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SOUTHWEST LIGHT RAIL PROJECT
PUBLIC HEARING
THURSDAY, SEPTEMBER 17, 2009

1 P R O C E E D I N G S

2 COMMISSIONER DORFMAN: Okay. We're going
3 to get started. Welcome everybody. Thank you so much
4 for coming out to this important public hearing. This
5 is a formal public hearing before the Southwest Light
6 Rail Corridor Policy Advisory Committee, and it is on
7 behalf of the Hennepin County Regional Rail Authority.

8 Everything that's said tonight,
9 everything we hear from you is going to be transcribed
10 for the record. Not all the policy advisory committee
11 members could be here, and so we want to make sure
12 that they all have an opportunity to hear what you
13 have to say before any recommendations are made.

14 If there are PAC members, policy advisory
15 committee members that are not here, but there are
16 alternates in the front row, you should come up and
17 take those spaces. So I just wanted to make sure that
18 alternates should know that. If you have any question
19 about that, you can ask Kathy Doty, who is running
20 around somewhere.

21 Let me just briefly introduce the PAC
22 members and the alternates, as well. Let me do that
23 first. Then we'll tell you some brief ground rules,
24 and we'll get started, because we're all here to
25 listen to you tonight.

1 So I'm Gail Dorfman with Hennepin County.
2 I'm on the Hennepin County Board. I represent
3 Southwest Minneapolis and St. Louis Park, and I chair
4 the policy advisory committee. I think you guys have
5 to talk fairly closely to these mics to be heard.

6 COMMISSIONER CALLISON: I'm Jan Callison.
7 I'm also a Hennepin County board member. I represent
8 Hopkins, Minnetonka, and the northern part of Eden
9 Prairie.

10 MR. REMINGTON: Hi, I am city council
11 member Ralph Remington, and I represent Ward 10, which
12 encompasses Uptown, the Wedge, East Isles, and so on
13 and so forth, Cedar-Isles-Dean.

14 MR. ROWAN: Bruce Rowan, Hopkins City
15 Council.

16 MR. DUFFY: Good evening. I'm Dan Duffy.
17 I'm a member of the Policy Advisory Committee, and I
18 represent the Twin West Chamber of Commerce, the
19 business interest.

20 MS. SANGER: I'm Sue Sanger. I'm a
21 member of the city council in St. Louis Park, and I'm
22 the alternate for St. Louis Park to the Policy
23 Advisory Committee.

24 MR. WAGNER: Tony Wagner, and I am the
25 city council member for Minnetonka, and representing

1 the City of Minnetonka on the Policy Advisory
2 Committee.

3 COMMISSIONER DORFMAN: And then if
4 alternate Policy Advisory Committee members who are
5 here could introduce themselves, too, that would be
6 great, just so people know who you are and where you
7 are. And you can use the mic right there.

8 MR. AKIN: Hi, everyone. I'm -- well,
9 wait a minute.

10 COMMISSIONER DORFMAN: Is it on?

11 UNIDENTIFIED SPEAKER: It's on.

12 MR. AKIN: It's on.

13 Hi, I'm Gary Akin. I'm the alternate for
14 the Twin West Chamber.

15 MS. TOLLIVER: Hi, I'm Luanne Tolliver,
16 and I'm the alternate for the City of Minnetonka.

17 MS. KING: I'm Cheryl King, and I'm the
18 alternate to Hopkins.

19 MR. DEWITT: I'm John Dewitt. I'm the
20 alternate for the Midtown Community Rose Partnership.

21 MR. CUSACK: Good evening. I'm George
22 Cusack, alternate for the Cedar Lake Park Association.

23 MS. VENOWITZ: Amy Venowitz, an alternate
24 representing the Metropolitan Council.

25 MR. MILLER: Rod Miller with the Eden

1 Prairie Chamber.

2 COMMISSIONER DORFMAN: Now, I know there
3 are, in addition to Cheryl King, who's on the Policy
4 Advisory Committee, who already introduced herself as
5 a city council member from Hopkins, and I know there's
6 some other elected officials here. I saw the Mayor of
7 Hopkins, Gene Maxwell, come in.

8 Gene, where are you? There you are.
9 Thank you so much for being here.

10 Are there any other elected officials
11 that have come tonight, other than those of us up
12 here?

13 Well, let me introduce State Senator
14 Terri Bonoff, who's here and going to say a couple
15 words, and then we're going to get started.

16 Terri.

17 SENATOR BONOFF: Thank you, Commissioner.

18 Well, welcome everyone. I just wanted to
19 thank all of you for being here. I and Terri Bonoff
20 represent the northern part of Minnetonka, Plymouth,
21 and Medicine Lake in the State Senate, and I serve on
22 the transportation committee.

23 So I'm here tonight really just to listen
24 to what you have to say. And also I want to thank
25 those at the table, because this project has been an

1 example of what true partnership can really be with
2 the county, the city, the Met council, the legislature
3 and you the citizens. So I'm anxious to hear what you
4 have to say, and I appreciate the participation of all
5 at the table. Thank you.

6 Okay. So we're here to hear from you
7 tonight. That's our sole purpose for being here, and
8 to comment about the Southwest Light Rail project,
9 which is generating lots of interest, as you can see,
10 throughout our communities. And, as a general rule,
11 what we're going to do tonight is we're really
12 listening to you. And so when we get an opportunity,
13 and I'll go over those ground rules, come up, and take
14 your time, be concise. We're designating three
15 minutes for everybody. The time clock is right there,
16 and so look for that. You'll get a signal when you're
17 getting close to the end.

18 We are not, as a rule, going to respond
19 to your comments tonight. Some of you may have
20 questions and certainly comments. We are going to
21 record everything for the record, and it will inform
22 decisions coming up by the Policy Advisory Committee,
23 so thank you very much again for being here tonight.

24 Just a little bit of background. I think
25 a lot of you know a lot about this project, but we've

1 been looking at the viability of light rail in this
2 corridor from Minneapolis to Eden Prairie for about
3 eight years now, and we have looked at a number of
4 different alternative routes and station locations.
5 We've been looking at environmental issues that would
6 need to be addressed on whichever route is selected.

7 And the hallmark of the work on this
8 project in the very beginning has been a very strong,
9 sustained, and comprehensive public involvement.
10 We've held more than 25 open houses, five public
11 hearings before this one today. We've made
12 presentations to 100 neighborhoods and business groups
13 and have really strived from the very beginning to
14 keep the public informed on our website, with
15 newsletters, and different outreach materials. Public
16 involvement is essential to doing this right, and so
17 it's absolutely critical that you're here tonight and
18 will continue to be involved as this project moves
19 forward.

20 This is, of course, a public hearing
21 tonight. We're following up behind another public
22 hearing before the Hennepin County Regional Rail
23 Authority on October 20th from 4 to 7 p.m. Downtown in
24 the Hennepin County Government Center on the 24th
25 floor. That's another opportunity to formally present

1 at a public hearing.

2 I have a list of speakers who have signed
3 up in the order they signed up, I believe. Some
4 people signed up on the website. Some people signed
5 up, most tonight, and people are continuing to sign
6 up. And so I'm going to call names. There's a few
7 people that have to leave early because they have to
8 pick up kids and stuff, and so I'm going to call on
9 them first; otherwise, I'm going to go in order, and
10 if you haven't signed and halfway through, you feel
11 the need to say something, just fine, go out to the
12 desk in the back and sign up, and they'll be an
13 opportunity for you to do that.

14 Again, it will be keep your comments to
15 three minutes. And when you come to mic -- and you
16 can go to either mic. And what I'll do is give the
17 first two names, and so if you are second, you can be
18 prepared and come down so you're ready to go as soon
19 as the person in front of you finishes. And state
20 your name and address, and then offer your comments.
21 And to be respectful to all the speakers, because we
22 have a lot of people, I think, who want to comment
23 tonight, please refrain from making comments or
24 applause. We really want everyone to just feel free
25 to get their perspective out in an open environment.

1 And so, again, thank you for coming, and
2 we will begin tonight by -- who wants to be first on
3 the list? The first person I have is Will O'Keefe,
4 and then the second person will be Nancy Johnston.

5 If somebody's not here when they call --
6 when I call their name, we'll just go back and try to
7 pick them up later if they're getting here later.

8 Will.

9 MR. O'KEEFE: Okay. Can everybody hear
10 me? All right. So I am here -- my name is Will
11 O'Keefe. I'm a resident of Uptown and live at 3538
12 Fremont. I am here as a concerned citizen, I guess
13 you would say. This is no case of not in my backyard.
14 This is a case of practicality. The route of 3C is
15 not the most practical route. In fact, it's not even
16 the most feasible route for light rail. Light rail,
17 as a project, is incredibly worthy. And I believe
18 firmly in its prospects to improve the community and
19 improve the Twin Cities region, but in order to do so,
20 it has to be comprehensive.

21 And so while I do think that 3A is the
22 best route for commuters from the Southwest suburbs,
23 the most important thing to be done is to combine that
24 with streetcar car system along the Greenway. What
25 this achieves is providing more comprehensive transit

1 to Uptown, Lyn-Lake, and the Southwest suburbs. This
2 means that not only will it be best for commuters, but
3 it will be better for people trying to get in and
4 around Uptown, which, as I'm sure everybody knows, is
5 a nightmare with traffic and everything else.

6 There's a reason why not that many people
7 ride the buses along Lake Street trying to go place to
8 place, because it stops every 20 seconds. It's not a
9 fast route. A streetcar would be faster and would
10 have a dedicated route. It could reach higher speeds
11 and more properly hit the areas that need it. And,
12 really, in a lot of respects, it would help the growth
13 of Uptown and Lyn-Lake. And Lyn-Lake is, obviously, a
14 burgeoning neighborhood development for residential
15 and commercial development. So I think that a
16 streetcar is the proper way to further that
17 development and move forward.

18 This really is an issue of practicality
19 in my mind. 3C is a really interesting route and one
20 that I was, in all honestly, really excited about; but
21 it will have a harder time getting funding from the
22 FTA. And if you were to combine 3A with a streetcar,
23 it would improve 3A's chances, and it would improve
24 the likelihood of a streetcar getting through, because
25 when it happens on its own, it is harder to get FTA

1 funding, which whether we like it or not, it's not
2 real fair.

3 So I think the streetcar is the best way
4 to go, in addition to light rail, and that would be my
5 thoughts. So thank you.

6 COMMISSIONER DORFMAN: Thank you very
7 much.

8 Nancy Johnston is next, followed by
9 Joanne Strate, followed by Ross D'Emanuele.

10 Nancy.

11 MS. JOHNSTON: My name is Nancy Johnston,
12 and I live at 2833 East Lake of the Isles, and I'm
13 president of the East Isles Residents Association.
14 You have been sent our recommendation passed by our
15 board last June. It is based on the neighborhood
16 meeting that we had in May, at which Ms. Katie Walker
17 presented a lot of material. And it was considered
18 then by the board, and the board has continued to
19 study and evaluate and look at the material that has
20 come out and has reaffirmed our recommendation that --
21 our strong recommendation that the Southwest
22 Transitway LRT route be through the Kenilworth
23 Corridor.

24 And you have received this and also our
25 reasons for this, which I would just mention are

1 because of traffic and safety concerns, noise and
2 vibration, environmental issues, the existing transit
3 along the Midtown Corridor, especially Lake Street and
4 Hennepin, the cost and federal funding, and ridership
5 and development evaluations that have been done.

6 I also don't feel that this is not in my
7 backyard. I think when we start -- when our board
8 started this in our neighborhood, we weren't sure. We
9 were all very much in favor of mass transit. We use
10 it. My husband uses it every day. It's wonderful bus
11 service along Hennepin and the Uptown Corridor. But
12 we do feel, in looking at all the data and facts, that
13 the Kenilworth Corridor is the prefer -- much
14 preferable over the Midtown Greenway. Thank you.

15 COMMISSIONER DORFMAN: Thank you very
16 much.

17 Joanne Strate and Ross D-Emanuele.

18 MS. STRATE: Hi, I'm Joanne Strate, like
19 karate and Maserati. I live at 5417 Smetana, and this
20 is in my backyard, as you might recall, Gail, because
21 I've talked to you.

22 Anyway, just to get the record straight,
23 I am a proponent of light rail, and I'm here to fight
24 the uphill battle. And I'd like to see 1A get chosen.
25 I know 3A's probably going to win by a landslide, but,

1 you know, we've got Brett Favre, so stranger things
2 can happen.

3 My comment -- and I do have some
4 questions, and I guess you're not going to answer
5 them, so I'd just like some verifications at some
6 point. But my major comment is I'm in sales, and I'm
7 driving around -- I work out of my home, and I'm
8 driving around a lot. Smetana has a very steep grade,
9 and where this is going to cross, I think, is an
10 accident or accidents waiting to happen, fatalities
11 waiting to happen.

12 I don't know if anybody's looked into the
13 grade situation, because if it's snowing, I totally
14 avoid going up Smetana because it's slippery, and
15 going down, it's the same situation. And I don't know
16 if you're looking at heated streets or anything of
17 that nature. I've got to move along here.

18 Questions, if I can get a verification,
19 who knows when, I was wondering what the dollar
20 difference is for 1A and 3A. I know that 1A is
21 cheapest because it's on the existing rail line. And
22 I would be very curious to know what the percentage is
23 for federally funded versus state or county funded.
24 So I'd like to know -- you know, that would certainly
25 make a difference. I'm sure 1A is a lot cheaper.

1 And I did check -- because when I talked
2 to a few of you people in the meeting last month, they
3 said, well, your home value is going to increase. And
4 so I was kind of checking on the Internet to see if I
5 could find any data that would support that. And
6 there has been some studies done in Denver, and they
7 said, yeah, the home value could appreciate by
8 somewhere from 12 to 33 percent. And I thought, okay,
9 that's cool. However, I'm not sure if they're talking
10 proximity to the stations or just the line itself, in
11 which case I don't know where I stand there.

12 And last, but not least, I talked to
13 Elise at Minnetonka about decibel levels, and --
14 considering I'm a block away, and I know the train
15 runs from 5A to 1A, every several minutes during peak,
16 every 10 minutes during nonpeak. And she says it will
17 be like an air compressor outside, and a can opener
18 inside. And is that at -- I'd like to know if that's
19 at the crossing level. And she said Minnetonka says
20 you can't have any whistles. And I know that the
21 crossing is like right at the border of Minnetonka and
22 Hopkins. So those are my concerns, and I've got a
23 whole 13 seconds left to tell a joke, but I can't
24 think of one right now.

25 COMMISSIONER DORFMAN: Thank you very

1 much.

2 For folks who ask very specific questions
3 that deserve answers, we are, as quickly as possible,
4 going to get them up on our website, the question and
5 the answer, at southwesttransitway.org. And then if
6 you don't have access to the website, you can also
7 give us a call, and we'll make sure you get answers to
8 your questions.

9 Ross D'Emanuele, followed by David
10 Greene.

11 MR. D'EMANUELE: Thank you. I'm Ross
12 D'Emanuele. I live at 2808 Irving Avenue in
13 Minneapolis. And I urge the Policy Advisory Committee
14 to approve the recommendations of the Technical
15 Advisor Committee and designate route 3A as the
16 locally preferred alternative.

17 We know for a fact that the Midtown route
18 involves dozens more government takings of property,
19 which raises the spectrum of lawsuits that can halt
20 the project for years. We know that the Midtown
21 routes involve dozens of more historic resources,
22 which again raise the prospect of lawsuits that could
23 stop the project for years. And most important we
24 know after a study of all the routes, none of the
25 Midtown routes are viable to even go into preliminary

1 engineering.

2 There has been and I'm sure there will be
3 tonight a lot of talk about study data and the process
4 and how somehow both of them are flawed, and I think
5 those arguments are really a proxy for saying we don't
6 like the results of the study data and the process.
7 The fundamental facts are that all of the routes are
8 subject to the same exact process, the same exact
9 study methodology done according to FTA standards and
10 by independent professionals who have no interest in
11 the outcome.

