

From: Todd Larson
To: swcorridor@co.hennepin.mn.us
Subject: SW LRT Comment
Date: 10/14/2008 08:18 AM

10164

1 of 1

Hello,

I live a few blocks from the proposed Wooddale station. The proposed alignments that would go through Uptown or Nicollet would be a really slow trip. The 667 bus that I take would be a much faster ride. The Kenilworth route looks like it might be the fastest. Uptown and Nicollet are served by buses every couple minutes, so they really don't need the proposed LRT.

1/2.3/f

Thanks,
Todd Larson
3020 Colorado Ave. S.
St. Louis Park

10165

From: [arthur higinbotham](#)
To: [swcorridor](#)
Subject: DEIS Input
Date: 10/29/2008 02:05 PM
Attachments: [SW LRT ALTERNATIVE 3C IMPROVEMENTS.doc](#)
[ALTERNATIVE LRT STATION LOCATION FOR GREENWAY.doc](#)

Please consider the attached as input to the DEIS Commentary on the SW LRT.

ALTERNATIVE LRT STATION LOCATION FOR GREENWAY
LRT ROUTE

If the SWAA study on ridership and other factors indicate that the Kenilworth corridor is the preferred route for the Southwest LRT, then the proposed park-and-ride station at Lake St. is the only feasible location for a stop in the CIDNA neighborhood.

1/2.3/h

If, however, the study shows that an LRT route along the Greenway and then down Nicollet Avenue is preferred and recommended, then consideration should be given to locating the station at Dean Parkway instead of at the current proposed Lake St. site for the following reasons:

2/1.5/d

1. The ridership may be greater from a Dean Parkway location than the Lake St. location, given the proximity of high density residences, such as the Calhoun Beach Club and apartments, Lake Pointe tower, and the yet incomplete Lander and Ackerberg projects, as well as apartments on Dean Parkway and the Dean Court complex. There are a number of apartments and condominiums to the south of Lake Street within 2 blocks walking distance of the Lake St. station, but the density is lower than will be the case at Dean Parkway. The ridership study should consider both station locations.

3/6.2/a

2. The access to the Lake St. station is restricted to approaches on Abbott Avenue and Chowen Avenue on the south side. Riders from the north of Lake St. will have to use Dean Parkway and Excelsior Blvd. to access the station from the south, or will have to proceed west on Lake St. from France Av., turn right at Market Plaza, and right again on to Excelsior Blvd. Both of these routes are already congested with traffic.

4/3.3/b

3. Providing a new access to the station from the north side of Lake St. will require either cutting through the park from St. Louis Avenue just east of Chowen Ave. or exercising eminent domain to go through private properties on the south side of Lake St. on to a ramp just west of the Lake St. bridge.

5/2.3/i

4. No provisions for parking at the Lake St. station are currently being made. If a parking ramp is not provided, LRT users will have to park on Abbott or Chowen or on residential streets north of Lake. The Dean Parkway station would have no provisions for parking; it will present the same parking issues as the Lake St. station, but many users will be within one block of the station and would not need to park there.

6/2.3/j

Attached is a sketch of a proposed Dean Parkway station, including a new bridge over the parkway, walkways to the high density residential buildings, and a drop-off lane on Dean Parkway itself.

When the choice between the Kenilworth and Greenway routes is made, besides the issues of ridership and the differential capital costs (for the Kenilworth route, a

tunnel under Cedar Lake Parkway to avoid stopping traffic every 7.5 minutes for a train to pass and the eminent domain costs of widening the right of way between Dean Court condos and Cedar Lake Shores townhomes to accommodate dual tracks) (for the Greenway: the tunnel under Nicollet, the new bridges at Dean Parkway and E. Lake of the Isles Blvd. and the curve from the Greenway to Nicollet Av), there are a number of other issues needing consideration before making a recommendation:

7/6.3/b

1. Choosing the Greenway route will avoid relocating C&NW trains to the St. Louis Park spur. That relocation will require remediation of the environmental site along the spur as well as connecting the spur to the Burlington tracks at a different grade level. St. Louis Park citizens would be delighted! It would mean that the new bridge over Highway 100 now planned would have to accommodate the railroad as well as the bike/pedestrian path and the LRT.

8/6.1/a

2. Choosing the Greenway route will leave the Kenilworth route open for a later construction of an express route at a later date—one LRT track only, with trains running inbound in the mornings and outbound in the evenings.

SW LIGHT RAIL RESOLUTION:

Whereas, the routes approved by the HCRRA Board and submitted to the FTA in December of 2006 include alternatives within the city of Minneapolis that utilize the Kenilworth corridor (1A and 3A) to reach the downtown Minneapolis business district and that utilize the Midtown Greenway and Nicollet Avenue (3C) to reach the downtown Minneapolis business district, and

Whereas, the Cost Effective Index for alternative 3A amounted to 22-26 and that for alternative 3C amounted to 26-30, compared to a current maximum of 24.75 to be considered for federal funding by the FTA, and

Whereas, the 3A alternative routing outside of the city of Minneapolis in the SW suburbs is preferred to 1A because it serves commercial and industrial development in the Golden Triangle/Focus Neighborhoods in contrast to routing through parklands and wetland on 1A, and

Whereas, the alternatives within the city of Minneapolis are based on reversed priorities, preferring alternative 3A through Cedar Lake parkland rather than 3C through the much more highly residential and commercial neighborhoods of Lake St. and Nicollet Av., and

Whereas, the 3C alternative has a higher Cost Effectiveness index than the 3A route, but has opportunities to improve that index as well as to interline it with the Hiawatha and Central Corridor lines in downtown Minneapolis, and

Whereas, the 3A alternative offers no prospect for residential or commercial development because of zoning restrictions for residential housing and prohibition of commercial development, except for future, prospective development by Ryan Development in the Harrison Neighborhood, for 5500 additional mixed commercial and residential units along the Kenilworth line at the proposed Van White Boulevard station, and

Whereas, the 3C alignment offers prospects for both commercial and residential development far exceeding the opportunities for the Ryan Development Bassett Creek project in the Harrison neighborhood, and

Whereas, the costs for adequate mitigation in the Kenilworth corridor route of alternative 3A are expected to increase the Cost Effectiveness Index because of mitigation requirements identified in the DEIS scoping process, including mitigation in St. Louis Park to accommodate the move of the T&CS rail tracks to St. Louis Park to permit LRT to be installed on the Kenilworth corridor, including mitigation at the 4 grade level crossing in St. Louis Park, including one that separates St. Louis Park High School for its athletic facilities, and

Whereas, the employment areas served by alternative 3C are equivalent to those served by 3A with fewer station stops to reach the business center of Minneapolis at the IDS Center, and

Whereas, the population centers served by alternative 3C are six times those served on the Kenilworth corridor, even after addition of the residences in the Bassett Creek project, and

Whereas, the 3C alternative need not be terminated at 4th St. and the Nicollet Mall, but can use the parking lot to the south of the Library to follow 4th St., or 3rd St. to interline with the 5th St. LRT at the Metrodome or to follow Washington Av. to I35W, turning at the Mobil Station to join the Central Corridor and Hiawatha tracks over I35W, attracting additional ridership from new condos on Washington and 2nd St. S. and the Guthrie Theater, and

Whereas, the lot south of the Library can also be used to store 24 trains and maintain those trains in underground storage, as additional storage space is needed for LRT lines above and beyond that for the Hiawatha and Central corridor lines, and, therefore:

9/2.3/g

BE IT RESOLVED THAT THE 3C ALTERNATIVE CAN IMPROVE ITS COST EFFECTIVENESS INDEX BY ELIMINATING THE TUNNEL ON NICOLLET BETWEEN THE GREENWAY AND FRANKLIN ON NICOLLET BY RUNNING THE LINES AS A COUPLET ON BLAISDELL AND 1ST AV. SOUTH, REJOINING THE LINES ON NICOLLET OVER THE I94 FREEWAY. THIS ALSO ALLOWS ON STEET PARKING ON NICOLLET FROM FRANKLIN TO 15TH STREET, AND

10/8.1/b

11/2.3/j

BE IT RESOLVED THAT THE 3C LINE ON NICOLLET MALL USE THE PARKING LOT TO THE SOUTH OF THE LIBRARY TO INTERLINE WITH THE HIAWATHA AND CENTRAL LINES ON EITHER 3RD OR 4TH STS., OR PROCEED TO WASHINGTON AV. AND INTERLINE WITH THE HIAWATHA AND CENTRAL LINES AT I35, INCLUDING CONSTRUCTION OF A 24 TRAIN CAR BARN UNDERNEATH THE PARKING LOT.

12/2.3/j

This will make alternative 3C more viable and at a lower cost effectiveness index. It will resolve construction problems on Eat Steet, the narrowing of Nicollet from Franklin to I94, provide a method for interlining with Hiawatha and Central, and provide space for a 24 train car barn near the corridor interlining points. It will also permit future extension of the Nicollet Mall line to the northeast across the Hennepin Av. bridge.

13/2.3/l

14/6.1/c

CIDNA Board
Arthur E. Higinbotham, Chair

From: [arthur higinbotham](#)
To: [swcorridor](#)
cc: [Matthew Dahlquist](#); [dostrom](#); [ebell](#); [jeanette Colby](#); [MNR Realtors](#); [julieannsabo](#); [orfield](#); [EldonJohn](#); [Ijille](#); [Katie.Walker](#); [Gail.Dorfman](#); [peter.mclaughlin](#); [Linda.Koblick](#); [lisagoodman](#); [Ralph.Remington](#); [Robert.Lilligren](#); [Paul.Ostrow](#); [diane.hofstede](#); [cam.gordon@ci.minneapolis.mn.us](#); [Don.Samuels](#); [Mike.Opat](#); [George Puzak](#); [Margaret Leppik](#)
Subject: Van White Station
Date: 10/29/2008 01:33 PM

1/3.1/b

The Community Development Committee of the Minneapolis City Council had an update on the Bassett Creek Valley Development Project yesterday; Chairperson Lisa Goodman told the Ryan Development representative that one of the conditions for proceeding with the project was the relocation of the Minneapolis Impound Lot and the concrete crushing and storage facility at Linden Yards, stating that finding such locations was highly improbable. On this basis, it seems that it is illegitimate to include ridership numbers for a Van White station as part of the ridership for alternatives 1A and 3A when the ridership study is updated.

2/4.1/a

In addition, Ryan Development has also backed away from a plinth construction model, in which residences and commercial space would be placed on pilings, with parking and possibly a car barn for LRT at ground level, because of poor soil conditions. This is a potential superfund site, with known contamination of the ground by toxic materials, and will require substantial remediation if anything is to be built. HDR Engineering should look at any existing data on soil conditions and plan to make its own evaluation if 1A and 3A are to remain on the table.

3/1.3/a

4/3.1/i

The project makes no commitment to low cost housing; Ryan Development could specify only upscale residences to boost its return on the project. This would then affect ridership potential, as high income residents would be less likely to avail themselves of LRT to either go downtown or to commute to the southwest suburbs for jobs.

5/2.3/h

A Ryan Development representative stated at a SWAA PAC meeting about 6 months ago that, while an LRT stop at Van White would be useful to their project, it was not necessary to its success. I suggest HDR consult the minutes of that PAC meeting to verify this statement.

6/3.1/c

Lastly, in the current credit crisis, it will be more difficult for Ryan Development to finance the Bassett Creek Valley Development Project, making it even more speculative than when the City Council included it in its long range plans.

10166

7/1.3/d

Consideration should be given to serving the Harrison neighborhood by the Bottineau LRT; there are relatively few residences south of Glenwood Av.--the bulk of the residents that need to be served are in the Heritage Park neighborhood and are best served by a line linked to north Minneapolis and the northwest suburbs.

Scoping Comment Form
Southwest Transitway Project

10167

Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. **The scoping period will end at 5:00 pm CST on Friday, November 7, 2008. All comments must be received by that date.** Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need statement alternatives environmental impacts.

1/1/a

I strongly support
the Southwest Light Rail
Project and hope that you
get it built on the fast
track as they did rebuilding
the Golden Bridge in Mpls

Name Sally Hofmeister
Address 4320 Trillium LN West
City/State/Zip Minnetrista mn 55364
Telephone 952-472-1814
E-mail Sally.Hofmeister2@yahoo.com

Thank You!

Eden Prairie City Hall, October 23, 2008

From: fehlerd@visi.com
To: swcorridor@co.hennepin.mn.us
Subject: Southwest Alignment comments
Date: 10/14/2008 08:06 AM

1/2.3/e
2/2.3/f
The Kenilworth alignment is superior as it will be a more direct route into downtown, and will interlace w/ Central, Northstar, and Hiawatha. Every other LRV leaving Eden Prairie will continue on to Hiawatha or Central without a stop/transfer. Kenilworth will also serve parts of Near North/Bryn Mawer that have been cut off from the rest of the city ever since 394 was built.

3/2.3/g
There are no good arguments for LRT on Nicollet. There isn't the width like University, so it can't run at grade. So, does anyone think they would come up with the money to put a tunnel here? After failing to find the money to tunnel under the U? And a trench? How does that save room/make it cheaper? If there really is honest money to tunnel, then they should be tunneling under Hennepin Avenue. That'd be more direct, and serve Uptown better. But that's not being proposed.

4/2.3/j
Do Kenilworth. Do a Midtown Greenway Streetcar from West Lake LRT Station to Hiawatha Ave LRT station. Do a Streetcar from the Warehouse LRT station downtown down Hennepin to Uptown, continue that down to Linden Hills and then to 50th/France. Consider extending that to Southdale. Do another Streetcar from Metrodome down Chicago Ave to Lake, and continue that to Cedar/66th. Connect that loop with a Streetcar along 66th Street.

In Eden Prairie, use the blue alignment to Mitchel. Turn the corner and connect Southwest Station, EP Town Center, and the Golden Triangle as the start of a 494 LRT alignment, running along 77th and American Blvd. Punch the Hiawatha LRT out of the Mall of America headed north, wrap around American Blvd and add a second Mall of America Phase 2 station at the north end near Ikea, and continue that along American Blvd/77th/494 LRT.

Dan Fehler
4116 32nd Ave S
Minneapolis, MN 55406
612-724-6284

10169

From: Marshall.Johnson
To: swcorridor@co.hennepin.mn.us
cc: Marshall.Johnson
Subject: Kenilworth Option
Date: 10/14/2008 07:48 AM

1/2.3/e
2/2.3/f

I vote for this option and agree that the termination should be at the new stadium.

Marshall Johnson | Business Analyst | Target.com Development |  Target | 33 South 6th St, CC-3025 | Minneapolis, MN 55402 | 612.304.3844 (ph) | 612.304.2288 (fax)

 Before printing, please think about the environment

10170

From: Frank Hermann
To: swcorridor@co.hennepin.mn.us
Subject: Kennilworth option
Date: 10/14/2008 07:37 AM

1/2.3/e
2/2.3/f

I am very vocal and will vote anyone out who does not vote for the Kennilwoth option for the LRT

Frank Hermann
Zip 55416

From: [Sean Elliott](mailto:Sean.Elliott@co.hennepin.mn.us)
To: swcorridor@co.hennepin.mn.us
cc: mqhnlltt@gmail.com
Subject: Comments on SW LRT
Date: 10/14/2008 06:50 AM

My wife (Meghan Elliott) and I moved to 2720 Ewing Ave S., Minneapolis from San Francisco, CA two years ago. Despite the fantastic Pacific Coast environment from which we came, we have really fallen in love with the City of Minneapolis in general and the Chain of Lakes district in particular. The lakes offer unparalleled opportunities for outdoor recreation and the neighborhoods surrounding the lakes possess rich architectural history.

The original urban planners of Minneapolis exhibited a rare talent for incorporating the natural beauty of the lakes into the framework of the city. Unfortunately, that vision has been betrayed by several construction projects. The construction of first I-94 then I-394, divided some of the richest historical neighborhoods in our city. Then, with the construction and subsequent growth of the MSP airport, noise pollution caused the housing stock in Southwest Minneapolis to suffer further. Interest in our rich historical homes around the Chain of Lakes and along Minnehaha Parkway dwindled and the suburbs swelled.

With the proposed SW LRT, we are now faced with a similar juncture in the history of our city. We can construct a line that, like the freeways, is as convenient as possible for those in the Western suburbs at the expense of the citizens of Minneapolis; or we can work toward a more equitable solution – one that serves not only the suburban commuters but the Minneapolis residents as well. Our concerns include:

1. We want a line that stops in high density Minneapolis neighborhoods to serve the commuters of Minneapolis.

1 / 2 . 3 / f

Proposed line 3A seems to be the worst possible combination in that it passes along city streets in the suburbs but then bypasses the residents of Minneapolis, stopping only at the inaccessible West Lake station and the low density 22nd street station, a proposed "future neighborhood" in Van White and then downtown. **We would support a line that passed through higher density areas of the city such as proposed line 3C or other options up Park Avenue (Option E). These would better serve the needs of city dwellers.**

2 / 2 . 3 / g

2. The West Lake station should be made more accessible to those residents who live North of Lake Street. While the West Lake station is technically in Minneapolis, access to the station as currently proposed

10171

would be far easier for those in St. Louis Park than for those in Minneapolis.

3/2.3/j

3. Should a line be constructed along the Kenilworth Trail then a tunnel from the Midtown Greenway to 22nd Street will be necessary in order to preserve the bike/jogging trail along this narrow corridor and in order to minimize road congestion at the Cedar Lake crossing. Please include these mitigation costs in the cost-effectiveness analysis of the 3A option. With these costs included I am certain 3A will not be as appealing in the cost-benefit analysis; however, to not include these costs and to proceed with a surface-level route only shifts the burden onto residents of the Cedar/Isles/Dean neighborhood and the recreational Kenilworth trail users.

My wife and I, and I imagine, all of us in the Chain of Lakes neighborhoods had the option of purchasing a less expensive, larger home in the suburbs. However, we chose to invest in the city of Minneapolis, its neighborhoods full of character, its beautiful parks and its diverse schools. I trust that the SW LRT planners will work to build a line that enriches the city and preserves that investment.

Sincerely,
Sean and Meghan Elliott

10172

From: [Christine Scott](#)
To: swcorridor@co.hennepin.mn.us
Subject: southwest corridor - use route 3C
Date: 10/13/2008 11:17 PM

Dear Committee,

1/2.3/g

The Southwest LRT route should definitely follow the proposed route 3C, traveling through Uptown to Nicollet and then downtown. Having been a bus rider (uptown to downtown) for a couple of years, it just makes the most sense to serve the population of Uptown and Whittier, given the number of folks in these neighborhoods who are taking mass transit downtown everyday.

2/2.3/e

3/2.3/f

To me, it seems like the proposed Kenilworth routes only serve to get people living in the suburbs to downtown faster, completely ignoring the transit needs of the citizens of Minneapolis. Please consider the needs of all residents and put the transit in the place that it will serve best, Route 3C.

I hope you will take this into consideration when making your decision.

Sincerely,
Christine Scott

10173

From: [Julia Thompson](mailto:Julia.Thompson@tagsgym.com)
To: swcorridor@co.hennepin.mn.us
Subject: Golden Triangle/Future Light Rail
Date: 10/13/2008 03:54 PM

We received the notice for the Oct. 14th meeting, 7:30-9:30 at Eden Prairie City Hall, on the Southwest Transitway Station Area Planning.

Is there a map with more street detail on the Golden Triangle station.
Our business is TAGS Gymnastics, 10300 West. 70th, off Shady Oak
and West 70th St.

Thank you,

Julia M. Thompson
TAGS Gymnastics Director/ Co-owner
Apple Valley 952-431-6445
Eden Prairie 952-920-5342
www.tagsgym.com
Cell: 612-845-0665

1/2.3/h
2/11.1/d

From: [Steven Goldsmith](mailto:Steven.Goldsmith)
Reply To: srg_hcmc@yahoo.com
To: swcorridor@co.hennepin.mn.us
Subject: DEIS SCOPING INPUT
Date: 10/13/2008 03:34 PM

10174

Please post the following as a comment as part of the DEIS Scoping process for the SW Transitway study. Thanks.

1/3.5/b

"It would seem to be axiomatic from the standpoint of good urban planning that new projects, however worthy, are not undertaken at the cost of the destruction of major community assets such as greenspace and parkland. Further, it would seem fiscally unwise to undertake any

2/3.1/i

major projects that would severely compromise property values in areas which currently supply major property tax revenues. Implementing

3/3.6/a

Light Rail along the Kenilworth Corridor, without major mitigation, would mean the end to one of the most beautiful public greenspaces in the metro area, and as well, severely compromise the integrity of the park on the east side of Cedar Lake, and to a lesser but still significant degree, negatively affect the quality of the park in the Kenilworth Channel between Lake of the Isles and Cedar Lake. In addition, this

4/2.3/k

plan would have a potentially catastrophic effect on the property values of dozens if not scores of homes valued between several hundred thousand and several million dollars. As such, this plan should receive NO further consideration, unless serious mitigation, likely meaning an underground tunnel between W. Lake St and Penn Ave, and no station

5/2.3/h

at W. 21st St, is built into the plan from the beginning. Unfortunately, as matters stand now, such mitigation could well undermine the cost/benefit calculations behind the route, and so there is much legitimate anxiety that this route will be chosen without mitigation, even though there are others proposed along the Greenway and into town via a major thoroughfare which clearly would be less destructive to the urban infrastructure, and also serve many, many more riders -- although

6/4.2/d

those routes also pose significant environmental challenges since they would have a major negative impact on the South Shore of Lake of the Isles, as well as on a lot of recent appt and condo development, not to

7/3.1/b

mention the greenway itself.

