means and therefore, a less powerful voice.

And all this, to provide a stop at a location which currently is utilized by an average of two riders.

Let me be clear, I am a big proponent of mass transit. But this project, from the neighborhood level, all the way to the big picture, seems ill conceived and rushed.

Let me list some concerns:

From a neighborhood perspective:

- At considerable tax payer expense, the house on the corner of VMD and Osseo was torn down. Justification focussed primarily on two things: Make a dangerous intersection safer by improving sight-lines; preserve the grandeur of Victory Memorial Drive, which was undergoing costly renovations and beautification efforts. It now appears more tax payer dollars are going to be expended to reverse the improvements in an area that currently does not utilize mass transit.

For this reason alone, the proposed stop should be a non-issue. It is hard to understand why this is not the case. The stop goes directly against wishes voiced by city planners only a few years ago.

An alternate stop one block to the north at 47th street keeps the stop close to the neighborhood but uses existing industrial locations which are already stops used by neighbors.

- Considerable expense was also incurred to improve the traffic situation on Osseo Road as well as make it more bicycle friendly. Even after improvements, traffic backs up regularly on this road. Adding a major stop in the middle of a block will choke traffic even more. Residents will not be able to use alley exits onto Osseo road bus riders will not be able to safely cross the street at their stops. The center turn lane will be consistently used for passing purposes. An alternate stop one block to the north at 47th street will take advantage of the existing stop lights.
- Aside from the tremendous expenses of a lit, heated, wired station in a location used by few, if any riders, key safety concerns emerge. The proposed stops on both sides of the

street are adjacent to alleyways. Riders with bad intentions disembarking here will have ample opportunity to access homes of modest means, many of which cannot afford ample security systems. A stop in the more industrial area at 47th would discourage the convenience factor of home invasion.

- Neighbors are concerned, in general, about security and cleanliness. In addition to a 24 hour heated shelter inviting illegal activities, it also invites excessive littering and petty vandalism. These are not speculations: residents already deal with these issues we don't want them to escalate. The amount of blowing litter not to mention human waste currently resulting at the existing stop is already challenging to residents who work hard to keep our neighborhood safe and clean. The proposed stop will multiply this issue.

From a City-wide perspective:

- It is no secret that the current line running along the proposed corridor is one of the more dangerous routes for mass transit. Along certain parts of this route, it is probably also the most necessary for residents to travel the city. However, current riders from North Minneapolis have no guarantee for their safety even in the current situation. I used to ride this bus into downtown but no longer do so out of concerns for my safety and my kids' safety. In all the proposals, I see no analysis of the safety situation on the busses, nor do I see any budget plan for safety improvement. How much security will be on busses, how much will it cost to guarantee safety of riders?
- Likewise, I see no budget or plans for how litter and other station maintenance issues will be managed. There is no analysis of the current situation and no plan for resources to maintain enhanced stops.

In summary:

The current plan seems to contain little in the way of detailed planning which analyzes current conditions and city plans to make the best use of mass transit dollars (which are also taxpayer dollars.) In fact, when we met with C-Line planners to voice our concerns we were told that there is no cost estimate for these stops and the resulting support needs. Likewise, when we voiced concerns about safety and maintenance, all we heard was that there would be more effort with these stops than current bus stops.

Quality of life for neighbors and consistency with the city's commitment to green space seems not to be a consideration.

Budgeting and analysis of needed resources to maintain safety seems not to have taken place.

No budget or plan for groundskeeping, trash clean-up, station maintenance has been put forth.

While there seems to be information regarding ridership, plans for stops do not appear to dovetail with need. Since planners will not tell us costs, I can't be specific, but based on an early glimpse of estimated expenditures, costs for the proposed stop in our neighborhood will exceed \$1 Million per rider. This is a poor allocation of taxpayer money.

I am disappointed and heartbroken about how these plans, if they remain in place, will impact our neighborhood. I am further disillusioned and disgusted by what seems to be poor handling of the tax dollars we work so hard to be able to pay via the careful budgeting of our own expenses.

Thank you for your review of my comments.

117. I am writing to express my opinions and comments regarding the BRT C Line. I am a homeowner in the Victory Neighborhood, in the very immediate vicinity of two of your proposed stops on Osseo Road.

Our neighborhood is a quiet, residential area, and although we live on a busy street, it is not a central hub for pedestrians. Osseo Road has always had very dangerous traffic. We recently had Osseo Road re-striped to 3 lanes in an effort to calm some of the speeding traffic. We also had a house removed at the northwest corner of Osseo and Victory Memorial Drive to improve the sight lines for traffic turning onto and from that street. There is consistently excessive speeding, providing for an unsafe area for pedestrians. The only safe area for pedestrian crossing is at Victory Memorial Parkway, at the stop light.