12 If there were flaws in the data or the
13 methodology, those flaws would apply equally to all
14 the routes. To then go on and say that those flaws
15 would favor one route or another is pure theorizing.
16 In fact, I can guarantee you that if I spent two days
17 and studied this -- the data sources and the
18 methodologies, if you gave me a route, I could come up
19 with a set of arguments why it favors that route over
20 the other. That's not a basis for an unbiased
21 assessment. That's just advocacy.

22 And that goes to a very fundamental point
23 about the assertion that the process is somehow not
24 transparent and fair. The advocates for the Midtown
25 route are essentially asking you to allow them to

1 subject the data to their own study and analysis, to
2 their own projections, their own estimates, their own
3 theorizing. It is at that point that the process will
4 become not transparent and not fair. It is then, not
5 now, that you will have trouble justifying your
6 decision.

7 So I urge you not to take that step. We
8 have a viable, entirely appropriate route that was
9 subject to an unbiased process and study according to
10 FTA standards and by unbiased professionals. Let's
11 build the Southwest LRT line and approve the
12 recommendations of the TAC. Thank you.

13 COMMISSION DORFMAN: Thank you very much.

14 David, I think you have three folks with
15 you, as well. As you come up to the mic, I just want
16 to mention that we've been joined by Representative
17 Steve Simon. Steve has -- has led our groups at the
18 legislature to get support for this -- for the
19 Southwest Corridor, so thanks, Steve.

20 David.

21 MR. GREENE: Hello. Thanks. My name is
22 David Greene, and I've got some folks with me that
23 needed to be out of here by 7:30, so I thank you for
24 working with us on that.

25 For over six years, I've been leading

1 transit campaigns with ISAIHAH, which is an
2 organization of a hundred churches and congregations
3 dedicated to racial and economic justice here in
4 Minnesota. One of the things we did was secure the
5 local sales tax that's going to fund a large portion
6 of this line.

7 Now, I live in Uptown, and I'm tired of
8 being cut off from North Minneapolis. That's where my
9 dad grew up, and I've got roots there. That's why I
10 support the 3A Kenilworth alignment for the Southwest
11 LRT, and so does ISAIHAH. There are all sorts of
12 technical reasons for this: cost, engineering,
13 logistics, ridership. But I really want to focus on
14 people. Who is this line going to serve? It's going
15 to serve suburban commuters, and it should. It's
16 going to serve Downtown Minneapolis, and it should.
17 So let's think about our transportation history for a
18 moment.

19 Over the years we've constructed freeways
20 and other barriers that have led to a reality where a
21 person living in North Minneapolis does not have a
22 viable transit option to get to a job in the southwest
23 suburbs. That's a whole lot of people cut off from
24 opportunity. The 3A alignment restores that link, and
25 with connecting bus service will be a vital artery for

1 the whole north side, serving both those heading out
2 and those heading in.

3 This is a racial justice issue. If we're
4 going to spend a billion dollars on this project, we
5 should get significantly improved transit service for
6 those who need it the most. 3C and 3C2 do not do
7 that. 3A does. If we choose to spend \$500 million
8 more on 3C to serve an area of Minneapolis already
9 served by the best transit network in the state and we
10 keep people in North Minneapolis cut off from schools
11 and jobs, what are we saying? Do we want to say we're
12 going to spend \$500 million to keep transportation
13 inequity in place? Shame on us if we do.

14 If we don't route along 3A, it's not
15 transportation. It's amputation. And what of that
16 \$500 million? That's funding for another commuter
17 rail line, at least, maybe two, not to mention
18 streetcars that enhance bus services. This is a
19 decision that affects the entire Twin Cities Metro
20 area. Furthermore, we must keep Penn, Van White,
21 Royalston stations going forward, as these are the
22 opportunity links for North Minneapolis. We also need
23 to maintain stations in the suburban job centers and
24 those near educational institutions.

25 So I've heard the stories of those living

1 in North Minneapolis, and it's really clear to me that
2 this is the most right and just thing to do for the
3 City of Minneapolis. 3A makes our community more
4 healthy. Thanks for your work on this project.

5 COMMISSION DORFMAN: So come forward. I
6 don't know if you're on the list or not, but I think
7 you are, but go ahead and give your name and address.

8 MR. MCCOY: My name is Arthur McCoy, and
9 I live on 4th and 10th, and I'm (inaudible).

10 Simply, I think that the 3A line will do
11 a tremendous thing toward so many people that lives in
12 the Penn area, the Van White area, and the Hopkins
13 area, for education and for jobs. You know, now they
14 don't have to look inside the city anymore, they can
15 go out and find those jobs, and they can be more
16 flexible towards them.

17 I actually have a friend that stays in
18 the Hopkins area and has to catch three buses just to
19 make it to school on time and wakes up at 5 in the
20 morning, and he's complained about it numerous times
21 and things like that. So having this 3A, you know,
22 would do a tremendous thing for kids, for parents, and
23 so many others. I think that 3A will be really
24 outstanding for people that need jobs because of the
25 simple fact that people in the city is being cut off

1 from so many jobs, and I think that they need to get
2 the 3A because it will help them look and help them
3 have more opportunities to find jobs and things like
4 that.

5 COMMISSIONER DORFMAN: Thank you very
6 much. Go ahead and speak into the mic.

7 MR. TAYLOR: I'm (inaudible) Taylor, and
8 I live on 1816 Glenwood, and I also go to Hopkins
9 High. And I believe 3A is a pretty good train ride
10 for us because this is -- this is going to help with
11 diversity, for our cultures to experience a different
12 ethnicity. And this is creating more jobs so that
13 people in North Minneapolis, it's having them
14 experience something new.

15 This is also going to help people who --
16 who can't get on the bus because they have a
17 disability, their back hurts or whatever, you know,
18 medical conditions; and this train is going to help
19 them be able to move efficiently and smoothly
20 through -- through the suburbs and whatnot. And I
21 just -- I really feel that this is going to help a lot
22 of situations in life if we do this, so thank you.

23 COMMISSIONER DORFMAN: Thank you. And as
24 the next person comes up, let me just tell you the
25 next few people, Art Higgenbotham and Karen Lee

1 Rosar.

2 MS. CHATMAN: Thank you. My name is
3 Babette Chatman. I live at 350 Logan in the Harrison
4 neighborhood of North Minneapolis. I'm a property
5 manager and a director of Outreach, and this young man
6 that you just spoke to, who lives in one of our
7 properties, he lives in North Minneapolis. He attends
8 school in Hopkins. If there is a way for us to help
9 him find a job between Hopkins and North Minneapolis,
10 it would help him to be more independent.

11 Another reason that we think this is a
12 great opportunity is that some of the tenants that we
13 have in our properties can find jobs going west, as
14 opposed to trying to find a job Downtown, which may or
15 may -- everyone is trying to find a job Downtown. And
16 there's -- there's this cross-exchange, because with
17 3A not only can we have people finding jobs in the --
18 in the southwest suburbs, but we provide an
19 opportunity for residents to come into the cities. We
20 have all this excitement around the ballpark. And so
21 if we have light rail, then we don't have to worry
22 about congestion of cars trying to come in our
23 neighborhood and finding parking to walk to the Dome.
24 They can take the light rail, and they will get
25 Downtown, but they can also walk in our communities.

1 North Minneapolis is alive and well, and
2 we think that this light rail would also open up more
3 opportunities for broadening communities and the
4 exchange of culture. I thank you.

5 COMMISSION DORFMAN: Thank you very much.
6 Art Higgenbotham and Karen Lee Rosar.

7 MR. HIGGENBOTHAM: Good evening, PAC
8 members. I'm Art Higgenbotham, and I'm president of
9 the Cedar-Isles-Dean Neighborhood Association. Our
10 neighborhood is affected both by the Kenilworth route
11 and by the Uptown route, so we have no specific axe to
12 grind.

13 But I am here to talk on behalf of the
14 Uptown group tonight. I think that it's important
15 that we consider serving that part of Southwest
16 Minneapolis. If we forego it at this point in time,
17 Uptown remains a backwater on our metro transit
18 system. We would like to ask you for deferral of the
19 decision of the locally preferred alternative route
20 until more complete and detailed information is
21 available. Some of that information was presented to
22 the Technical Advisory Committee hours before they met
23 to make their decision.

24 But specifically tonight I'd like to talk
25 about the issue of travel time. And I'd like to

1 address a view of those of you who live in the
2 southwest suburbs. There was a study put out by the
3 Hennepin County Railroad Authority two years ago that
4 shows that it takes 4.4 minutes less time to get
5 Downtown from Minnetonka, Eden Prairie, Hopkins, or
6 St. Louis Park on the Uptown route to the 11th and
7 12th Street stations than it takes to go down to 5th
8 and Nicollet on the Kenilworth route.

9 Now, of course, you can opt to get off at
10 the Royalston Station and walk on an icy sidewalk with
11 an Alberta Clipper at your back, through a
12 crime-ridden neighborhood, half a mile to get down to
13 Hennepin Avenue, but I don't think many of you want to
14 do that. Rather, I think you're going to enjoy the
15 extra 37 hours a year that riding the Uptown line will
16 give you with your family if you live in Southwest.
17 Not only that, but the Uptown line lets you get to Eat
18 Street for a meal, the convention center, or Pfister
19 Hall for a concert, to St. Thomas University, to the
20 theatre district, to take your kids to the bus
21 station.

22 Now, unfortunately, the Kenilworth line
23 only takes you to the Minneapolis Impound Lot to tow
24 your kid's -- get your kid's car that was towed there.
25 So I would urge you to support the Uptown line in view

1 of the greater service to the Metropolitan area.

2 Thank you.

3 COMMISSION DORFMAN: Thank you, Art.

4 Karen, after Karen is Michael Wagner.

5 MS. ROSAR: Greetings. My name is Karen
6 Lee Rosar, and my address is 111 4th Avenue North, and
7 it's Downtown, Minneapolis. I am a board of director
8 and cochair of the Planning and Zoning Committee of
9 the North Loop Neighborhood Association, and I am here
10 with that resolution this evening.

11 On July 30, 2008, the North Loop
12 Neighborhood Association voted unanimously to endorse
13 Southwest Transit alignment A. This alignment follows
14 the Kenilworth Corridor into the North Loop
15 Neighborhood. The North Loop Neighborhood Association
16 board of directors considers alignment A to be the
17 superior alignment.

18 Now, since that time, in 2008, it's clear
19 that 3A is the desired and the superior alignment.
20 There is a long history of data, studies, and analysis
21 regarding the Southwest Transitway. The study process
22 began about a quarter of a century ago and increased
23 prolifically between the years of 2003 and 2009.
24 There is reams upon reams of data that bring us to
25 where we are today, at the end of this alternatives

1 analysis study.

2 Real data, studies, and analysis provided
3 by Hennepin County, Met Council, MnDOT, and local
4 comprehensive plans have produced one clear, superior
5 alignment alternative, that being 3A. Your mission is
6 to make a recommendation to the HCRRA. We expect you
7 to make that rec -- recommendation based on real data,
8 studies, and analysis completed, not based on
9 political or special interest influence. Thank you
10 very much.

11 COMMISSIONER DORFMAN: Thank you.

12 Michael Wagner, followed by Loren
13 Aandahl.

14 MR. WAGNER: Hello. My name is Michael
15 Wagner. My address is 3025 Lakeshore Drive,
16 Minneapolis, Minnesota. I'm the vice chair for the
17 West Calhoun Neighborhood Council, and I'm here to
18 make a statement this evening on behalf of our
19 neighborhood organization. I know that we're all
20 busy, and we're going to hear a lot of testimony this
21 evening, so I'll be concise in my statement.

22 With regards to route selection, the West
23 Calhoun Neighborhood Council supports a route
24 alignment that meets the LPA evaluation measures that
25 ensures federal funding and brings LRT to the

1 Southwest community.

2 Now we'd like to talk about the West Lake
3 Station claim. We have heard ongoing discussions
4 about suburban stations and claims surrounding that.
5 The West Calhoun Neighborhood Council would like to
6 make sure that the proposed West Lake Station is
7 studied with significant detail. We've had ongoing
8 dialogue with the CNO Transportation Committee, the
9 Midtown Greenway Coalition, our Council Member Becky
10 Hodges, and adjoining neighborhood groups about the
11 strategy for a West Lake Station.

12 We would like to offer the leadership to
13 continue discussions that would bring all of the state
14 corridors together to ensure that the West Lake
15 Station exceeds all expectations.

16 We realize that there is a great
17 opportunity create -- to create a true gateway
18 neighborhood with an entrance at this station that
19 welcomes people into the City of Minneapolis and the
20 Chain of Lakes region. We recommend the following
21 guiding principles are used in the planning and
22 implementation of the West Lake Station. This is
23 taken from the West Calhoun Development Guidelines
24 Study.

25 The West Lake Station evokes a strong

1 sense of neighborhood identity, creates a unique
2 gathering place for both residents and visitors,
3 invests in the public realm, improve productivity from
4 battles and accessible network of movement, enhance
5 and protects existing strengths, promotes public
6 safety and security, encourage environmental
7 responsibility and sustainability.

8 In conclusion, we are in the pathway of a
9 great opportunity here to bring communities together
10 through transportation. Thank you.

11 COMMISSIONER DORFMAN: Michael, as -- as
12 you know, and I think as many of you know, we've done
13 a station in the area planning in the suburbs, but we
14 have not done any in Minneapolis, and that will begin
15 once the Metropolitan council has finalized an
16 alignment decision, the LPA, and then we will also
17 begin that, so thank you for those comments.

18 Loren Aandahl, followed by Jeff Strate.

19 MR. AANDAHL: Good evening. My name is
20 Loren Aandahl. I live at 2121 Drew Avenue South in
21 Minneapolis. I have 22 years of experience in the
22 airline industry, planning international networks and
23 routes. For most of these years, I was the department
24 leader in the world's fourth largest passenger
25 airline, and I have developed hundreds of network and

1 route forecasts.

2 As a resident of Minneapolis, I believe
3 the 3C2 route through Uptown, Glenlake, and Nicollet
4 best serves our city. I also believe that it is the
5 route that best serves our suburban neighbors with a
6 faster travel time in the core business district and
7 connections to venues elsewhere in Minneapolis which
8 one may patronize. It's my opinion that the ridership
9 forecast for the Southwest LRT, examining the two
10 options into Minneapolis, is riddled with multiple
11 flaws that deny it any credibility. It defies common
12 sense. Let me give you some specific examples.

13 First, the overall ridership forecast is
14 identical between the two options, despite the fact
15 that the Kenilworth alignment runs through an
16 ultra-low density neighborhood and park, whilst the
17 Uptown alignment runs through the busiest transit
18 corridor, Downtown to Uptown, in the Metro area. I
19 believe the Uptown option will have 20 to 30 percent
20 more ridership.

21 Second, the boarding forecast for the
22 21st Street Station on the Kenilworth option is 1,000
23 per day compared to 1,100 per day for the Uptown
24 Station on the Uptown option. This is nonsensical.
25 Anyone who has been in the vicinity of the proposed

1 21st Station will know it is an ultra-low density
2 neighborhood with minimal transit demand. Compare
3 that with Uptown.

4 Third, the projected boardings for the
5 12th Street -- Nicollet Mall -- Station on the Uptown
6 route is only 300 per day, despite this station's
7 prime location to serve the western side of Downtown.
8 This should be the busiest station on the entire line.
9 By contrast, boardings for the nearby Royalston
10 Station, a half mile from Downtown, on the Kenilworth
11 alignment are projected at 1,900 per day, despite
12 there being no substantial housing or businesses in
13 this area next to the Hennepin County incinerator.
14 And Royalston boardings are reduced to 400 per day on
15 the Uptown alignment, but are still greater than that
16 at 12th Street and Nicollet Mall. It doesn't make
17 sense.

18 Fourth, the projected boardings at all
19 stations to the west of West Lake Station are 10
20 percent higher for the Kenilworth option than the
21 Uptown option, even though the Uptown option boasts
22 shorter elapsed travel time to prime Downtown Minne --
23 to the prime Downtown Minneapolis Station, as well as
24 access to the higher density neighborhoods along the
25 Uptown route.

1 Fifth, there appears to be a minuscule
2 amount of Uptown -- of Downtown/Uptown journeys
3 projected for the Uptown route, despite this being the
4 busiest transit corridor in the Metro area. People
5 will use Met -- will use rail transit.