As a private citizen (whose own property value is not likely to be negatively affected, by the way) who feels that the preservation of major urban greenspace is an inherent good, even more so now that we are encouraging expansion of the urban and near-suburban core residential areas, I would urge in the strongest possible terms that Kenilworth not be chosen for this corridor unless the funds were there

from the beginning to prevent the damage. The official DEIS report may end up agreeing with my concerns, albeit laden with bureaucratic-speak, and it may well be ignored anyway by those making the final decision, but anyone who uses that area frequently will know that its life as a much-loved and much-used urban amenity will be over with the superimposition of the infrastructure for LRT, with trains every few minutes day and night. Over, period. Gone, done, finished. And if this is the decision, ie to use Kenilworth despite this cost, it will be a black day in the annals of our local urban planning. Interestingly, earlier in this process, the citizens of Eden Prairie were able to veto the original plan for this route on their end due to similar concerns. I would hope that the good people of Minneapolis and St. Louis Park would be granted similar voice.

Finally, on the economic issue, we should not be deceived by misleading studies about 'increased' property values with the implementation of transit. These relate to the effect of LRT or other transit on marginal or distressed areas gaining access to downtowns. What will be affected here are established neighborhoods of mostly upper-end homes, currently close to both the city and good roads to the suburbs, and one at a minimum would want to factor into the cost of using this corridor the decrease in property tax revenues which the devaluation of these properties which would cause. The human cost, unfortunately, to those who have made their lives there, building and improving property over the decades, could not and would not be made up in any way.

In sum, Kenilworth, and for that matter either of the other remaining options, should not be chosen for the SW LRT line unless serious, substantive effort to mitigate the environmental and economic impact of the route is built in from the beginning. This will be expensive, for sure, but if having the route is deemed important enough to both the city and the suburbs to build it, we owe it to the city not to destroy one of its most beautiful amenities in the process.

Sincerely,

Steven R. Goldsmith, MD
Professor of Medicine, University of MN

2216 Kenwood Parkway
Minneapolis, MN 55405
612-377-8940

8/3.1/d

9/2.3/e

10/2.3/f

11/3.1/f

From: Catherine M. Walker
To: swcorridor@co.hennepin.mn.us
Subject: Fw: DEIS Scoping Process Suggestion for Mitigation on Alternatives 1A and 3A
Date: 10/13/2008 10:19 AM

Katie Walker
Transit Project Manager
612.348-2190
612.385-5655

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From: "arthur higinbotham" [ahiginbotham@msn.com]
Sent: 10/12/2008 11:30 PM EST
To: Catherine Walker
Cc: "Matthew Dahlquist" <mdahlquist@me.com>; "dostrom" <dostrom@gac.edu>; "ebell" <ebell@CBBURNET.com>
Subject: DEIS Scoping Process Suggestion for Mitigation on Alternatives 1A and 3A

The following suggestion is being made by me as a private citizen and does not represent the position of any organization:

1/4.1/a

The soils in the section of LRT line proposed between the Bryn Mawr station at Penn Av. and to the east of the Van White station may be contaminated with toxic substances, due their prior and current industrial uses. These soils need to be evaluated and remediated prior to any further consideration of the Kenilworth routes for SW LRT.

Arthur E. Higinbotham

From: Catherine M. Walker
To: swcorridor@co.hennepin.mn.us
Subject: Fw: DEIS Scoping Process Suggestion for Mitigation on the Kenilworth Corridor
Date: 10/13/2008 10:18 AM

Katie Walker
Transit Project Manager
612.348-2190
612.385-5655

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From: "arthur higinbotham" [ahiginbotham@msn.com]
Sent: 10/12/2008 11:25 PM EST
To: Catherine Walker
Cc: "Matthew Dahlquist" <mdahlquist@me.com>; "dostrom" <dostrom@gac.edu>; "ebell" <ebell@CBBURNET.com>; "barryschade" <barryschade@mac.com>
Subject: DEIS Scoping Process Suggestion for Mitigation on the Kenilworth Corridor

This suggestion is presented by me as a private citizen and is not the proposal of any organization:

1/2.3/i

The proposed LRT station at Penn Av. on the Kenilworth line is at an inferior elevation to the Penn Av. crossing over I-394. An elevator and stairs will be required at this location for riders crossing the Penn Av. bridge to descend/ascend from the LRT station tracks, as well as access from Penn Av. to the elevator and connection to the station; this will include a safe crossing over the BNSF tracks to reach the station. Given the distance from the first Bryn Mawr

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residence to the station, proper cover of the walkway to avoid icing under winter conditions will be required if the predicted ridership is to be achieved.

Arthur E. Higinbotham

10177

From: Catherine M. Walker
To: swcorridor@co.hennepin.mn.us
Subject: Fw: DEIS Scoping Process Suggestion for Mitigation on the SW Corridor
Date: 10/13/2008 10:16 AM

Katie Walker
Transit Project Manager
612.348-2190
612.385-5655

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From: "arthur higinbotham" [ahiginbotham@msn.com]
Sent: 10/12/2008 11:17 PM EST
To: Catherine Walker
Cc: "wljames" <wljames@comcast.net>; "ebell" <ebell@CBBURNET.com>; "dostrom" <dostrom@gac.edu>; "Matthew Dahlquist" <mdahlquist@me.com>
Subject: DEIS Scoping Process Suggestion for Mitigation on the SW Corridor

This suggestion is made by me as a private citizen and does not represent the position of any organization:

The bicycle and pedestrian trails run north of both the freight rail and proposed LRT lines at Louisiana Avenue on the SW corridor for all options. The preliminary maps show the pedestrian and bicycle trails crossing passing under the freight rail relocation between Louisiana Av. and Wooddale Av., remaining north of the LRT tracks at that point, but then crossing to the south of the LRT at the Wooddale Station.

1/3.7/e **The double crossing represents a severe safety hazard for**

10177

pedestrians and bicyclists at the crossing and must be accommodated by a grade separation.

Arthur E. Higinbotham

10179

From: [Catherine M. Walker](#)
To: swcorridor@co.hennepin.mn.us
Subject: Fw: Mitigation on the Kenilworth Corridor
Date: 10/13/2008 10:17 AM

Katie Walker
Transit Project Manager
612.348-2190
612.385-5655

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From: "arthur higinbotham" [ahiginbotham@msn.com]
Sent: 10/12/2008 10:32 PM EST
To: Catherine Walker
Subject: Mitigation on the Kenilworth Corridor

This proposal is presented by me as a resident, not representing any organization or community.

1/2.3/j

While Option E is still my first priority to serve the maximum number of residents and employees in SW Minneapolis, without slowing down the commute of riders from the SW suburbs, the following fallback position would resolve issues for several constituencies:

Route both the T&CW freight tracks and the LRT in a cut-and-cover tunnel between the Lake St. bridge to south of the Cedar Lake-Lake of the Isles boat channel, followed by a deep tunnel under the boat channel, surfacing north of the 21st St. crossing; eliminate both the 21st St. stations and the Penn Av. stations. This should provide funds for the dual tunnel by eliminating the two low ridership stations at 21st Street and Penn Avenues, take care of any

3/2.3/h

4/3.7/a mitigation requirements along the Kenilworth corridor, eliminate the transfer of freight rail to St. Louis Park. It would require ventilation for the tunnel when freight trains are using it; fans could be actuated at the approach of a freight train to the tunnel. The trains would have separate tracks with a fire barrier between them in case of a derailment of either a freight or LRT train.

Arthur E. Higinbotham

From: Sweiger, Cindy
To: swcorridor@co.hennepin.mn.us
Subject: Southwest Transitway in Opus
Date: 10/10/2008 09:36 AM

10180

Good Morning~

I have lived in Opus for 20 years and I love it. I'm concerned about the quality and value of my home with all the recent additions to the Opus area. Opus just built another large office building right next to us and now with the LRT coming, I'm afraid the trees, ponds and privacy is going to be jeopardized and that the value of my home will decrease.

1/3.1/i

I would like to see a more detailed map of the roads in Opus and where exactly the LRT is going through. None of your maps show the streets in Opus so I can't tell if it's going to out my back window or though the front yard.

2/11.1/d

Please address both of my concerns.

Thank you.

Cindy Sweiger
Green Circle Drive

10181

From: [Web Webster](#)
To: swcorridor@co.hennepin.mn.us
Subject: comments on proposed route
Date: 10/10/2008 09:23 AM

Hello,

1/2.3/g With regard to the SW light rail line - all I can say is that the old railroad right-of-way that runs parallel to and just north of Lake Street is perfectly obvious, and obviously perfect for the light rail line. It's below grade level in many places (good for noise containment), it's already there, and it runs through one of the most densely (if not THE most densely) populated areas in the Metro. Using the abandoned right-of-way would be relatively cheap, relatively easy, minimally disruptive, and highly cost-efficient. There's even a large transit station on Hennepin just above the right-of-way that could be adapted for access to a passenger platform. Running the SW line via any other route would be totally irresponsible. Of course a few people who ride their bikes down there a few months out of the year will squawk, but most of them will get just as much benefit from the train line, and get it year-round to boot!

2/2.3/h

3/2.3/j A subway under Nicollet is another terrific option for the line. A subway under Nicollet could even revitalize downtown Minneapolis. Since constructing subways can be highly disruptive, the fact that Nicollet is already closed to most vehicular traffic will help minimize disruption.

4/6.3/d Finally, one of the most obvious maxims for the whole system, is that all rail lines should have high-capacity and convenient points of intersection with the skyway system.

Thanks.

Thomas Webster
4050 Dupont Ave N
Minneapolis, MN 55412

From: [Barry Schade](mailto:Barry.Schade)
To: swcorridor@co.hennepin.MN.us
cc: Katie.Walker@co.hennepin.mn.us
Subject: Bryn Mawr comments for SW Transitway DEIS
Date: 10/10/2008 08:34 AM
Attachments: [SW LRT - scoping document.doc](#)

10182

Attached are comments from the Bryn Mawr Neighborhood Association on the DEIS for the proposed Southwest Transitway. We ask that they be included as part of the record and also be distributed as appropriate.

If there are questions, contact Barry Schade at 612-377-8152.

10182

Comments for Southwest Transitway DEIS scoping document

Bryn Mawr Neighborhood Association

10/10/2008

Bryn Mawr supports the project and Kenilworth alignment.

1/1/a

Bryn Mawr residents have expressed their general support for LRT and welcome the potential reduction of vehicular traffic and pollution. The neighborhood would directly benefit by the expected reduction of vehicular noise and air pollution along I-394. The Kenilworth alignment and Penn Avenue station would also benefit the neighborhood by providing LRT access to downtown, the airport and points to the west.

2/2.3/e

3/2.3/f

On two occasions, the Bryn Mawr Neighborhood Association (BMNA) has taken a formal position in support of the Southwest Transitway project and the Kenilworth alignment.

On April 11, 2007, the BMNA passed the following resolution supporting the proposed project:

We, the BMNA, support LRT and the Kenilworth Alignment, including a Penn Avenue station. However, our continued support is contingent upon the results of an Environmental Impact Study and all further studies/reports on the subject.

Again, on July 9, 2008, the BMNA supported the project and Kenilworth alignment in the context of the following resolution on the Basset Creek Valley plan:

4/3.1/a

The Bryn Mawr Neighborhood Association expresses its strong support of Ryan Company being identified as the "master developer" for work related to the Basset Creek Valley plan. We have a long history of working toward and supporting development in this area and would like to see the plans executed. We further support the identification of the light-rail location through this development and recognize the economic significance of the Kenilworth Trail alignment of the light-rail as part of the development. [The BMNA has previously voted in support of the Kenilworth alignment of the SWLRT.] This statement represents the Bryn Mawr Neighborhood. The BMNA is interested in this development being beneficial to both of the involved neighborhoods, Bryn Mawr and Harrison. The BMNA supports the development of public lands in Basset Creek Valley,

promoting the revitalization of the entire Bassett Creek Valley area, while mitigating racial and economic disparities.

As the EIS process begins, we recommend that certain issues be included as part of that review, based on Bryn Mawr neighborhood concerns for safety and access.

Current access to the Cedar Lake Trail must be maintained.

5/6.3/c

Many residents of Bryn Mawr currently use the Cedar Lake Trail on a regular basis and this access is very important to the neighborhood. We are concerned that this access be maintained during and after construction of the project.

Some residents access the Cedar Lake trail in a somewhat unorthodox manner by crossing the railroad tracks where they pass under I-394. One of the access points is from Bryn Mawr Meadows and the other is slightly to the west by the spiral coming down from the sidewalk along the I-394 ramp.

6/3.7/e

While there is trail access to the Cedar Lake trail at the far west and east reaches of the neighborhood, the direct access from the heart of the community is by means of the unofficial railroad crossing at the west end of Bryn Mawr Meadows. Judging from the well-worn paths under and near the freeway overpass, this appears to be a heavily used crossing. This route offers the only practical way to access the Kenilworth trail from much of Bryn Mawr.

There is no doubt that the present situation already raises questions of safety. However, the addition of the LRT line with increased rail traffic raises additional safety issues that will need to be evaluated.

The safety evaluation, however, should not simply presume to prevent these unofficial crossings. That would eliminate access to the trail and would not be an acceptable solution. Reasonable access to Cedar Lake Trail must be maintained, and it is possible that another access will need to be created.

7/3.7/a

Something like the addition of a safety fence along the proposed tracks would be a great concern for the many residents who presently access the trail by crossing the tracks. An evaluation of the safety issues should not presume to eliminate the current access. Instead, alternatives to maintain access to Cedar Lake Trail should be evaluated.

8/2.3/h

Desired Station at Penn Avenue presents a safety challenge.

9/3.7/c

The neighborhood has encouraged the construction of a station at the interchange of Penn Avenue and I-394. The inclusion of such a station does mean that issues related to access and safety will need to be reviewed.

10/6.3/d

The current situation where Penn Avenue meets I-394 is already not favorable to pedestrian or bicycle traffic. The converging of ramps and streets create a situation that is difficult for pedestrians and bicyclists to maneuver. There is no sidewalk beyond the overpass, and pedestrians are left to fend for themselves on a dirt trail. Visibility is limited because of the manner in which the intersection has been developed.

11/3.7/b

Motorists who attempt to avoid the back up caused by congestion on I-394 create a special safety problem. These motorists sometimes race up the eastbound ramp to Penn Avenue, bolt through the light at the intersection and triumphantly fly down the ramp on the other side. This is not a safe intersection for pedestrians or bicyclists.

The creation of a Penn Avenue Station is desirable, but it will cause an increase in foot and bike traffic as people access the Station. An evaluation needs to be made of how to resolve access and safety problems related to that increase in traffic.

The expression of these concerns should in no way be interpreted as a lack or reduction of support for the project. They are simply issues that we think need to be addressed in the DEIS and receive mitigation if possible. We hope to work with the County on these items as the project goes forward.

From: [Jason Behuniak](mailto:Jason.Behuniak@co.hennepin.mn.us)
To: swcorridor@co.hennepin.mn.us
Subject: Opinion on Light Rail Corridor Route
Date: 10/10/2008 07:00 AM

10183

To Whom It May Concern:

1/2.3/g

I believe the route through Uptown and along the Greenway and then turning up Nicollet Avenue would make the most sense. The reason for this is the population density along this route, as well the connection it provides Southwest Minneapolis into the heart of downtown. I think the ridership would be much higher in this area and it would also energize some of the areas along Nicollet Ave that are more sparse. Additionally, if this route was chosen it would be a natural progression to add a line along the Greenway heading east toward St. Paul. Going through Kenwood wouldn't serve nearly as many people at this point in time and would most likely be a lesser use of public funds.

2/3.1/e

3/6.1/a

4/2.3/e

5/2.3/f

Sincerely,

Jason K. Behuniak
Stevens Square Home Owner

From: [Mark Johnson](mailto:Mark.Johnson@co.hennepin.mn.us)
To: swcorridor@co.hennepin.mn.us
Subject: DEIS scoping process concerns
Date: 10/09/2008 02:56 PM

Hello:

1/2.3/e
2/2.3/f
I am a Kenwood resident. I live on Kenwood Parkway just north of 21st. I would like to voice my opinion on the proposed Kenilworth route for the LRT. There are many, many reasons that this would be a big mistake. Here are a few of those reasons:

3/6.2/a
1. Street traffic on 21st, Cedar Lake Parkway and others I'm sure. These roads cannot handle the congestion that the LRT would certainly bring.

4/4.6/a
2. Noise. It would turn a quiet neighborhood into a noisy neighborhood very quickly. With the increased vehicle traffic and the noise from the trains, it would be terrible!

5/3.7/e
3. Safety. As the father of a 1 yr old and a 2 yr old, the increased traffic greatly concerns me. We have 10 young children on our block alone.

6/3.6/a
4. Aesthetics. As an avid runner and cyclist, I use these trails often. I cannot tell you what a negative impact having to run next to a train every 7 minutes would have on our Park system.

7/3.1/i
5. Home values. Certainly, our property values would decrease with the LRT running through Kenilworth. With the significant property taxes that we pay, a decrease in home values would only mean a significant decrease in money to the city from property tax revenue.

8/2.3/g
These are a few of the reasons why I am greatly **opposed** to routing the LRT through Kenilworth. Please consider other options. The route through Uptown would be great for local business.

Best regards,

Mark Johnson

10185

From: nathan.t.caskey@accenture.com
To: swcorridor@co.hennepin.mn.us
Subject: Through Uptown
Date: 10/09/2008 09:11 AM

1/2.3/g

Please make the SW LRT go through Uptown. To me this is the only logical choice. Connecting Downtown to Uptown should've been the first train built considering that is where the highest traffic and transit use is in the city. Please have the SW LRT go through Uptown and not by Lake of the Isles through Kenwood. Thanks,

Nate Caskey
Accenture | Management Consulting
Minneapolis, MN
Business: 612-277-4638
Mobile: 612-802-8554
Email: nathan.t.caskey@accenture.com

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From: AaronMona@aol.com
To: swcorridor@co.hennepin.mn.us
cc: Brian.Lamb@metc.state.mn.us; john.levin@metc.state.mn.us; adam.harrington@metc.state.mn.us; jdewitt@comcast.net; steve.mahowald@metc.state.mn.us; scott.thompson@metc.state.mn.us; john.dillery@metc.state.mn.us
Subject: Opus 2/Golden Triangle route
Date: 10/08/2008 10:08 PM

To Katie Walker and the HCRRA staff:

1/2.3/f
2/8.1/a

The Southwest Corridor route option via Opus 2 and the Golden Triangle is too slow due to the many tight curves and too expensive due to the need to acquire a completely new right of way and build a long bridge over Hwy. 62. Because of the slow speeds, it will be impossible for LRT to replace the express buses that currently connect Southwest Station with downtown Minneapolis. That will deprive the LRT of ridership and will increase operating costs forever because of the duplicative express service.

3/2.3/j

Instead, the alignment should be shifted west between 1/4 and 1/2 mile to follow the east edge of Shady Oak Road and Hwy. 212. This will straighten it sufficiently to reduce running time and permit the discontinuance of the express buses. Running in public rights of way will reduce the capital cost, as will elimination of the Hwy. 62 overpass. Shifting it to the edge of Opus 2 and the Golden Triangle will have no negative impact on ridership, because both industrial parks are too large for most of their employees to walk to the station. Distributor buses will be required, no matter where the stations are located, so they might as well be located on the edge.

Make these changes and the line will stand a much better chance of meeting the federal performance requirements, and it will better serve the public.

Aaron Isaacs
3816 Vincent Avenue S.
Minneapolis, MN 55410
612-929-7066

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From: [Matthew Benson](mailto:Matthew.Benson@swcorridor@co.hennepin.mn.us)
To: swcorridor@co.hennepin.mn.us
Subject: Comment on possible SW Corridor routes
Date: 10/08/2008 07:43 PM

10187

Hello,

1 / 2 . 3 / g

I wanted to publicly express my support for a LRT route that involves as much of uptown as possible. As a resident of the city of Minneapolis, having light-rail access to uptown has long been a dream of mine and I feel that the area's popularity would be extremely well served by making it more easily accessible via public transportation from Minneapolis itself as well as the suburbs, whose residents might come into the city more often if such an option were available. Out of the options presented, only 3C provides access to Uptown, and therefore without question that is the route that I feel would be most beneficial to metro area residents.

Regards,

Matthew Benson
2951 Fillmore St NE
Minneapolis 55418

701-388-4963

From: [Darlene Hanson](#)
Reply To: dfrieda4@yahoo.com
To: swcorridor@co.hennepin.mn.us
Subject: Southwest LRT Transit Light Rail
Date: 10/08/2008 07:19 PM

10188

Hi,

1/2.3/g I want to comment on what I think about having the Southwest LRT lightrail line. To have the LRT go through the HEART (close to Lake & Hennepin) of the uptown neighborhood is who's idea, anyway? This area is already EXTREMELY busy every single day of the year! And you want to make it even more busy. It will bring more people to this area; which is probably good for the business who sell things like food here, but what about the people that live here? Not only is this area extremely busy, it also already has a very high amount of noise coming from ambulances, firetrucks, garbage trucks, regular traffic, people talking; just to mention some. Adding the LRT to this area I assume would add much more noise. Which I would like this question answered: Will this new LRT make as much noise as the lightrail downtown with its horns? I am very much in favor of LRT, but to have it go through a very busy neighborhood; no way am I for that.

2/4.6/a

3/1/a

Darlene

Steve and Lori Quinlivan
3141 Dean Court. #704
Minneapolis, Minnesota 55416

10189

November 1, 2008

Ms. Katie Walker, AICP
Transit Project Manager
Hennepin County Housing
Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

Dear Ms. Walker:

This letter is to submit formal comments related to the scoping process for the draft environmental impact statement for the Southwest Transit way. We are residents of Calhoun Isles, located on Dean Court. Calhoun Isles has over 140 residential units. Calhoun Isles will be uniquely impacted by the proposed transit way, since it is located at the intersection of the Kenilworth Trail and the Midtown Greenway—so no matter what route is selected this large community is an important stakeholder.