I do not support the proposed stop at 46th Avenue North/Osseo/Sheridan Avenue North. Ridership is minimal, at an average of 2 riders using stops in that area. There is no sidewalk infrastructure or electronic pedestrian crossing signals. Where sidewalks do not exist, they cannot be built as there is no available right-of-way. Traffic leaving the light at the parkway, heading north, often gain speed rapidly, making it dangerous to cross the streets there and for buses to pull over that close to the light. The neighborhood is not a good fit for this sort of bus stop. It is quiet and residential, with no commercial hub or large volume of bus riders. The residents do not want this here. I don't see how a stop here is justified for such low ridership and support.

I also do not support the southbound station at Osseo Road and Victory Memorial Drive. Building a stop on that lot will completely negate the removal of the house on that corner to improve safety.

Building a BRT stop at that location would block sight lines and access to Osseo/Victory Memorial Drive. The intersection there is very dangerous, and stopping a bus there would only increase the hazards for anyone in the area. Safety is very important to our neighborhood.

To date, those of us who already have bus stops near our homes have had to deal with litter, noise, trespassing, urination, the dumping of troublesome bus riders, and our homes shaking. Buses that drive on the shoulder cause every house in the area to shake. Since the re-striping of Osseo Road, that shaking has lessened. Increased bus traffic driving on the shoulders there would cause the shaking to increase. Adding a larger stop in this area would decrease the livability of residents here. Home values are already low and a BRT stop would make selling one's home nearly impossible. The light pollution, sound, loiterers, bus exhaust fumes, and litter are detrimental to our peaceful neighborhood.

There is no parking available in the area as it is residential. It is not an area pedestrians can easily access and that would increase the likelihood of bus riders driving to the stop to use it.

Building BRT stations in the area of 46th/Osseo/northwest Victory Memorial Drive just because it makes sense on a map is not something area residents support. If this were on Xerxes Avenue North, none of this would even be an option. Just because we live on a main thoroughfare, doesn't mean we want or need this sort of bus stop, or that we should have to put up with it and all that comes with it. Many of us live here because it is a nice, quiet, residential area. Please do not build these BRT stations in these locations.

Many of us in the area affected by these stops have written, spoken, and met with you several times to express our thoughts and opinions regarding these proposed stops. I hope that those opinions are sincerely taken into consideration.

118. Thank you for the opportunity to make comment on the planned station and platform location along the C Line.

I live at ---- Victory Memorial Pkwy so the platform near 46th Ave. North and Osseo Road would be my nearest station. I am very positive about this station and the improved public transportation that the C-Line will provide.

I most favor Alternative C however I am very open to Alternative A or B since these proposed locations would link to the D Line in the future.

Osseo Road is a Major Transportation Corridor connecting North Minneapolis to Downtown, it's important to have a connection to other parts of our city and the Blue and Green Lines of LRT.

Victory Memorial Parkway offers direct, safe and easy access to a C-line platform station near or on the parkway. This is a natural location with beautiful trees, a great walkway and bike way that is safe and well maintained.

The platform could add to the parkway benefits providing a contemporary platform, bench, bike rack, ticket machine.

A platform near the parkway could bring people into the neighborhood. Victory 44, The Warren, Goddess of Glass, The Doorway are all businesses that could benefit.

The C-Line Platform Station will provide a great opportunity to bring our community together. Those who take public transportation, get to know their neighbors. We have many new, young families moving into our neighborhood. It is important to have improved transportation to connect our Urban neighborhood to other parts of our great city.

The Victory Pkwy. C-Line Station would provide great transportation to the Wirth Co-op that will be opening next year at Plymouth and Penn.

The station is near Loring Community School. With a short walk, teachers and administration could be connected to the Minneapolis School District Office.

Many young families have children that will eventually take Public transportation to their High School of Choice. Improved transportation will provide easier and safer access for these students.

I am very aware that your Metro Transit team has listened to many against the proposed platform for the Osseo/ 46th Station alternatives. I attended the open house at Patrick Henry High School and shared what I learned with 25 different households. In conversation I heard very positive feedback from new neighbors and young families. Families chose this neighborhood for the affordability, the parkway, the proximity to downtown. They look forward and share enthusiasm for more convenient, safer public transportation. Many of my neighbors have not been actively engaged in neighborhood issues because they are new to this area, have young children, and very busy life schedules. These neighbors believe in our community, and trust that our civic leaders will make good choices for the growth of our neighborhood and community.

I also trust that your Metro Transit Team proposed a Osseo and Victory station for the good of our neighborhood. These sites have space, they are safe and will only become safer with increased ridership with BRT.

I look forward to extended conversation at the Victory neighborhood meeting on Wednesday.

119. Tires squealing. Multiple deafening booms....yelling and screaming.

This past April, these were the sounds that caught our attention on a warm day as we sat in the backyard with a couple friends. As our dog got scared and consequently squeezed through a small opening in our fence to escape, we struggled to grab him before he ran into traffic as we simultaneously ran to the aid of the 4 children crying from the van that was pinned into the side of our house. I will never forget their mother's wail....injured, yet fighting to make sure her babies were okay...their father disoriented from the accident. On the street (Osseo), a father holding his 2 year old girl in his arms, blood gushing down her face and through her blonde hair. ... his vehicle slammed into a utility pole.

