



Bryn Mawr Neighborhood Association
452 Newton Avenue South
Minneapolis, MN 55405
www.bmna.org

December 19, 2012

Hennepin County
Housing, Community Works and Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
swcorridor@co.hennepin.mn.us

Re: Bryn Mawr Neighborhood Association (BMNA) Comments on the Southwest Transitway Draft Environmental Impact Statement

Dear Project Manager:

The Bryn Mawr Neighborhood Association (BMNA) appreciates the opportunity to respond to the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. The BMNA formed a committee to review the DEIS and present these findings. This committee held a public meeting to review what would be presented. Members of the committee also presented issues of concern at the Hennepin County public hearing held on November 13 and at the December BMNA Board Meeting on December 12.

The BMNA has a long record of supporting light rail and has been active in its support of the Southwest Transitway system. Bryn Mawr sees great potential benefits from light rail for Bryn Mawr and Minneapolis and strongly supports the Southwest Transitway project and the findings of the DEIS. We acknowledge the noise impact, construction challenges, access issues and potential increased vibrations. We look to mitigation in the design phase to manage these.

Bryn Mawr has four main points related to the DEIS –

- The BMNA has passed resolutions that strongly support Alternative 3A, the Locally Preferred Alternative – LPA.
- The BMNA strongly opposes Alternative 3A-1, the Co-Location Alternative for all the reasons cited in the DEIS.
- Without the development of the Penn Station to provide access to the light rail and the park systems, Bryn Mawr will be negatively impacted by the transitway project without any of the attending benefits realized.
- The BMNA supports two stations, Penn Avenue and Van White Boulevard, located within Bryn Mawr boundaries, with each station offering distinctly different benefits for the neighborhood.

Bryn Mawr actively participated on the Minneapolis Park and Recreation Board CAC and supports the submittal of the MPRB comments, particularly maintenance of access to and from parks such as Bryn Mawr Meadows. The BMNA supports activities of its bordering neighborhoods, Harrison and Kenwood, as they seek to have their concerns mitigated.

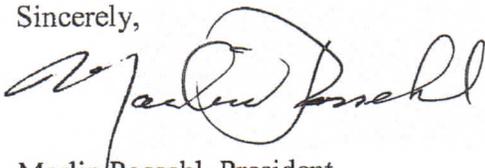
Bryn Mawr has been an active member of the Bassett Creek Valley Redevelopment Oversight Committee since 1997 and supports its plans for development in the Bassett Creek Valley and advocates for the Van White Boulevard station, as critical to potential development in the area. With the Harrison Neighborhood, the BMNA advocates for the improved mobility to the jobs and activity centers in the Minneapolis Business District, as well as along the length of the corridor for reverse-commute trips to the expanding suburban employment centers that the Van White and Penn stations provide.

The BMNA recognizes that the Bryn Mawr neighborhood will realize the benefits identified in the DEIS only if the Penn Station is built, including, but not limited to, improving mobility, efficient travel options, protecting quality of life, and preserving the environment. Consequently, the BMNA support is based on the description of the project as contained in the DEIS, which includes the development of the Penn station.

Our primary concern is with what is not strongly stated in the DEIS. The DEIS does not indicate that without the Penn station, Bryn Mawr would be negatively impacted and would receive few benefits of having light rail traverse our neighborhood.

Again, thank you for the opportunity to provide comments to the DEIS. We look forward to participating in the next steps of the project.

Sincerely,



Marlin Possehl, President
Bryn Mawr Neighborhood Association
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Enclosure