6 Sixth, the forecast seriously
7 underestimates the amount of connecting traffic
8 between the Uptown option and the Central and Hiawatha
9 LRT.

10 Seventh, the forecast is based on peak
11 weekday ridership patterns. The Uptown option will
12 generate much more traffic on weekends and in the
13 evenings.

14 I believe that the Uptown option has a
15 traffic forecast that will be at least 20 percent and
16 likely 30 percent higher than the Kenilworth option.
17 This, in combination with capital cost reductions that
18 will be spoken to separately, will ensure that the
19 Uptown option is fully competitive, if not more so
20 than with the Kenilworth option in terms of the CEI
21 formula.

22 One last point. The forecast for the
23 Southeast LRT alignment decision needs to be
24 completely reworked to ensure it is accurate. I
25 volunteer to lead the project to ensure a fair

1 forecast based on -- which to base the final alignment
2 decision. Neither the PAC nor the Met council should
3 make any final decisions until this is done. Rail
4 transit is meant to serve the people. The Uptown
5 option does this best. Thank you.

6 COMMISSION DORFMAN: Thank you very much.

7 Jeff Strate, Colleen (inaudible).

8 (Applause.)

9 MR. STRAIT: Madam Chair, Committee
10 Members, my name is Jeff Strate. I live at 15021
11 Summerhill Drive in Eden Prairie. I recommend that
12 this policy committee accept the recommendation of the
13 technical advisory. I believe 3A is a good route.

14 I've been tracking the studies and the
15 hearings over the past four or five years, and I
16 believe the process has been very good and thorough.
17 The future economic studies will be more intense, and
18 so those concerns of neighbors who live along the
19 route, say in the Opus/Minnetonka area, I think will
20 be satisfied when we come down to the final route.

21 Now, the great thing about this for Eden
22 Prairie, the core of Minneapolis, is that it's not
23 just going to help Minnetonka and Hopkins and Eden
24 Prairie. It's going to help all events. More of us
25 are going to be commuting Downtown to work, yes, to

1 enjoy Downtown entertainment, but also a number of
2 more workers are going to come in from North
3 Minneapolis to our Golden Triangle district, to Opus,
4 where we have lots of empty warehouses and work
5 locations right now.

6 We have lots of unemployed people. This
7 thing is going to be a spark to our economy and
8 Minneapolis, Eden Prairie, Minnetonka, and Hopkins,
9 and St. Louis Park. Can't leave them out either.
10 That's all I have to say right now, except I do
11 believe that when this thing is looked at during the
12 course of the next year or two, that feeder services,
13 microbuses and minibuses, will feed in from the Lake
14 Street/Midtown area will be created, as they have and
15 will be done in Eden Prairie with our Southwest
16 Transit System.

17 So the rail line is not the only way of
18 transportation. It's going to be married to other
19 factors and other transportation systems. Thank you.

20 COMMISSION DORFMAN: Thank you very much.
21 Matthew Dahlquist, followed by Jerry Krause.

22 MR. DAHLQUIST: Good evening, PAC
23 members. My name is Matthew Dahlquist. I live at
24 3309 St. Paul Avenue in Minneapolis. I'm the vice
25 president of the Cedar-Isles-Dean Neighborhood

1 Association, the chair of that association's transit
2 committee, and the representative from
3 Cedar-Isles-Dean to the Midtown Greenway Coalition.
4 I've also lived in Southwest Minneapolis virtually all
5 of my adult life, and I thank you for the opportunity
6 to address you this evening.

7 The Technical Advisory Committee recently
8 recommended the 3A alignment based on the cost
9 effectiveness index of HDR Consultants after their
10 study of the currently viable alignments. Within the
11 next day, a document compiled by the Concerned
12 Citizens for Optimizing Southwest LRT Services will be
13 available to you, key members of the PAC, and other
14 public officials, as well as posted on the Web. This
15 document raises questions and detailed concerns about
16 the TAC's recommended issues. I'm here to speak
17 briefly about the capital cost section of that
18 document.

19 It is of great concern that the cost
20 difference between 3A and 3C2 has ballooned by nearly
21 \$500 million, or over 300 percent, since the beginning
22 of HDR's work. As of today the public has seen
23 virtually no detail on these capital costs and
24 virtually no explanation of this dramatic increase in
25 the cost of 3C2. Without further detail the public

1 has no option but to speculate about the components of
2 these cost numbers. Therefore, tonight we offer
3 suggestions where 3C2, as currently designed, is
4 widely and dramatically overpriced. These adjustment
5 potentially reduce 3C2's capital cost by over \$260
6 million.

7 Additionally, we have detailed areas of
8 necessary mitigation along the line of 3A, that as far
9 as we know, are not addressed in 3A as it is currently
10 designed. These items could add over \$130 million to
11 3A's cost. As outlined in previous resolutions by the
12 neighborhoods along 3A, these mitigation measures will
13 be necessary should this become the final route
14 selection.

15 Because tonight's three-minute limit is
16 not enough time for me to discuss each of the 13
17 individual items of detail, I urge you all to
18 carefully consider the capital cost section of this
19 forthcoming document. If implemented, these
20 adjustments to the two alignments will bring the cost
21 difference between them down to a much more reasonable
22 figure, potentially, as well as about \$175 million.
23 In concert with up-to-date and much more realistic
24 ridership numbers, as Loren just spoke to, a new CEI
25 analysis will make 3C2 the best choice to serve the

1 greatest possible number of people.

2 Unfortunately, these cost adjustments do
3 not address the more important issue. The TACs
4 recommendation has only just been made public and with
5 insufficient detail. Tonight is the only public
6 hearing allowing citizens' input between the release
7 of the TACs recommendation and the PAC vote on that
8 recommendation scheduled to take place in just a few
9 short weeks. But all the public has to comment on
10 tonight are some lump-sum dollar figures and some
11 abstract CEI numbers with very little supporting
12 detail.

13 The public needs to see the complete
14 detail on the capital costs, needs to have a
15 reasonable amount of time to digest that information,
16 and deserves another public forum for comment before
17 the PAC takes any further action. In the absence of
18 these items, there cannot be an open and honest public
19 discussion of the merits of these possible alignments
20 or of the alignment selection process.

21 I thank you in advance for your
22 consideration.

23 COMMISSIONER DORFMAN: Thank you very
24 much. Can you make sure that that report you were
25 talking about gets to staff so we can make sure all of

1 the PAC members and the alternates, as well as the
2 committee members get a copy of that. Thank you.

3 MR. DAHLQUIST: We'll be sending it out
4 in the next 24 hours.

5 COMMISSIONER DORFMAN: And I think the
6 LPA report from the TAC is on the website now, so you
7 can check that out, too.

8 Jerry Krause, followed by Jennifer Munt.

9 MR. KRAUSE: Thank you, Commissioner
10 Dorfman. My name is Jerry Krause. I live in
11 Minneapolis at -- in the last couple of decades have
12 been Uptown, Lowry Hill, and over the last eight years
13 in Bryn Mawr, north of Interstate 394, at 417 Oliver
14 Avenue South.

15 Also, for the past decade I have used
16 Metro Transit bus service for daily commutes from my
17 neighborhood to the Hamline Midway area in St. Paul.
18 I also am a frequent user of the Cedar Lake Trail
19 System, running there several times a week. Also,
20 some of you are aware I'm currently a member of the
21 Citizen Advisory Committee for the Southwest
22 Transitway. I would urge the committee to support the
23 LRT 3A Kenilworth route alternative, which has been
24 recommended by the TAC, for three primary reasons,
25 which are embedded, I think, in TAC's recommendation.

1 First, importantly, the cost-effective
2 index. Only route 3A is within this range of
3 cost-effectiveness, which is qualified for federal
4 transit matching monies.

5 Secondly, the redevelopment of Bassett
6 Creek Valley. I've been on this redevelopment
7 oversight committee for the last eight years. The
8 City of Minneapolis approved the redevelopment plan
9 for this 200 acre parcel just north of Interstate 394
10 to be served by the Van White LRT Station. The entire
11 valley is roughly within six blocks of this stop
12 alone. The Lenden Yards area, which is directly
13 adjacent to 394, that area alone is proposed to build
14 out one and a half million square feet of office space
15 and 600 new residential units over the next couple of
16 decades.

17 To give you an example of how large
18 Lenden Yards, itself, is, it's roughly 4,000 feet
19 long, and at most points it's about a block wide. If
20 you superimposed it and moved it into Uptown, it would
21 stretch from the 28th Street Greenway all the way to
22 Franklin Avenue.

23 Lastly, there have been some concerns
24 raised in other venues concerning the suitability of
25 the Kenilworth alignment and compatibility with

1 existing rail, as well as the running, walking, and
2 biking trails. Not unlike the rest of the route,
3 which runs through Hopkins, St. Louis Park, and the
4 most Southwest portion of Minneapolis, this area would
5 also be similarly aligned along an existing linear
6 freight rail system.

7 Also, those of you who use this area are
8 quite aware that the northerly side, called Cedar Lake
9 Park, is presently heavily used, notwithstanding the
10 fact that it shares that corridor with the Burlington
11 Northern and Santa Fe's main freight line.

12 Thank you so much.

13 COMMISSIONER DORFMAN: Thank you very
14 much.

15 Jennifer Munt, followed by Christina
16 Mallow.

17 MS. MUNT: Commissioner Dorfman, Advisory
18 Committee Members, my name is Jennifer Munt. I live
19 at 5261 Beachside Drive in Minnetonka. I can't wait
20 to ride my train from the Shady Oaks Station. I come
21 to you tonight as the president of Transit for Livable
22 Communities. We're an organization of 10,000 transit
23 riders, bicyclists, and pedestrians. We advocate for
24 livable communities and more transportation choices.

25 We hope that you select the 3A Kenilworth

1 alignment primarily for four reasons. First, we think
2 it maximizes the likelihood of securing federal
3 funding, as well as state and local matching funding
4 that we need. Bottom line, we would like to see this
5 line built within our lifetime, and we think the 3A
6 alignment is the one that will get that done.

7 Secondly, we think that the 3A alignment
8 also improves service connections to both north and
9 west sides of Minneapolis.

10 Third, we think that enabling South --
11 that it enables Southwest LRT trains to connect onto
12 St. Paul via the Central Corridor or to the Mall of
13 America via Hiawatha LRT without a transfer. This
14 would be impossible with the Nicollet alignment, and
15 it would be costly and time consuming with an
16 11th/12th Street alignment.

17 And, finally, we think that the 3A would
18 maximize the potential for integrating LRT with
19 Minneapolis' proposed streetcar network, which
20 includes lines on the Midtown Greenway between
21 Hiawatha LRT and Southwest LRT and Nicollet Avenue.

22 Finally, we would encourage you to
23 consider the elimination of the Mitchell Road Station.
24 We believe that this could save up to \$60 million and
25 that the proposed Mitchell Road Station has low

1 housing and commercial density, and it's less than
2 three quarters of a mile by highway from the Southwest
3 Transit Station. The substantial cost savings from
4 adopting a 3A alignment and the elimination of
5 Mitchell Road Station would ensure money for other
6 transits projects, such as a streetcar on the Midway
7 Greenway Corridor that would connect to Uptown and the
8 Hiawatha LRT line, expanded bus service, and the East
9 Metro Transitway project. Thank you.

10 COMMISSIONER DORFMAN: Thank you very
11 much.

12 Jennifer Munt -- you don't get a second
13 chance.

14 MR. T'KACH: I'm speaking for Christina,
15 though.

16 COMMISSIONER DORFMAN: You are? Well,
17 please give your name and your address.

18 MR. T'KACH: My name is Michael T'Kach.
19 Thank you. Good evening. I'm a property owner along
20 Kenwood Parkway, along the corridor, and I thank you
21 for allowing us access to speak with you this evening
22 and to be heard for as much time as you've given to
23 us. I really appreciate it.

24 I'd like to speak very briefly, but
25 sincerely, that I'm here to advocate for the goal of

1 getting light rail built in Minnesota, my primary
2 goal. I strongly encourage the panel to vote for a
3 plan that will meet the federal guidelines so they're
4 eligible to receive this half of the federal dollars.

5 I believe that that is the plan that
6 meets the cost-effectiveness guidelines, and that is
7 plan 3A, running along the Kenilworth Corridor, called
8 the Network alignment. It runs along the vacant area
9 of the Kenilworth Trail. I thank you for acting and
10 voting responsibly to bring this light rail project to
11 Minnesota. Thank you. That's all.

12 COMMISSIONER DORFMAN: Thank you very
13 much.

14 Cameron Slick, followed by John Erickson.

15 And I also want to just say to the
16 members of the Policy Advisory Committee that if you
17 need to get up and take a break, I think we'll keep
18 going; but if they get up and have to take a few
19 minutes, we'll make sure you catch up with what
20 everybody just said, as well, so please feel free to
21 do that.

22 Cameron.

23 MR. SLICK: My name is Cameron Slick, and
24 I live at 2312 Lyndale Avenue South in the historic
25 apartment building next to Leaning Tower Pizza, and I

1 am fully in favor of 3C2. I'm going to be talking
2 about busing activity, urban livability, and operating
3 costs.

4 I think that these studies have
5 improperly calculated ridership. For instance,
6 Royalston Avenue, which was mentioned earlier, really
7 is in what is the middle of nowhere. There is not
8 substantial housing or business right there. However,
9 HDR calculated that based on route A, that this
10 station would generate 1,900 trips a day, which
11 doesn't make any sense to me. In addition to that, it
12 only would generate 400 riders per day on route C,
13 which doesn't make much sense compared to route A.

14 Does it mean that people who would be
15 able to actually use that station would only want to
16 go to the suburbs or into -- further into Downtown,
17 rather than to Eat Street and then link in Uptown.
18 Furthermore, the Nicollet and 12th Street Station is
19 supposed to only have 300 daily boardings, the same as
20 the Van White Boulevard Station, which is in the
21 middle of the most polluted soil in the state of
22 Minnesota, but there is no existing development and
23 where all development would be wholly speculative.

24 This station is in extreme close
25 proximity to Target's headquarters. It's also close

1 to the Foshay Tower, the AT&T building, LaSalle's
2 Plaza, and several large hotels. I learned that
3 Downtown stations often have mixed ridership between
4 all the stations, so those numbers are probably truly
5 inaccurate. I also don't think any of the ridership
6 numbers generated on the urban stops on the 3C
7 alignment are accurate, because there are eight
8 connecting bus routes there. At Uptown you have four
9 or five. At Lyn-Lake you have the Lyndale Avenue bus,
10 and at Franklin you have the Number 2 bus.

11 And a precedent was set for the Hiawatha
12 line in reducing the number of buses in a particular
13 corridor. The bus that's Route 7, which uses
14 primarily Minnehaha Avenue, is only operating about
15 every half hour. University Avenue bus service will
16 also be substantially reduced because it will have
17 light rail in the entirety of the avenue. Nicollet
18 Avenue will have four stops within its corridor, all
19 of which are less than a mile apart. I don't
20 understand why we can't reduce bus service on Nicollet
21 Avenue, which as of today there are 138 roundtrip
22 buses.

23 Most importantly, seeking this
24 opportunity to encourage urban development and to put
25 the light rail line in the city would be a great

1 mistake to see us do a route that really doesn't serve
2 anybody. And this precedent would be very dangerous
3 for future light rail lines, like the Bottineau
4 Boulevard route. That's all.

5 COMMISSIONER DORFMAN: Thank you,
6 Cameron.

7 John Erickson is next, and followed by
8 Cheryl LaRue.

9 John, welcome.

10 MR. ERICKSON: Thank you. Good evening.
11 My name is John Erickson. I'm a resident of Southwest
12 Minneapolis and have been active on the light rail
13 issue since about 2002. I have two points I want to
14 make tonight, mostly general points, not getting into
15 the specifics that some of the other speakers have
16 gotten into.

17 First, I'm presuming that everyone here
18 tonight wants the route that's chosen to be as viable
19 and as attractive as a long-term transportation option
20 as is possible for the citizens of the Southwest
21 suburbs, as well as the citizens of Minneapolis. With
22 that in mind, it seems reasonable to presume that we
23 ought to choose a route that provides transportation
24 to work in Downtown Minneapolis for our suburban
25 neighbors, as well as residents of Minneapolis.