As our yard turned into an accident scene and the fire department and EMT's showed up, I couldn't help but think that just minutes before, our neighbors had walked across the same path of this accident back to their home and just barely avoided possible death. The set of concrete stairs that the van hit had crumbled and shifted, and was inches from hitting the gas line to our home.

Traffic Safety:

It seems dramatic in my description because it WAS. Everyday I walk across my "newly poured" sidewalk, I thank God that no one was killed. In addition, this was a month before our wedding. The accident caused foundation issues and it took 6 months before we got everything sorted out with insurance, contractors, etc... You will now notice a giant, obnoxious rock in our front yard (see attached picture). I think it is awful to look at, but I admit that it does give me peace of mind to know that our family may avoid future danger from another car accident on this busy street.

As you can see in the attached photos, when the light turns red at the parkway, traffic backs up during rush hours, well over a block past the potential stops of Victory/Osseo and 46th/Osseo.

As I'm sure you are well aware, the house that was previously located at the potential stop area of Victory/Osseo was removed due to visibility issues at that immediate intersection. Now you are talking about putting a bus shelter there, which in regards to the shelter itself as well as buses stopped there, will recreate the same issue that was previously resolved.

Osseo is already a dangerous street in general. This is a residential street whose traffic amount and pace is equivalent to that of a highway. After Osseo was again repaved last year and went from 4 lanes down to 2 car lanes + 1 turn lane +bike lanes, it was a mixture of positives and negatives. Positively, the potholes were finally filled in and we no longer experience a shaking house when the buses or vehicles drive down the street. A con is that many folks now use the center turn lane as a passing lane at (quite literally) 50-60 miles per hour. I have seen drivers pass 7-8 vehicles at a time down this center turn lane. If anyone from Met Council would sit out on Osseo in front of our house during rush hours, specifically during warm weather spring-fall, you will see this happen consistently. I urge you to invest the time to do just that, sit and watch the traffic flow during rush hours. Contact me and I will let you use my front stoop!

Decreased Property Values:

We are seriously considering selling our home, now on an accelerated schedule due to this bus station proposal. So not only do we have a mortgage whose outstanding value is higher than what we will most likely get for a sale on the house, we now have a giant rock in our front yard, a car accident to disclose, and a potential bus stop going in front of our house. Do you know anyone looking for a new home? As much as you have said that you do not want to decrease our quality of living/life/house values, adding bus stops in our residential neighborhood WILL do exactly that.

Also, I previously brought this up at a neighborhood meeting, but when they repaved Osseo again and because they just keep repaving over the top of the road instead of digging it out to redo, we consequently have no curb left in front of our house. Most of the water drains to our side of the street (photo attached) and since the street drain clogs so easily/frequently, we end up having either pooling water over our sidewalk spring through fall or thick ice build up in winter. We already have fears of someone falling in front of our home on the ice and getting injured and us being liable for us, so we are out there consistently chipping at the ice and trying to stay ahead. Unfortunately, it's a pointless battle that we won't win due to the conditions caused by the road's construction. This past summer, I contacted the county (who is in charge of Osseo) and asked them about getting a new curb; their response was that WE would not only be assessed for the curb to be put in if we moved forward with the complaints, but that they could not do so without the city raising/redoing the sidewalk & that we would also be assessed by the CITY for a new curb. So on top of our house being underwater, we'd be spending another \$6,000-\$10,000 on the small portion of sidewalk in front of our house to be fixed. No thanks! If you put in a bus stop, that means more pedestrians whom do not have a safe place to walk when getting to and from the bus stops. WE ARE NOT PAYING FOR A NEW SIDEWALK/CURB! They should have done it correctly when they redid the road; I am not paying for the city/county's lack of proper planning. There are no crosswalks except for on the parkway.

Loiterers:

We already get people that sit on our warping retaining wall that we have to yell at to "move along." Every day I come out of my house, I look down the street to the existing bus stops to see whom is waiting there because I am scared they are watching when I leave for work. 4 of my immediate neighbors have had their homes broken into at some point or another. Everyone knows that where there is a bus stop or a shelter, there WILL be loiterers. Increased lighting or security cameras will do absolutely nothing if the cameras are not constantly monitored, and even then, if a crime happens and the person has on a hood and runs before a security officer gets there, there is nothing that can be done.

Our neighbors' kids attend Loring Elementary and walk to and from school alone; they have already expressed that if bus stops are added in the neighborhood, they will no longer feel comfortable letting them do so or letting them go outside to play by themselves. And I can't say I blame them.