As set forth below, the proposed project could have negative social, economic and environmental consequences unless appropriately mitigated. In that regard, we support the statement of Donna Peterson, on behalf of the Board of Directors of Calhoun Isles at the October 23, 2008, scoping meeting held at the Eden Prairie City Hall.

Kenilworth Trail

Narrow Passage Way

1/4.3/a

One key concern is the narrow passage way as the proposed route exits the Greenway and enters the Kenilworth trail. There are significant environmental and social consequences, as it would cause the dislocation of mature trees and landscaping and cause the project to be located unduly close to Calhoun Isles. As a result, if this route is chosen, mitigation needs to be implemented such as a single train line.

Noise and Vibration and Train Bells

2/4.6/a

We believe regular train traffic will result in undue noise and vibration for residents of Calhoun Isles adjacent to the proposed facility. We are also concerned about bells on the train-as-not-being-conducive-to-promote-the-quiet-neighborhood-that-now-exists. We are

3/4.7/a

10189

concerned about the quality of any barriers that may be erected so that the visual appearance and beautiful green space is maintained.

Traffic

Many residents of Calhoun Isles use Cedar Lake Parkway for their primary access route.

4/6.2/a

Regular train traffic will result in frequent back-ups. What solution can be offered to prevent these traffic issues?

Midtown Greenway

5/3.2/a

If the Midtown Greenway route is selected, the proposed project will also have negative social, economic and environmental consequences unless appropriately mitigated.

Noise and Vibration and Train Bells

6/4.6/a

We have the same concerns about noise, vibration and train bells with this route as well. As with the Kenilworth route, we are concerned about the impact of any barriers that may be used, and the impact on the current environment.

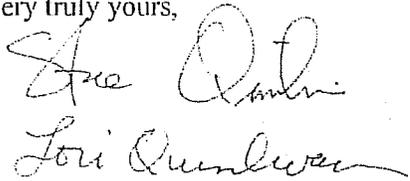
Access to Calhoun Isles

7/3.2/a

Currently residents of Calhoun Isles can access the Calhoun Village shopping area through a gate to the Midtown Greenway. If the Greenway option is selected, this gateway access must be maintained to prevent negative consequences. We believe that many users of the Greenway and Kenilworth trails use this gate, in addition to residents of Calhoun Isles. Merchants in the shopping center would also be negatively impacted if this access is not maintained.

Thank you for considering our comments.

Very truly yours,



Steve and Lori Quinlivan

From: MARTHA.GOHMERT@elanfs.com
To: swcorridor@co.hennepin.mn.us
Subject: SW Corridor comment
Date: 10/08/2008 09:13 AM

I live in an area that appears to be directly affected by this. Off of Drew Ave. and the South side of Minnetonka Blvd. There are railroad tracks close behind my Townhome (one row of trees is in between my home and the tracks) and the trains that run are infrequent enough that they do not bother me (maybe 5 - 6 times per day).... if LRT will be using those same lines... I will be forced to move due to the frequency of usage and subsequent noise and vibration. I'm hoping the affect this will have on nearby homes and townhomes will be considered. I can not afford to move, will the County offer assistance?

Marcy Gohmert
Concerned Resident

1/4.6/a

2/4.7/a

3/3.3/b

From: Samuel Murphy
To: swcorridor@co.hennepin.mn.us; gail.dorfman@co.hennepin.mn.us
Subject: Light Rail Comment
Date: 10/08/2008 06:46 AM

1/2.3/e

I would like to express opposition to the 1A and 3A alternatives

2/2.3/f

discussed as options for the light rail route. I understand that running into the city along the Kennilworth bike trail may be the cheapest construction option, but the long term cost/benefit is not favorable.

3/3.2/a

The Kenwood Isles area is a very vibrant residential urban neighborhood for Minneapolis. The noise and traffic changes from this route choice would clearly be damaging to the livability of the area, as would the loss of the bike trail and access to Cedar Lake. Additionally,

4/2.3/g

routing through the Uptown and Nicollet areas accesses a large number of businesses and a high concentration of population living in

5/3.1/f

apartments and condos. Transportation for these urban commuters and access to the restaurants and businesses in those areas would result in higher ridership and a positive economic benefit to those neighborhoods.

Thank You,

Sam Murphy
2028 Kenwood Parkway
Minneapolis

From: Alyssa Higgins
To: swcorridor@co.hennepin.mn.us
Subject: proposed Western light rail line
Date: 10/08/2008 06:36 AM

10192

I live in Long Lake / Orono just off of Hwy 12. I have endured the construction all summer, wishing that there was another light rail line on our side of town. Rest assured it would be used - heavily. Your proposed routes currently bypass a very heavily populated area: Wayzata, Minnetonka, southern Plymouth. If I had to choose one proposed route I would choose the "blue" line that runs furthest north. That way, folks on my end of town could use a park and ride and hopefully pick up the light rail at Hwy 169.

Thank you for adding this much needed transportation option to our city. I hope that you will consider adding more and more lines in the future!

Alyssa Higgins
Long Lake, MN

1/2.3/e

2/2.3/i

3/1/a

4/2.3/j

10193

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Date: Mon, 03 Nov 2008 16:51:37 -0600 (CST) [04:51:37 PM CST]

From: Marianne Kubin <kmkubin@webtv.net>

To: kkubin@usfamily.net

Subject: LRT through Eden Prairie

[Show All Headers]

We live on Valleyview Road & Smetana Lane.

- 1/2.3/f We are concerned about the 3A line which you have crossing Valleyview in 2 places. It will cut us off from Hwy 169 at one end & make it impossible to get out at Valleyview & Prairie Center Dr. This is already a problem area with all the additional traffic for Alliant Tech & will continue to get worse when SuperValu is finished.
- 2/6.2/a

- 3/2.3/i We are also concerned as to where you plan to build additional parking as Southwest Station has already reached the max parking.

- 4/6.1/b We have excellant bus service in Eden Prairie & wonder why our tax dollars cannot be spent on continued good bussing with expansion.

Please keep us informed of your plans at KmKubin @webtv.net. Thank You for your communication. Marianne & Karl Kubin, 7610 Smetana Lane, #204, Eden Prairie, Mn. 55344.

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Back to Inbox

Sincerely,

Marianne Kubin

We cannot get through on the E-Mail address.

From: shawn.p.kliebenstein@accenture.com
To: swcorridor@co.hennepin.mn.us
Subject: Possible routes - 3C
Date: 10/07/2008 09:34 PM

10194

1/2.3/g

Hi, I would just like to voice my support for the 3C route as it connects in Uptown which is both a weekday and weekend attraction. Additionally, with the increasing population density directly along this route in Uptown there would be an increase in ridership.

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10195

From: Ingman, Jim GRE/MG
To: swcorridor@co.hennepin.mn.us
Subject: Southwest Light Rail
Date: 10/07/2008 07:57 PM

1/2.3/f
2/2.3/g
3/2.3/j

Having owned a home in Eden Prairie for nearly 25 years, I would strongly suggest that you select the option that goes thru the Southwest Station, the EP Center, and the Golden Triangle. Additionally, the rail line should begin in Chaska and go thru the area named above before heading downtown.

By going by the Transit Station, EP Center, and the Golden Triangle, the ridership will be the greatest and this path will be most useful for citizens of the area.

Thank you.

Jim Ingman
Eden Prairie, MN

Scoping Comment Form
Southwest Transitway Project

10196



Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. **The scoping period will end at 5:00 PM CST on Friday, November 7, 2008. All comments must be received by that date.** Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need for the project alternatives environmental benefits and impacts other

1/2.3/h

Let Buihd the Southwest Line use 21st Penn Row.

21st Street Hookup with Route 2 to Louisiana Station and to Franklin South East to Westgate and 280 Route 45 connect this Station and Service France Ave to Lake St. Beltline Station would Service

2/6.1/c

From Hiawatha Line at Lake St. Station Plus Route 17 Should

3/2.3/j

Service this Station by some old Time Street cars that would Mayor of Mpls would like would Service uptown, Lyndale

Nic, 4th Ave, Chicago, Bloomington Ave, Cedar Ave. to Lake St. Station

That Service should Run about 15 minutes each car. Plus South

West Run over to the U. of M. end at 29th Ave. Station.

for People who want to see hockey Foot Ball and other Teams

at The School Southwest Line would help Metro Done a lot and Terms

Park too. and also Let work Deal with TC Western Line

to Buffalo Lake and Montreal to Line, and The Dan Patch

Name Bob Smith

Address 4516 58th Ave N. #119

City/State/Zip Brooklyn Center, Minn. 55429

Telephone 763-504-1289

E-mail

Line, at Wood Lake come in Mpls. I would like use the

Thank You!

Royalston Penn Line. Someday Get it Buihd to Louisiana Station on Hwy 55. Lousing stop at Humboldt, Penn Thomas France Ave, Hwy 100 Douglas Dr. Louisiana Station. Penn Ave should have a ramp Buihd too. Thank you

4/2.3/i

Plus add Hwy 5 and Ethen Prairie Roundabout to the
Plus Build Parking Ramps too for 2,000 cars -
STOP MPLS to Buffalo, Annandale and More
MPLS to Delaware, Willmar and West. I have studied this line
a lot.



SOUTHWEST

transitway

fold here

Three horizontal lines for address or contact information.

Place
Stamp
Here

Ms. Katie Walker, AICP, Transit Project Manager
Hennepin County, Housing, Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

fold here

From: Generous, Bob
To: swcorridor@co.hennepin.mn.us
Subject: SW LRT Corridor
Date: 10/07/2008 04:17 PM

10197

1/2.3/g

As a resident of Minnetonka, I recommend that the southwest LRT corridor go through the golden triangle of Eden Prairie as well as the Uptown area of Mpls. I believe that this route provides the greatest opportunity to connect riders with appropriate destinations.

Thank you.

Robert Generous
Senior Planner
City of Chanhassen
7700 Market Boulevard
P. O. Box 147
Chanhassen, MN 55317
(952) 227-1131
bgenerous@ci.chanhassen.mn.us

10198

From: Fuhr, Susan
To: swcorridor@co.hennepin.mn.us
Subject: Eden Prairie: Comments on SW Corridor
Date: 10/07/2008 04:17 PM

To whom it may concern

I live on 7090 Bunker Court in Eden Prairie. I chose this location because of the bike path and the neighborhood. The path that is used for individuals who take their "bike" to work, walk their dogs and let's kids have a place to ride their bikes to go to the parks in the area.

1/6.3/c

I would like to see the bike path through the neighborhoods protected.

2/2.3/f

Run the transit through the business sections of Eden Prairie.

3/2.3/g

I do not want to take the chance that my kids or pet will be hit by a train.

4/3.7/e

Protect the city of Eden Prairie, the neighborhoods and our kids.

Thank You

Susan Fuhr
7090 Bunker Court
Eden Prairie MN 55346
sfuhr@analysts.com
952-949-3988

10199

From: [Carol Smith](#)
To: swcorridor@co.hennepin.mn.us
Subject: picking a route
Date: 10/07/2008 03:19 PM

I vote for running the light rail with a stop at Golden Triangle, Eden Prairie Center. I think you must have a way to reach the high commerce areas in EP.

1/2.3/g

Also, for that reason, I think the rail has to go through Uptown and then to Downtown. Uptown is a huge destination. To not run the rail by this area would be a loss and cause many more car rides than needed. Uptown has a big parking problem as it is. Also, many young people who don't have transportation like to go to Uptown and they don't have access to cars as much as older demographics.

2/6.3/a

Perhaps you would have express rail to Downtown at certain times (rush hour) and otherwise local stops uptown.

3/2.3/j

Carol Smith, Marketing



7625 Smetana Lane | Eden Prairie, MN 55344
952-567-6518 direct | csmith@compellent.com

2008 Infoworld SAN of the Year
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From: Mindy Erickson
To: swcorridor@co.hennepin.mn.us
Subject: Vote for Uptown Route
Date: 10/07/2008 12:31 PM

10200

Hi SW Corridor Planning Folks,

1/2.3/g

I would like to 'cast my vote' for the Uptown Route for the new SW Light Rail Corridor.

2/1/a

For years I have longed for a reasonable mass-transit route from my south Minneapolis home to my workplace near downtown St. Paul. With the completion of the Central Corridor and the SW Corridor (through Uptown), my dream would be fulfilled -- and my commuting habits would change.

Thanks you for considering my 'vote' as your planning process continues.

Sincerely,

Melinda L. Erickson
3928 Lyndale Ave. So
Minneapolis, MN 55409

10201

From: [Paul Lux](#)
Reply To: paul@palaydisplay.com
To: swcorridor@co.hennepin.mn.us
Subject: RE: Southwest LRT Line
Date: 10/07/2008 12:14 PM

1/1/a

> Regarding the proposed SW LRT line: PLEASE stop wasting all our money!!!
>
> Thanks,
>
>
> Paul Lux
> Eden Prairie

From: Russell, Debra
To: swcorridor@co.hennepin.mn.us
cc: Julie Grube; prussell2@comcast.net
Subject: FW: [Fwd: Comments on SW Corridor]
Date: 10/07/2008 11:42 AM

To whom it may concern -

1/6.3/c

We currently live in the Bent Creek neighborhood in Eden Prairie. We would like to strongly voice our concerns about locating the light rail system on the bike path/railroad line through Eden Prairie.

2/2.3/f

The alternate solution, through the Golden Triangle, makes significantly more sense in terms of adjacencies to business. This solution does not negatively impact property values, and more importantly, does not result in the loss of a valuable resource for our city (bike and walking path)

3/2.3/g

4/3.1/i

Sincerely,

Debra and Peter Russell
 7228 Howard Lane
 Eden Prairie, MN 55346

-----Original Message-----

From: Julie Grube [mailto:juliegrube@isd.net]
 Sent: Tuesday, October 07, 2008 10:25 AM
 To: Lynn O'Shaughnessy; ann hicks; kathy Darick; Susan Scholl; Fuhr, Susan; Shawna Miller; Nosbush, Stacy; Dave Ring2000@yahoo.com; Doug Vanderwerf; Russell, Debra; Bridget Leibold; Jeanne Root; Doug Vanderwerf; Grube, Mark
 Subject: [Fwd: Comments on SW Corridor]

Hi Neighbors,

Below is a copy of a letter that I sent to the Southwest Corridor Group.

There is a article in todays paper- soon a decision is going to be made on which direction the rail is going to run through Eden Prairie.

If it runs through our backyard it is going to down the value of our homes- and the noise - It will be running 6 A.M.- 11Pm daily which will change our quiet neighborhood, plus it plainly doesn't make a good spend of our tax dollars!!

The web site to send an email is swcorridor@co.hennepin.mn.us or check out the article today in the paper and attend a meeting

We need our voices heard- It only takes a few minutes to express your concerns.

Please take a moment and let your opinion be heard!!

Spread the word!!

Maybe someone would like to spend a little time and broadcast a letter

10202

throughout the neighborhood or the Bentcreek group-
voicing our concerns!

Julie

To Whom it may concern:

I realize that very soon a decision is going to be made on which route
the SW corridor will travel through Eden Prairie.

I believe the transit should travel through the business sections of
Eden Prairie where the transit would be best served (through
Opus- Golden Triangle etc.)

I realize the the bike path route or railroad line in Eden Prairie is
the least expense route. However we need to look at the best served
route and the route that makes better sense in the long run. The route
that I am suggesting serves many business locations and supports growth
in those areas for businesses.

As a taxpayer and small business owner in Eden Prairie I support the
transit through the Golden Triangle- but not through
residential areas that don't support the growth of Eden Prairie.

Thank you for your time and attention

Julie Grube

--

Julie Grube
Adams Promotional Group
7122 Bunker Court
Eden Prairie, MN 55346
Office 952-470-5786
Fax 952-470-0798
juliegrube@isd.net

From: [Daugherty, Jennifer G.](#)
To: swcorridor@co.hennepin.mn.us
Subject: SW Corridor Lightrail
Date: 10/07/2008 11:15 AM

1/2.3/g

>>>> Please read the confidentiality statement below <<<<
In response to your request for public comment on the planned southwest corridor lightrail connection, **I strongly support a line that runs through Uptown.** Public transportation in that area is needed and this routing would serve many more people than other proposed routes.

Jennifer G. Daugherty
Robins, Kaplan, Miller & Ciresi L.L.P.
2800 LaSalle Plaza
800 LaSalle Avenue
Minneapolis, MN 55402-2015
612.349.8293 (direct)
612.339.4181 (fax)
jgdaugherty@rkmc.com
www.rkmc.com



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Thank you in advance for your cooperation.

Robins, Kaplan, Miller & Ciresi L.L.P.

<http://www.rkmc.com>

From: SlFelicity@aol.com
To: swcorridor@co.hennepin.mn.us
Subject: Southwest Light Rail Comments
Date: 10/07/2008 10:49 AM

Southwest Corridor, Hennepin County Transit Officials:

1/4.6/a

The Kenwood light rail plan that passes along the Kenilworth bike trail system would cause a noise pollution problem for the homes immediately adjacent to the rail system. This is a condition that potentially exists in the area of the Calhoun Isles townhouses and private homes on both sides of the proposed rail system. The expectation of frequent street cars passing almost every 7 minutes during rush hour is untenable.

2/2.3/g

3/4.6/a

I would hope that the alternative routes would be favored or, if they are not accepted, that suitable design plans be incorporated to provide elimination of sounds from sources such as bell ringing and track noise.

4/6.2/a

In addition, I am concerned about the traffic pattern disturbance, particularly during rush hour, at the Cedar Lake Road crossing next to Cedar Lake. It is one of the few routes for cars traveling through that area and light rail traffic would severely inconvenience the general public. I am also concerned about safety for the crossover of bikers from the Kenilworth trail to the bike trail around Cedar Lake. It is a route that I and many others use quite frequently.

5/3.7/e

Sincerely,

Edward Ferlauto
3156 Dean Court
Minneapolis, MN 55416

(612)929-1004
slfelicity@aol.com

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10205

From: Mary Kay Higgins, Assistant To Administration
To: swcorridor@co.hennepin.mn.us
Subject:
Date: 10/07/2008 10:21 AM

1/2.3/g

I am a regular bus and train rider.

I vote for through Uptown

Uptown definitely has the kind of clientele that would support light rail.

Mary Kay
Assistant to Administration
MTS Dist. 4017-07

From: [Kristen Hansen](#)
To: swcorridor@co.hennepin.mn.us
Subject: Light Rail from Eden Prairie
Date: 10/07/2008 10:13 AM

10206

To Whom it May Concern;

1/2.3/g I just read the article about the light rail the two possible directions it could take going into downtown. I feel the route leading through Uptown would be a better way to spend our money and would also be profitable. Many people visit or work in the Uptown area and you will find this as a benefit to people using the light rail at all times, day and even into the evenings. I also believe this could help stop some drinking and driving, as it would be available to the people of Eden Prairie to make a safe way home after visiting Uptown's restaurants and bars.

2/3.7/b Thank you for your time,

Kristen Hansen
Resident of Eden Prairie, MN

From: Julie Grube
To: swcorridor@co.hennepin.mn.us
Subject: Comments on SW Corridor
Date: 10/07/2008 09:54 AM

10207

To Whom it may concern:

I realize that very soon a decision is going to be made on the which route the SW corridor will travel through Eden Prairie.

1/2.3/f
2/2.3/g

I would like the transit to travel through the business sections of Eden Prairie where the transit would be best served(through Opus- Golden Triangle etc.)

3/3.1/b

I realize the the bike path route or railroad line in Eden Prairie is the least expense route. However we need to look at the best served route and the route that make better sense in the long run. The route that I am suggesting serves many business locations and supports growth in those areas for businesses.

4/2.3/e

As a taxpayer and small business owner in Eden Prairie I support the transit through the Golden Triangle- but not through residential areas that don't support the growth of the Eden Prairie area and make stops in residential areas.

Thank you for your time and attention

Julie Grube

--

Julie Grube
Adams Promotional Group
7122 Bunker Court
Eden Prairie, MN 55346
Office 952-470-5786
Fax 952-470-0798
juliegrube@isd.net

10208

Scoping Comment Form
Southwest Transitway Project

NOV 06 2008



Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. **The scoping period will end at 5:00 PM CST on Friday, November 7, 2008. All comments must be received by that date.** Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need for the project alternatives environmental benefits and impacts other

1/2.3/e

I AM WRITING TO STRONGLY OPPOSE LRT PROPOSAL 1A WHICH WOULD GO STRAIGHT THROUGH MY BACK YARD. ONE OF THE REASONS WE PURCHASED OUR HOUSE WAS THE LOCATION OF THE TRAIL, SOMETHING WE USE EVERY DAY, ALL YEAR LONG.

HAVING GROWN UP IN EUROPE, I CAN APPRECIATE THE NEED FOR PUBLIC TRANSPORTATION. PLACING IT ON THE PROPOSED

2/3.1/a

1A ROUTE MAKES NO SENSE TO ME AT ALL AS IT BISECTS PURELY RESIDENTIAL AREAS. PROPOSAL 3A MAKES MORE SENSE

3/2.3/g

AS IT WOULD SERVICE OPUS AND THE GOLDEN TRIANGLE, FOLLOWED BY A LINKING WITH THE SOUTHWEST TRANSIT CENTER.

YOUR TIME IN READING THIS IS GREATLY APPRECIATED.

Name PETER E. RUSSELL
Address 7228 HOWARD LANE
City/State/Zip EDEN PRAIRIE, MN 55346
Telephone 952/934-7856
E-mail prussell2@comcast.net

Thank You!



From: [Lee Colby](mailto:leemcolby1@yahoo.com)
Reply To: leemcolby1@yahoo.com
To: swcorridor@co.hennepin.mn.us
Subject: Southwest corridor LRT
Date: 10/07/2008 09:16 AM

10209

I have 2 major reactions to the Southwest Corridor LRT planning.