1 But also we need to choose the route that
2 provides transportation to work in the Southwest
3 suburbs for residents of Minneapolis, as well as some
4 subset of our suburban neighbors. In other words,
5 this is a two-way transportation route that we're
6 looking for. And as members of the PAC, I think it's
7 important that you look at both routes in both
8 directions before making your decision.

9 Additionally, if the LRT could also
10 provide access to certain places inside of
11 Minneapolis -- being a Minneapolis resident, I'm
12 obviously pushing this -- places like Orchestra Hall,
13 the convention center, St. Thomas University and other
14 higher learning facilities in Downtown Minneapolis, as
15 well as business and entertainment interests in
16 various locations in Minneapolis on both nights and
17 weekends, then that cost -- the increase in the
18 ridership would reduce the overall cost of this line.
19 And while that is a tough one for the PAC members to
20 consider, it is an important one because we've seen
21 that occur on the Hiawatha line. As you consider
22 which route best meets the needs of everyone in the
23 Southwest Corridor on a long-term basis, it becomes
24 clear that 3C2 has more merit than route 3A.

25 Secondly, based on the questions and

1 concerns that have been raised, both this evening and
2 in this last two to three weeks, it is fair to say
3 that had the PAC members had to use the currently
4 available information and make decisions based on that
5 currently available information, they would not be as
6 informed as they should be for a decision of this
7 magnitude.

8 If I were in your shoes, I would require
9 a more complete, up-to-date, and accurate data related
10 to this project, including but not limited to
11 ridership projections and construction cost. By
12 requiring that information prior to making your
13 decision, you will clearly enhance the quality of your
14 final decision and better represent and serve all
15 citizens of Southwest Hennepin County. Those are my
16 comments. I urge you to consider both of those
17 points. Thank you.

18 COMMISSIONER DORFMAN: Thank you very
19 much.

20 Cheryl LaRue, followed by Kari Anderson.

21 MS. LARUE: Commissioner, PAC Members, my
22 name is Cheryl LaRue. I'm a resident of Downtown
23 Minneapolis. I am representing a group of volunteers
24 from multiple Minneapolis neighborhoods. We believe
25 route 3C best serves the City, as well as suburban

1 neighbors. This group of volunteers has been working
2 diligently so that the sentiment of the general public
3 can be heard. We've spoken to thousands of residents
4 in both Minneapolis and the suburbs, residents from
5 Minneapolis and the suburbs who support 3C because it
6 serves the area of most density and which allows
7 employment opportunities, patronage of businesses, and
8 enjoyment of events in multiple destinations, Uptown,
9 Lyn-Lake, Midtown Corridor, Eat Street, Downtown
10 Minneapolis, rather than just one destination,
11 Downtown.

12 Tonight I am not only representing the
13 dozens of volunteers, but more than 3,500 Minneapolis
14 and suburban residents who have signed a petition in
15 favor of 3C, and I have those right here. And we're
16 not done. As with the decision to have Southwest
17 light rail travel through the area of high density and
18 employment in Eden Prairie, the Golden Triangle, we
19 encourage you -- 3,500 people-plus -- to make the same
20 decision in Minneapolis and select route 3C, rather
21 than a route that diminishes vital park land and runs
22 through a low density residential area. Thank you.

23 COMMISSIONER DORFMAN: Kari Anderson,
24 followed by David Porter.

25 MS. ANDERSON: Hi. My name is Kari

1 Anderson. I live at 218 Logan in North Minneapolis,
2 and I am a member of the Harrison Neighborhood Board,
3 and I am on the Bassett Creek Valley Redevelopment
4 Oversight Committee that has been working on
5 development in the area where the Glen Lake station
6 will hopefully be.

7 If you can just for a second picture
8 driving west out of Minneapolis, look to the left, and
9 you'll see the Walker Art Center, and you'll see a
10 sculpture garden, lots of city amenities on the left.
11 If you look to the right, which is where Harrison,
12 Bryn Mawr, and North Side starts, you'll see the city
13 maintenance facilities. There's a rock crusher,
14 there's a manure pile, and there's a bunch of garbage
15 there. And we -- it's a garbage dump.

16 I have been on a committee working with
17 local businesses, Ryan Companies has been working with
18 us, a developer. Some of you are very -- probably
19 very familiar with the Bassett Creek Valley master
20 plan. But it's -- what's clear, if you picture this
21 dichotomy, it's clear that city policy and county
22 policy has -- has favored one area over the other. So
23 I think that it's important to keep in mind that with
24 the 3A alignment, the city and the county have an
25 opportunity to give an equal chance to the north side,

1 to the north side residents and businesses to do some
2 very innovative transitway development in that area.

3 As I mentioned, the Ryan Companies have
4 spent over a quarter of a million dollars on this
5 already, and our neighbors have spent countless hours
6 over the last two years developing this data, so I'd
7 like you to keep that in mind when you're thinking
8 about where the rail should go. And I support the 3A
9 alignment because of that.

10 The other thing that I -- nobody's
11 mentioned yet, but it goes straight to the Twins
12 Stadium, and so all the people in the western suburbs,
13 it's an easier -- easy way to get to the Twins
14 Stadium, which is a -- it will bring people into the
15 neighborhood through the new development.

16 So thank you very much for your time.

17 COMMISSIONER DORFMAN: Thank you. David
18 Porter, followed by Todd McIntyre.

19 David? Is David here.

20 Todd.

21 MR. MCINTYRE: Hello. I'm Todd McIntyre.
22 I'm president of Great Prairie Sports, a nonprofit
23 entity. Southwest Policy Advisory Committee, I thank
24 you for the opportunity to present testimony in
25 regards to the future alignment of Southwest

1 Transitway.

2 Over the years various aquatic groups
3 have searched the land to develop a facility for
4 swimming, diving, water polo, and synchronized
5 swimming. As the developments continually consume
6 urban opportunities, site selection becomes more
7 challenging every year. Bassett Creek Valley has been
8 of interest to me for many years, and the Kenilworth
9 alignment, I believe, is the best site in the
10 Metropolitan area for the Great Prairie Sports Center.

11 The proposed entity for the redevelopment
12 of the Bassett Creek Valley is significant. According
13 to the master plan, the projected construction of
14 3,000 housing units will welcome 6,900 new residents.
15 This would elevate Bassett Creek Valley itself into
16 one of the top 120 most populated cities in the state
17 of Minnesota. This figure doesn't account for the
18 proposed development of two and a half million square
19 feet of commercial space all on a tract land
20 consisting of 56 acres. Especially with the new
21 Target Field, the Kenilworth alignment is essential to
22 the future health and vitality of Bassett Creek
23 Valley.

24 The Great Prairie Sports Center in the
25 city of Minneapolis would not only provide a unique

1 community asset, but it would also create strong
2 economic impact opportunities. The Great Prairie
3 Sports Center is a significant UB state (inaudible),
4 offering a multiple season, multiple sport
5 international destination while focusing on the
6 disciplines of aquatics, gymnastics, and volleyball.
7 It would also be able to provide training facilities
8 for ethics and public and private schools and from the
9 Courage Center in Golden Valley.

10 From 1985 to 2007, the obesity rate in
11 the state of Minnesota increased 150 percent, costing
12 \$1.4 billion in health care expenses in 2004. The
13 Great Prairie Sports Center wants to reverse this
14 trend in Bassett Creek Valley.

15 Both USA Swimming and USA Water Polo have
16 created programs to reach demographics traditionally
17 not part of the aquatic sports. If the Great Prairie
18 Sports Center is not developed in Bassett Creek
19 Valley, the youth of North Minneapolis may never use
20 this facility.

21 From 1987 to 2000, all of Minnesota's
22 amateur sport venues generated \$377 million in
23 economic impact. The 2006 Schwan's USA Cup staged in
24 the city of Blaine generated \$5.1 million in economic
25 development alone. Both Hennepin County and the City

1 of Minneapolis would be well-positioned to enjoy its
2 fair share of new revenues from local, state,
3 regional, national, and international events.

4 If the Southwest Transitway is not
5 developed on the Kenilworth alignment, the next best
6 option for the Great Prairie Sports Center will
7 probably be in the city of St. Paul. However, we
8 desire to crown more national and international
9 champions near the home of the Breakfast of Champions.
10 The Southwest Transitway with a Kenilworth alignment
11 will leverage the value of Bassett Creek Valley and
12 establish an exceptional legacy for the city of
13 Minneapolis.

14 COMMISSIONER DORFMAN: Thank you very
15 much.

16 David Porter is not here still, I assume.
17 Edward Ferlauto, followed by Andy
18 Hestness.

19 MR. FERLAUTO: My name is Edward
20 Ferlauto, and I reside at 3156 Dean Court,
21 Minneapolis. I'm speaking on behalf of the Calhoun
22 Isles Condominium Association, 140 townhomes and
23 condominiums are located on Dean Court in Minneapolis,
24 in between the proposed station of the Rio D. Shopping
25 Centers on Lake Street and Cedar Lake Parkway; that

1 is, we are located at the wishbone intersection of the
2 Greenway and Calhoun Parkway. We will be impacted no
3 matter which route is selected. Because the Southwest
4 Technical Advisory Committee has recommended the
5 Kenilworth option, my comments will focus on that
6 option.

7 The right-of-way is very narrow as it
8 passes by our homes. Currently, there are mature
9 trees and shrubs that separate our homes from the
10 current railroad tracks. We do not want to see this
11 green environment removed. The LRT will come
12 extremely close to our homes because of this narrow
13 right-of-way; not just close, but extremely close. We
14 are concerned about the vibration and the noise that
15 will be close -- it is so close, as well as the visual
16 impact of the overhead wires.

17 As you know, the Cedar Lake Parkway is a
18 major thoroughfare for autos. We recognize that
19 solutions must be found to keep traffic flowing when
20 the LRT is passing through that intersection every
21 seven minutes. The residents at Dean Court use this
22 as one of the few exits that are available from our
23 homes, and we deem traffic will interfere with our
24 entrance and exodus. However, we feel strongly that
25 the solution is not having an LRT on an overpass. An

1 overpass would mean that the train would be two
2 stories high as it passes by our townhomes and
3 condominiums. This would be ugly, unsightly, and
4 unacceptable; and the noise would carry throughout our
5 complex. Please find another means for the traffic
6 mitigation.

7 We are also concerned about the noise
8 from the bells at both the station and Cedar Lake
9 Parkway crossing. We ask that your -- there should be
10 sensitivity to how that sound carries into our
11 community.

12 In summary, as an association leader, I'm
13 taking a position to oppose the Southwest LRT. We are
14 not taking a position on which route the line should
15 take, rather we are focusing our comments on the
16 corridor that has been recommended, Kenilworth. Since
17 the corridor is so narrow as it passes our homes, we
18 are concerned about the loss of our green environment,
19 the potential vibration, the potential for noise, and
20 the visual impact of the overhead wires. Please make
21 note also that we strongly oppose a Cedar Lake Parkway
22 overpass.

23 COMMISSIONER DORFMAN: Thank you very
24 much.

25 Andy Hestness, followed by David

1 Siegel.

2 MR. HESTNESS: Hi. I'm Andy Hestness. I
3 live at 1001 Cole Avenue Southeast in Minneapolis. I
4 don't live particularly close to any of the
5 alignments, but I've been very interested in the
6 planning for this line.

7 I really encourage this board as a policy
8 board to kind of take a step back from this -- this
9 whole conversation and think about some of the policy
10 impacts of this decision you're about to make on this
11 line. We're looking at building high capacity,
12 urban-focused transit that runs frequently throughout
13 the day and night. A lot of the information I've seen
14 so far has really focused on thinking about commuters
15 and things like that.

16 But, really, as we as a region develop
17 and think about how we can allow people live without
18 cars and get from place to place more accessibly, I
19 really encourage you to -- to look at the ways we can
20 do that, and I think the best alignment for that
21 reason is 3C. Either of the alignments -- because it
22 provides additional destinations without -- throughout
23 the corridor. And transit is really driven by
24 destinations on the line, so people are going to ride
25 the train if there's places to go. And with the

1 density of housing and businesses, entertainment
2 within the middle of the alignment, I think that's a
3 really strange route, both from people from Downtown
4 to Uptown, from the suburbs to Uptown, and from Uptown
5 to both Downtown, and the suburbs for jobs and all of
6 those things.

7 I think it's really important to -- in
8 light of that to really look at the -- at what's about
9 to happen and how we can think through it. In light
10 of that, I just really strongly encourage you to take
11 a hard look at all the ridership forecasts. A lot of
12 people have, you know, looked at various things that
13 may make the ridership data look like it may not be
14 accurate. I just really encourage you to take a hard
15 look at all of that and make sure we make the right
16 decision, because this is going to be in our region
17 for a long time, and it's just really important to me
18 that we serve that.

19 In closing, I'll just go back -- I grew
20 up in city of Minneapolis and -- but transit I haven't
21 had for a long time, and when the Hiawatha line was
22 first being built, I was very excited. I was talking
23 to everyone about this line. And the first thing
24 everyone would say to me is it doesn't go to Uptown.
25 That's -- that's where I want the train to go. And I

1 just really encourage people to think about that as
2 really being the focus of this, and we can -- we
3 really should look at Uptown as a regional destination
4 and part of the regional transportation system, the
5 same way we think of Downtown, the University,
6 Downtown St. Paul, the airport, Mall of America.

7 This is one of the place people want to
8 go, particularly people of my age range, and let's
9 find a way to do it. We may have to adjust bus
10 routes. We may have to rethink how it's going to work
11 on Nicollet Avenue, but let's try to commit ourselves
12 to making this work. Thank you.

13 COMMISSIONER DORFMAN: Thank you very
14 much.

15 Russ Adams, followed by David Siegel.

16 MR. ADAMS: Good evening, Commissioner
17 Dorfman and Members of the Advisory Committee. My
18 name is Russ Adams. I'm the executive director of the
19 Alliance for Metropolitan Civility. We're a coalition
20 of over 25 organizations that work on racial,
21 environmental, and economic justice issues in Twin
22 Cities growth and development patterns. A number of
23 our partner groups have already come before you and
24 mentioned that they're in support of the 3A Kenilworth
25 alignment. That includes the Harrison Neighborhood

1 Association that just spoke, groups like ISAIAH, TL --
2 Transits for a Livable Community, as well as a group
3 called MICA.

4 We are coconvening a table of
5 organizations like those groups around the regional
6 transitway's vision. That is being projected
7 throughout the Twin Cities Metro area. We've paid
8 some attention to the Southwest Transitway, but we're
9 also looking at Bondo and other future corridors. And
10 one point that probably really does need to be made
11 is -- and I think everybody who's come up here tonight
12 has made very strong points for their routes that they
13 prefer, but it's very important that we look at the
14 entire regional transit system when we talk about
15 making connections; because there is going to be some
16 winners and losers in whatever route you decide to do
17 today and it's very important for us to look forward
18 and think about what areas that are being left behind,
19 how can we reconnect them, and maybe that's going to
20 take streetcars, or it might take better buses.

21 The purpose of the regional transitway
22 staple that we coconvene is to ensure fair and
23 equitable access to transit and affordable housing for
24 low income communities by promoting an inclusive
25 public input process and influencing future corridor

1 alignment stops, locations, planned use plans, and
2 development opportunities along these transitways.

3 I do want to encourage you to think about
4 that beyond just the routing decision that you'll make
5 as the county and public agencies review these options
6 and down the line to begin to do stationary planning
7 and the community engagement. We'd like you to give
8 careful consideration to a few core principles. One
9 is that we just simply need to ensure that people have
10 a variety of ways to move about our region and access
11 employment and housing opportunities. Transit links
12 people to places they live, where they work, learn,
13 shop, receive medical care, and play. There is a
14 remarkable interdependence of people and places along
15 a transitway.

16 This means that transit policy has less
17 to do with moving people efficiently from point A to
18 point B than it does to provide people with greater
19 access and more choices. It allows us to erase years
20 of community isolation from transportation
21 improvements and empowers people to engage in creative
22 place-making if we have the wisdom to deploy a
23 comprehensive community engagement strategy. And
24 there are opportunities for jobs, particularly in the
25 construction of the -- the original transitway.