Trash:

No exaggeration, everyday I come outside, I have new trash in my yard ranging from Swisher wrappers, fast food wrappers, empty cigarette packs, styrofoam, cups, candy wrappers, etc... I understand that is to be expected on a busy street, but adding a bus stop in our neighborhood will only increase this litter. I understand that the shelter would incorporate trash cans, however we all know that just because there are trash cans doesn't mean people will use them. Just like the cars driving by now, it takes RESPONSIBLE ADULTS to not chuck their trash out of their car window, which is apparent that this doesn't come naturally for everyone. Wind can blow a trash can over, and then I have a whole bag of trash in my front yard. I would guess that maintenance workers hired for shelter/stops will not be coming down the block or across the street to pick up the trash in my yard.

My "Vote":

My vote is to have NO STOP/STATION in the Victory neighborhood. There are not enough riders in our neighborhood to justify a stop here, especially with one already at 43rd/Penn.

If anything, with the new school being built where Malborgs formally was, I think that potential stops at Osseo/49th (no houses on this corner, only well-maintained businesses) and Brooklyn Blvd/51st should be visited.

If you ABSOLUTELY HAVE to do a stop in the immediate area, I would cast my vote to have them on the parkway or on Osseo/45th and Osseo/Parkway. There is already a great program in place for Parkway maintenance, good lighting, safe crosswalks/sidewalks for pedestrians to cross, and most importantly, it's not SMACK DAB in front of anyone's house.

Conclusion:

I appreciate your time in reviewing my concerns. Please feel free to contact me with any questions.

Unfortunately, I feel that the communication from Metro Transit on this project has been poor; promised notes/summary from our neighborhood meeting were not sent out in a timely fashion, we were not told anything about the D-line also sharing these potential stations, and residents were not made aware of the project early in the project like we should have been. I didn't receive an email about the November public meetings until a few days before.

I feel that Metro Transit should have been personally knocking on our doors to tell us about this project to begin with, especially for those of us with a potential stop within a half block radius!! Even simple postcard mailers to the neighborhood would have helped.

On any note, I thank you again for your time and for considering the effects a station would have on our lives.

120. I received information about the proposed C Line from a neighbor and think it's a great idea, so she encouraged me send this email.

I recently moved to 43rd and Russell Ave. N in Minneapolis and work in downtown Minneapolis. I would be very interested in riding the bus if there was an express line as well as feel much safer at the bus stops if they were well lit and heated. Penn Avenue and Osseo Road are a main thoroughfare for North Minneapolis and I think it's long overdue that we have a higher performing express bus route to meet the needs of the community. I recently attended Holiday on 44th, and was so surprised and encouraged by the amazing turnout. I can only imagine that a large percentage of these people feel the same way I do.

Unfortunately I have not been able to attend the Victory Neighborhood Association meetings, to hear the pros and cons of building more advanced stations and their locations, but I have viewed the map/platform model and understand approximately where the proposed locations are. As I understand it, there are already bus stops in many of the proposed locations or in close proximity. Since this is a main thoroughfare and buses already run, it seems to make all the sense in the world to build legitimate, substantial and safe bus stops. I have heard that some of the community does not want the larger bus stops near their homes, and I understand their concern. But they have chosen to purchase property on a busy street in an urban area. I personally would not buy a home on a main road, but that's just my preference. I believe that people who choose to live on busy streets should have a level of expectation that there will be more activity, including traffic (car and foot), noise and light, by way of cars, street lights and hopefully a safe well-lit bus stop. Again, they chose to purchase this property on a busy, main thoroughfare. To assume they will have a level of quiet and inactivity that others have off of a busy street, is unrealistic.

Thanks for allowing me to share my opinion. I appreciate the opportunity to speak, no matter what happens!

121. I'm afraid I will not be able to attend the public open house regarding the C line BRT. I was present at the first meeting and I think I let my preferences be known but I wanted to reiterate after looking at all the options. I know my neighbors do not feel the same way that I do but I live at ---- Sheridan Ave N (at the Triangle between 46th & Sheridan) and I think that Alternative A would be perfect. As stated in the previous meeting, I want to make sure that there are garbage cans at each platform and I would like to see motion sensitive lights that would not turn on unless someone enters the platform so that we are not constantly blinded by light in our windows. This could be somewhat difficult because of the traffic going by so it would have to be positioned just right. If you can figure this out, then I think Alternative A makes the most sense.

Thank you for listening to the affected community and taking our considerations into account. As a daily bus rider living immediately at the stations, I truly appreciate the convenience and would absolutely hate to see that go away or made more difficult. I know some of my neighbors are not happy about this but I think they are just scared of change and don't know what to expect. A lot of the neighbors who do not want this, are not bus riders and are only looking out for their property, which I can totally understand because I don't think having a bus stop in your front yard is a huge selling point, but if we all work together, we can figure it out.

122. A proposed new bus is to our immediate east on Victory Memorial Drive. Of course we are heartbroken to think that a big garish new bus stop will be there. We spoke at length with Scott on November 17th. We have many questions, and we feel left out of the process. I have written letters which have not been answered. Alternative D is our choice.