1/3.2/a

1) I *thoroughly resent* providing subsidized transportation to the affluent suburbs at the expense of Minneapolis home values, green space, recreation areas, and quality of life. The Kennilworth route will definitely and negatively affect these aspects of Minneapolis life for many City residents.

2/2.3/g

2) It makes much more sense to route the LRT so that it *serves City residents* as well as suburban commuters, which the Nicollet Ave route does with 7 stops as opposed to 5 obscurely located stops on the Kennilworth route. This complaint also applies to the North Star route which apparently skips all (or most?) stops in north Minneapolis in order to whisk suburbanites to their safe communities in the North.

3/8.1/d

I can't express too strongly how annoyed I am at the way the cities of Minneapolis and St. Paul pay higher taxes to subsidize the suburbs with ball parks, cultural events and centers, and economic centers, so that suburbanites can "escape" the stresses of city living and return to their lower-priced homes, green space, lower crime rates, culturally cohesive schools, etc.

Thank you for giving us the opportunity to express our opinions on this matter.

Lee Colby
2425 Franklin Ave.

From: Lorenzo Tunesi
To: swcorridor@co.hennepin.mn.us
Subject: Southwest transitway
Date: 10/07/2008 09:13 AM

10210

To whom this may concern:

1/1/a

I am an Edina resident and wholeheartedly in favor of this project. I
certainly would not mind paying extra taxes to make this happen. I
hope to be able to use it to go to work and/or events downtown.
Please, please, please keep moving forward with this.

Lorenzo Tunesi
4413 Ellsworth Drive
Edina, MN 55435

10211

From: Sherry Sand
To: swcorridor@co.hennepin.mn.us
Subject: Light Rail to Eden Prairie
Date: 10/07/2008 08:38 AM

I have lived and/or worked in Eden Prairie for 20 years. I think it makes sense to have the SW Transit Station in Eden Prairie as a stop on the Light Rail Train route. I also think it would be used by more people if it went through the Opus and Golden Triangle Business Parks.

Sherry Sand
952-949-3115
6640 Kingston Drive
Eden Prairie, MN 55346

1/2.3/e

10212

From: Peter Vickerman
To: swcorridor@co.hennepin.mn.us
Subject: Alignment comments
Date: 10/07/2008 08:21 AM

1/2.3/e

2/2.3/f

I am overwhelmingly in favor of the route through Kennilworth. The costs are lower and the ability for trains to go directly on to the Hiawatha or Central corridor makes all corridors much more effective.

Peter Vickerman
Minnetonka, MN

See how Windows Mobile brings your life together—at home, work, or on the go. [See Now](#)

From: Schrader, Karl
To: swcorridor@co.hennepin.mn.us
Subject: Please, no corridor
Date: 10/07/2008 07:09 AM

10213

1/1/a

Please do not build another light rail until we can run the existing line(s) on a budget which is not costing the state annual tax revenue. We need to balance the operating budgets for the light rail. I do not want to have to pay additional taxes to cover a slow train ride through the metro area. We Minnesotans have a heavy enough tax burden as it is. Please do not sign us up for another annual cost.

Thanks,

KARL SCHRADER
CONTROL SYSTEMS ENGINEER
DONALDSON COMPANY
952-887-3280

From: [Dave Brady](#)
To: swcorridor@co.hennepin.mn.us
Subject: Choose Route 3C
Date: 10/07/2008 06:39 AM

10214

1/2.3/g

2/2.3/e

3/2.3/f

This route seems to have more benefit and should drive higher ridership volumes because it will route through areas of S. Mpls that would benefit more from access to the SW metro area. The other routes going through the Cedar Lake area will limit ridership from the S. Mpls area, which would be well served in taking advantage of this new line to obtain employment and shopping access to the SW metro area. SW metro residents gain the benefit of direct access to Uptown as well as Downtown for jobs and retail. Terminating the line on Nicollet Mall lands riders closer to employers as well.

Thanks,

Dave

10215

From: [Pat Fucile](#)
To: swcorridor@co.hennepin.mn.us
Subject: Don't build the damn thing at all!
Date: 10/07/2008 04:18 AM

1/1/a

2/6.3/c

3/2.3/g

4/6.1/b

The route that goes through the Kenwood area (blue line in the graphic) will take away the bike path that many of us use to commute to downtown when we ride our bicycles to work. One that goes by to Nicollet (red line), thanks, but I'd pass on the bad area of town and the much longer walk to work once I get off. The third also takes up some of the bike path to work. All three have multiple stops and will take longer for me to get to work than if I climb on the express bus. Why would I want to pay the same amount of money to get somewhere slower? And if you take away the bus to try to force us to use this over priced train, I'll just drive to work instead.

From: [Nathan Barten](#)
To: swcorridor@co.hennepin.mn.us
Subject: LRT Proposed SW Route
Date: 10/07/2008 12:14 AM

10216

Hello,

1/2.3/g
2/2.3/j
My name is Nathan Barten and I end up moving back and forth between MPLS and St. Paul every year or so. Looking at the three routes posed by Hennepin Co. Transit, I believe the RED line makes the most sense. Building a rail line that does not travel through Uptown seems completely ridiculous to me. I think that, should the line connecting the two downtowns ever be accepted, there would be a large ridership going from Uptown to St. Paul and back, as well as residents of MPLS riding back and forth from Uptown to Downtown. I know that many times I have lamented the lack of rail line availability as I took a late night walk from the Target Center back to Uptown after a concert. Also, many is the night when I recieved invitations from friends to meet them in downtown that I didn't accept at the time, but would have if a rail option had existed.

A line that did not go through the heart of Uptown would lose ridership, and be less effective for a broader range of rider than one traveling down Lake St. I would love to be able to hop a train on Lake and Hennepin and ride it downtown and back, and most certainly will if the line gets built.

Nathan Barten

Scoping Comment Form
Southwest Transitway Project

10217



Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. The scoping period will end at 5:00 PM CST on Friday, November 7, 2008; All comments must be received by that date. Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need for the project alternatives environmental benefits and impacts other

As a long-term reverse commuter, I've always been
been on getting to the W. + S.W. suburbs for work
+ back downtown for fun. I've pretty much given up
on the dismal transit available for such travel and simply
moved out to the suburbs. Perhaps that's "reverse sprawl"?

A common desire for me + my colleagues is a simple +
convenient access to Uptown, the Warehouse District, +
even St. Paul. Driving along a congested 494 strip to
the Mall of A. + catching the LRT is a poor option
but often the only viable one.

Therefore, I support the 3-A or 1-A WITH a Midtown
connection / shuttle. Also, I love the hands-on art at
Fort Snelling LRT station.

Name Nus Azam
Address 16315 WAGNER WAY #103 E
City/State/Zip EDEN PRAIRIE MN 55344
Telephone 612 / 747 7920
E-mail nusazam@gmail.com

Thank You!



Scoping Comment Form
Southwest Transitway Project

10218

Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. **The scoping period will end at 5:00 PM CST on Friday, November 7, 2008. All comments must be received by that date.** Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need for the project alternatives environmental benefits and impacts other
1/2.3/g

I prefer alignment 3C even though it would be less convenient for me. I prefer it because the routing through densely populated South Minneapolis would offer service to far more people than the sparsely populated Karliworth corridor and Penn, VanWhite stations. ~~Get more~~ Serve more people, please!

~~Ad~~

Name ROBERT YOUNG WASSER

Address 2308 FREMONT AVE S

City/State/Zip Minneapolis, MN 55405

Telephone Private

E-mail Private

Thank You!

10220

Lisa

-----Original Message-----

From: dfarber@damonfarber.com [mailto:dfarber@damonfarber.com]

Sent: Thursday, October 23, 2008 10:56 AM

To: Goodman, Lisa R.

Subject: Feedback Form

Phone: 612.332.7522

Fax: 612.332.0936

Web: www.damonfarber.com

10220

From: arthur_higinbotham
To: swcorridor
cc: [David Shirley](mailto:David.Shirley); dfarber@damonfarber.com
Subject: Fw: LRT - Cedar Lake Parkway Crossing
Date: 10/23/2008 12:21 PM

Please consider this input to the SW LRT scoping process.

Art Higinbotham

----- Original Message -----

From: Shirley, David
To: Damon Farber ; Art H @ CIDNA ; Matthew Dahlquist @ CIDNA
Cc: lisa.goodman@ci.minneapolis.mn.us ; gail.dorfman@co.hennepin.mn.us ;
swcorridor@co.hennepin.mn.us ; kathie.walker@co.hennepin.mn.us ;
ahiginbotham@msn.com
Sent: Thursday, October 23, 2008 12:04 PM
Subject: RE: LRT - Cedar Lake Parkway Crossing

Damon: That is an excellent idea and I have included Art Higginbotham, Chair of CIDNA, along with Matthew Dahlquist. I am still on the board however, I am no longer an officer.

We'll speak off-line as to perceptions of actual concern from the HCRAA planning side of this political/development process. I can state that when challenged on time for each crossing, the figures quoted by a former County planning rep were significantly shorter than reality for San Diego's line and the Hiawatha line.

Thanks and your yard is looking great!!

David

From: Damon Farber [<mailto:dfarber@damonfarber.com>]
Sent: Thursday, October 23, 2008 11:33 AM
To: Shirley, David
Cc: lisa.goodman@ci.minneapolis.mn.us; gail.dorfman@co.hennepin.mn.us; swcorridor@co.hennepin.mn.us; kathie.walker@co.hennepin.mn.us; ahiginbotham@msn.com
Subject: LRT - Cedar Lake Parkway Crossing

David:

Just a quick thought on the LRT route, and perhaps not a new one, but

I was wondering whether there has been any discussion of setting up a trial - perhaps using Minneapolis or Park police to assist - to actually close down Cedar Lake Parkway at Burnham Road where the parkway crosses the railroad tracks.

We could simulate, over a 24 hour period (weekday and weekend), the frequency of LRT trips and the amount of time the LRT will close down vehicular pedestrian and bike traffic. This could provide a fair assessment of what will happen to traffic patterns and how the LRT might back-up both toward Cedar Lake and toward Dean Parkway every time the LRT crosses the road.

We know what the current freight trains do just a few times a day. This true to life experiment would allow us to understand what impact the LRT might really have on our community.

I understand that a real-time 24 hour test such as this may cause a neighborhood inconvenience, but it seems to me that we'd then be able to realistically experience what could be an eye opening and objective way of evaluating what might become the reality on a daily basis in the future.

The county and LRTY planners should have the frequency of LRT crossing and should be able to share the amount of time each "train" will close down traffic at this crossing.

Do you think this a possibility?

A handwritten signature in black ink, appearing to read "Damon Farber". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Damon Farber Associates

Landscape Architecture + Urban Design + Site Planning
923 Nicollet Mall
Minneapolis, Minnesota 55402

Good idea, feel free to ask Hennepin County (Kathie Walker or Gail Dorfman) as they are the unit of government pushing this route.

From: Catherine M. Walker
To: swcorridor@co.hennepin.mn.us
Subject: Fw: Scoping Document comments
Date: 10/22/2008 11:47 AM

10225

Katie Walker
Transit Project Manager
612.348-2190
612.385-5655

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From: "Len Simich" [LSimich@swtransit.org]
Sent: 10/22/2008 11:12 AM EST
To: Catherine Walker
Cc: "Dave Jacobson" <DJacobson@swtransit.org>
Subject: Scoping Document comments

Hello Katie,

I thought I'd take the opportunity to share with you some of my thoughts I brought up at the recent Station Planning meetings in EP. Let me know if you have anytime in the next few weeks to discuss. Thanks.

1/11.1/f

October 17, 2008

To: Hennepin County Rail Authority

From: Parker Trostel
3349 St. Louis Ave.
Minneapolis, MN 55416
612-926-7746
PTrostel@comcast.net

Re: SW Transitway DEIS
Specifically, the Kenilworth alignment between Lake Street
and the north end of Cedar Lake Park

1/2.3/j

I support the Park Ave. alignment. This would take people across town and down a street not well served by transit and a street with a great deal of development potential. My second choice would be the Nicollet Ave. alignment. This would be almost as quick as the A alignments and would serve more dense Minneapolis neighborhoods, such as Uptown as well folks along Nicollet Mall. Yes, it would be disruptive to build down Nicollet, but I think that the development potential for the Nicollet route has been underestimated. Eat Street could be substantially upgraded with the addition of LRT.

2/2.3/g

Speaking to the Kenilworth alignment, especially between Lake Street and the north end of Cedar Lake Park, I have some general concerns and some specific concerns. I am concerned about the environmental effects on residences along the Kenilworth alignment and on the parks (Park Siding Park and Cedar Lake Park). I am concerned about the effects on plants and water, animals, and humans.

3/4.3/a

I think that the environmental degradation may be so severe that the Hennepin County Rail Authority should consider buying the residences with St. Louis Ave. and St. Paul Ave. addresses that will be extremely close to the trains and perhaps some on the eastern side of the proposed line. I think that these properties will be so severely negatively impacted that this project will amount to a taking of these homes. Home owners, even renters, have the right of quiet enjoyment. Many will lose that right under the proposed Kenilworth alignment.

4/3.2/a

At the October 13 hearing, Commissioner McLaughlin, apparently referring to the widths of the SW Transitway between the Cedar Lake Shores and the Calhoun Isles-Dean Court residences, said, "That spot is tight and we will deal with it." I would be very interested in hearing what ideas he has about this tight spot. An alternative would be extreme mitigation - to cut and cover a trench from the Greenway or Lake St. past the intersection of Cedar Lake Parkway and the SW Transitway.

My general concerns add up to a degraded environment. I would like the DEIS to address the following with tests before construction and operation as well as on similar situations in operation. (I consider neither the Hiawatha Line nor the Central Corridor

Line to be similar to the Kenilworth Line between Lake St. and north of Cedar Lake Park. These traverse industrial, retail, and roadway territory.)

- 5/4.7/a 1. **Vibration** caused by trains passing every 7 ½ minutes could be significant. Residences shake badly with the freight trains, a different animal, but not very frequent. The closer the residence to the tracks, the more vibration could be expected. Shaking parks might have an effect on the fauna there.
- 6/4.6/a 2. **Noise** from metal wheels on metal tracks and from horns will be new and constant. There will be more noise where the tracks curve and where the trains go over paths, mostly at the south end of the Cedar Lake Shores townhomes. Don't forget the little gem, Park Siding Park. Many young children enjoy playing in this quiet, well-equipped park. Cedar Lake Park vies for the title of the most wild of Minneapolis Parks and the quietest. (Wirth Park south of Glenwood is similar.) Injecting noise into this serene area would be a travesty, a kind of taking of the park lands. Loss of trees, bushes, and the berm on the east side of the Kenilworth Trail exacerbates the noise problem.
- 7/3.6/a 3. **Lights** from the trains and from posts will contribute to making night into perpetual day.
- 8/3.7/e 4. **Un sightliness** of the catenary system will be noted and should be investigated. Someone at the October 13 hearing suggested using solar electricity. The DEIS should investigate the feasibility of this energy-saving and less ugly energy source. Loss of trees will add to unsightliness.
- 9/4.5/b 5. There are **safety** issues. In order to minimize hazards the DEIS must look into how people, bicycles, and cars will cross the line.
- 10/4.3/a 6. **Air pollution** should be anticipated. This could come from the trains themselves, throwing up various kinds of dust, and from the cars idling at crossings. **Loss of trees, bushes**, and the eleven-foot berm on the east side of the Kenilworth Trail exacerbates air pollution.
- 11/6.2/a 7. **Interrupted traffic flow** will be a problem at all crossings, but specifically at the Cedar Lake Parkway crossing. Yes, cars might take other routes. But consider the alternatives – I 394 or Minnetonka Blvd. into Lake St. or Hwy. 25 (the east side of Hwy 7). These alternate routes are clogged at the same time that drivers search out Cedar Lake Parkway which is clogged at the 5:15-6:15 hour now. Just come to Dean Parkway any day at, say 5:30, and walk up to the tracks on Cedar Lake Parkway. There would be no alternatives at all for cars trying to cross at 21st St.
- 12/4.2/a 8. **Water quality** of Cedar Lake could be affected and should be tested to see where we are today in contrast with the projected changes, especially the building of a new bridge over the lagoon.
- 13/6.3/c 9. **Walking and biking paths** could be adversely impacted by many of the above, especially vibration, noise, lights, hazards, and air pollution.
- 14/3.5/a 10. **Park lands should not be touched**. I would like to see an accurate map of park lands around the east and northeast sides Cedar Lake. As yet, I have not been able to locate one. Under no circumstance should the Hennepin County Rail Authority take any park lands.

10226

Finally, I have read that some folks are comparing this rail to the Washington, DC Metro, NY City and other heavy rail lines which are underground. This is light rail, above ground, which has a different set of challenges.

Thank you for your work on this project and your investigation of the environmental impacts.

Sincerely,

Parker Trostel

From: Pat Grimsrud
To: swcorridor@co.hennepin.mn.us
Subject: Route Planning.
Date: 10/21/2008 12:56 PM

10227

Greetings:

I unfortunately have not been able to attend the open house meetings re the potential routes for the new rail. I do have these questions:

1/6.3/c

1. What will happen to the bike/walking paths currently part of the Greenway which extend from Hennepin west to Dean Parkway? Land area is very tight on that part of the path?

2/6.2/a

2. How will traffic be accommodated when the rail barriers are down for approaching trains at the crossings of James, Irving & Humboldt? There is limited space on all those streets before you affect heavily trafficked Lagoon. Backed up traffic would be totally in residential areas on both sides of the tracks.

3/3.2/a

3. Will running a rail line in the areas I mentioned above have the same effect in dividing neighborhoods as it did when Nicollet Av was sliced up to make room for the large box store that went in at Nicollet & Lake?

4/3.1/a

4. The proximity of the rail line to residences is a legitimate issue. The Uptown, Nicollet proposal would affect considerably more persons than the Kenwood area.

5/2.3/j

5. Would not a trolley line on the Greenway be a more civilized way of solving the transportation issues of Uptown and Nicollet?

Thank you for considering my concerns

+++++

Pat Grimsrud
grimsrud@earthlink.net
2885 Knox Ave S. # 801
Mpls, MN 55408

From: Craig_Ball@cargill.com
To: swcorridor@co.hennepin.mn.us
Subject: Southwest LRT
Date: 11/03/2008 08:17 AM

10228

I'd like to voice my opinion on which route gets chosen for the Southwest corridor.

1/2.3/g

My preference would be **3C** because it passes thru Uptown. All three options pass close to my house, so will be very convenient, but without going thru uptown, it would miss half of my regular destinations.

2/2.3/j

One question would be whether or not plans involve creating overpasses or underpasses at major intersections along the route... I know that at Wooddale ave and Hwy 7 there is already a lot of traffic and the stoplight takes forever, I can't imagine how long it will take if the train takes it turn going thru there too without an overpass.

Thanks,

Craig Ball
Account Manager
Convenience & Meat Category
Cargill Texturizing Solutions, Americas
Phone: 952-742-2607
Cell: 952-807-3523
Fax: 952-249-4040
craig_ball@cargill.com

From: Susan Dray
Reply To: susan.dray@dray.com
To: swcorridor@co.hennepin.mn.us
Subject: LRT Southwest Light Rail Route reactions
Date: 11/02/2008 09:04 PM

Greetings,

I am a resident of the Kenwood neighborhood (2007 Kenwood Pkwy) and I am writing to express my opinions about the proposed routes for the LRT expansion project.

- 1/1/a I think that a light rail line that will allow commuters from the Western suburbs to use fuel-efficient trains instead of cars is a great idea. I've spent time in a number of other cities, including Portland, that have LRT, and have seen how popular it is – and how easy it makes getting around. However, I am opposed to two of the three routes (1A and 3A) that are currently under consideration here in Minneapolis.
- 2/2.3/e
3/2.3/f
- 4/3.2/a Specifically, I am extremely concerned about the potential impact that such a line would have on the historic neighborhood in which I live. While it would be convenient for commuters, it would wreak havoc on our neighborhood in my opinion. Here are some of my concerns:
- Trains crossing Cedar Lake Parkway near Burnham Road every 7 minutes will cause traffic snarls – especially impacting neighborhood residents – and will significantly negatively impact the Parks. It is certainly NOT in the best interests of the community to befoul the Chain of Lakes with such frequent train crossings and traffic.
 - I am very concerned about the increased traffic that will result as people come to park and take the train. At certain times of the day, Kenwood Parkway is already heavily trafficked, and the additional traffic – plus the noise and pollution it will bring – will definitely have a negative impact on our property values – already taking a significant hit due to the current economy.
 - The Park and Ride facility on the corner of 21st Street (by “Hidden Beach”) will require a parking structure that will change the neighborhood feel.
 - The noise of the trains and the guardrails/bells that accompany them is a significant concern as is the vibration that trains cause. My house already shakes when freight trains rumble through the neighborhood. I shudder to think what it will be like when there is a similar shake ever 7 minutes!
 - We have many young children in the neighborhood and it seems to me that the trains cause a potential risk for them – from both trains and
- 5/3.5/b
6/6.2/a
7/3.1/i
8/2.3/i
9/4.6/a
10/4.7/a
11/3.7/e

from increased automobile traffic.

- There are relatively few commuters in the Kenwood area. Wouldn't it make more sense for the route to go through more densely populated areas?

12/2.3/g

Given all of this, I urge you to adopt Option 3C. This route would allow visitors to the city to get to Eat Street and Uptown directly in addition to providing for suburban commuters (as well as those from city neighborhoods) to use the line for their daily commutes. It also would reach a much higher number of potential commuters in both existing and planned condos and apartments. It would also link commercial areas together and would provide additional shoppers and diners to existing businesses and restaurants along the route.