1 We really encourage the county and the
2 local cities to think about how to connect low income
3 communities and communities of color to those job
4 opportunities. Thank you.

5 COMMISSIONER DORFMAN: Thank you, Russ.
6 David Siegel, followed by Tom Lais.

7 MR. SIEGEL: Hi. I'm David Siegel. I
8 live on Kenwood Parkway in Minneapolis, not too far
9 from --

10 COMMISSIONER DORFMAN: David, you have to
11 sort of talk right into the mic to be heard.

12 MR. SIEGEL: I'm Dave Siegel.

13 COMMISSIONER DORFMAN: There you go.

14 MR. SIEGEL: I live on Kenwood Parkway in
15 Minneapolis, not too far from where the 21st Street --
16 post 21st station is, and I strongly, strongly
17 advocate any one of the 3C routes as superior to the
18 Kenilworth Corridor. Bureaucratic decision processes
19 like this are designed so that they look as though the
20 output is objective, but we know that that's false.
21 It's not as though you simply follow the rules, input
22 a number, and out pops your answer. You guys have had
23 to make many, many subjective value judgments along
24 the way, and I think that we need to examine those
25 very, very closely.

1 And one of the reasons I think we need to
2 examine that closely is because in looking at the map
3 of Minneapolis 50 years from now or looking at the map
4 of Minneapolis who's familiar with the transit systems
5 of other major cities around the world, who saw the
6 recommendation that could build a transit line that
7 bypasses the major cultural centers and the major
8 concentrations of the population and of business in
9 the city would think we were nuts. Any process that
10 leads to a decision like that has to be examined
11 because the decision -- the decision just does not
12 make sense.

13 One of the examples of value judgments or
14 subjective decisions you have to make is obviously how
15 to weight different types of data to allow you to make
16 projections of ridership. Why you would choose to
17 emphasize ridership projections for a myriad that's
18 just a twinkling in city planners' eyes; namely,
19 the --

20 COMMISSIONER DORFMAN: Bassett Creek.

21 MR. SIEGEL: -- Bassett Creek area while
22 ignoring --

23 COMMISSIONER DORFMAN: That doesn't mean
24 I agree it's a twinkle, but...

25 MR. SIEGEL: -- while ignoring the real

1 development that already exists in great concentration
2 in other parts of the city is absolutely baffling to
3 me. We have so much experience with designing
4 transportation systems that bypass existing
5 concentrations. When we built an interstate highway
6 system, we -- we did that, and we saw what the results
7 of that were: withering central cities, withering
8 neighborhoods. Yes, development grew around the
9 transportation modes, but existing areas have
10 withered. We've done that experiment thousands of
11 times. Let's not repeat that mistake.

12 Building the route along the Kenilworth
13 Corridor basically would say that the whole purpose of
14 that line is to move people from Downtown
15 Minneapolis -- not even the heart of Downtown
16 Minneapolis, but a piece of Downtown Minneapolis out
17 to the suburbs. This is a way of promoting more urban
18 sprawl, because it simply moves people from point A to
19 point B, reducing -- reducing the disincentives for
20 locating yourself further and further out from the
21 core. That is not the way we should be developing our
22 urban area. We need to be thinking about what kind of
23 transportation system we will be proud of having built
24 a hundred years from now.

25 COMMISSIONER DORFMAN: Thank you very

1 much. We've been joined by County Commissioner Peter
2 McLaughlin, who chairs our County Regional Rail
3 Authority, as well as the county's Transit Improvement
4 Board.

5 MR. LAIS: Thank you. My name is Tom
6 Lais. I live in Maplewood, Minnesota. I commute from
7 almost the county border of Washington, all the way
8 through Minneapolis every day. I want to say to this
9 Commission, thank you, thank you very much for
10 considering light rail. I think it is a phenomenal,
11 supportive, connective alternative to the automobile.
12 And for us bikers, it's also a great way for us to get
13 around when there's snow, rain, and other types of
14 adverse weather.

15 Regarding the corridor, I would say that
16 it does seem to be kind of a push for me for either
17 the 3A or the 3C. I do work at the Midtown Exchange,
18 and having access to the light rail is very important
19 to me. I will comment on the fact that the Midtown --
20 or the Greenway is a phenomenal asset for both the
21 city of Minneapolis and the state of Minnesota. I use
22 it quite frequently. It is not uncommon for me to get
23 on my bike at 5:00 in the morning, ride from almost
24 Woodbury off to Hopkins, this great community. I love
25 it. It's just phenomenal.

1 I would encourage that everyone who
2 speaks, everyone who comes here today encourage the
3 light rail. And I guess the decision as to whether
4 use 3C or 3A is up to you, not me. And if there's
5 anything I can do to support it, I will. Thank you
6 very much.

7 COMMISSIONER DORFMAN: Thank you very
8 much.

9 Eric Lind, followed by -- have you seen
10 Council Member Samuels -- by Bob Carney, Jr.

11 Eric. He may have left. I saw him
12 earlier.

13 Bob Carney.

14 MR. CARNEY: Can someone do a favor for
15 me and focus that.

16 My name is Bob Carney, Jr. I am a
17 moderate progressive Republican candidate for mayor of
18 Minneapolis, somewhere between endangered and extinct.
19 You've heard -- I bet a lot of you have heard a lot of
20 these things before, but this is something that you
21 haven't heard. I'm going to show this to the audience
22 first, and then tell you about it.

23 This is a map for what I call a sky
24 bottle, and this is going to be an all-weather,
25 enclosed skyway system for bicycles and Segway. And

1 I'm going to now point this to the decision-makers
2 here and tell you about it.

3 One of the things I'm proposing in my
4 campaign for mayor is what I call a sky bottle, and
5 this is an automate -- an all-weather, elevated,
6 skyway system that would be above the current skyway
7 system. It would be connected to ground level by
8 elevators, rather than by the hairbrained kind of
9 ramps you go Downtown and then back to Hiawatha to get
10 over to Hiawatha Avenue.

11 The plan would be to have one route going
12 from the -- from the milling district down Nicollet
13 Avenue, and then over to the convention center, down
14 the 35 corridor; and that would connect up with the
15 Greenway. There would be the all-weather, enclosed
16 route from the Greenway going from the Southwest line,
17 whatever you decide on for that, and then over to the
18 Hiawatha line. There would be another outgoing from
19 what I call Trainsville over by the current Metrodome
20 and over to the university.

21 So the idea here is to have an
22 infrastructure that would make it possible for people
23 that live in this triangle, from the Greenway to the
24 Southwest line to Hiawatha to Downtown, to be able to
25 get to this nexus of locations, such that people that

1 are living in that area could get by with even one
2 less car or could get by with no car. And for that
3 reason, I think that this thing can be paid for with
4 tax increment financing. This is a way of starting to
5 build an infrastructure that gets us away from cars.

6 I want to point out one other thing. In
7 terms of economic development, this route would go by
8 the convention, and, as a result, people would be able
9 to rent Segways and bikes, and they'll be able to go
10 on this entire location nexus using the system,
11 including links to all the trails that go to Downtown
12 and links to our park system. So if you have a
13 convention, people that are going to that convention
14 can get on this system any time during the year,
15 meaning we can have conventions during the wintertime,
16 and they can also link up with our park system. So I
17 think that this would be a tremendous way of
18 introducing people to Minneapolis in a unique way.

19 I just want to let you know that I'm
20 going to be advocating for this, and I hope that
21 you'll factor this into your consideration. The plan,
22 a 10-page report, is on my website,
23 republicancontract.com, and I urge all of you to take
24 a look at it. Thank you.

25 COMMISSIONER DORFMAN: Thank you very

1 much.

2 Bill Strand, followed by John M. Hall.

3 Is Bill here? John Hall? Let's see, who else.

4 Marcy Gohmert. I think I may be

5 mispronouncing it.

6 Yes?

7 MR. CHISHOLM: Is it possible for Lenny

8 Chisholm to take Don Samuel's spot?

9 COMMISSIONER DORFMAN: You know what,
10 come on up, for having the guts to ask.

11 And I think Council Member Samuels may be
12 arriving later, but please give us your name and
13 address for the record.

14 MR. CHISHOLM: My name is Lenny Chisholm,
15 1901 -- can everybody hear me?

16 THE AUDIENCE: No.

17 MR. CHISHOLM: Is this a little better?

18 COMMISSIONER DORFMAN: Yeah. You have to
19 speak into the mic.

20 MR. REMINGTON: You have to talk right in
21 there.

22 MR. CHISHOLM: My name is Lenny Chisholm.
23 I'm from Springboard Economic Development Corporation.
24 I have my office at 1901 Glenwood. One of the things
25 I've come here today, and I'm glad you let speak

1 early, because I was really having a hard time waiting
2 for the end, is that in our community everything is
3 over there. We have Hard Rock Cafes, we have Maple
4 Grove; but North Minneapolis it seems to be missing
5 the "I'm right there." We need opportunities. This
6 is a transit-oriented development opportunity.

7 The freeways were designed years ago to
8 take people out of the city. Now we have an
9 opportunity to bring people back in. We have an
10 opportunity to bring jobs and economics to North
11 Minneapolis, which I think is very important. We have
12 an opportunity to take the mom who has to take three
13 buses to get to her suburban job down to one and the
14 young man who has to go all the way to the Mall of
15 America to work at what once was called Camp Snoopy
16 down to one opportunity. That is why we're here
17 today.

18 We're not a twinkle in someone's eye. We
19 are a reality. And North Minneapolis has been the
20 subject of disinvestment for a number of years. When
21 the Jewish community was there, Glenwood was a very
22 vibrant spot. Plymouth was a very vibrant spot, so
23 was Golden Valley -- Golden Valley Road, I'm sorry,
24 and Broadway, also. Now we have a lot that sits on
25 the corner of Plymouth and Penn that has been dormant

1 for 35 years. The last thing that was there was a gas
2 station. We have a lot that's on the corner of 7th of
3 Emerson that I can't remember what was there.

4 We lost the McDonald's on the corner of
5 Plymouth and Penn, which I've never seen happen. We
6 lost a Target on Broadway, which I've never seen
7 happen. We have a Cub that we're in danger of losing
8 because the produce section is not making any money.
9 We need these type of opportunities to come through
10 North Minneapolis. That is why I am here, because in
11 the 20 years I've been here, I've seen a lot of
12 disinvestment. Maple Grove now has Pittsburgh Blue,
13 Benihana's, and Granite City; and North Minneapolis is
14 still looking for a place to eat after 5:00. There is
15 no outdoor cafes.

16 Some people say, well, what is -- the
17 ridership model should look like, and they take into
18 account all the young kids that will come from Eden
19 Prairie. They see that culture of North Minneapolis.
20 They buy more Rap music than the kids in North
21 Minneapolis. We need this road, this new train to
22 come to North Minneapolis. Thank you for your time.

23 COMMISSIONER DORFMAN: Thank you very
24 much.

25 Linda Hagmeier, followed by Maren

1 McDonell.

2 MS. HAGMEIER: Good evening. My name is
3 Linda Hagmeier. I live at 5451 Pompano Drive in
4 Minnetonka, which is in the community of Beachside, a
5 townhome community. Thank you, first of all, for
6 allowing me to speak to each of you this evening.

7 I've owned my home, my townhouse, in
8 Minnetonka for the past seven years. I grew up less
9 than two miles from where I'm living right now, and
10 after 17 years in the city of Chicago, I moved back to
11 Minneapolis and immediately sought out a place to live
12 in Minnetonka, specifically Beachside. I am on the
13 board of directors of our townhome association. I'm
14 speaking for them, as well as myself.

15 I want to tell you tonight that my
16 neighbors and I love the area that we live in. We
17 love living in Minnetonka. We have roots in the
18 community, and we're very proud of our city. We're
19 aware of all the issues that bring us here tonight,
20 and we want you to know that we support the decisions
21 that you have to make, but it's important that you
22 understand that we're deeply concerned about the rail
23 line or the plans of the rail line.

24 These plans have tremendous potential for
25 adverse effects on our community and specifically our

1 subdivision. From my understanding, the line is going
2 to run one block from the back of my townhome, not
3 just mine, a lot of my other neighbors. Because the
4 current plan calls for the trains to pass close to our
5 homes, we believe there's tremendous potential for
6 light rail noise pollution around our homes, as well
7 as environmental degradation to our neighborhood.

8 There's a wildlife area that abuts our
9 backyards and runs to the intersection of Smetana and
10 Belfour Roads. The area holds a wetland that supports
11 all types of nesting birds, as well as wildlife. The
12 sanctuary also serves as an effective natural barrier
13 between our properties and the businesses that
14 neighbor behind us. We're concerned that this area
15 will be lost with the construction of the line on its
16 present route through the intersections of Smetana and
17 Belfour. We're also concerned that the line will
18 bring a disruption to the solitude that right now we
19 all enjoy. It doesn't take a lot of thought about the
20 noise that would come from light rail. And I'm
21 running out of time.

22 Just a couple steps that we you ask to
23 take into consideration. Protect the trees, which
24 will help the noise level. Protect the wetlands and
25 provide safety for all the residents that right now

1 are living in the area. And myself and my neighbors
2 invite any and all of you to come and sit with us on
3 the back of our decks, because you'll be able to see
4 where this line going to go. Thank you for your time.

5 COMMISSIONER DORFMAN: Thank you very
6 much.

7 Maren McDonell, followed by Lyle Kill.

8 MS. McDONELL: Hi. My name is Maren
9 McDonell, and I'm the Harrison Neighborhood
10 Association president. We support the 3A alignment.
11 It is the most economical and practical line. This
12 line has very promising diverse commuting members. It
13 will also generate the reliable transportation for
14 over 3,000-plus residents on the north side who
15 commute daily to work, and it will also create jobs,
16 housing opportunities, and possible new businesses.

17 With major connections throughout North
18 Minneapolis, this line transforms the north side and
19 finally connects North and South Minneapolis, and
20 North side is a lot more than the impound lot. I
21 would invite all of you to come to the North Side and
22 tell me it's not. Thank you.

23 Thank you very much, Maren. Lyle Kill,
24 followed by Council Member Don Samuels.

25 MR. KILL: Hi. You know, I've been

1 hearing a lot about running a train through South
2 Minneapolis.

3 COMMISSIONER DORFMAN: Can you give us
4 your address for the record.

5 MR. KILL: Yes. I live at 526 Oliver.

6 COMMISSIONER DORFMAN: Thank you.

7 MR. KILL: You know, I've a heard a lot
8 about moving the train through South Minneapolis.
9 They talk about how they've got all these buses and
10 things like that. Maybe they should come to the
11 Harrison neighborhood and see the two bus lines that
12 run through there that are available for 4,000
13 residents.

14 It's really easy to want more when you've
15 already got a lot, but when you don't have much, like
16 Harrison neighborhood, then this little bit, having a
17 train running near the neighborhood, not even through
18 it, makes a big difference in how people look at where
19 they live. And I think that's something you really
20 need to bring into consideration before you start
21 listening to a lot of things about crime-ridden
22 neighborhoods, which we are not.

23 UNIDENTIFIED SPEAKER: Thank you.

24 MR. KILL: And about lack of ridership,
25 because I think you'd be really surprised by how many

1 people actually do get on that train if it comes into
2 that area. Thank you.

3 COMMISSIONER DORFMAN: Thank you very
4 much.

5 Council Member Don Samuels, followed by
6 Aimee. Johnson.

7 COUNCIL MEMBER SAMUELS: Thank you. I'm
8 sure everything's been said. I just want to say thank
9 you for allowing me to speak. When Martin Luther King
10 was seeking for a metaphor speech on the mall, he
11 mentioned that America had -- to the Emancipation
12 Proclamation and the admiration -- referred to a check
13 that had been written and that came back insufficient
14 funds.

15 And I've been wondering about what makes
16 this insufficient funds factor. And I think it's that
17 in the euphoria of making decisions for justice, we
18 often forget that the time when the check is to be
19 cashed, it's -- it's going to be a -- require a
20 compromise by somebody. It's going to come out of the
21 account of somebody. And he said that we -- all of us
22 Americans have inherited that promise, all of us. And
23 so -- but when the time comes to pay, we realize that
24 it's more than we had thought the promise implied.