123. Hello and thank you for extending the comment deadline. My name is -. My fiance and I moved into the Victory neighborhood about 2.5 years ago, and we LOVE it. We're one house down from the corner where Victory Memorial, Osseo Road and Russell Ave intersect/intertwine - we often sit on our front steps and watch the traffic...which includes the buses!

With the onset of the C-Line and the debate over where to put the bus shelter / stop in the Victory area, many of our neighbors are very opposed to putting it on the parkway. Worries and fears abound, and they are all related to the horrible things that may happen if we do put a shelter on the parkway. Stories of muggings and beatings are at the forefront of peoples' minds, and given that we are in North Minneapolis, we cannot deny that these fears are worthy of consideration.

I'm writing to contradict those fears, and maybe even face them, by joining the team of people who know that Option C - putting the stops ON the parkway - is the most logical, practical and intelligent of all our options.

- It will have the least impact on surrounding homes and businesses;
- it will provide much needed shelter to those who, as of today, have to wait for the bus while completely exposed to the elements, standing next to a measly little sign that provides no shelter from the cold or the rain and nowhere to sit for the wait;
- it will encourage other community members to start taking public transportation, particularly if the city keeps its promise to monitor the shelter regularly and keep it clean, so our neighbors feel safe;
- it's the most convenient location, in terms of our other options - free from obstructions and quickly walkable from two directions using walking paths that keep pedestrians away from traffic hazards;

- it's ON the parkway, which means that people care about how it is kept, people watch and monitor what goes on (adding an element of additional safety), the entire neighborhood cares about keeping the area clean, safe, family friendly and aesthetically pleasing;

But perhaps the most important reason to consider this option is the very basic element of human compassion and the imperative to do right by people for whom bussing is the only affordable and reliable option.

For transparency, I do not take the bus as a primary mode of transportation. However, I have many friends and know of many neighbors for whom bussing makes it possible to keep a job, get life-sustaining supplies such as food and drink, get to important appointments, and even make it to cherished friend and family events.

I urge you - beg you, even - to strongly consider Option C as the smartest option with the highest probability of long-term success.

124. My name is --. My wife -- and I have lived at ---- Victory Memorial Drive for four months shy of 40 years. I would like to state our opposition to any type of bus stop, shelter, ticket booth or parking lot on the parcel of land to our east. There is a much better location at which to place a new shelter.

At present time there are 3 bus stops northbound between Victory Memorial Parkway and the bridge, and 3 bus stops southbound between the bridge and Victory Memorial Parkway. We feel as if that is enough, based on the limited number of riders who use the bus line for transportation. At the September neighborhood meeting to discuss this proposal, a bus company bus driver spoke. He said that as a driver on this (Osseo Road) route, his opinion was that the number of bus riders was so small that ridership did not even come close to what would justify an expansion of facilities.

I recall from a previous meeting that according to the statistics which were cited, thousands of people ride the southbound bus. They must all come from the Brooklyn Center building as they certainly are not coming from the residential area between the bridge and the parkway.

I am concerned about how a bus stop placed just before the Russell Avenue/Victory Memorial Parkway/Victory Memorial Drive/Osseo Road intersection would make the intersection even more dangerous than it is at present. Routinely, southbound traffic backs up at the parkway traffic lights 15 or more vehicles. There are no traffic lights for traffic entering this intersection from Victory Memorial Drive, no traffic lights for traffic entering from Russell. Add to this daily mix and many, many school buses for $\frac{3}{4}$ of each year when most maneuver through this intersection. Add to it an increasing flow of bicyclists into this vortex and you have a very unsafe and dangerous area. There are no provisions for pedestrians on Victory Memorial Drive or Russell who wish to cross. It is wait and run through traffic. I know because I live there. I watch this daily and I very frequently cross Osseo Road simply by dodging traffic.

In 2008 the home which stood to the east of my residence was removed and the street rebuilt by the city in an attempt to improve the sightlines at the intersection. Adding a bus shelter at the same place from where the house was removed makes absolutely no sense at all.

But, in my mind, if it is determined that it is absolutely imperative to place a bus shelter in this locale, what would be wrong with doing so at the Victory Parkway location? That would place the southbound bus activity at the stop light instead of prior to the whole confusing intersection, and it would be using a bus stop location already in use.

125. I like Option C – north and southbound on the parkway. Overall, I'm a big proponent of BRT service to Victory (would ride significantly more with quicker service to/from neighborhood). (But my interest in BRT stations is south of the parkway controversy.) Impressed by the professionalism of the Met Council staff presenting tonight! Very thoughtful, prepared, knowledgeable!
126. Would prefer Option D if it cannot be located away from the triangle and neighbor's area.
127. Alternate C – very favorable to families on the parkway.
128. The station on or near the parkway is essential for the growth of the neighborhood.
129. Alt. C – very favorable.
130. Option D is the only choice that suits the area and ridership numbers north of the parkway.
131. I believe it is a good thing overall. However, placing stops with noise and lights in front of residents' homes is not a good idea.
132. I feel very strongly that we need a stop in the Victory Neighborhood with platform, etc. I have not studied this and so have no strong feelings about exactly where it should be located. I am concerned there may be some NIMB that will occur. Victory should not be without this service. I have been a resident since 1965.
133. After over 50 years in the Victory area we do not need your bringing something like this into our quiet place and also bringing outsiders we do not need. After seeing what happened in the shelter on 47th Ave N are you going to have people stationed in this shelter to keep out the trouble makers?
134. As I understand it, the comment period on this project has been extended.