13/2.3/j

I have read that Eat Street restaurant owners are opposed to this option because of the potential disruption and construction, and would urge the County to consider using Blaisdell or 1st Avenue instead of Nicollet if this is a concern. However, as I understand it, Uptown residents would welcome the LRT – and it makes a lot of sense to use the greenway to connect those businesses to commuters.

Alternatively, I have read of another route – Route E – also using the Uptown greenway and then using Park and Portland to get downtown. According to what I have read, that routing sounds like it, too, would have the advantage of benefitting a lot more residents, employers, and cultural/educational centers.

One suggested route I have not read about would be to go down Hennepin Avenue (instead of routing to the West of Kenwood) and then on to the greenway. What is the reason that this rather obvious solution is not on the table?

14/6.3/a

Any of the alternatives that incorporate Uptown into the route could really help ease the parking and congestion problems there. I also urge you to coordinate bus lines with whatever route is chosen to help maximize the positive impacts of mass transit solutions for the Twin Cities.

15/6.1/b

Thank you for your consideration.

Best,

--Susan

Susan M. Dray, Ph.D., CHFP
 Dray & Associates, Inc.
 Minneapolis, MN USA

16230

Phone: +1 612 377 1980

Fax: +1 612 377 0363

susan.dray@dray.com

www.dray.com

"If the USER can't use it,
it doesn't work!"™

From: [damon](#)
Reply To: [damon](#)
To: swcorridor@co.hennepin.mn.us
Subject: Kennilworth route3A Question
Date: 11/02/2008 04:42 PM

10231

Hello:

1/2.3/f One simple question. Will the LRT cross Cedar Lake Parkway at grade, below grade in a tunnel or above grade as a bridge? Please, no equivocation... I fully understand that there are no final plans yet. However, this has to have been discussed and I'd like to know the scheme that currently seems to have the most validity. Which of the three has the greatest probability of being constructed if route 3A is the selected route?

I look forward to your response.

Thank you,
Damon Farber
2650 Burnham Road
Minneapolis, Minnesota 55416

612-332-7522

From: Joe Kieffer
Reply To: drew202nd@yahoo.com
To: swcorridor@co.hennepin.mn.us
Subject: Light Rail option 3C
Date: 11/02/2008 08:18 AM

10232

Hello,

I'm Joe Kieffer and I live at 3233 Dakota Ave S in St. Louis Park. It is very exciting to have all three proposals for the light rail to have a station so close to our house.

But, if I had to choose a specific route I personally would choose Route 3C: Downtown Minneapolis to Eden Prairie via Nicollet Avenue, the Midtown Corridor, and the Opus/Golden Triangle area.

I like Route 3C because it goes thru uptown which we frequent and to the shopping district of Eden Prairie.

Thanks for taking my opinion into consideration.

Joe Kieffer

1/1/a

2/2.3/g

From: Anthony Reuter
To: swcorridor@co.hennepin.mn.us
Subject: route 3c!
Date: 11/01/2008 09:46 PM

10233

1/2.3/g

please choose route 3c!

the other routes completely miss out on areas of minneapolis that would have very high ridership! plus, route 3c goes through well known business areas instead of residential areas populated by people who do not normally use public transportation.

--

Anthony Reuter
952.451.7685

From: Susan C. Hupp
To: swcorridor@co.hennepin.mn.us
Subject: southwest corridor
Date: 11/01/2008 09:38 PM

10234

1/2.3/f

2/2.3/g

I would like to express my strong opinion that the southwest corridor should travel through the Golden Triangle area on the eastern side of Eden Prairie. In order for Eden Prairie to be vital, supporting business/employment opportunities, people need to be able to move in and out of this area, given its potential for economic growth. While I live in this suburban town, I also support the urban center of Minneapolis. The Golden Triangle holds hope for employment of persons in the central urban area; however, without transportation urban residents cannot take part in my suburb's growth. This is a complicated issue in that I also support Eden Prairie. In recent years we have become a hub of computer business development. To continue in this vein and to help other businesses develop, we need to be able to attract the best minds for technology and business. Many of these people will be our younger generation who will insist on shared transportation systems. Yet another consideration is that a route through the Golden Triangle will enable riders to continue out further to the SW station, from which it will be easy to access restaurants and retail shops in Eden Prairie. We are at the margin of both the outward expanding Twin Cities and inward expanding rural communities that will access us through the newly built highway 212. This is the perfect time to capture mall type business at this geographical juncture.

3/3.1/b

I worry that decisions about support of public transportation are based on the current state of affairs rather than potential development. I believe potential development should guide this decision.

If you wish to discuss my perspective more directly with me, please feel free to email me or to call me at home: 952.949.3656. Thank you for consideration of my opinion as you select the best option to serve light rail in this sector of the Twin Cities.

Susan C. Hupp
Chair, Department of Educational Psychology
University of Minnesota
250 EdSciB
56 East River Road
Minneapolis, MN 55455
(tel) 612.624.1003
(fax) 612.624.8241

From: Sheila Spencer
To: swcorridor@co.hennepin.mn.us
Subject: Light Rail through Kenwood!
Date: 11/01/2008 04:27 PM

10235

Yikes!

1/2.3/e

2/2.3/f

3/6.3/c

4/4.3/a

It would be a shame to destroy all the beauty and hard work that has gone in to planning and preserving the the green way bike trails and the prairie restoration in Kenwood with Light Rail charging through.

The bike and foot paths are quiet and beautiful and used by our many residents and neighbors.

Please do not destroy this gift to the city residents, so those who choose to live in the suburbs can get downtown more conveniently.

Sincerely,
Sheila Spencer
612-374-0111

From: Jordan Hart
To: swcorridor@co.hennepin.mn.us
Subject: DEIS Scoping Process
Date: 11/01/2008 02:27 PM

10236

To whom it may concern:

1/6.2/a
2/6.3/c
3/6.3/d

We would like to add our input regarding one of the proposed light rail line options. We are Kenwood residents and have concerns about the proposed routes that would take the line along the Kenilworth trail. Our main concern is the traffic issue that would result at the intersection of Cedar Lake Parkway and Burnham Road. Currently, this intersection is backed up with traffic due to trains that run during rush hour (and at other times throughout the day). Bikers and pedestrians also cross near the intersection and also stop traffic frequently. Cars back up for blocks down Cedar Lake Parkway, Sunset Blvd, and Dean Parkway right now on a daily basis. A train can easily add 5-10 minutes to a drive when you are leaving or coming into our neighborhood. This is the only direct route to get to our neighborhood from the west. With trains running every 7 minutes, it seems like the traffic situation at this intersection (which is currently just an inconvenience) would become a nightmare.

4/6.3/a
5/2.3/i
6/3.2/a

When Lake of the Isles Parkway was closed for a few weeks recently, our neighborhood experienced a dramatic increase in traffic. It was easy to see that the narrow side streets here were not designed for lots of traffic. The stretch of Sheridan Ave. that runs between 21st and 24th streets barely allows for 2 cars to pass each other when there are cars parked on the street. We feel that offering either street parking or adding a parking structure for commuters who want to get on the rail near 21st street would negatively impact the look and feel of the neighborhood.

Thank you,

Jordan Hart & Adam Driver
2011 Kenwood Parkway
Minneapolis, MN 55405

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10237

From: [Diane Meier](#)
To: swcorridor@co.hennepin.mn.us
Subject: We in Minnetonka prefer 1A option!
Date: 11/01/2008 12:20 PM

1/2.3/e

Thanks for the great map!

We vote for 1A as it services both Eden Prairie and Minnetonka (and much of Plymouth too). The other routes leave out Minnetonka.

Thank you.

Diane Reed and Nathaniel
Meier family

From: Ned Hirschler
To: swcorridor@co.hennepin.mn.us
Subject: Southwest Transit Corridor
Date: 11/01/2008 11:10 AM

10238

1/2.3/f
2/2.3/g
3/6.3/a

Hi - It's my and my wife's opinion to use routes 3A or 3C for the transit line. It would go through many more populated areas and nearer more office & shopping sites than 1A so many people could use it for shorter trips rather than just going downtown. Also makes sense to use and expand the existing Southwest Station for a major loading area with plenty of existing parking & room to add more without infringing on residential areas. I'm sure most residential families don't want the traffic and the noise added to their neighborhoods and that includes my wife & I. Thanks for asking our opinion. - Ned & Nadine Hirschler, Eden Prairie

From: MATT ROSHEIM
To: swcorridor@co.hennepin.mn.us
Subject: SW LRT Line comments
Date: 11/01/2008 08:27 AM

10239

Hi,

I just wanted to add a few comments to the SW LRT line discussion. I have been a resident of Eden Prairie for over 15 years, and I've been thinking about the possible routes for this LRT line. Bottom line is that I strongly believe that the line that runs on the eastern border of EP with Minnetonka would be a better choice for the communities as well as the businesses along them. I believe that the long-term success of this form of transit is not only based on ridership, but the ability to add value to businesses along the way. I believe that the 3A/C route proposed does this MUCH better. I would be opposed to the 1A route. Thank you, and please let me know if you have any further questions.

1/2.3/f
2/2.3/g
3/2.3/e

Matt Rosheim
matthew.rosheim@msn.com
952-975-0186

From: Robert McKlveen
To: swcorridor@co.hennepin.mn.us
Subject: Comments on proposed routes
Date: 11/01/2008 08:25 AM

10240

Please consider the following in route selection:

1/2.3/f

I believe that route 3A would be preferable. It serves more high-use areas, including Opus, Golden Triangle, Eden Prairie Center, and downtown Transit Hub. It minimizes on-street service by avoiding the Nicolet line.

2/2.3/j

Please consider adding SOO Line service through Edina and Bloomington in the future. This route would connect the southern Edina industrial park area, Edina Highlands/downtown, and residential areas with the system.

3/6.3/c

Please consider adding Midtown Greenway trolley service to connect Hiawatha and SW LRT lines.

As Greenway/SW LRT bike and pedestrian trail use continues to increase, it is important to maintain these trails during and after construction of LRT routes.

Thanks for listening.
Bob McKlveen
5261 Lochloy Dr.
Edina, MN 55436

From: Joanne Stelter
To: swcorridor@co.hennepin.mn.us
Subject: Southwest Corridor LRT route
Date: 10/31/2008 06:56 PM

10241

Hello,

As a St Louis Park resident, I would like to voice my opinion that the Southwest Corridor LRT route should be:

1/2.3/g

- **Route 3C:** Downtown Minneapolis to Eden Prairie via Nicollet Avenue, the Midtown corridor, and the Opus/Golden Triangle area.

Thank you for your consideration,
Joanne Stelter

You live life beyond your PC. So now Windows goes beyond your PC. [See how](#)

The Barbiers
13001 St. Davids Road
Minnetonka, Minnesota 55305
(612) 945-0931

10242

NOV 06 2008

November 5, 2008

Southwest Corridor
Hennepin County Transit
417 N. 5th St.
Minneapolis, MN 55401

To the movers and shakers at HCT:

Well, I couldn't attend any of the SWLRT meetings...had to work.

Couldn't get on your website...(it wouldn't take any username or password that a submitted-- someone might want to take a look at that)....so:

I am writing to express my input on your plans for SWLRT.

As a lifelong devotee of rail-based transit alternatives, I would hope my comments might hold some weight.

For the life of me, I cannot understand why the county would want to spend a billion dollars (A BILLION \$\$\$!!) building an all-new line from the ground up, when for a fraction of that price, the existing TC&W freight main line from Victoria into downtown Minneapolis could be upgraded to 60-79 mph standards, a la Northstar Corridor HSR

This line, the former Milwaukee Road main line, makes a bee-line from the outlying suburbs, straight downtown to the new 'stadium' station that will be used by the Hiawatha line and the new Northstar commuter line...allowing connections to the airport and MOA, as well as the UofM and downtown St. Paul, eventually. Indeed, for much of the way, it parallels the route planned for the SWLRT. So...why build a whole NEW line????

The existing route in question sees a handful of freight trains per day, but the president of the TC&W line has been quoted in the Star Tribune as being willing to commit to such an upgrade. The freight traffic could easily be worked around.

More good news: this existing route has relatively few road/highway grade crossings, and most of these already are equipped with modern flashing lights and gates.

more. . .

Think about this for a minute:

- if the goal is to unclog highways by giving daily users a viable alternative for their commute, each single train of new, bi-level coaches can take upwards of 500+ autos off neighboring Highway 5/ I-494 each and every rush hour. Multiply that by three daily inbound and three daily outbound trains into downtown, and you have some serious traffic mitigation potential;
- these 'conventional' trains are clean, comfortable, energy-efficient, and FAST. With 79 mph potential and relatively few stops, commuters from the outlying suburbs of Victoria/Chanhassen/etc. would be in downtown in less than 20 minutes. Ridership would explode with that kind of performance;
- The line could start at Cologne, with stops at Norwood/Young America, downtown Chanhassen, County Road 62 just west of I-494, downtown Hopkins, Highway 7/("Belt Line Road"), and suburban Cedar Lake/Kenilworth...virtually the same as the LRT! Circulator-buses/ shuttles could effectively serve local businesses/ Park'n'Ride lots, etc.
- The use of conventional high-speed 'commuter rail' trains fits well into a regional plan that will eventually connect outlying points with seamless service. In other words, **elevate the SW corridor into the larger plan** that has future HSR corridors to St. Paul/ Red Rock/ Hastings, White Bear Lake, etc. After all, the beauty of a rail **network** is its *ability to connect lots of people to lots of places.*

Yes, I understand the current SWLRT idea is broader in scope, and that somehow the Eden Prairie mall folks think an LRT will deliver lots of customers for the mall, but come on....if you are expecting hordes of rush-hour commuters to jump on when it takes 40 to 50 minutes to get downtown, at slower speeds with lots of stops along the way, all I can say is.... "good luck!" (or, hire a different consultant to advise you).

To summarize, **change the plan!** Save us all a lot of money, and use that money **more wisely** for a **real train** that will allow **FAST commutes from the SW suburbs!** **Get on the phone to Dan Earhardt!!!**

Thank you for the opportunity to voice these suggestions. I will be watching with interest to see if anyone there is listening.

Respectfully yours,



Jack Barbier (a Hopkins/Minnetonka resident for 25 years, and a current BNSF railroad employee)

From: arthur higinbotham
To: swcorridor
cc: Katie.Walker; Gail.Dorfman; Villalta, Rick \ (STP\); Matthew Dahlquist; lisagoodman; dostrom; ebell; jeanette Colby; Jean Deatrick; George Puzak; MNRealtors; EldonJohn; JRash@startribune.com; Ralph. Remington; peter.mclaughlin
Subject: LRT Disasters on Kenilworth Corridor
Date: 10/30/2008 03:32 PM

Imagine a Star Tribune headline on January 1, 2020:

"Emergency fire equipment unable to reach homes on Cedar Lake. Fire engines delayed because of traffic back-ups on Cedar Lake Road due to LRT train gate closings"!

The article: "Emergency fire equipment from the station on Market Plaza (between W. Lake St. and Excelsior Boulevard) try to reach a major blaze on Park Lane, which is only accessible from Cedar Lake Parkway and Burnham Boulevard, has to use Chowen Av. to try to reach the conflagration, an extra minute in normal travel time. Traffic back-ups on Cedar Lake Parkway and Sunset Boulevard delay the arrival of emergency equipment at the scene even further; the fire, which started in one dwelling, had spread to four others before the fire engines arrived"

Let's suppose that the Burnham Bridge is made two-way to allow emergency vehicles to reach the neighborhood; then, imagine the headline:

"Emergency fire equipment unable to reach homes on Cedar Lake. Fire engines not able to use Burnham Boulevard because of traffic backups on Cedar Lake Road due to LRT gate closings. Equipment finally reaches the site of the blaze after going all the way around Lake of the Isles and using the Burnham Bridge."

The article: "Emergency fire equipment from the station on Market Plaza try to reach a major blaze on Park Lane. While Burnham Bridge has been made two-way for emergency vehicles, the fire engines still had to go by way of Hennepin Av., W. Franklin, Kenwood Parkway, and the Burnham Bridge to reach the site. Four homes burned to the ground before equipment could get there."

Let's suppose that HCRRA provides mitigation in the form of an underpass for Cedar Lake Parkway underneath the light rail tracks:

Imagine this headline: "LRT trains stall in the underpass under Cedar Lake Parkway on the Kenilworth corridor; the high water table, exacerbated by a rise in lake levels due to recent rains, results

16243

in flooding of the tunnel. Two trains stalled for several hours in the tunnel"

continued

The article: "Two northbound LRT trains, carrying 100 passengers from the southwest suburbs to their jobs in downtown Minneapolis, stall in the tunnel under Cedar Lake Parkway, due to infiltration of water from neighboring Cedar Lake. Passengers were stranded for hours waiting for rescue equipment to evacuate them. Planners had neglected to account for the fact that the water table under normal conditions is between 8 and 10 feet below grade. This could have been a catastrophe that surpassed Boston's "Big Dig" roof failure in its scope".

Let's imagine that there is a medical emergency, with a vehicle from either Allina or Methodist Hospital trying to reach this neighborhood. Same scenario!

Arthur E. Higinbotham

From: Catherine M. Walker
To: swcorridor@co.hennepin.mn.us
Subject: Fw: Light Rail input
Date: 10/30/2008 01:21 PM

10244

Katie Walker
Transit Project Manager
612.348-2190
612.385-5655

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----- Original Message -----
From: Lecia Van Amerongen [lavaname@ties2.net]
Sent: 10/31/2008 02:05 AM ZEB
To: Catherine Walker
Subject: Light Rail input

Dear Katie,

I live at 3353 St. Louis Avenue at Cedar Lake Shore town homes. My town house complex is next to the Kenilworth bike path at one of it narrowest sections.

I am opposed to using the Kenilworth route for the light rail line from Eden Prairie. I feel it will seriously degrade the environment, property, and quality of life for residents in the neighborhood.

I am a daily user of the Kenilworth path for recreational biking and walking as well as a way to access commercial businesses at the Calhoun Village Mall and Whole Foods. I walk on the trail with my 6 year old twin grandsons to Park Siding Park and to the main beach at Cedar Lake.

I am specifically concerned about: 1. SAFETY 2. VIBRATION LEVELS 3. NOISE LEVELS 4. ADVERSE EFFECTS TO OUR PARKLANDS 5. ACCESSIBILITY TO NEIGHBORHOOD PARKS AND BUSINESSES. 6. BACK UP OF TRAFFIC AT THE CEDAR LAKE PARKWAY AND BURNHAM BOULEVARD CROSSING 7. AIR POLLUTION. 8. DECREASE IN PROPERTY VALUES.

I feel either the Park Avenue or the Nicollet Avenue alignments would be a better choice. They would serve more dense Minneapolis neighborhoods and would have more developmental potential.

Thank you for requesting input and participation.

Sincerely,
Alice Van Amerongen

1/2.3/e
2/3.2/a
3/6.3/c
4/3.7/e
5/4.7/a
6/4.6/a
7/3.5/b
8/3.2/a
9/6.2/a
10/4.5/a
11/3.1/i

12/2.3/g
13/2.3/j

From: Villalta, Rick (STP)
To: swcorridor@co.hennepin.mn.us
Subject: FW: Comments for DEIS Scoping Process
Date: 10/30/2008 12:20 PM

10245

From: Villalta, Rick (STP)
Sent: Thursday, October 30, 2008 12:14 PM
To: 'swcorridor@co.hennepin'
Cc: 'rep.alice.hausman@house.mn'; 'rep.kathy.tingelstad@house.mn'; 'rep.bev.scalze@house.mn'; 'rep.john.berns@house.mn'; 'rep.lyndon.carlson@house.mn'; 'rep.matt.dean@house.mn'; 'rep.rick.hansen@house.mn'; 'rep.larry.howes@house.mn'; 'rep.al.juhnke@house.mn'; 'rep.morrie.lanning@house.mn'; 'rep.bernie.lieder@house.mn'; 'rep.tim.mahoney@house.mn'; 'rep.mary.murphy@house.mn'; 'rep.gene.pelowski@house.mn'; 'rep.neil.peterson@house.mn'; 'rep.tom.rukavina@house.mn'; 'rep.loren.solberg@house.mn'; 'rep.dean.urdahl@house.mn'; 'rep.jean.wagenius@house.mn'; 'anna.flintoft@ci.minneapolis.mn.us'; 'gail.dorfman@co.hennepin.mn.us'; 'ralph.remington@ci.minneapolis.mn.us'; 'robert.lilligren@ci.minneapolis.mn.us'; 'mary.smith@metc.state.mn.us'; 'lisa.goodman@ci.minneapolis.mn.us'; 'rt@minneapolis.org'; 'rep.margaret.kelliher@house.mn'; 'sen.scott.dibble@senate.mn'; 'annette.meeks@metc.state.mn.us'; 'jmcolby@earthlink.net'; 'ahiginbotham@msn.com'; 'michelvillalta@juno.com'

Subject: Comments for DEIS Scoping Process

To: Southwest Corridor LRT

From: Richard Villalta and Cecilia Michel
2517 Washburn Avenue South
Minneapolis, MN 55416

First, I would like to state that **I agree with** the statement by Art Higinbothum, a CIDNA resident, stating the Cedar Isles Dean Neighborhood Associations position with respect to Light Rail in Southwest Minneapolis, and the alternate **Option E** he has proposed.

Option 3C and the informal Option E serve the greater good for Minneapolis, and the use of the Kenilworth corridor for Options 1A and 3A propose concerns for me, my family and surrounding neighbors, for the following reasons unique to our neighborhood.