25 We have an historic opportunity here,

1 once again, to have sufficient funds in that account
2 for the people in our community that have been
3 historically deprived, quarantined, blocked off, boxed
4 in, isolated, and -- from jobs and opportunities from
5 the rest of the region and the city. And the City is
6 working hard to undo those historical injustices, and
7 now it's time for the region to participate.

8 We participate with the region. We have
9 regional johns coming to -- prostitutes coming from
10 Blaine. We have regional police officers and social
11 workers and even preachers coming in to work in North
12 Minneapolis and then commute back out. And we have
13 regional and even international slum lords coming in
14 and providing services for vulnerable people from
15 Thailand and Detroit and Gary. So we are a regional
16 part of the city, but we are locked in, and we are not
17 regionally connected.

18 Now is the time to deliver on that
19 promise, to open the outward gates so that we can pour
20 into that verdant garden of Eden Prairie and get some
21 of those lush jobs out there for our people who are
22 ready to work and just need a little help from the
23 region to be acknowledged as a partner in our city and
24 in our region. Let us out. Let us out of the gates
25 to work to give our contributions to this larger

1 community, and make the sacrifice now to make that
2 happen by withdrawing from your own demands for the
3 demands of a people whose cries have been muffled by
4 isolation for far too long. Thank you very much.

5 COMMISSIONER DORFMAN: Thank you.

6 Aimie Johnson, followed by Ron Werner.

7 MS. JOHNSON: Well, I'm afraid I'm not
8 that charismatic, and I have the opposite position. I
9 live at 2001 Kenwood Parkway, and I support the 3C
10 option for a lot of reasons. First of all,
11 Mr. Remington, thank you for your editorial in the
12 Star Tribune. I thought that was very well-written
13 and brought to light a lot of points about areas of
14 concern that I think people have about flaws in the
15 way that this has been thought about, specifically
16 ridership.

17 I don't have to reiterate the number of
18 points that have been made today about running it
19 through the vacant area of the Kenilworth Trail,
20 versus the dense area of Uptown. Lyn-Lake is growing.
21 The condos are growing. The businesses are growing.
22 It's a destination area. I feel that Minneapolis has
23 been underrepresented in this process where the
24 suburbs have been highly represented. I have to say I
25 was very encouraged by the recommendation to choose

1 the 1C option through Eden Prairie, because I felt
2 that the choice of the 3C option was partially not
3 recommended because of its dense population and its
4 cost of building, and I think that the Technical
5 Advisory Committee is looking at a way to take the
6 easy way out by running it through the empty area of
7 the Kenilworth channel through a park land in a very
8 low density, private residential area.

9 So I was encouraged by that
10 recommendation to run it through a dense, costly area
11 of Eden Prairie versus the Hennepin County Railroad
12 Authority area, which would be a lot less costly. I
13 don't want to see that come at the expense of the 3C
14 option. I don't want it to go through the dense area
15 of Eden Prairie and then run through a trail on the
16 Minneapolis side. We need to serve the densest area
17 of population and riders that we can. I think that's
18 been underestimated. I think that that needs to be
19 looked at and more thought given before a choice is
20 made.

21 Because, as people have said, this is
22 going to support our community for 50 years. Don't
23 take the easy, cheap way out. This needs to be the
24 right thing for the City of Minneapolis, as well as
25 the City of Eden Prairie, and I urge you to make the

1 right decision for the future, not just for the simple
2 cost. Thank you.

3 COMMISSIONER DORFMAN: Thank you, Aimee.
4 Ron Werner, followed by Anders
5 Zymboden.

6 MR. WERNER: My name is Ron Werner. I
7 live in St. Louis Park, 2148 Glenhurst Road by Cedar
8 Lake. I'm going to actually bring up a question that
9 hasn't been posed tonight.

10 I have read many objections to route 3A
11 and the Minneapolis trail, been going to other
12 meetings, and one of the themes that seems to be that
13 this route, 3A, will be running through park land and
14 insinuating that it will have a devastating impact on
15 this park land. Now, I'm very familiar with the
16 Kenilworth Corridor, and I am perplexed by the park
17 land issue.

18 First, there already is an active rail
19 line that runs through the entire Kenilworth Corridor.
20 The rail line has been there for a very long time, and
21 it doesn't seem to have had any horrible impact on the
22 so-called park land.

23 Second, this Kenilworth Corridor is not
24 designated as a park. Prior to the construction of
25 the bike trail in 1996, I think, there was just a cow

1 path through the area, and it was basically scrub
2 land.

3 Third, the Kenilworth bike trail and the
4 vast majority of that corridor is owned by the
5 Hennepin County Regional Railroad Authority, not the
6 Minneapolis Park and Recreation Board.

7 There may be a small sliver of land
8 between the existing rail line and the Kenilworth bike
9 trail that might be considered park land, and I will
10 tell you the vegetation on this sliver of land --
11 because people tell you, oh, the trees and
12 everything's going to go -- consists of spindly
13 volunteer Box Elder trees, which is a scrub tree;
14 Siberian Elm, a scrub tree; and Buckthorn, an invasive
15 shrub that communities are trying to eradicate.

16 So how could light rail route 3A, which
17 would utilize the footprint of an existing rail line,
18 have a horrible, disastrous impact on this so-called
19 park land, which has been mentioned twice tonight by
20 people who are supporting another line. Now, I have
21 not heard any outcry from -- not even a peep, from the
22 Minneapolis Park Board regarding this potential
23 devastation or impact of a park area. One would think
24 that indeed if this were the case, they would be very
25 vocal on the issue.

1 Can this board clarify, where is the park
2 land? And I read it in an editorial just the other
3 day. Thank you.

4 COMMISSIONER DORFMAN: Thank you very
5 much. We're going to respond, as I said at the
6 beginning, to all questions on-line. So we'll get you
7 an answer to that.

8 Andrew Zymboden and Doug -- I'm having
9 trouble reading the last name, but Meadow Creek in
10 Hopkins. Does that help? Yes?

11 MR. STRANDNESS: Yep.

12 COMMISSIONER DORFMAN: Followed by Dennis
13 Bruns.

14 MR. STRANDNESS: Good Evening. My name
15 is Doug Strandness. I'm here representing Meadow
16 Creek Condominiums in Hopkins, 823 Old Settlers Trail.

17 Meadow Creek is the largest homeowners
18 association in the state with about 1,000 residents.
19 It is located on the south end of Hopkins and Smetana
20 Road and 11th Avenue South. It is a little more than
21 a half a mile from the proposed Opus Station. And our
22 request we hope is an easy one to say yes to. We are
23 asking that there be a pedestrian walkway from the
24 Opus Station to Smetana Road and 11th Avenue South, or
25 somewhere in that vicinity. There does not appear to

1 be one proposed at this point.

2 Meadow Creek is part of the Westbrooke
3 neighborhood of Hopkins, which is a very dense
4 multifamily neighborhood with well over 1,300 units.
5 We're confident that such a pedestrian pathway would
6 attract a lot of ridership from that neighborhood to
7 the Opus Station. Thank you very much.

8 COMMISSIONER DORFMAN: Thank you very
9 much.

10 Jan, we're trying to find this on the
11 map. You're going to have to let us know if it's
12 close to Shady Oak or Opus and where it is, so we may
13 assure that we respond. Thank you.

14 MR. STRANDNESS: It is actually much
15 closer to Opus.

16 COMMISSIONER DORFMAN: To Opus? Okay.
17 Good. Thank you.

18 Dennis Bruns followed by Tracy -- Tracy
19 Kill.

20 MR. BRUNS: Good evening. I'm Dennis
21 Bruns. I live 63745 Harlan Drive in Eden Prairie. I
22 strongly oppose route 1A, which would be putting light
23 rail on the trail of Eden Prairie, but instead I
24 strongly support the 3A/3C route through the Golden
25 Triangle area where there are numerous businesses and

1 employers. There are not numerous businesses and
2 employers on the trail. So it belongs from Golden
3 Triangle and throughout the area.

4 This is in line with the Eden Prairie
5 City Council, and numerous Eden Prairie citizens and
6 residents have voiced to you in the past. Please
7 don't ruin the trail of Eden Prairie when there are
8 much better alternatives, such as the 3A/3C route.
9 Thank you.

10 COMMISSIONER DORFMAN: Thank you very
11 much.

12 Let's see, Tracy Kill, followed by -- I'm
13 going to mess your name up, I'm afraid -- Holly
14 Verhage and Sasha Renee. Go ahead.

15 MS. KILL: Hi, I'm Tracy Kill. I live at
16 526 Oliver North in Minneapolis. I'm probably going
17 to reiterate some of the things that have already been
18 said with less eloquence, but basically I live in
19 Harrison. It's west of Downtown. Our neighborhood
20 has been historically underserved by the City and by
21 transit, in particular. This would be a huge boon to
22 our neighborhood.

23 We've talked a little bit already tonight
24 about the Bassett Creek redevelopment plan. There's
25 been a lot of work that's gone into that. It's really

1 important to our neighborhood. This transit option
2 would mean a lot to that development and would bring a
3 lot of jobs and funds into our neighborhood that has
4 been traditionally overlooked. It seems basically
5 unfair to give this transit line to an area that
6 already has so much and to overlook a neighborhood
7 that is struggling. And that's really all I have.

8 COMMISSIONER DORFMAN: Thank you, Tracy.
9 Holly and Sasha, followed by Sarah
10 Brenner and then Dave Payne.

11 MS. RENEE: Hi. I'm Sasha Renee. I live
12 at 2121 3rd Avenue South, which is Whittier
13 neighborhood where the 3C line would directly affect
14 that neighborhood, and I believe in a negative way. I
15 really feel that, yes, it is a high density area, and
16 a lot of people live there, and I think our
17 transportation system that is already in that area is
18 very effective. We have many buses along many streets
19 that run very often with Nicollet Avenue, having the
20 majority of buses that go on Nicollet are the green
21 buses, electric, so very low pollution.

22 I -- also, I work at the Bad Waitress
23 Cafe on 26th and Nicollet and Spy Host Cafe on 25th
24 and Nicollet, part of Eat Street. I know people say
25 that's like a high density destination area, and

1 they'd like to be able to get there. Well, it's
2 already easy to get there, and what happens with the
3 construction, it would be devastating to that area,
4 and there wouldn't be anymore destinations. It would
5 just -- I think the construction, because it's going
6 to be on three streets in a row, would strongly impact
7 the businesses that are there.

8 I've lived in that area for 25 years, and
9 I've only seen positive effects in that neighborhood.
10 With all the business coming to Eat Street, crime is
11 down. Home ownership is up. And I think if those
12 businesses can't survive with all the construction,
13 that's going to just really be detrimental to -- to
14 the area and totally unnecessary and not cost
15 effective, and I'm just very opposed to it,
16 personally, and so is the owner of the Bad Waitress
17 and Spy Host, too. He's very concerned about his
18 businesses, and he owns a home in Whittier, as well.

19 COMMISSIONER DORFMAN: Let me just
20 clarify that the choice is either -- right now is
21 looking at either Nicollet Place or Blaisdell. It
22 would not be Yellow Creek. There would be a choice,
23 but I think your point is well taken. Thank you.

24 Holly.

25 MS. VERHAGE: My name is Holly Verhage,

1 and I live at 2643 Pillsbury, also in Whittier. I've
2 lived and worked in Whittier almost six years, which
3 is the entire time that I've lived in the state of
4 Minnesota. I'm here -- me and Sasha are both here
5 representing both Spy House, Spy House East Isles, and
6 the Bad Waitress Diner and also ourselves personally.

7 We wanted to address --

8 COMMISSIONER DORFMAN: All have really
9 good coffee and food, by the way.

10 MS. VERHAGE: Thank you.

11 UNIDENTIFIED SPEAKER: Good waitresses.

12 MS. VERHAGE: We wanted to address the
13 effects it would have on the Whittier neighborhood.
14 And then I also have a letter drafted by the owner of
15 all three businesses, which was sent to Katie Walker,
16 Commissioner McLaughlin, and Commissioner Dorfman that
17 I'd just like to read real quick.

18 It says: I am writing in regards to the
19 possible proposed construction of the light rail
20 system down Eat Street. I am the owner of the Spy
21 House Coffee Shop, 2451 Nicollet, as well as The Bad
22 Waitress Diner, 26th Street and Nicollet Avenue; and
23 I'm also a homeowner in the Whittier neighborhood. I
24 have invested approximately a million dollars in this
25 neighborhood, and, as a result, Whittier has become my

1 true home for over seven years.

2 Therefore, it concerns me deeply about
3 the thought of Nicollet Avenue/Eat Street being torn
4 up for an overextended period of time, whereas the
5 vital and positive benefit for a business, this is
6 nonexistent. The economic impacts would be
7 devastating to hundreds of businesses, churches,
8 schools, day cares, and a plethora of restaurants,
9 grocery stores, as well as the immediate residents of
10 Whittier.

11 Eat Street has come a long way since I've
12 been here, and our progress and transformation from a
13 once blighted, crime-ridden neighborhood is the result
14 of honest and true hard work and devotion. Excuse me.
15 Pride, sacrifice, and passion have all influenced the
16 rebirth of Nicollet Avenue. It would be a detrimental
17 decision to even consider a light rail study of such a
18 proud, diverse, and up-and-coming neighborhood that
19 has achieved its right as an economic staple for
20 nearly 15 years. Families have built a foundation
21 around their businesses that are located here.
22 Alternative routes need to be examined more closely
23 where such a negative economic and social impacts are
24 extraordinarily less.

25 The Kenilworth Trail proposal would be

1 far less devastating socially, morally, ethically, as
2 well as \$500 million less expensive. I feel that in
3 this economic climate, sacrifice must be met when
4 incurring more debt that will placed on small
5 businesses, families, and a future generation.

6 And then also speaking personally, as a
7 South Minneapolis resident who does not own a car, I
8 consider that the current mass transit bus system is
9 totally adequate and reliable. I have no problem
10 getting anywhere within 10 minutes, anywhere I need to
11 go. Bike ridership has been up in South Minneapolis
12 15 to 30 percent just in the last two years. Also,
13 the light rail works more effectively when there are
14 less stops and speed is interrupted. The Whittier
15 route would not directly serve Whittier residents. It
16 will be underground.

17 And also there's a question. The opening
18 of Nicollet is more advantageous to neighborhoods and
19 businesses on Lake and Nicollet, moving the K-Mart
20 over, and really opening up that street would really
21 help the neighborhood, and we were just wondering if
22 the light rail would put a stop to that, also.

23 COMMISSIONER DORFMAN: Thank you. Thank
24 you very much.

25 Council Member Remington.

1 MR. REMINGTON: Thank you. Thank you,
2 Commissioner Dorfman. I just wanted to clarify
3 something the last two speakers -- for the last two
4 speakers.

5 The 3C route is the one that goes -- is
6 proposed to go under Nicollet. The 3C2 is under
7 either Blaisdell or First. It would not be under Eat
8 Street, so there would not be construction on Eat
9 Street from the 3C2 route, only on the 3C route.

10 COMMISSIONER DORFMAN: Thank you, Council
11 Member.

12 Sarah Brenner, followed by Dave Payne,
13 followed by Lois Sander.

14 MS. BRENNER: Hi. My name is Sarah
15 Brenner, and I live at 2526 Upton Avenue South. I
16 want to thank the committee for having this forum for
17 us to speak, and I want to let you know that I do
18 support the Midtown route.

19 Uptown is currently a highly congested
20 area, while Kenilworth is a relatively low density
21 neighborhood. Currently, it's serviced by one bus
22 that runs only in the morning and in the evening and
23 about every half hour. I've ridden the bus before,
24 and it's poorly -- it's poorly ridden, and there's not
25 much ridership there currently. It's -- it would have

1 a very negative impact, I think, because it would be
2 just Eden Prairie, Hopkins, Minnetonka people coming
3 Downtown, and there's really nothing along the
4 Kenilworth Corridor until you get to Near North. And
5 while I respectfully, you know, respect the people
6 that desire to develop the Near North side and want to
7 spur development in that area, it's not that heavily a
8 populated area either. And I respectfully suggest
9 that the decision needs to be made on real ridership
10 that currently exists now and for the long-term.