I am adding a few additional thoughts to my original comments. These are things that came to mind after attending the Victory Neighborhood Meeting two weeks ago.

There are a lot of reasons residents have regarding the above stop. They range from the safety and cleanliness of the neighborhood as well as concerns about detracting from our grand Victory Memorial Parkway.

Many opinions were expressed during the meeting.

However, there are a few irrefutable facts that were not addressed to my satisfaction - in fact they were not addressed at all. They are as follows:

- Why, after the city determined that it was necessary to expend considerable taxpayer dollars to remove a hazardous blockage of the sight lines at the intersection of Osseo and Victory Memorial Dr, why after this action, is it now deemed appropriate to use further tax dollars to return the dangerous sight lines to the intersection? Every resident I know on this block, including myself has had either personal or property damage prior to the blind intersection being fixed by tearing down the house on the point. If the bus stop is built on this corner, it is being done with full awareness by the city that it is recreating a dangerous situation. This question, which was raised during the meeting, was never answered.
- Why, after hearing a resident on the opposite side of Osseo Road explain that the current changes to the road have resulted in near constant flooding of her basement, and a regular

icing over of her sidewalk which is so severe, it is impossible to clear, and creates a hazard to pedestrians and that a raised platform would further exacerbate this situation: why after this information was this concern not addressed?

- Why is there such an urgency in putting up a stop in an area which is not utilized and which is very near to other proposed stops? The Brooklyn Center portion of this line is still in the planning stages. The northernmost proposed stop on Osseo, is very close to the Brooklyn Center border. Why not wait and see plans for the c-line in Brooklyn Center and then determine how necessary a stop near the Minneapolis border really is.
- We were told that there were many other c-line stops planned for residential lots throughout the city in areas that were primarily owner occupied and not zoned for business. However, we were not given any specific information for where these stops were located.

There seems to be a desire to check boxes about stop locations and distance between stops that supersedes the safety and livability issues of the neighbors in the area.

As a taxpayer and a resident, this is very disappointing.

135. I want the C line stations near Victory Memorial Parkway as Metro Transit recommends. Garrison Keillor spoke on Prairie Home Companion while broadcasting in New York City about transit his reference, the subway system. He said "you see every nationality on this earth riding the subway and everyone gets along! This is what I dream for, wish for! I want Metro Transit to be the leaders , as you are the experts with the vision, and act ,build the C line with your stations near the parkway!

Yes, there are naysayers, but perhaps they have hardly glanced at the proposals, and perhaps they are the "haves not the have nots". I have been a resident for 35 years, we always considered the possibility of what the Osseo road corridor might look like! We need the C line with appropriate stops and stops near the parkway should be built!

136. I have participated in the Petition meeting, Open House and Victory Neighborhood Association Meeting with discussions about the future of a Platform Station near 46th Ave. North and Osseo Road. I continue to have conversation with neighbors both for and against this platform station but overwhelmingly see a more optimistic attitude, and an excitement for Bus Rapid Transport and a platform station by young families, and those that are newer residents in our neighborhood.

Most of my conversations have been with neighbors living just East of Osseo Road. There is a difference in Social Economics in my neighborhood and this brings up the issue of Social Justice.

When neighborhoods have young couples and many blended families moving into them, for the common good, we need to provide good transportation options. The Platform Station provides a safer stop for buses with curb extension. These platform stations with heat and lighting will be much improved stops for metro transit users.

There will be increased ridership by the people living near or on the parkway once it is built. This will be a great opportunity for people to get to know their neighbors and realize how diverse it is.

I hope that Metro Transit had a productive meeting with the Minneapolis Park Board last week. I am most in favor of Option C for the Platform Station but would be happy with A,B or C and disappointed in Option D.

The following lists the home address for the people that I have visited with this week that are hopeful for the Osseo 46th Platform Station. I think many of these neighbors will also send a comment to you today.

- ---- Queen Rental property
- ---- Queen New Home Owners
- ---- Queen Urban Homeworks home Rent with option to buy
- ---- Queen Home Owners/ Lived in neighborhood just over 2 years
- ---- Queen New Rental tenant since August
- The Doorway Massage Studio Victory Neighborhood

I look forward to hear the outcome of the Osseo/ 46th platform station.

137. *Minneapolis Park and Recreation Board letter located in Appendix B.*

138. *City of Minneapolis City Council President Barbara Johnson letter located in Appendix B.*

PENN & 43RD AVENUE

139. 43rd and Penn would be super!