- **Single Access to Neighborhood:** There is a single access into the neighborhood via Cedar Lake Parkway north up Burnham Road, as the bridge over the railroad tracks is one way. This

1/2.3/g
2/2.3/j
3/2.3/e
4/2.3/f

affects me and my neighbors south of the bridge on Burnham Road, Burnham Boulevard, Park Lane and Washburn as the map included indicates. Options 1A and 3A, due to the single route into our neighborhood via Burnham Road, cut-off emergency vehicle access on a frequent basis 365 days a year.

5/6.2/a

Picture (Metafile)

6/3.7/b

- **Safety:** The confluence of roads and trails adjacent to the intersection of Cedar Lake Parkway and Burnham Road is already a bottle neck pinch point and very dangerous. The roads, tracks and trails are not at right angles, are on curves, have blind approaches and are on uneven grade. The combination of these factors is a safety concern. When stopping for bicyclists and pedestrians I have already nearly been rear-ended as many drivers are unfamiliar with the train and trail crossings are not paying attention and approach the trail confluence fast when coming down the hill and around the corner. So between the pedestrians, bicyclists, trains and cars the intersection is already very dangerous and having trains every 7.5 minutes will only increase the safety hazard to an already unsafe intersection. I have watched on numerous occasions cars attempting to “beat” the trains across the tracks, ignoring the train warning lights.
- **Traffic:** Currently freight trains can cause long backups. There is concern that with increased train frequency traffic will be worse. For those of us that have a single access point to getting home, this a serious concern.

7/3.7/e

- **Green Space Disruption:** The loss or disruption to the green spaces adjacent to the railroad will be irreplaceable. There has been immeasurable community goodwill which will be lost. The green spaces define the neighborhood and contribute to the livability and quality of life.

8/3.2/a

These issues require serious and meaningful mitigations, such as tunneling at the intersection up to Penn, in order to make 1A and 3A positive options for me and my family.

Further, I believe that Options 3C and Option E serve the greatest number of Minneapolis residents with the greatest positive transportation impact. I have included an excerpt from Lining Up on LRT by Dylan Thomas of the Southwest Journal, which state his position endorsing “Option E” which I also support.

10245

Cedar-Isles-Dean Neighborhood Association (CIDNA) President Art Higinbothum has offered his "Option E" as a compromise, and will work to have it considered during the DEIS.

The Option E route runs down the Midtown Greenway, but runs further east before turning on Park Avenue. CIDNA endorsed the plan in January.

Higinbothum said Option E would run past several of Minneapolis' major employers, including Abbott Northwest Hospital. It would also run through neighborhoods packed with potential employees for the suburban businesses on the southern end of the LRT line, he argued.

"We're saying rather than just being an express line from Eden Prairie, it should serve more residents and businesses in the city," he said.

I have also included the following statement by Art Higinbothum excerpted from the Star Tribune.

Some neighborhood activists are recommending a route called Option E, taking the line east on the greenway and using Portland and Park Avenues to get to downtown.

"We feel that it benefits a larger number of Minneapolis residents, employers and cultural and educational centers than the options that are currently on the table," said Art Higinbotham, chairman of the Cedar-Isles-Dean neighborhood.

Thank you for thoughtfully considering our concerns.

Rick Villalta & Cecilia Michel



Please consider the environment before printing this e-mail.

10246

From: Robert Zimmerman
To: swcorridor@co.hennepin.mn.us
Subject: Southwest corridor comments
Date: 10/30/2008 10:15 AM

Hi,

1/2.3/g

I am thrilled with the possibility of LRT in the Southwest Corridor. As a resident of the Uptown area for 29 years, I strongly urge you to choose Route 3C, passing through the Uptown and LynLake neighborhoods.

To bypass Uptown and other city neighborhoods and instead select the Kenilworth corridor would ignore some of the most densely populated neighborhoods in the city (which rely the most on transit) and make the same mistake that the freeway system did: encourage growth in the suburbs by making it easier to get in and out of the city. Route 3C is a once in a lifetime opportunity to knit the city back together and encourage city growth and desirability.

Please think long term and pick Route 3C for the Southwest Corridor.

Thank you very much.

Sincerely,

Robert D. Zimmerman
1805 West Lake Street, #602
Minneapolis, MN 55408
612-377-1267

From: [Lorie Senske](mailto:Lorie.Senske)
To: swcorridor@co.hennepin.mn.us
Subject: Southwest LRT Route
Date: 10/30/2008 12:21 AM

10247

I was unable to make the latest Open House at Eden Prairie City Hall on October 23rd so wish to comment at this time via email regarding the Southwest LRT Route.

Although, it has been written that the least expensive route at this time would be through the backyards of homes in Eden Praire. But looking ahead will it really give us ridership to support the line? I feel when making this important decision one should look at the forecast of ridership on both routes and where it would serve the people the best long term, via the neighborhood vs. the business sections of Eden Prairie through the Golden Triangle. The route through the Golden Triangle would serve many business offices now and would also support growth in that area. Those are the people on the roads today during rush hour trying to get to work who would support it and it would benefit.

1/6.3/c
2/2.3/f
3/2.3/g

Leave the LRT trail through Eden Prairie as a bike trail in which it serves the people best. And likewise, run the train through the business section (Golden Triangle) of Eden Prairie in which it serves the people best and will have the most success.

Thank you for your attention and time.

Lorie Senske 952-934-1398 (home) 612-749-5018
(cell)

10248

From: MNRealtors@aol.com
To: ahiginbotham@msn.com; swcorridor@co.hennepin.mn.us
cc: mdahlquist@me.com; dostrom@gac.edu; ebell@CBBURNET.com;
jmcolby@earthlink.net; julieannsabo@yahoo.com; orfield@umn.edu;
eldonjohn@hotmail.com; lqille@gillelaw.com; Katie.Walker@co.hennepin.mn.us;
Gail.Dorfman@co.hennepin.mn.us; peter.mclaughlin@co.hennepin.mn.us;
Linda.Koblick@co.hennepin.mn.us; lisagoodman@ci.minneapolis.mn.us;
Ralph.Remington@ci.minneapolis.mn.us; Robert.Lilligren@ci.minneapolis.mn.us;
Paul.Ostrow@ci.minneapolis.mn.us; diane.hofstede@ci.minneapolis.mn.us;
cam.gordon@ci.minneapolis.mn.us; Don.Samuels@ci.minneapolis.mn.us;
Mike.Opat@co.hennepin.mn.us; greenparks@comcast.net;
peggyleppik@comcast.net
Subject: Re: Van White Station
Date: 10/29/2008 08:24 PM

1/1/a

GREAT WORK!

Cheryl LaRue

Plan your next getaway with AOL Travel. [Check out Today's Hot 5 Travel Deals!](#)

Scoping Comment Form

10249

1/1/a **Purpose & need for the project-** Agreed. I have a home in Hopkins, and have lived there on-and-off for over 25 years. Presently, I travel to Uptown, and Downtown via bus (a 2 seat ride) or 1 bike.

2/2.3/g **Alternatives, and environmental benefits-** The rail route via Uptown and Eden Prairie Town Center is the best, but the most expensive alternative. The bus alternative should utilize the LRT/bike private right-of-way via the Cedar Lake northern route as a dedicated bus-way with railroad like protection at road crossings. This will generate faster travel times, while reducing road congestion and, at the same time, minimize costs (Pittsburg, PA. and Seattle, WA examples.) Busses can fan-out upon exiting the dedicated bus-way to serve a greater area with a one-seat commute.

3/2.3/j But, the politically correct solution to cities like Minneapolis dependent on overly taxed highways is that light rail will prevail in face of the lower cost rubber tired alternative. To mitigate the heavy financial costs involved with construction, maintenance, and operation of a Light Rail system serving the southwest suburbs, the planning should include the option of using self-propelled hybrid light rail cars such as used in New Jersey's River Line (picture enclosed.) This will eliminate the need for expensive and unsightly overhead centenary structures that could also interfere with oversize road vehicles at road crossings.

3/2.3/j The rail option should also consider single track construction with sidings spaced to allow 10 minute headways. Articulate units could operate in coupled pairs at rush hour, and singly at other times. Headway could drop to 20 minutes when readership warranted. Single tracking will reduce both costs, and right-of-way width required, allowing excess width for maintenance access and continued use for bike paths, etc. There is much documentation as to the success of New Jersey Transit's single track River Line operating with self-propelled LRV's.

RAIlogistics West

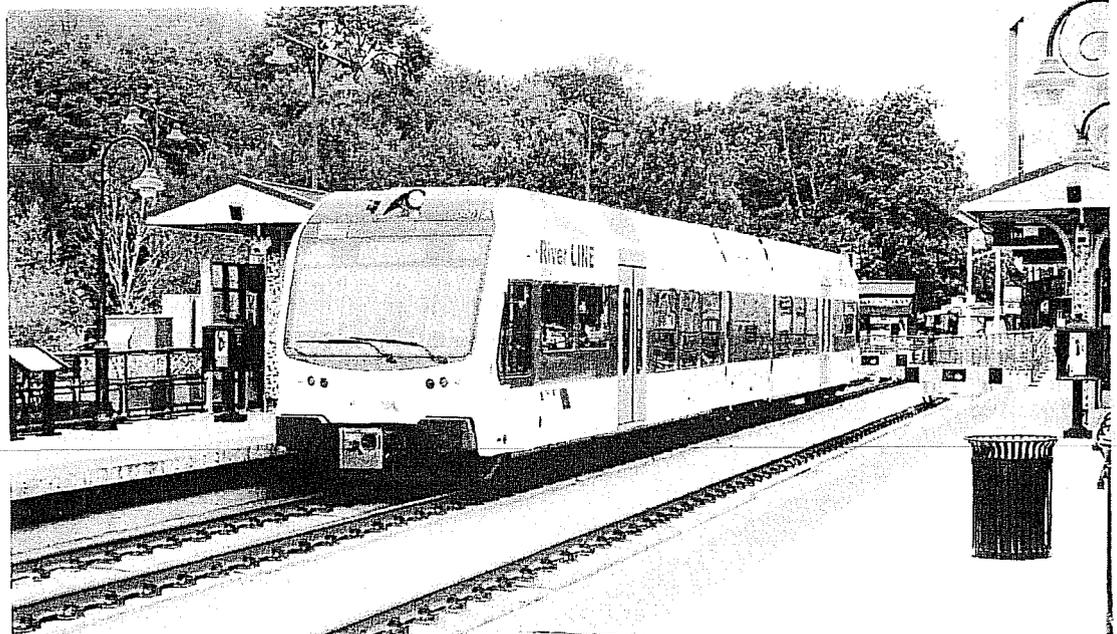
1502 N. 5th St., Unit # 205
Hopkins, MN 55305

RAIlogistics East

166 High St.
Metuchen, NJ 08840

John D. Barr,
President

jdhbarr@aol.com
732.632.7883





Natural Resources Conservation Service
375 Jackson Street, Suite 600
St. Paul, MN 55101-1854

Phone: (651) 602-7900
FAX: (651) 602-7914

File Code: 190-15-13

September 30, 2008

Ms. Katie Walker, AICP
Transit Project Manager
Hennepin County
Housing, Community Works & Transit
417 North 5th Street, suite 320
Minneapolis, MN 55401

IN REPLY REFER TO: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Ms. Walker:

The Natural Resources Conservation Service (NRCS) has considered your invitation to participate in any environmental reviews required by the referenced project. The project sponsors are not USDA program benefit recipients, thus the wetland conservation provisions of the 1985 Food Security act, as amended are not applicable.

The following agencies may have federal or state wetlands, cultural resources, water quality or threatened and endangered species jurisdiction in the proposed project, and should be consulted.

- Army Corps of Engineers (USACOE) – Clean Water Act
- US Fish and Wildlife Service (FWS) – Endangered Species Act
- Board of Water and Soil Resources (BWSR) - Minnesota Wetlands Conservation Act
- Minnesota Department of Natural Resources (MDNR)
- Minnesota Pollution Control Agency (MPCA)
- State Historic Preservation Officer/State Archaeologist (SHPO)

1 / 1 . 3 / b

Your project will not affect prime agricultural land within your proposed project area in the Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, nor in downtown Minneapolis, MN. This precludes the need for any further action on this project as required by the federal Farmland Policy Protection Act (FPPA) which is administered by our agency, the NRCS, and we therefore elect not to become a participating agency. The NRCS has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and therefore, does not intend to submit comments on the project as it progresses. If you have any questions concerning this matter, please call me at 651-602-7883, or email at: bill.lorenzen@mn.usda.gov.

Sincerely,

WILLIAM E. LORENZEN
Environmental Review/Justice Coordinator
An Equal Opportunity Provider and Employer

10251

DUPLICATE OF 10292 - REFER TO 10292 FOR CODING

**GREATER MINNEAPOLIS BUILDING OWNERS
AND MANAGERS ASSOCIATION (BOMA)**

**Position on Southwest Corridor LRT Route Options
For Entering Downtown Minneapolis**

DUPLICATE OF 10292 - REFER TO 10292 FOR CODING

Greater Minneapolis BOMA supports the Kenilworth Corridor option for entering downtown Minneapolis because it would:

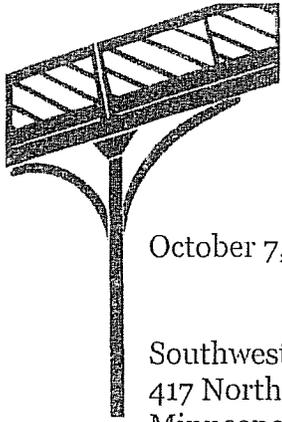
- Provide the most direct transit service to downtown for the heavy commuter ridership expected from southwest suburban area;
- Promote major economic development projects planned for the Bassett Creek Valley and Target Field ballpark/ "Twinsville" area
- Connect at North Loop Transit Hub allowing for easy transfer to and/ or through-service to Hiawatha and Central Corridor LRT and North Star Commuter Rail;
- Allow use of existing infrastructure at Transit Hub, 5th Street rail corridor and Hiawatha maintenance facility.

We specifically oppose Southwest Corridor entering downtown Minneapolis on Nicollet Mall for the following additional reasons.

- Downtown street capacity is under stress. This route takes down an important additional street for rail service while capacity to handle it exists on 5th Street.
- Rail service on Nicollet Mall would only have three downtown stops – at 12th, 8th and 4th streets – and be counterproductive to the longstanding goal of providing high quality circulator service on the Mall.
- Service would dead-end at 4th Street with no opportunity for through routing to other lines or access to the existing maintenance facility.
- After rebuilding Marquette and 2nd Avenue with double bus lanes, 1/3 of busses now on Nicollet (all rush hour express) will be relocated to those streets and, according to the *Access Minneapolis* plan, those remaining will provide circulator quality service (i.e. clean, quiet Hybrids, carefully timed intervals and a free ride within downtown). If replaced by LRT, this amenity is lost and the remaining 2/3 of those busses would be shifted to other congested streets.
- Minneapolis has studied feasibility of Streetcars to replace local bus service on key arterial routes including those entering downtown on Nicollet Mall, and that would be precluded under this concept.

Kent D. Warden, RPA
Executive Director
612-338-8627
kw@bomampls.org

October 2008



West Calhoun Neighborhood Council
3208 West Lake Street, Box # 1
Minneapolis, MN 55416
Voice Mail: 612-928-3511

OCT 09 2008

10252

October 7, 2008

Southwest Corridor
417 North 5th Street
Minneapolis, MN 55401

To Whom It May Concern:

West Calhoun Neighborhood Council has been participating in discussions about the Southwest Corridor Light Rail over the past year with other neighborhood associations and our Councilmember, Betsy Hodges. Our Board is most concerned about the way a station behind Whole Foods (Calhoun Commons) will fundamentally change our neighborhood.

There has been some talk about a potential Park-and-Ride behind Whole Foods. This raises a lot of concerns for West Calhoun residents, including increased traffic, increased pollution from sitting cars, bicycle flow and aesthetics. We are also concerned that there is a lack of clear intent for the Park and Ride. What is the clear public purpose that this Park-and-Ride is meant to fulfill? Who would the facility be intended to serve and does that population otherwise lack access to transportation? What would be the capacity of the facility and why was that number chosen? What other alternatives have been considered? How do they compare to this site? Has anyone shown that putting parking here reduces traffic problems in the city or the region (either downtown or on major arterials)? In other words, has a Park-and-Ride in this location been studied or is this just an idea that has built momentum of its own because the land is already publicly owned?

We need to be sure that the core focus of the LRT is increased mobility and public good – not just the building of a Park-and-Ride because they already have the land for it.

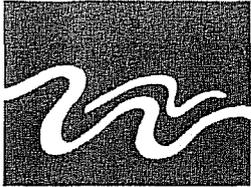
This is just one of the many concerns facing neighborhoods adjacent to the Southwest Light Rail Corridor. We would like to encourage Transit for Livable Communities to consider working on the issue of Southwest Corridor Light Rail so that it takes shape in a way that benefits riders while making the least possible negative impact on the neighborhoods through which it will travel.

Sincerely,

Mari Taffe
WCNC Chair

1/2.3/h
2/3.2/a

3/2.3/i
4/6.2/a
5/4.5/b
6/6.3/c
7/3.6/a



**Riley
Purgatory
Bluff Creek
Watershed District**

www.rileywd.org

Board of Managers
Jee Bischoff
Michael Casanova
Howard Peterson
Kristine Sundberg
Kenneth Wend

10253

October 23, 2008

Katie Walker, AICP – Transit Project Manager
Hennepin County – Housing, Community Works & Transit
417 North Fifth Street, Suite 320
Minneapolis, Minnesota 55401-1362

Subject: Southwest Transitway Project
Invitation to Participate in Environmental Review Process - Response

Dear Ms. Walker:

Thank you for the invitation to the Riley Purgatory Bluff Creek Watershed District (District) to become a participating agency. The District's focus is maintaining and improving water quality of the water resources within the watershed. From the information you provided, it appears that the Southwest Transitway project will likely have a minimal potential impact to the water resources within the Riley Purgatory Bluff Creek Watershed. In addition, within the District, the possible routes follow existing transportation corridors.

1/1.3/b

Thus, from a District staff perspective (CH2M HILL is the District Engineer), I will be recommending to the Board of Managers at their next meeting (November 5) that the District not serve as a participating agency. However, the District is interested in following the project as it develops and welcomes the opportunity to submit comments when appropriate. Please keep me apprised of developments and opportunities to comment.

If you have any questions or concerns, please feel free to contact me at Mark.Enochs@CH2M.com or 651.365.8542.

Sincerely,

CH2M HILL, INC.
District Engineer

Mark B. Enochs
Vice President/Program Manager

c: Board of Managers

October 27, 2008

Three Rivers
Park District
Board of
Commissioners

Sara Wyatt
District 1

Ms. Katie Walker, AICP
Transit Project Manager
Hennepin County
Housing, Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

RE: Environmental Review Process for the Southwest Transitway Project

Marilynn Corcoran,
Vice Chair
District 2

Dear Ms. Walker:

Mark Haggerty
District 3

Three Rivers Park District (Park District) is a major stakeholder in the Southwest Transitway corridor. The Park District operates two regional trails within the corridor: 1) The Minnesota River Bluffs LRT Regional Trail, which begins in Hopkins and runs southwest to Chanhassen; and 2) the Cedar Lake LRT Regional Trail, which begins in Hopkins and runs northeast towards Cedar Lake, where it connects to the Kenilworth and Midtown Greenway Regional Trails. The two Park District trails within the Southwest Transitway corridor are heavily used, with over 500,000 visits annually. Additionally, the trails also serve as an important multi-modal commuting route as well.

Dale Woodbeck
District 4

As a participating agency, the Park District has expertise in the use and operation of the District's regional trails within the Southwest Transitway corridor. The Park District recognizes that to-date, the planning recommendations for the Southwest Corridor have been supportive of developing LRT while retaining the trails within a shared use corridor. A shared rail and trail corridor will successfully blend multiple modes of transportation that compliment each other while meeting the five stated goals of the Southwest Transit project.

Rosemary Franzese
District 5

Larry Blackstad, Chair
Appointed

1/6.3/c

Consequently, the Park District strongly recommends that the final design of the Southwest Transitway corridor include a multi-use regional trail component. The Park District desires to continue participation in the current and future planning efforts related to the Southwest Transitway Project.

Joan Peters,
Appointed

As such, the Park District has prepared an initial summary of concerns related to the Environmental Review process and project alternatives.

Cris Gears
Superintendent

➤ The Park District currently operates two regional trails within the Hennepin County Regional Railroad Authority (HCRRA) corridor from Eden Prairie to Minneapolis.

10254

- 2/3.1/d This regional amenity facilitates recreation and commuter use within the transit routes as identified as alternatives 1A, 3A, and 3C. Use of the trails is expected to increase with the addition of the LRT within the corridor. Consequently, the Park District recommends a minimum trail width of 12 feet (12') to meet safety design guidelines for the expected volume of trail use.
- 3/6.3/c ➤ The Park District strongly recommends a paved multi-use trail be safely and effectively incorporated into the final Southwest Transitway design alternative. A paved trail meets the goals of the project by increasing transportation choices, improving mobility, and providing efficient and effective travel options that protect the environment and which support economic development. Successful access and transfer considerations will enable trail users and trail commuters to integrate with the Light Rail Transit (LRT) system thereby, increasing LRT effectiveness.
- 4/11.1/d ➤ Will the Park District be obligated to financially participate in any component of the transitway or trail initiative?
- Safety for trail users must be a high priority as related to:
- Street Crossing Safety - All three alternative routes will impact at-grade trail roadway crossings at 11th Avenue, Excelsior Avenue, St. Louis Street, Blake Road, Wooddale Avenue, and Beltline Boulevard. The potential for a negative impact on trail crossing safety will be increased by the addition of LRT traffic and the increase in traffic control devices and the expected increase in trail use by LRT users. Proper design of at-grade crossings must be a central consideration. Incorporation of grade-separated pedestrian/trail crossings of major roadways would solidify effectiveness of the transitway and trail system.
 - Amenities/Facilities within Corridor – consideration of all activities within the corridor must be examined and accounted for. Heavy rail, LRT, and trail users must be evaluated as to potential design and operational risks. Several concerns include, but are not limited to, non-sanctioned "mid-block" pedestrian crossings, proximity concerns, noise, design and placement of physical barriers, and entrapment concerns.
- 5/3.7/e
- 6/3.7/e ➤ The Park District has been awarded Federal funds to develop a grade-separated crossing for the trail at Beltline Boulevard; however, the final design of the LRT route and station in the Beltline Boulevard area will be the driving factor in the feasibility of developing the grade-separated trail crossing of Beltline Boulevard. Coordination of planning, design, and construction phases are imperative to maximize current Federal funds available for the trail crossing.
- 7/6.3/c
- 8/3.6/a ➤ Aesthetically pleasing, effective and functional design of all elements is essential at pedestrian and vehicular nodes where vehicular, transit, and trail users converge.