11 So in light of these concerns, I'd really
12 like to advocate for the Midtown Greenway because I
13 don't believe that the Kenilworth line will service
14 our community well. Thank you very much.

15 COMMISSIONER DORFMAN: Thank you so much.

16 Dave Payne. I don't see Jay, but -- Lois
17 Sander, followed by Rick Dorsey. Lois here? Rick
18 Dorsey? Then followed by Vida Ditter. Welcome.

19 MR. DORSEY: Good evening. Hi, my name
20 is Rick Dorsey. My address is 14215 Greenview Court,
21 Eden Prairie. And, first of all, I want to say I
22 appreciate all your efforts that you've done working
23 on the studies you've worked on. I do, in general
24 terms, support light rail; however, I do not support
25 the use of the HCRRA corridor that you've proposed. I

1 believe that in the study that you've done, you failed
2 to address other options, and while the studies all
3 started out based on the county owning these railroad
4 corridors, we failed to look at better alternatives
5 that will make better use of the money being spent.

6 With the primary issue being congestion
7 of roads, I really don't -- when I look at the news
8 every morning, I don't see the interior -- interior of
9 the 494 Loop outside of the major corridors being
10 listed as congestion heavy areas. If you look at it,
11 it's the major arterials that are the real problem.
12 And if we're trying to solve the primary problem with
13 the transportation being -- providing means of
14 reducing congestion, which frees up time for people
15 and the safety issues, I think that we need to look at
16 where the people are coming and going from already and
17 provide a solution to that problem.

18 Now, not everybody goes Downtown. These
19 light rail proposals are all linear, and they do not
20 connect with each other, except Downtown. If I'm in
21 Maple Grove and can't get to Eden Prairie very easily,
22 if I'm in Eden Prairie, and I can't get to Bloomington
23 Mega Mall very easily using light rail. The proposal
24 that I would make would be is to look at the current
25 corridors that are there, the freeway corridors,

1 using -- capitalizing on the Hiawatha line we already
2 have. Perhaps one option would be to take and go from
3 Eden Prairie, down 494 to the Mega Mall, connect up
4 there. So now you've connected up with the whole 494
5 strip where there's a huge amount of people going all
6 the time.

7 Another option would be to take and you
8 could -- because you're not in neighborhoods where you
9 have cross-sections, which are very expensive to take
10 care of, you can lay a lot more track on such a
11 corridor, go across the 394, the HOV lanes, put track
12 all the way out to Ridgedale, come down 494 to Eden
13 Prairie. Those all serve purposes with rail being the
14 purpose of most efficiently transferring large
15 quantities of people long distances. Stopping on
16 every corner is not the most feasible use.

17 I believe the interior corridor -- the
18 interior 494 ring has sufficient roads that the people
19 from outside the ring aren't coming and congesting
20 them. So if you take that pressure off from the
21 outside, you suddenly open up all the roads on the
22 inside further, and there's less congestion.

23 I understand that there is the need for
24 looking at development, but that's not the purpose of
25 this. I think that the reason that people supported

1 looking at light rail is because they want to get
2 congestion taken care of. Thank you.

3 I do have a copy of something I submitted
4 at a previous -- or we talked about previously and
5 submitted to somebody with the HRA, and I'll submit it
6 here for the record.

7 COMMISSIONER DORFMAN: Thank you. We'll
8 make sure that that's distributed.

9 MR. DORSEY: Thank you.

10 COMMISSIONER DORFMAN: Vida Ditter,
11 followed by Lois Sander.

12 MS. DITTER: Members of the PAC, you all
13 know me. I've spoken before in support of 3A, so I
14 think I will pass. You all heard me before. It's
15 getting late. I think people would like to wrap up.

16 COMMISSIONER DORFMAN: Thank you very
17 much. We do have your previous testimony.

18 Lois Sander.

19 MS. SANDER: I will also pass.

20 COMMISSIONER DORFMAN: Okay. Where are
21 you? Since we talked on the phone, I just wanted
22 to -- okay. Thank you.

23 Jay Johnson and Donald Hoekstra. Jay,
24 followed by Donald Hoekstra.

25 MR. JOHNSON: And your locally preferred

1 auction is on the Internet in PDF format today.

2 I'm Jay Johnson from Chanhassen, 7496
3 Saratoga, in Chanhassen. I'm a former Southwest Metro
4 bus commissioner and a long-time advocate of Reverse
5 Commute, which Southwest started after I got off the
6 bus commission. A lot of things happen after I get
7 off the commissions.

8 Unfortunately, there's not a lot to it
9 because of where the Southwest buses go. They really
10 don't provide any access to the people of North
11 Minneapolis to the Eden Prairie area. I'm in strong
12 support of the 3A option. I believe that transit can
13 be a driver of development, and if any place in
14 Minneapolis needs develop right now, it is North
15 Minneapolis. Some of the miracles that have happened
16 on Eat Street and the Uptown area is now due for North
17 Minneapolis. I visit that area quite often in some of
18 the work I do.

19 And pretty much that's what I wanted to
20 say, is that I'm for this route. We have plenty of
21 good jobs out here in Chanhassen and Eden Prairie, and
22 this will help -- help our employers and help the
23 people in North Minneapolis. Thank you.

24 COMMISSIONER DORFMAN: Thank you very
25 much.

1 Donald Hoekstra, followed by Cynthia
2 Marsh.

3 MR. HOEKSTRA: I'm Don Hoekstra, and I
4 live at 5643 Green Circle Drive, the Opus Complex of
5 Minnetonka, and we've been told by various meetings
6 that what you are considering in the Opus Complex,
7 primarily the Glen Road east and west, is that you
8 want road service crossing. I would strongly
9 encourage you to consider above-grade for two basic
10 reasons.

11 I think if you were to take every car
12 that is in Opus during the daytime for people that
13 work there and put them bumper to bumper, the street
14 would be more than full. And if you expect the big --
15 you anticipate the big development, you're going to be
16 bringing in a lot more cars, and we can't handle what
17 you have there now.

18 Most of the people, I believe, that work
19 in Opus live north and west of that area; therefore,
20 the light transit probably would not help them. If
21 they live south and west, yes, it would; but currently
22 I don't believe it would help them.

23 The other concern I have is that in Green
24 Circle Drive, I consider that our residential streets
25 of the Opus Complex. There's five condominiums, and

1 in that five condominiums, there's approximately 800
2 people that live.

3 Next to us is the South Hampton complex
4 of apartments and the conservatory, and in those I
5 would imagine -- I'm guessing there's probably 3,000
6 people. All of us have access to the pathways in Opus
7 Complex. If you haven't seen them, you can walk
8 completely through all those pathways and never cross
9 a road. It's designed that way. I think Minnetonka
10 and the Opus people did a wonderful job with those
11 pathways. If you put in a surface road crossing,
12 you're going to be messing up those trails.

13 In this complex of all of these residents
14 that will live there, we have young children, children
15 that are learning to ride their tricycle or their
16 bicycle for the first time. We have older people that
17 walk with a cane, that walk with a walker. We also
18 have a few people that are in wheelchairs. I also
19 believe in Murphy's Law, and the light -- Hiawatha
20 light rail transit has proved this. There's going to
21 be fatalities. And I hope that in the Opus Complex,
22 it will not be your first grand -- one of your
23 grandchildren, one of your parents or your
24 grandparents, or even one of those people in the
25 wheelchair.

1 So I strongly urge that you do not
2 consider grades -- the road surface grade coverage,
3 that it be elevated. Thank you for your time.

4 COMMISSIONER DORFMAN: Thank you, Don.
5 Cynthia Marsh, followed by Dick
6 Hagland.

7 MS. MARSH: Madam Chair and PAC council
8 members, I'm here as -- I live at 2588 Upton Avenue
9 South. I am here as a resident. I have worked with
10 Cheryl LaRue and that group of volunteers.

11 I'm very much in support of 3C. I think
12 most of the points have been made tonight, so I will
13 just briefly say that I think that it should go
14 through the most dense area, that it -- versus the
15 lower density area. And I do question the numbers of
16 ridership, and I think that several very strong
17 arguments have been made about why those numbers are
18 questionable to many of us already tonight.

19 I agree with the editorial that
20 Councilman Remington wrote. I think he
21 well-articulated many of the concerns about 3A and the
22 reasons for 3C, and that this is a decision that
23 should be for 20 years, 50 years in the future. I
24 also want to add that if 3A is chosen, I don't think
25 that there's been enough focus on noise mitigation and

1 disruption and so on. The residents that do live on
2 that route are very, very close to that route.

3 The lady from Minnetonka talked about
4 being one block away in an apartment complex, and I
5 really respect that. Our homes are like 20 or 25
6 steps away from light rail. A gentleman spoke on
7 behalf of the very lovely apartment complex with
8 beautiful greenway. It's very, very lovely. Some of
9 those buildings are about 10 steps away; not blocks,
10 steps. It's very close.

11 And so I've gone to all our neighborhood
12 meetings over the last couple of years, and I do not
13 feel like if this route is chosen there's been enough
14 focus on the mitigation for what would need to happen
15 if that is the preferred route.

16 Thank you. I'd also like to say to our
17 community that -- given in our country, that behavior
18 at so many public meetings, we all feel so strongly
19 and passionately about this, this has been a very
20 respectful discourse tonight, and I think we should be
21 proud of ourselves, and I thank all of you.

22 (Applause.)

23 COMMISSIONER DORFMAN: I think all of us
24 have been thinking the same thing. Thank you for
25 those comments. We've all learned a lot, and it feels

1 really different than those health care forums.

2 We have -- just so you know, some of you
3 have been waiting for a long time, as have the members
4 of the PAC. I have about 10 more names, and then we
5 may have some folks that we already passed over that
6 arrived, but I just wanted to let you know where we
7 are.

8 Dick Hagland.

9 MR. HAGLAND: Scratch that.

10 COMMISSIONER DORFMAN: Okay. Richard
11 Adair, followed by Kara Bancroft.

12 MR. ADAIR: I'm Richard Adair. I'm from
13 200 Upton Avenue South in Minneapolis. I just want to
14 thank you, and I'm so glad I'm on this side of that
15 table and not on your side. This must make your head
16 spin, you know, all this stuff: Uptown withering, the
17 Bassett Creek Valley not being able to be redeveloped,
18 grandchildren being killed. This just goes on and on.
19 And I believe that everyone who spoke tonight has very
20 valid points.

21 But I'm going to make another idea
22 here -- present another idea for your consideration.
23 We don't really -- you're doing 50- to 100-year
24 infrastructure here. You don't really know who's
25 going to be living in Uptown, what's going to be going

1 on in the Bassett Creek Valley this -- in this time
2 frame. So I'm going to ask you to water down a little
3 bit all these heartfelt and very valid points that
4 you've listened to and think about planning a
5 infrastructure for a future that you can't really
6 know.

7 So I'm going to suggest three ways of
8 simplifying this. Number one, rail transit for long
9 hops, buses for short hops. I don't think it's too
10 far from Lake Street to Downtown Minneapolis to use a
11 bus. Number two, don't exclude parts of the city and
12 the metropolitan area. And this is all those racial
13 justice arguments that you've heard. Number 3, let's
14 not give my grandchildren, who are now two and four,
15 too much debt. They're going to be asked to pay for a
16 lot of stuff that people who are alive and here today
17 used up. And so I think you better have a real good
18 reason if you're going to vote for something that's
19 more expensive.

20 So putting those arguments together, I'm
21 a proponent of 3A.

22 COMMISSIONER DORFMAN: Thank you. Kara
23 Bancroft, followed by Mary Theresa Downey.

24 MS. BANCROFT: Hi. My name is Kara
25 Bancroft. I live in Eden Prairie, 6309 St. John's

1 Drive. And I have the luxury of being a world
2 traveler, and I've traveled through the most
3 incredible public transit systems in the world. I
4 just came back from Singapore this summer, and, God,
5 I'm jealous. I know they have density that we don't
6 have to work with, so, you know, I'll cut a little
7 slack, but I do hope that as you proceed with this you
8 look to the future, because our density is going to
9 continue to grow.

10 Currently I am in what I consider to be a
11 dead zone of transit. In order for me to get anywhere
12 on transit -- and I'm a very green-thinking person --
13 I try, and I've made some really noble efforts to take
14 public transit places, and it's really hard from Eden
15 Prairie, unless you happen to live close to or in
16 route to the Southwest Transit Station. I'm about
17 halfway between Shady Oak and halfway between the
18 Southwest Station. It wouldn't make sense for me to
19 go backwards to then go back past my house to go
20 Downtown. It wouldn't happen time-wise for me. It is
21 very hard for me to take the bus Downtown. There are
22 transfers that are slow and painful. The routes are
23 slow coming all the way out; so I tend to agree with
24 the light rail for long, quick, few stops between.

25 With that I've turned to biking for most

1 of my commuting, and I do commute three to four days a
2 week on a LRT trail, so I just ask whatever route you
3 choose, please keep that in your mind, as well, that
4 it would be really sad to lose. And I see an
5 increasing number of people out there with me each
6 morning and each night using that trail to commute by
7 bike, so please keep -- whatever route you choose,
8 keep biking in mind as something that is being done
9 and does need to continue as a part of that transit
10 solution.

11 So I am going to say I really do wish
12 secretly that 1 --

13 COMMISSIONER DORFMAN: 1A.

14 MS. BANCROFT: -- 1A -- thank you --
15 would be chosen, because it's like a half mile or less
16 from my house. I could actually walk to transit. But
17 hopefully that is also part of the solution, to
18 connect -- connect those things that aren't connected.
19 If it doesn't go through Uptown, I hope that there's a
20 shuttle that will take me to visit my friends, so I
21 don't have to wait 10 minutes to connect to a bus at
22 the last stop before Uptown to get to another bus to
23 the Uptown to wait again 10 to 15 minutes to connect
24 to another one that will take me to the next location.

25 So please keep all of those things in

1 mind to make this something that's useful, because,
2 boy, I really want to see it succeed. Thank you.

3 COMMISSIONER DORFMAN: Kara, I think,
4 speaking for everybody on the Policy Advisory
5 Committee, there's a firm commitment and has been all
6 along to preserving the existing bike trail throughout
7 the corridor, whichever alignment is selected, so
8 we'll make sure that happens. Anyway, we'll be
9 looking at how we redevelop station locations to
10 accommodate bikes and pedestrian, as well.

11 Mary Theresa Downey.

12 MS. DOWNEY: Hi. My name is Mary Theresa
13 Downing, and I live in Shorewood, and I wish I could
14 take public transit, but the buses only go every half
15 hour in the morning three times, and then we have our
16 three times at night coming out, and that's not what I
17 need to do, so I don't take buses. I used to take
18 public transit when I lived in Tokyo, and it was a
19 real joy, and I sure miss it. I could take it in
20 Minneapolis, too, because there a lot of buses in
21 South Minneapolis, even further south on Lake Street.

22 But I know in the Whittier neighborhood
23 there are plenty of buses, and that's where you would
24 be putting 3A -- 3C, so I wouldn't do that because
25 they don't really need that. And I think what's

1 really needed is the route that goes through
2 Kenilworth where, no, there isn't much, but as
3 somebody pointed out, you're really looking at
4 something you can't see 50 years from now or 100 years
5 from now, and that was one of the arguments people
6 kept making against the Hiawatha line: There's
7 nothing there. No one will use it. Guess what? They
8 were wrong, and I hope that you will choose that.

9 And I'm here also to represent my son,
10 Andy Exley, who is running for the city council in
11 Minneapolis in Ward 6 and lives in Whittier, and he is
12 very much in favor of 3A, as well. He does bike
13 everywhere he goes or takes the bus, and he's served
14 very well by the buses in the Whittier neighborhood.
15 So I encourage you strongly to look at 3A. Thanks.

16 COMMISSIONER DORFMAN: Thank you very
17 much.

18 Phyllis Hill, followed by Christina Le.
19 Phyllis Hill, Christina Le.

20 Christina Mallow, I see that you've
21 arrived. You were well-represented by Michael, but
22 you're on the list. Would you like to say anything?