140. I would like a stop close to my house near 42nd and Queen.

PENN & DOWLING

141. The bus stop should be pushed back across the street by Crystal Lake Cemetery as before the northbound stop would create more congestive traffic with Dowling being the main turn to go to I-94 and the gas stop across the street. If you combine the Dowling stop and 39th & Penn stop you would provide safer passage and accidents. Also, parking on 37th & Penn is already too restrictive for residents who own the homes. If stop was combined you would be within your ½ mile range.

142. Count me in. The Dowling and Penn block needs a shelter.

PENN & 36TH AVENUE

143. I think the C-Line BRT station planned for 36th Ave N. is located at the best location for this area. Ridership data should drive location decisions. The higher amount of boardings at 36th Ave N is quite significant.

I also think that having the southbound station on the SW quadrant along with new BRT station amenities will create a more comfortable waiting and boarding experience. The bus stop will no longer be adjacent to the Quick Stop convenience store parking lot which I think will be enough of a location improvement.

I will also add that over the years I have regularly used the 36th Ave area stops with the current 19 service during AM & PM rush hours and I have found the waiting experience and walking experience to be safe. I wonder if the concerns regarding criminal activity are related mostly

to nonviolent narcotic violations in the evenings and also to the quadrant with the convenience store. I would need more details regarding times, types, and frequency of criminal activity to adequately justify moving the station off of 36th Ave N. due to safety concerns. Over 200 daily boardings take place so there must already be a fair amount of riders who feel safe at the 36th Ave N location or else they wouldn't board there. With the information I have thus far, I don't feel comfortable underserving a significant amount of current riders who use 36th Ave N already by moving a station further away to 35th Ave N.

Moving a station away from the location with the highest ridership should be taken very seriously.

The selected route for Bottineau LRT avoids areas of the Northside with the highest density of transit dependent residents. It would be a real shame if the C-Line BRT did the same thing.

Bringing improved service to where current ridership is already the highest should be a guiding principle when planning transit whether it be an LRT route or a BRT bus stop.

144. Stop spacing – why not on 35th Ave. instead?
145. Security features needed on 36th and Penn Ave North, bus #19
146. I like 36th. Make it more safe.
147. I like that it stops at 36th and the bigger buses.
148. I live in the Victory neighborhood at 42nd and Queen and I heard that there may not be a stop in my neighborhood, so I would like to have the next closest stop, which is why I would prefer 36th and Penn over 35th and Penn.
149. 35th Avenue is centered between Dowling and Lowry. 36th Avenue would be split at 2 blocks to Dowling and 4 blocks to Lowry.
150. *Cleveland Neighborhood Association letter located in Appendix B.*
151. I am a property owner in the residential building at ---- Penn Ave. N. In addition to being a property owner, I am also the President of the North Penn Village Condo Association. I request that the proposed C Line station at Penn and 36th be repositioned to either Penn and 35th, Penn and 37th, or locate the northbound stop on the southwest corner of Penn and 36th. The main reason for this requested relocation is due to security concerns specifically related to the residential building on the northwest corner of Penn and 36th. There is a lot of unwanted activity entering the condo building at Penn and 36th due to its proximity to the corner store across the street (and associated illicit activities) that I would like to avoid. My feeling is that a C Line station will further encourage this unwanted activity in the residential property.

Also, I have concerns that the proposed stop at 36th and Penn will be in front of the main front door to the building and essentially blocking the entrance making it difficult to see from the street for security and difficult for people to see when trying to find the entrance. I am also concerned about the proximity to the building being only about 15 feet and the balconies directly overlooking and being affected by the additional noise and people traffic making them unusable by the occupants. I am also very concerned about the additional foot traffic affecting the grass with people walking on the property and the additional trash and litter on our property generated as a result of people using the bus platform. We already have people living in the 3600 building harassed and being afraid of the area and adding this high volume bus station directly in front of the building will inevitably increase the risk of crime, violence and people causing additional fear and harassment to people living in the 3600 building.

PENN & LOWRY

- 152. We need one really bad on Lowry and Penn. More security on the 5 or 19.
- 153. Keep Lowry station. Have more frequent connection buses, i.e. 32 etc. Transit PD. Assist Hennepin County and Penn Avenue Community Works acquire green spaces. Wi-Fi.
- 154. I think we need all the stops we can get, especially for the disabled. Also, work on the number 32 Lowry on weekends.

PENN & 29TH AVENUE

- 155. We live on the corner of the planned C Line station at 29th Avenue. Our home child care business has been here for 12 years. My concern about the C Line is that it will affect my house and child care business. We don't have a problem with the platform; the shelter is the problem. My belief is that if an object is blocking or is in front of a house, it will bring bad luck to the house/business. I would like to discuss more about my concerns before any planning goes into place.

PENN & WEST BROADWAY

- 156. Should not happen because presently I take bus 19 and get off at 26th & Queen and there's no C Line nearby so that doesn't really benefit me. Maybe you guys could add an extra stop.