10254

- A comprehensive, user-friendly, simple wayfinding system is essential for the successful operation of roadway system, transit, and trail.
- The regional trails act as the major arteries of the system-wide trail network. With the advent of LRT, there is the opportunity to promote bicycle and pedestrian access to the LRT stations through use of the system-wide trail network. **Of particular importance are the local trail networks that feed into the regional trails that in turn will provide access to the LRT stations.** As part of the LRT planning and implementation process, the local trail networks should be reviewed and recommendations drafted on how to fully develop the local trail network to promote pedestrian and bicycle access to the LRT.
- Phasing – Full and complete build-out of entire system is essential for effective and efficient operations of transportation, transit, rail, and trail uses.
- **The Park District strongly encourages the design and development of the Southwest Transitway Initiative incorporate all measures to conserve resources, protect natural features, and incorporate sustainable features in order to reduce negative impacts on people and the environment.**

9/6.3/c

10/4.3/a

Please feel free to contact me at 763.559.6759 if you have any comments or questions.

Sincerely,



Donald J. DeVeau, Director
Department of Planning and Development

DJD:icl

- C: Cris Gears, Superintendent
- John Barten, Director of Natural Resources
- Jonathan Vlaming, Senior Manager of Planning



1406 W. Lake St.
Minneapolis, MN 55408

P 612.823.4581

F 612.823.3158

DUPLICATE OF DOCUMENT 10067
REFER TO 10067 FOR CODES

www.uptownminneapolis.com



Ms. Katie Walker
Project Manager – Southwest Corridor
Hennepin County
417 North 5th Street
Minneapolis, MN 55401

10255

DUPLICATE OF DOCUMENT 10067
REFER TO 10067 FOR CODES

October 28, 2008

Dear Ms. Walker,

The Uptown Association’s Board of Directors voted unanimously on October 21, 2008 to support alignments for the Southwest LRT Corridor that include a station at Hennepin Avenue in Uptown, Minneapolis. The Board of Directors feels that it is critical to Uptown’s future to be included in this major regional transportation investment, as the project:

1. **Addresses parking issues and traffic congestion in Uptown.** The Uptown community has been a major regional attraction, place of business, and residential community since the late 1800s. Our customers, employees, and visitors come from all over the Twin Cities. With hundreds of businesses, including multiple theaters and restaurants, Uptown experiences high levels of traffic and parking congestion. These issues could be reduced if a direct connection to the region is provided through the inclusion of an Uptown station on the Southwest LRT line.
2. **Improves the regional competitiveness of Uptown.** Southwest LRT will provide increased access to Uptown by providing a quick, reliable, frequent transit connection from the southwest suburbs, Eat Street, Lyn-Lake, the Convention Center, the south Nicollet Mall hotel corridor, and Downtown Minneapolis. The transit connection will help Uptown remain competitive as a retail district and improve Uptown’s ability to recruit and retain office tenants.
3. **Provides transit benefit for transit users.** Transit users on Route 6 already experience a 22+ minute bus ride between the Uptown Transit Center and 4th Street in Downtown Minneapolis. This same ride on LRT would take 9 minutes, which is a significant travel time savings. LRT would provide Uptown the fastest connection to much of Downtown Minneapolis.





10255

www.uptownminneapolis.com



1406 W. Lake St.

Minneapolis, MN 55408

P 612.823.4581

F 612.823.3158

4. **Encourages a more walkable community in Uptown.** A quick, frequent transit connection to the region would encourage transit users to walk and frequent more Uptown businesses. Instead of taking a longer ride to a bus stop closer to their home, LRT users would ride to a central Uptown station and then walk to their nearby home. While they are at the Uptown station, they may choose to complete errands that they may have done at stores outside of the community. As Uptown becomes more walkable, businesses will take advantage of a more captive audience by offering more conveniences to transit users, which will lead to an even more walkable community.

It is critical for project planners and members of the public to understand the very real issues that the Uptown community faces as an urban mixed-use district. These issues include a lack of daytime population, a real and perceived lack of available parking for district visitors and employees that affects the surrounding residential neighborhoods, traffic congestion that discourages visitors, and long travel times for bus riders.

The Uptown Association recognizes that there are significant details of the Nicollet segment of the 3C alignment that need to be better understood and defined before a complete evaluation can be made. In addition to these details, the Uptown Association wants to better understand the physical connections between the proposed Uptown station, the Uptown Transit Center, and Hennepin Avenue.

The Southwest LRT project will provide significant benefits to the southwest suburban metropolitan area and the City of Minneapolis. The Uptown Association supports transit and is looking forward to continuing our conversation with the project as the decision on the final Minneapolis alignment takes shape. Please feel free to contact me at (612) 924-6411 with any comments or questions.

Sincerely,

Thatcher Imboden
Uptown Association, President

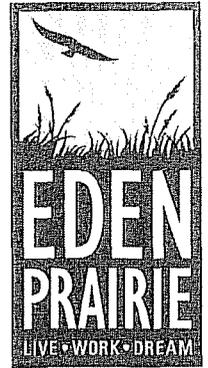
- cc. Council Member Ralph Remington
Mayor R.T. Rybak
County Commissioner Gail Dorfman



10256

OFFICE OF THE CITY MANAGER | October 31, 2008

Katie Walker, AICP
Transit Project Manager
Hennepin County, Housing, Community Works and Transit
417 North 5th Street, Suite 320
Minneapolis, MN



OFF 952 949 8300
FAX 952 949 8390
TDD 952 949 8399

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

RE: Southwest Transitway Scoping

Ms. Walker:

As the Southwest Transitway's Scoping process draws to a close I would like to take this opportunity to thank Hennepin County for its commitment to the project and for continuing to allocate the time and resources necessary to move the Southwest Transitway forward. In particular Hennepin County's commitment to public involvement has been a very successful element of the process. The high attendance level at all of the Scoping Meetings is a testament to the interest in the Southwest Transitway and the efforts Hennepin County has taken to help foster that interest.

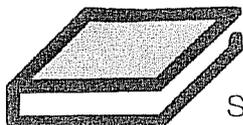
1/2.3/f I would also like to reiterate the City's support for the project and strong preference for
2/2.3/g the LRT 3 Alternatives. The LRT 3 Alternatives that connect the Eden Prairie Major
3/3.1/f Center Area, the Golden Triangle Area, and Opus better serve the employment and
commercial centers of the Southwest Area; provide better opportunities for development,
4/2.3/g redevelopment and economic development; and better support the City's long range
planning initiatives than the LRT 1 Alternative. In addition, the LRT 3 Alternatives have
higher daily ridership projections, more new transit riders, and better cost effectiveness
indices than the LRT 1 Alternative.

The Southwest Transitway continues to be a priority project for Eden Prairie and the Southwest region. Eden Prairie remains committed to being a dedicated project partner and moving the project toward its successful implementation in a timely manner.

Sincerely,

Scott H. Neal
City Manager

NOV 03 2008



St Louis Park Public Schools
Achieving success, one student at a time.

St. Louis Park Public Schools
District Offices
6425 West 33rd Street
St. Louis Park, Minnesota 55426-3498
952.928.6000 phone
952.928.6020 fax
www.slpschools.org

10257

October 31, 2008

Southwest Corridor
Hennepin County Transit
417 North 5th Street
Minneapolis, MN 55401

To Whom It May Concern:

This letter serves to provide notice of Independent School District No. 283's concerns regarding the proposed routes for the Southwest Transitway LRT line. The St Louis Park School Board recently reviewed the planned routes of the proposed Southwest Transitway LRT line and believes that there are several concerns that should be addressed during the Draft Environmental Impact Statement process that is underway.

The Board understands that some of the proposed routes of the SW Transitway LRT line may force additional freight train traffic onto the rail line that runs parallel to the south boundary of St. Louis Park Senior High School, located at 6435 West 33rd Street. **The additional freight traffic in close proximity to the high school raises safety, noise and vibration impact concerns.**

1/6.3/b

Frequent train traffic operating in the vicinity of our student population likely presents increased risks to both pedestrian and vehicular traffic. Two grade level street crossings currently exist at the southeast and southwest corners of the high school property, with the southeast crossing separating the high school from a McDonald's restaurant frequented by large numbers of our students.

Noise impact is the second concern raised by the proposed LRT lines. Currently, noise generated by trains that travel on this line disrupts the learning process. The close proximity of the high school to the Dakota Avenue crossing with no noise remediation causes distractions to both staff and students from the train travel and the associated horns. Increasing the frequency of these disruptions would compound the already unfavorable conditions.

2/4.6/a

Finally, although less immediately perceptible, vibration from heavy freight trains may cause damage to nearby structures including district-owned facilities as well as disruptions during the school day.

10257

We appreciate the opportunity to add our input during the scoping process and would welcome a formal presentation by the Hennepin County Regional Railroad Authority to discuss these issues at a future St. Louis Park school board meeting.

Very truly yours,



Bruce Richardson
St. Louis Park Board of Education Chair

cc City of St. Louis Park



Minnesota Department of Transportation

Metropolitan District
Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

November 3, 2008

Ms. Katie Walker, Project Manager
Hennepin County
Housing, Community Work and Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

Subject: **Southwest Transitway Draft Environmental Impact Statement**
Minnesota Department of Transportation (Mn/DOT) Review # **STUDY08-006**
Southwest Hennepin County (Minneapolis to Eden Prairie)
Hennepin County

Dear Ms. Walker:

Thank you for the opportunity to review the Southwest Transitway Draft Environmental Impact Statement (DEIS). Please note that Mn/DOT's review of this DEIS does not constitute approval of a regional traffic analysis and is not a specific approval for access or new roadway improvements. As plans are refined, we would like the opportunity to meet with Hennepin County to review the updated information. Mn/DOT's staff has reviewed the document and offers the following comments:

Traffic:

The following are Mn/DOT Traffic Section comments concerning the Southwest Transitway DEIS:

1/3.7/b

Care must be taken in planning for the interaction between LRT and existing highway and pedestrian facilities. For safety and operational reasons, grade separation should be utilized whenever possible. No other comments at this time. For questions concerning these comments please contact Jolene Servatius, Mn/DOT Metro District, at (651) 234-7841.

2/6.3/d

3/2.3/j

4/4.2/e

Water Resources:

Any locations that cross or follow Mn/DOT right-of-way will require a drainage plan review by Mn/DOT Water Resources Engineering. No increase in drainage rates are allowed to MnDOT right-of-way. For questions concerning these comments, please contact Martin Kors, Mn/DOT Water Resources Section, at (651) 234-7537.

5/3.3/b

Permits:

Any use of or work within or affecting Mn/DOT right of way requires a permit. Permit forms are available from MnDOT's utility website at www.dot.state.mn.us/tecsup/utility. Please include one 11 x 17 plan set and one full size plan set with each permit application. Please direct any questions regarding permit requirements to Buck Craig, MnDOT's Metro Permits Section, at (651) 234-7911.

10258

1/1.3/b

This letter represents only the transportation concerns of Mn/DOT Metro District. Other environmental issues raised by a wider Mn/DOT review may be forwarded to you in a separate letter.

As a reminder, please address all initial future correspondence for development activity such as plats and site plans to:

Development Review Coordinator
Mn/DOT - Metro Division
Waters Edge
1500 West County Road B-2
Roseville, Minnesota 55113

Mn/DOT document submittal guidelines require either:

1. One (1) electronic pdf. version of the plans (the electronic version of the plan needs to be developed for 11" x 17" printable format with sufficient detail so that all features are legible);
2. Seven (7) sets of full size plans.

If submitting the plans electronically, please use the pdf. format. Mn/DOT can accept the plans via e-mail at metrodevreviews@dot.state.mn.us provided that each separate e-mail is less than 20 megabytes. Otherwise, the plans can be submitted on a compact disk.

If you have any questions, please feel free to contact me at (651) 234-7797.

Sincerely,



William Goff
Senior Planner

cc: Bob Byers, Hennepin County Transportation Planning Section, Medina, MN

Copy via Groupwise:

Tod Sherman
Wayne Lemaniark
Brian Kelly
Buck Craig
Ramankutty Kannankutty
Pat Bursaw
Robert Vockrodt
Ann Braden, Metropolitan Council

From: [Marnie Jacobsen](#)
To: swcorridor@co.hennepin.mn.us
Subject: DEIS scoping
Date: 11/07/2008 05:00 PM

To whom this may concern:

1/2.3/e
2/2.3/f

I am intensely opposed to using the Kenilworth corridor for LRT.

3/4.3/a
4/6.3/c
5/4.6/a
5/6.2/a

It would mean destruction of a beautiful, natural area, loss of a serene place to bike and of a home for animals besides us humans, noise & congestion in a prime neighborhood.

And it would serve many fewer people! Isn't LRT about serving as many folks as possible?!

It seems so shortsighted to destroy another precious, irreplaceable Minneapolis resource.

M.L. Jacobsen

From: [barry](#)
Reply To: [barry](#)
To: swcorridor@co.hennepin.mn.us
Subject: Route Selection
Date: 11/07/2008 04:36 PM

10260

1/2.3/g

It would be a travesty if this route did not go thru Uptown and Nicollet Ave.

This is where all the density is and where all the riders are.

The Kenilworth corridor is empty and surrounded by single family homes. It makes no sense to run it thru there.

From: [Craig Wilson](#)
To: swcorridor@co.hennepin.mn.us
Subject: Lowry Hill Letter of Support for SW Transitway options 1A and 3A
Date: 11/07/2008 03:59 PM
Importance: High
Attachments: [Lowry Hill Letter of Support for the SW Transitway.pdf](#)

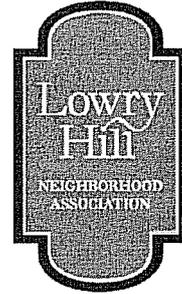
November 7, 2008

Dear Southwest Transitway Project Manager,

Please find attached a letter of support from our organization.

Thank you,

Craig Wilson
President of the Lowry Hill Neighborhood Association



November 7, 2008

Southwest Project Manager
417 North 5th Street, Suite 320
Minneapolis, MN 55401

Dear Southwest Project Manager,

The Lowry Hill Neighborhood Association (LHNA) is the official citizen participation organization for the City of Minneapolis representing the Lowry Hill neighborhood located west of Downtown, enclosed by Interstate 394 on the north, Interstate 94/Hennepin Avenue on the east, 22nd Street on the south and Lake of the Isles Parkway, Logan Avenue and Morgan Avenue on the west.

Lowry Hill neighborhood is a major stakeholder in the proposed routing of the Southwest Transitway under options 1A and 3A as the route runs along the northern boundary of our neighborhood and will include a proposed stop in our neighborhood at Van White.

The LHNA Board of Directors passed the following motion:

Be it resolved that the Lowry Hill Neighborhood Association supports route options 1A and 3A as proposed by the Hennepin County Southwest Transitway assuming that:

- **stops will be implemented as proposed at 21st, Penn and Van White stations;**
- **transit oriented development and structured parking be developed at Van White, and;**
- **noises produced by the train, such as bells and whistles, be eliminated or lessened to the fullest extent of the law.**

Thank you for bringing transit to our community.

Sincerely,

Craig A. Wilson
President

1/2.3/e
2/2.3/f

3/2.3/h
4/5.2/a
5/2.3/i
6/4.6/a

From: Anders Imboden
To: swcorridor@co.hennepin.mn.us
Subject: Uptown Needs LRT (Yes to 3C)
Date: 11/07/2008 03:20 PM

1/2.3/g

I am writing to encourage the selection of a route through Uptown for the Southwest Corridor (specifically, the so-called 3C alignment).

There are a number of reasons for choosing 3C:

2/6.2/a

- Uptown and its thoroughfares are extremely congested, especially during commuting hours but also during peak shopping and entertainment hours. As an employee of Magers & Quinn Booksellers on Hennepin, I witness the madness all the time, and hear complaints from our customers almost every day (many of whom drive in from St. Louis Park, Eden Prairie, and neighboring suburbs for a meal and shopping).

3/6.1/b

- Riding the bus Downtown from Uptown can be extremely slow and impractical during rush hour. The trip can take 15-30 minutes. With 3C, the trip would be only 8 minutes. Even without traffic, driving (and busing) is slower than the LRT option. I can guarantee that "choice riders" would select LRT for their journey Downtown or the suburbs with a guaranteed ride-time, rather than suffering traffic jams and parking expenses.

4/2.3/j

- No feasible alternatives exist to service Uptown or the Nicollet corridor with efficient transit. Any future streetcar service (which is only a dream at this point) would not have 3C's advantage of a separate right-of-way. With traffic only bound to get worse in the area, there would be little incentive for choice riders to use transit. Suburban visitors to the area would also probably be turned off by the difficulty and delays inherent in transferring from a West Lake station. The same is true for commuters.

- Similarly, if this line skips Uptown now, it is unlikely that any separate right-of-way LRT will come through later, and for sure not in the next two decades -- meaning one of Minneapolis' densest, most transit-friendly, and most visited districts will not have efficient alternatives to private auto use. The environmental, economic, and societal impacts of this path are bleak, to say the least.

5/3.1/e

- Uptown and surrounding areas to the east are expected to enjoy significant development in the coming years. Many of these projects are already underway, and some completed. Thousands of new residents will move into the area before 2030, and at least hundreds (if not thousands) are expected before the projected 2015 opening of this transit line. Most of these residents are coming to the area aware of its "urban amenities," and are extremely likely to use a LRT line to commute or visit Downtown and the SW suburbs.

I sincerely hope that the SW Corridor's planners take these and similar issues into account when deciding where to bring the LRT. Bypassing Uptown and the Nicollet corridor now could be a damaging blow to the city of Minneapolis, and would similarly harm suburban residents who wish to visit Uptown or commute to the area (or the southern end of Downtown). It would be foolish to underestimate the negative impact of choosing the Kenilworth alignment on the economic and environmental health of Minneapolis' most bustling quarter, the Uptown-LynLake-Nicollet area.

Please bring LRT to Uptown, for the good of the region as a whole.

Thank you,

Anders Imboden
1465 W 33rd St #303
Minneapolis, MN 55408
612-226-8172

Boardmember, East Calhoun Community Organization
Staff, Magers & Quinn Booksellers, 3038 Hennepin Ave S
Student, University of Minnesota

From: [christina Le](#)
To: swcorridor@co.hennepin.mn.us
Subject: Public comments: Letter opposing Route 3C
Date: 11/07/2008 03:13 PM
Attachments: [Light Rail Letter.doc](#)

To Southwest Project Manager:

Please submit my letter regarding the light rail to your public comments record. Thank you very much.

Christina Le

10263

TDN Enterprises LLC
P.O. Box 251213
Woodbury, MN 55125

Southwest Transitway
417 North 5th St.
Minneapolis, MN 55401

Date: November 7, 2008

To Whom It May Concern:

My name is Christina Le and I am a property owner of 2524 and 2424 Nicollet Ave. S., Minneapolis MN. Within these two buildings exist 7 small businesses and potential space for 2 more. I am writing in regards to the Light Rail proposal that will affect these two properties on Nicollet if the county should choose to build Route 3C.

I am opposed to Route 3C for the following reasons:

- 1/3.2/w 1. Building a tunnel underneath Nicollet would impose devastating impacts on existing businesses on Nicollet Avenue. These businesses are mainly family owned businesses that would not survive the construction period of the light rail.
- 2/3.6/a 2. When the light rail surfaces to street level by Franklin Avenue, the tracks will be on the surface of Nicollet Avenue all the way to Nicollet Mall, causing a very unpleasing streetscape. Not only that but it will not be pedestrian friendly and defeats the purpose of it being a Pedestrian Overlay District.
- 3/6.3/d 3. Nicollet Mall is the heart of downtown Minneapolis and has a historical charm with its abundance of beautiful buildings and cobblestone street. It is a very important landmark for Minneapolis and should be preserved. I am afraid that having tracks on Nicollet mall would discourage people from dining outside and walking to shop. We would lose this wonderful atmosphere. It would be a shame to see the tracks ruin the charm as it did on 5th Street Downtown. Before the tracks were built on 5th St., the street was much more invigorating.
- 4/3.2/a 4. The Twin Stadium will be built where the Route 3A would end up in downtown. I believe this is a tremendous reason to build Route 3A so that many people can go to the ball game without driving, thus alleviating the traffic problem.
- 5/2.3/f 5. By building Route 3A, it would also stimulate new developments and growth by the light rail line, especially in the area north of Hwy 394 all the way to downtown where it is a bit under-utilized. New infrastructures should be built where redevelopment is needed, not where it is already thriving. When a large infrastructure like the light rail is built, it would definitely attract investors who would then redevelop the area and make it vibrant.
- 6/3.1/b

7/2.3/g

I know of many others who feel as I do, but do not have the time to write a letter or attend a meeting. I urge you to please OPPOSE using Route 3C (tunneling under Nicollet) for the light rail.

Thank you very much for your time and consideration.