23 MS. MELLOW: Sure. I'm --

24 COMMISSIONER DORFMAN: Oh, I'm sorry,
25 after Christina Le.

1 MS. LE: My name is Christina Le, and
2 I'm --

3 MR. REMINGTON: You have to speak up.

4 MS. LE: I'm here to represent many small
5 businesses on Nicollet Avenue, and I do own property
6 on there, as well. Overall, I thank you -- first of
7 all, I want to thank you for giving me an opportunity
8 to speak.

9 Overall, I do support the 3A route for
10 the reason that because the stadium is being built
11 there, which is a huge development. That once the 3A
12 connects the suburbs to the stadium, it will also spur
13 on more development within the North Minneapolis area
14 everyone was speaking of. And I believe that when we
15 put infrastructure in place, I believe that we have to
16 take that fiscal responsibility and look at how it can
17 in the future spur on development, rather than destroy
18 some development that's already existing on a very
19 commercial corridor of Nicollet Avenue.

20 So by doing that, making -- the small
21 businesses won't survive the downtime of construction,
22 and our business has been there for 20 years. So we
23 have been investing in this area to make it what it is
24 today as Eat Street. So I think that being that it's
25 also commercial, that's where the jobs are. And,

1 again, back to fiscal responsibility, that we need to
2 continue keeping the existing jobs that we have,
3 rather than trying to destroy a commercial corridor.

4 And I understand that the other route
5 goes through parkways and beautiful areas, too. I
6 hope that they would understand there's give and take.
7 And there's -- and I think the positive part of it is
8 that the public can see the beautiful houses in the
9 area that the Kenilworth will go through. But,
10 anyway, I do thank you for the opportunity.

11 COMMISSIONER DORFMAN: Thank you.

12 Council Member Remington.

13 MR. REMINGTON: I just -- thank you for
14 your comments. I just wanted to clarify for the last
15 speaker, as well, that only one of the C routes go
16 through Nicollet. Two of them by -- go -- one goes
17 down 1st. One goes down Blaisdell. Also, the 3C2
18 route does go to the stadium, so that doesn't stop.
19 That goes all the way to the stadium. Just a point of
20 clarification.

21 COMMISSIONER DORFMAN: Thank you. Thank
22 you for that.

23 So Christina Mallow, followed by Marian
24 Dean, Aaron Cory, and Tad Spencer.

25 Christina.

1 MS. MALLOW: Hello. I'm Christina. I
2 live at 2642 Irving Avenue South. I also with my
3 husband own property. That location is two blocks
4 north of the Midtown Greenway. We also own property
5 on Kenwood Parkway, near the Kenilworth Trail, so this
6 is definitely a case not related to NEMV. I thank all
7 of you for letting me speak this evening, and I want
8 to just touch on a couple of points, because I know
9 there have been a number of issues repeated. And I
10 just want to share thoughts on a couple.

11 One is there was an article in the paper
12 yesterday that commented that we haven't had time, and
13 I can say, since I bought my house 10 years ago, that
14 this issue has been out there over 10 years. This
15 issue has been there, the same issues discussed many
16 times by the neighborhoods. I served on the Midtown
17 Greenway Coalition for nine years. I no longer serve
18 on the board, and I'm speaking tonight on behalf of my
19 own personal interest in the Metropolitan regional
20 area and the need for transit.

21 I don't feel like we're really comparing
22 options like an either/or. It's either we pick route
23 3A, or we're not going to receive the federal
24 assistance we need to create this light rail line.
25 And it would be very tragic, because if we're to meet

1 the 2030 deadline that was spoken about in the article
2 yesterday, we're going to need to start that light
3 rail line now so that we can double transit by 2030.
4 So that would be my first point.

5 The second point is I hear a lot of
6 mention about density, and I think it's really
7 important for those who are on the fence here to know
8 that the study has been done in accordance with the
9 Federal Transit Authority guidelines. This -- these
10 guidelines dictate how the population usage was
11 determined. And if you want to veer from that study,
12 you will have to start all over again and perhaps
13 without the 50 percent funding that we are demanding
14 or requesting of the Federal Government.

15 So in order to get the ridership figures
16 that are being talked about, like those high densities
17 that could be used, you would need to start all over
18 again and veer away from the Federal Transit Authority
19 guidelines. So sticking within the parameters of the
20 guidelines that have been given to us today, we need
21 to be on route 3A in order to get federal funding.

22 If we go with route 3C through the
23 Midtown Greenway up to Nicollet, it will cost \$500
24 million more. It will avoid three of the major growth
25 centers of Minneapolis that have been identified by

1 the city leaders. It includes the University of
2 Minnesota, the Abbott, Northwestern, Allina, Wells
3 Fargo location and the Bassett Creek section.

4 So if we add the 3A line with the
5 Hiawatha line with a streetcar alignment through the
6 Midtown Greenway, you will capture three of those
7 locations, and at the same time you will save \$200
8 million at a minimum in accordance with the Federal
9 Transit Authority parameters under which we are
10 required to work.

11 So I urge this group today to support the
12 3A line. Let's start light rail. Let's anticipate a
13 regional system that serves the Near North, that
14 serves the Uptown area, but it also keeps going east
15 on the Greenway, all the way to the river and into
16 St. Paul with a streetcar line that accomplishes
17 growth for all parties in the Twin Cities region and
18 at the same time serves the Southwest Corridor. So
19 please work with the TAC and support 3A. Thank you.

20 COMMISSIONER DORFMAN: Thank you,
21 Christina.

22 Mary Dean, followed by Aaron Cory.

23 MS. DEAN: Good evening, Commission
24 Dorfman and PAC Members. My name is Mary Dean. I'm
25 the executive director for the Whittier Alliance. The

1 Whittier Alliance has taken the position of not
2 supporting the 3C and supporting alignment 3A for
3 obvious reasons.

4 3C2, to be clear on which line it is,
5 would run down 1st Avenue. 1st Avenue is a heavily
6 populated avenue. It's a very narrow avenue, and it
7 would remove housing, and some of it is low income
8 housing, which is, I believe, not part of the goal of
9 mass transit. We would lose housing along 1st Avenue.
10 It would -- the train would run underground, and it
11 would be within 10 feet of people's basements.

12 I know that there are people here saying
13 it's within a block of their home. Well, 10 feet is a
14 little more rattling, I think, when you're trying to
15 do laundry or watch TV or whatever. And it would
16 also, along 1st Avenue, cut through a major part of
17 our historic district, so that is a major concern for
18 the neighborhood.

19 3C1 along Nicollet Avenue would have a
20 very detrimental impact on our independent businesses,
21 both at -- almost 100 percent of those businesses is a
22 single proprietor, family-owned business. They are --
23 they are doing well, but a long-term construction time
24 frame would probably put them pretty much out of
25 business, and that's an economic factor that has not

1 been factored into the cost of the light rail on the
2 3C1 alignment. To reconstruct that would take
3 interminable years, and I'm afraid we would also lose
4 the character and the personality of Eat Street as it
5 exists now if that did occur.

6 In addition, there are alternatives. The
7 previous speaker spoke about the trolley. There is a
8 trolley study that has been completed. It is a viable
9 option for both the Midtown Greenway and for Nicollet
10 Avenue, Chicago Avenue that would be an ideal
11 connector for the Greenway and a less than half full
12 means of transportation -- rail transportation for
13 those who prefer rail transportation.

14 In the interim, the neighborhood is very,
15 very, very well-served by many buses within half a
16 block. If any of the routes within the Whittier
17 neighborhood or the 3C alignments were chosen, keeping
18 some of this hot plate jumping between the three
19 streets, it would -- the bus, routes as I hear it, are
20 presumably going to be sustained, so people would not
21 go the six or eight blocks to the opposite direction.
22 They would go the half block to continue taking the
23 bus, so ridership, as you have found in the study,
24 would not be increased any rate at all.

25 And nobody has spoken -- thank you. I

1 was going to mention the Downtown connections. Nobody
2 has spoke about those. Just looking at the plan, it
3 just seems like a snarl Downtown, an expensive snarl.

4 COMMISSIONER DORFMAN: Thank you, Mary.
5 Aaron Core.

6 MR. CORE: Good evening. My name is
7 Aaron Core. I live at 2501 Harriet Avenue South, and
8 I live probably about four blocks west of Nicollet
9 Avenue. I also have -- that's my home there. I also
10 have two properties in the Harrison, North
11 Minneapolis, adjacent to the Bassett Creek planning
12 area.

13 Tonight I speak in favor of 3A, partly in
14 opposition to the 3C route through the Whittier
15 Neighborhood, and I prepared my testimony in writing.
16 First I understand that the alignment will not satisfy
17 the -- the 3C alignment will not satisfy the Federal
18 Funding matrix. 3A does seem to do it, so it seems
19 like 3A would be the line to follow. I believe the
20 other lines also fail for other reasons.

21 Building any alignment along Nicollet or
22 adjacent avenues would cost so much in disruption to
23 the Greenway, the neighborhoods, and local businesses
24 that benefits in economic and transportation aims
25 would have to be immense. Considering the great bike

1 and bus access currently available to the corridor,
2 LRT has not justified their basis of transportation
3 improvements to Minneapolis and rather should be
4 opposed due to cost.

5 Secondly, the opportunity for public
6 investment to be matched by private investments is
7 greatest along the 3A alignment. This is particularly
8 true in the Bassett Creek Valley master planning area
9 where an opportunity for 150 acres of new transit
10 oriented development is not just an opportunity or an
11 idea, but it's been codified in Bassett Creek Valley
12 master plan, as approved by the Minneapolis City
13 Council.

14 Bassett Creek Valley master plan
15 represents almost 300 million in private investments
16 that -- who would generate thousands of new jobs,
17 hundreds of new housing units and office units. These
18 are private investments. It would be increased by
19 magnitudes if the LRT line ran through it. What other
20 proposed line in Minneapolis is poised for this new
21 development. Infield development, the cor -- Nicollet
22 or Blaisdell corridors does not compare. Even with
23 the merits of transportation system aside, 3A wins due
24 to the return on public investment. It would occur in
25 a fashion much shorter and much greater than any other

1 line we can offer.

2 And, finally, thirdly, I think this is
3 also about improving regional equity. 3A does not --
4 3A is the only line that connects a historically
5 isolated area, North Minneapolis. This would link
6 jobs and opportunity to an area that severely needs
7 it, better connecting North Minneapolis and its
8 residents to the regional economy. Public investment
9 should be designed to have this type of effect. I
10 believe that people understand that 3A is the only
11 truly viable route. It's the most rational policy
12 decision no matter -- impacting on economic or social
13 dividends. Thank you.

14 COMMISSIONER DORFMAN: Thank you, Aaron.

15 Thad Spencer, followed by the last name I
16 have, David Bagley, and then we'll see if we've
17 overlooked anybody.

18 MR. SPENCER: Thank you very much. I'm
19 Thad Spencer. I live at 1918 Queen Avenue South.
20 This is a very thin mic.

21 I've lived in West Kenwood for 15 years,
22 and I've brought a business in Downtown Minneapolis
23 for 21 years. Last April I bought a building in North
24 Minneapolis at the intersection of Glenwood and
25 Humboldt Avenue North, a dumpy little building

1 gravitated into this beautiful place, and I have a
2 15-person employee business there. I'm a big fan of
3 the area. I think it's the up-and-coming place, and
4 it's a great way to get away from the sport stadiums
5 of Downtown.

6 I also bicycle to work, as do all of my
7 employees, and I'm just vehemently against this 3A.
8 And I'd like to stand up for that -- there was one
9 gentleman here that basically called them the scrub
10 patch of Buckthorn. I couldn't disagree more. It's a
11 beautiful area. I walk my dogs there. I bike there.
12 My children bike through the woods there. We
13 cross-country ski from Cedar Lake all the way through
14 Quaking Bog.

15 And it's just an amazing oasis with the
16 prairie grass and all this, and we want to run people
17 from Eden Prairie through it? I don't -- I don't see
18 the need for it. If they wanted to work Downtown,
19 they should have moved and lived in this area. And it
20 seems that we're all sort of being penalized with
21 people that are so invested in the area and decided to
22 work and live in the same area. So thank you.

23 COMMISSIONER DORFMAN: Thank you very
24 much.

25 David Bagley.

1 MR. BAGLEY: Good evening. I'm David
2 Bagley. I am a member of the board of Whittier
3 Alliance and also a member of the CMC.

4 So Whittier, as you've heard this
5 evening, is, I believe, the heaviest user of mass
6 transit in the state. It's certainly the best. And
7 while many other people outside our community are
8 eager for us to have the LRT running through our
9 community, we are not.

10 We feel the 3C alignments don't serve our
11 community. Both routes negatively impact Eat Street,
12 not just because of the construction, but because of
13 the positioning of the station just north of Franklin
14 on -- on Nicollet there. It will significantly affect
15 the flow of traffic down through Eat Street.

16 3C2 is planned to run up one or both, two
17 narrow, residential, and historic streets, as you
18 heard earlier. And I have to comment on that. We
19 really don't feel it reflects well on the committee or
20 the process that we've been through, but even at this
21 stage, we in Whittier are facing alternatives nobody
22 has named. Is this a 1st Avenue solution, or is it a
23 Blaisdell solution?

24 We're sitting here trying to explain to
25 our community, well, there's one route down Nicollet.

1 Okay, I understand that. And then there's this other
2 route that might go up 1st Average, or it might go up
3 Blaisdell; or it might go up Blaisdell and then 1st
4 Avenue. It makes it extremely difficult for us to
5 explain what's going on to the community.

6 Finally, I would like to reiterate that
7 as a community, we have said we're extremely positive
8 about the prospect of a light rail system or a -- I'm
9 sorry -- a streetcar system running along the Midtown
10 Greenway and connecting up Nicollet. That's a perfect
11 solution for Eat Street. It's above ground. It
12 connects Downtown to all the restaurants. That would
13 be something that you will get extreme support from
14 the neighborhood if we can get funding for that.
15 Thank you.

16 COMMISSIONER DORFMAN: Thank you very
17 much.

18 So is there anybody whose name is on the
19 list that hasn't been called who would like to speak,
20 or anybody else who didn't sign up but hasn't already
21 shared their view who would like to address the Policy
22 Advisory Committee?

23 If not -- well, I don't know about
24 everybody else on the PAC, but we have like really,
25 really smart constituents. That's what I think. This

1 was really amazing. You know, we've been studying
2 this for a long time, and I think we learned a lot
3 tonight, and there were a lot of issues that were
4 raised in support of the various alignments and a
5 number of other issues that were raised that clearly
6 we need to look at moving forward.

7 So thank you all very much for giving
8 your time tonight and sharing your comments with us.
9 And the process from here is the polic -- the Policy
10 Advisory Committee will take up the recommendation
11 from the Technical Group on October 14th, and then
12 we'll have an additional public hearing that you're
13 welcome to come back to at the Government Center on
14 October 20th at 4:00 in the afternoon. That's going
15 to go to 7:00, time certain ending. And then the
16 Hennepin County Regional Rail Authority will take up
17 the recommendation on November 3rd and pass along our
18 recommendations to the MAC council.

19 So that's the process looking at the
20 alignment from here. We will also be finishing up the
21 draft environmental impact statement during this time,
22 which continues to look at environmental issues, and
23 that, too, the environmental assessment will move on
24 for the next year and a half. And it will be --
25 whichever alignment is selected, there will be a lot

1 of work, working with the communities around station
2 locations and throughout the community to identify
3 environmental and other issues and to look at
4 appropriate mitigation measures for alignment to make
5 it work for whichever community it goes through.

6 So thank you all again for your time.
7 Thank you to the Policy Advisory Committee members.
8 And we will continue this discussion later. Thank
9 you.

10 (Proceedings adjourned.)

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1 STATE OF MINNESOTA)

2 COUNTY OF HENNEPIN)

3 I, Dawn Workman Bounds, notary in and for
4 the State of Minnesota, certify that the foregoing
5 proceedings were reported stenographically by me at
6 the time and place indicated.

7 Given under my hand on this the 29th day of
8 September, 2009.

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15 _____
Dawn Workman Bounds
Notary Public, Hennipen County, Minnesota
16 My commission expires January 31, 2014

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