PENN & GOLDEN VALLEY

- 157. No station between Penn & Plymouth and Golden Valley & Plymouth makes for a long walk for people between stops. Shelters with heat are appreciated.

PENN & PLYMOUTH

N/A

Olson Memorial Highway Stations

- 158. I think Van White and Olson Memorial Highway would be a better stop. The school and library are right across the street. I think this will be great.

OLSON & PENN

N/A

OLSON & HUMBOLDT

N/A

OLSON & BRYANT

N/A

OLSON & 7TH STREET

N/A

Downtown Minneapolis Stations

159. I'm writing to comment on the Draft C-Line Station Plan. As a Downtown resident who doesn't travel to North Minneapolis much, I don't have any comments for most of the line. However, I do have some comments for the Downtown station, especially since they will impact the future D-Line and many other bus routes.

My biggest concern is that bumpouts be installed at all Downtown stations. Right now, when I ride the bus during rush hour, it's incredibly annoying and time consuming for the bus to have to wait to merge into traffic. With how bad traffic gets downtown, drivers aren't willing to let the bus in, resulting in long dwell times and some dangerous maneuvers. To benefit everyone using the street, especially bus riders, please do install bumpouts at all Downtown stations. They have seemed to work well so far at the Nicollet Mall and Hennepin Ave stops.

I'm looking forward to seeing the line in operation in three short years!

RAMP A/7TH STREET TRANSIT CENTER

N/A

8TH STREET & NICOLLET

N/A

8TH STREET & 3RD/4TH AVENUE

N/A

8TH STREET & PARK AVENUE

N/A

7TH STREET & HENNEPIN

N/A

7TH STREET & NICOLLET

N/A

7TH STREET & 3RD AVENUE

160. Few stops make sense than what it is now. Especially the downtown area, mainly the double stop by the government center.

7TH STREET & PARK AVENUE

161. I would think it would be good to have consideration given to naming the stop at Park and 7th after "HCMC" if possible.

Recommended C Line Station Plan Comments

General Comments

162. I commend you for your efforts to use Arterial BRT in these neighborhoods. Arterial BRT is needed to improve access in areas of concentrated poverty. Thank you for your proposal for the C-Line. The C-Line is a needed service and should be implemented.

The proposal for the Fremont/Chicago Arterial BRT should have been implemented prior to the implementation of the C-Line on Penn as the Fremont/Chicago corridor sees higher ridership and serves neighborhoods that have particularly inefficient (slow travel times and off-schedule) bus service as well as areas of concentrated poverty. Please develop that corridor as soon as possible. Some stations will be shared by the Fremont/Chicago BRT and the C-Line. Implementation can and should proceed rapidly.

163. I really hope these lines are all created ultimately. The more public transit options, the more attractive the city is to me as a potential destination as I consider moving options.

Brooklyn Center Stations

164. *City of Brooklyn Center letter located in Appendix B.*

Osseo & Victory Area

165. Thank you very much for the material which we have recently received by e-mail. It was of great interest to us and to our neighbors. We thank you for the deliberation and planning which went into what appears to be a final decision concerning the proposed "C Line" stations.

The last paragraph on the ninth (out of 10 pages) marked as being #35 of what we assume was another publication is written thusly: "a station in the area of Osseo Road and Victory Memorial Parkway will not be built as part of the "C Line" project." This appears to us as if this is the final determination concerning the bus stops in our area.

I am writing this letter to you to say that we are pleased with your decisions. Please add to whatever file you are monitoring these comments. We deeply appreciate the consideration you have given to the feelings of the people who live here.

166. I wanted to express my sincerest gratitude for project leaders of the C Line listening to and considering the concerns of the Victory Neighborhood and the challenges that would be created by putting a stop in our neighborhood.

Our family, as well as many of our neighbors, are relieved to see that the final draft plan for the C Line does *not* include a stop in our neighborhood. I can assure you that you have saved us from many challenges including increased traffic safety issues (another of our neighbors' fences was just driven into on Osseo; we experienced the car accident into our house last spring), pedestrian safety, increased trash, loiterers, sidewalk assessments, and decreased values of our homes.

Again, we appreciate you letting us voice our concerns and more importantly, for listening to them and using them to make a decision that will benefit the residents of our neighborhood. We appreciate the increased outreach towards the end of the project in hosting open houses, attending the neighborhood association meeting, responding to emails, etc...

Penn & 36th Avenue

167. I am sending this letter regarding the current Draft C Line Station plan open for public comment. The letter is to state my strong preference for a station location at 35th Ave N for the Bus Rapid Transit C-Line (BRT), rather than the currently proposed location at 36th Ave N.
168. I am sending this letter regarding the current Draft C Line Station plan open for public comment. The letter is to state my strong preference for a station location at 35th Ave N for the Bus Rapid Transit C-Line (BRT), rather than the currently proposed location at 36th Ave N.
169. *Cleveland Neighborhood Association letter located in Appendix B.*