Sincerely,

Christina Le

TDN Enterprises LLC
Principal

From: Marion Greene
To: swcorridor@co.hennepin.mn.us
Subject: Comments on What to Study vis a vis Southwest Transitway and Light Rail Routes
Date: 11/07/2008 03:12 PM

Dear Citizens,

Thank you for the opportunity to comment on the alternatives to be studied as regards the Southwest Transitway.

I would like to urge the group to examine the impact of the Metro in Washington DC, on two particular topics:

- 1/6.2/a (1) The decision by the neighborhood of Georgetown not to have a Metro stop (and the subsequent extreme traffic), and
2/3.8/a (2) The decision to develop the red line first, serving the economically better-off northwest neighborhoods and suburbs of Washington DC (and the subsequent furtherance of an economic chasm between those parts of DC and suburbs, and the other neighborhoods of DC).

The example of Washington DC will shed light on whether or not to run the light rail through Uptown, and whether or not to first serve the Nicollet Avenue corridor over Kenwood.

Thank you again.

Sincerely,

Marion Greene
2407 Girard Ave. S.
Minneapolis MN 55405
612-374-8728
marion888-at-yahoo.com

From: [George Puzak](#)
To: swcorridor@co.hennepin.mn.us
cc: [George Puzak](#)
Subject: Scoping Process Comments for Southwest Light Rail Transit, November 7, 2008, from George Puzak
Date: 11/07/2008 02:48 PM
Attachments: [SW LRT Scoping Process Comment Letter Nov 7, 2008, from George Puzak.doc](#)

Ms. Walker:

Please find one attached letter of my comments for the Scoping Process of SW LRT. The letter is nine pages.

Please also note that I submitted a regional transit map (33" x 26") at the Eden Prairie Public Hearing on October 23, 2008. As Commissioner McLaughlin requested, the map was computer scanned by Albinson Reprographics. Kay with Hennepin County has the final product from Albinson.

Please contact me if you have any questions about these materials. Thank you for time and effort.

George Puzak
1780 Girard Avenue South
Minneapolis, MN 55403-2941
tel 612-250-6846
greenparks@comcast.net

10265

George Puzak
1780 Girard Avenue South
Minneapolis, Minnesota 55403-2941
work cell (612) 250-6846, home (612) 374-3624, fax (612) 374-9363
greenparks@comcast.net

November 7, 2008

Katie Walker
SW Corridor-Hennepin County Transit
417 North Fifth Street
Minneapolis, MN 55401
via e-mail to swcorridor@co.hennepin.mn.us

Re: Scoping Process Comments for Southwest Light Rail Transit

Dear Ms. Walker:

Please accept the following comments on proposed alignments for Southwest Light Rail Transit (LRT). This letter supplements my testimony at the public hearings in Saint Louis Park on October 14, 2008, and in Eden Prairie on October 23, 2008. This letter also supplements the transit map that I submitted during my statement at the Eden Prairie hearing.

The Hennepin County Regional Rail Authority (HCRRA) has recommended three LRT alternatives for further study in a Draft Environmental Impact Statement (DEIS). The three alternatives are routes 1A, 3A, and 3C. Routes 1A and 3A would pass through low-density neighborhoods and along Cedar Lake Park in the Kenilworth Corridor. Route 3C would pass through several high density neighborhoods and commercial districts. It would also permit the greatest flexibility for future growth in the regional LRT system. **Based on population and commercial density, Route 3C's proximity to Uptown and Minneapolis' core business district, and future growth of regional LRT, HCCRA should select Route 3C.**

1/2.3/g

Route 3C would promote the most efficient future growth of regional LRT.

2/9.1/b

Route 3C would be flexible and efficient. It would be the best fit when planning for the future growth of regional LRT. According to many experts, the metropolitan region would be best served by five or six LRT lines. The Fifth Street Transit Mall in downtown Minneapolis (not the Intermodal Station) has the capacity to serve four LRT lines: two from the east and two from the west. Hiawatha and Central Corridor LRT will use the east access. The Northwest/Bottineau Boulevard LRT will use one of Transit Mall's west access points. If SW LRT selects route 1A/3A, it would take the last Transit Mall access point. The Fifth Street Transit Mall would be at capacity. The county would be unable to add any future LRT lines. This result would preclude future LRT lines serving western Hennepin County, including Golden Valley, Plymouth, and Medina or Minnetonka, Wayzata, and Orono. Taxpayers in all of these communities are paying the ¼ cent transit sales tax. They deserve direct access to the regional LRT system.

Unlike Route 1A/3A, Route 3C would not use the Fifth Street Transit Mall. It would use a north/south artery through downtown Minneapolis, possibly the Nicollet Mall. By selecting Route 3C, the Fifth Street Transit Mall would be able to serve a future LRT line from western Hennepin County.

Route 3C has additional benefits. It could interline with future LRT routes serving northeast Minneapolis, Roseville and neighboring communities. The Kenilworth Corridor could continue to serve existing freight trains, thus avoiding the tens of million dollar cost of relocating Kenilworth freight trains to Saint Louis Park or to tracks farther west. In addition, this approach would preserve Kenilworth for potential commuter rail from the downtown intermodal station through Hennepin County to Belle Plaine (Carver County) and points west.

Route 3C (Uptown) would serve high density and diverse neighborhoods. 3/1.5/d

Ridership projections are a key factor in selecting an LRT route. Current projections appear to underestimate ridership from the diverse and high density neighborhoods adjoining Route 3C in Minneapolis. New ridership estimates will be available in early 2009. This new information will require careful review.

Route 3C (Uptown) would travel through neighborhoods with higher population densities and potential transit ridership than that in the neighborhoods adjoining Route 1A/3A (Kenilworth). Route 3C would pass through the Cedar-Isles-Dean, East Isles, Lowry Hill East, Whittier, Stevens Square and Loring Park neighborhoods. Route 1A/3A would only pass through Cedar Isles Dean and Kenwood neighborhoods, areas containing mostly single family homes. Route 3C neighborhoods have significantly higher population density, visitors, and potential transit riders than Route 1A/3A neighborhoods.

Route 3C through Uptown would link high trip-generating locations. 4/6.1/a

Route 3C is the best route to link the southwest suburbs to downtown Minneapolis because it would connect several high trip-generating locations. These locations include The Chain of Lakes Regional Park, Minneapolis' Uptown neighborhoods, The Minneapolis Institute of Arts, and the Minneapolis Convention Center.

All world-class cities have efficient regional mass transit that connects these types of high trip generators. For example, Pittsburgh and Dallas are connecting their convention centers to their regional LRT networks. Hennepin County should do the same. Unlike Route 3C, Routes 1A/3A through Kenilworth would not connect high trip generating locations.

Route 3C would directly serve the Minneapolis downtown business district. 5/3.1/h

Unlike Route 1A/3A, Route 3C would directly serve the core business district. LRT trains would stop at the Convention Center, IDS Center, and the financial district. This route would also re-enforce Nicollet Mall as a premier destination. By contrast, Route A travels the outer, northern edge of the downtown core. It provides only indirect access to the downtown core.

Route 3C (Uptown) would promote private commercial investment.

6/3.1/b

Route 3C through Uptown would promote economic development in an urban corridor that already contains significant residential, commercial, and retail investments. The Uptown/Lyn-Lake area has 1.2 million square feet of office-retail space. Much of this space is owned by small, independent businesses. Small businesses are leading job-creators.

The Minneapolis Streetcar Feasibility Study found that the Uptown/Lake Street corridor west of I-35W has high development potential. These commercial corridors include Lake Street, Hennepin Avenue, Lyndale Avenue South, and Nicollet Avenue. LRT would promote their current and future economic development.

Some supporters of Route 1A/3A are promoting the Bassett's Creek Valley Development at the Minneapolis Impound Lot-Linden Yards. This development is only a proposal. It is contingent on meeting several major challenges. It depends on relocating the Minneapolis Impound Lot and a gravel/concrete recycling operation. The developer must obtain financing and multiple public approvals, and remediate a highly toxic site. As a result, the economic potential of this project is speculative and premature. This proposal along Route 1A/3A should receive little weight when compared to the existing development along Route 3C.

Route 3C (Uptown) is also superior to Route 1A/3A (Kenilworth) because it would use existing infrastructure. This infrastructure includes the Uptown Transfer Station and the established commercial nodes of Hennepin, Lyndale and Nicollet. Route 3C would support the County's investment in Lake Street, a Hennepin County asset.

Route 3C (Uptown) should stop at the Chain of Lakes Regional Park.

7/2.3/h

Hennepin County should engage the Minneapolis Park and Recreation Board to discuss locating an LRT stop at the Chain of Lakes Regional Park. The stop could be located between Lake Calhoun and Lake of the Isles. The Chain of Lakes attracts approximately 3 million visitors annually. A Chain of Lakes LRT stop would improve access to this regional asset. There is a precedent for LRT stops at regional parks. The Hiawatha LRT stops at Minnehaha Falls Regional Park.

A Chain of Lakes LRT station could be located on parkland or on the vacant privately-owned parcel at Lake Street and Thomas Avenue South. This area was identified in a mid-1990's Chain of Lakes Master Plan. The stop should open to Lake Street, Lake Calhoun, and the high-density housing west of Thomas Avenue. This stop should not connect to the dead-end street at West Lake of the Isles Parkway.

After the Chain of Lakes Station, subsequent stops on Route 3C (Uptown) should be spaced at one-mile intervals. This distance would permit LRT trains to maintain sufficiently high average speeds. Two stops could include Dupont Circle (combining Uptown and Lyn-Lake), and Nicollet Avenue at 28th Street. Dupont Avenue at 29th Street contains several underutilized land parcels.

A potential name for an Uptown-based LRT route is the Southwest Green Line. This name would incorporate two main features of this route: southwest Hennepin County and green space along the lakes and Midtown Greenway. Names of transit lines commonly include color and direction indicators. The Southwest Green Line would appropriately describe the route's landscape. It could also help "brand" Hennepin County as the most beautiful urban county in the nation.

8/2.3/j

Route 3C (Uptown) should use at-grade tracks into downtown Minneapolis.

Under current proposals, Route 3C would include a 1-mile tunnel under Nicollet Avenue from 29th Street to Franklin Avenue in south Minneapolis. The tunnel cost is estimated between \$60-\$80 million. The cost is due in part to the expense of digging and moving the underground utilities concentrated in this urban corridor. Tunneling under Nicollet Avenue would also severely disrupt local businesses.

A less expensive plan might be at-grade routes or one-way pairs. At-grade tracks could be located on Blaisdell, Nicollet, First, Stevens or Third avenues. Another possibility would be to link Route 3C (Uptown) to the I-35W right-of-way. Connecting to I-35W would directly link Southwest LRT to future Bus Rapid Transit (BRT) routes on I-35W. The result would be an integrated and networked multi-modal system of regional transit.

9/6.2/a

Route 3C (Uptown) has greater potential to reduce the use of private autos.

One of the primary goals of public transit is to reduce the use of private automobiles. The Uptown, Whittier, Stevens Square, and Loring Park neighborhoods have high automobile counts. The affected Kenilworth neighborhoods have lower automobile counts. Routing LRT through Uptown would have greater potential to reduce private car use than would be achieved by routing it through Kenilworth.

10/3.5/b

The Kenilworth Corridor, used in Route 1A/3A, connects two of Minnesota's most important urban parks.

Route 1A/3A is inferior to Route 3C because Route 1A/3A would use the Kenilworth Corridor. The Kenilworth Corridor is a greenbelt. It is the vital link connecting two of Minnesota's most important urban parks: The Chain of Lakes Regional Park and Cedar Lake Park Wildlife and Nature Preserve. The Chain of Lakes Regional Park encompasses five city lakes, two canals, and acres of surrounding parklands. It attracts over 3 million visitors annually. Cedar Lake Park Wildlife and Nature Preserve is a 200-acre park of meadows, marshes, woodlands and prairie. In 1991, it was the largest single addition to the Minneapolis Park System in 100 years. Cedar Lake is part of the Chain of Lakes Regional Park.

The Kenilworth Corridor is the sole natural greenspace connecting the northern and southern parts of the Chain of Lakes Regional Park. It is also the sole natural greenspace connecting the Chain of Lakes Regional Park to Cedar Lake Park Wildlife and Nature Preserve. Considered together, these three amenities compare to the Mississippi River Gorge, Minnehaha Falls and Theodore Wirth Park in their importance to Minneapolis and to Minnesota. They provide immense natural beauty, wildlife, and quiet to the urban environment. Any plan to route LRT through Kenilworth must be viewed as similar to routing it in the Mississippi River Gorge, along Minnehaha Falls, or through Theodore Wirth Park.

11/4.3/a

The Kenilworth Greenbelt possesses unique natural amenities.

The Kenilworth Greenbelt possesses unique natural amenities. I know this because I lived adjacent to the corridor's freight rail line from 1986-2001. I still own property there. Foxes, hawks, pheasants, deer, migratory birds and many other wildlife species inhabit the area. Although located three short miles from the Central Business District, the Kenilworth and East Cedar Lake area feel, sound and look like northern Minnesota.

The Kenilworth rail line crosses over the Kenilworth Canal, a tranquil and shallow waterway linking Lake of the Isles to Cedar Lake. The canal was created about 100 years ago. It was created when the channel was dredged to drain Cedar Lake and fill Lake of the Isles. The Kenilworth tracks also pass a popular children's tot-lot park, Park Siding Park.

12/6.3/c

Other Kenilworth amenities include the Kenilworth bike and walking trails. These trails link the Midtown Greenway to the Cedar Lake Bike Trail. The Cedar Lake Bike Trail was the first bicycle highway in the nation. The Midtown Greenway stretches from the Mississippi River to the Chain of Lakes, and connects to trails in southwest Hennepin County. Both are highly used commuter bike and walking trails. The Kenilworth Greenbelt is the only western link connecting them.

The City of Minneapolis recognizes Kenilworth's parkland status. It has classified the entire corridor Park and Open Space. In future years, Kenilworth's open space could link south Minneapolis to north Minneapolis through Bryn Mawr Meadows and Bassett's Creek.

In short, the Kenilworth Greenbelt is a regional crown jewel and state-wide resource. It must be protected and enhanced for future generations. Operating a high-frequency LRT route through this unique urban corridor would irreparably harm it.

13/4.2/a

Route 1A/3A would severely impact Kenilworth's greenspace & waterways.

Under current proposals, LRT trains would travel through the Kenilworth Corridor at speeds of **30 or more miles per hour, every three and one-half minutes**. High-speed and high-frequency trains would severely impact Kenilworth's natural amenities. One set of impacts would be visual. LRT trains would visually blight the corridor's parkland and greenspace. In addition, LRT's high speed would probably require fencing parallel to the tracks. Fencing would be another visual blight.

Fencing would also obstruct the free movement of people and wildlife through the corridor. **Another set of impacts would be noise and sound. LRT engine noise, bells, and vibrations would destroy the corridor's peaceful atmosphere.**

Cedar Lake Parkway, which crosses Kenilworth, is a National Scenic Byway.

The unique park status of the Kenilworth area is indicated by Cedar Lake Parkway. This parkway has received national recognition. It is designated a **National Scenic Byway**. Cedar Lake Parkway is the only parkway linking Lake Calhoun and Lake of the Isles to Cedar Lake, Brownie Lake and Theodore Wirth Parkway.

Like Cedar Lake Parkway, Minnehaha Parkway is a National Scenic Byway and part of Minneapolis' Grand Rounds park system. The Hiawatha LRT crosses Minnehaha Parkway at Hiawatha Avenue. The Hiawatha LRT is grade separated from the National Scenic Byway at this intersection. LRT goes under the National Scenic Byway and does not cross it at grade.

Cedar Lake Parkway's national designation should give it special protection from LRT trains. Any LRT in the Kenilworth Corridor must defer to Cedar Lake Parkway's status as a **National Scenic Byway**.

Kenilworth has low-density neighborhoods and stable property tax base.

The Kenilworth corridor adjoins some of the most stable residential real estate and property tax base in Hennepin County. In addition, some homes are located extremely close to the corridor's tracks, especially the Cedar Lake Shores Town Homes along Saint Paul and Saint Louis avenues in Minneapolis. The townhomes' foundations are located approximately 18 feet from the property line (split rail fence) and approximately 28 feet from the center line of the tracks. The corridor width is 62 feet at this location. These townhomes were built in the 1980's, when the Kenilworth tracks were abandoned and Hennepin County sold some of the corridor. The tracks stood abandoned for eight years.

In the early 1990's, two elected officials representing the Kenilworth area, a Hennepin County Commissioner and a State Representative, both stated that Kenilworth would never see rail traffic again. Despite these comments, freight rail traffic resumed in the 1990's. Currently, there are six to eight freight trains per day. The trains run day and night and usually observe a 10 m.p.h. speed limit. This LRT proposal exceeds the scope and intensity of any rail traffic ever anticipated in the corridor. Fast and frequent LRT trains would severely impact the quiet stable neighborhoods adjoining Kenilworth.

The Kenilworth Corridor has traffic choke-points.

The Kenilworth Corridor is already a traffic choke-point. There is only one at-grade rail crossing for through traffic in the approximately 1.5 miles between Lake Street and the I-394 Frontage Road/Wayzata Boulevard. This crossing is at Cedar Lake Parkway. Thousands of area residents rely on Cedar Lake Parkway for their daily trips.

Currently, four to six freight trains pass through the corridor each day. When trains cross Cedar Lake Parkway, traffic is stopped for blocks in each direction, polluting air, wasting residents' time, and impairing public safety at Cedar Lake's south beach and on the Kenilworth bike and walking trails. The trains even block auto traffic on Dean Parkway. For example, when freight trains are crossing Cedar Lake Parkway, vehicles that are attempting to proceed south on Dean Parkway are often blocked by vehicles that are stacked on Dean Parkway and the steep hill on Cedar Lake Parkway waiting for trains to pass.

These bottlenecks are caused by only a few daily freight trains. LRT's proposed schedule shows trains crossing Cedar Lake Parkway at-grade every three and one-half minutes during morning and evening rush hours. **Such high frequency LRT trains would impede emergency vehicles. The traffic stoppage, circulation confusion and safety concerns caused by high frequency LRT would be unacceptable for residents, commuters and regional park users.**

19/3.7/b

20/3.7/e

The Hiawatha LRT has shown that LRT street crossings need careful evaluation for timing, turning and traffic stacking. Unlike the Kenilworth Corridor, cars crossing the Hiawatha LRT have many crossing options. On the Hiawatha line, street-grade crossings occur approximately every .5 miles. Similarly, Route 3C through Uptown would offer frequent grade or bridge crossings. In Kenilworth, by contrast, vehicle traffic would have far fewer crossing options. LRT trains would severely impede vehicle access to Kenilworth's surrounding area.

Kenilworth's other street-grade crossing, West 21st Street, serves a one-block residential street. West 21st Street is also a key access to Cedar Lake Park Wildlife and Nature Preserve and lake beaches. It is the only vehicle egress for homes in the 2000 block of Upton Avenue South. West 21st Street is also the sole access for emergency vehicles servicing Upton Avenue's 2000 block, Cedar Lake Park, and popular lake beaches.

If Kenilworth were chosen, substantial and meaningful mitigation would be required.

21/3.6/a

Given Kenilworth's value as a critical greenspace and waterway connector and its traffic choke-points, meaningful and substantial mitigation would be required if it were selected as an LRT route. Minneapolis has a history of mitigating the impacts of rail traffic through city corridors. More recently, Minneapolis and other cities have built tunnels for new rail service. These factors should apply to any LRT routing through the Kenilworth Greenbelt.

Minneapolis has a history of mitigating the impacts of rail traffic.

In 1916, the Chicago Milwaukee (CM) and St. Paul (SP) railroads completed a 2.8-mile depressed rail trench one block north of Lake Street, from Hennepin Avenue to Cedar Avenue. The trench was called the CM and SP Grade Separation. The trench provided for uninterrupted east-west rail traffic. The trench is approximately 22 feet deep. Twenty-eight street bridges were built to complete the urban street grid for streetcars, vehicles, bicycles and pedestrians. Other prominent features of the Midtown Trench include iron picket fences and granite and limestone bridge abutments. From 2000 through 2004, the Midtown Greenway bicycle and pedestrian trails were completed in the trench. In 2005, the trench was listed on the National Register of Historic Places as a Historic District. The Midtown Trench (CM and SP Grade Separation) is one example of how Minneapolis has mitigated rail impacts.

Minneapolis and other cities have built tunnels for new rail service.

In recent years, Minneapolis and other cities have built or are building tunnels for new rail service. In Minneapolis, a tunnel was built under the Minneapolis-St. Paul International Airport for the Hiawatha LRT line. Pittsburgh, Pennsylvania is constructing two LRT tunnels. A tunnel under the Allegheny River to Pittsburgh's North Shore area will help preserve natural amenities and vistas. A second tunnel will extend LRT service to Pittsburgh's Convention Center. Denver, Colorado built three LRT tunnels as part of its I-25 T-REX Project. Dallas, Texas is digging a three mile tunnel under the central freeway. Portland, Oregon is tunneling three miles on its west side extension. Seattle, Washington is extending a tunnel under Pine Street. Minneapolis should study these examples.

Mitigation in the Kenilworth Greenbelt should include a rail tunnel from Lake Street to Franklin Avenue or to I-394.

If the Kenilworth Greenbelt were selected for LRT service, one component of the mitigation should include a rail tunnel from Lake Street to Franklin Avenue or to I-394. The length would be approximately one mile. The tunnel would go under Cedar Lake Parkway, the Kenilworth Canal, and West 21st Street. The water depth of the Kenilworth Canal is approximately four feet. The tunnel would resurface in the open space below Kenwood Hill and the historic water tower.

A Kenilworth tunnel for Routes 1A/3A would likely cost less than the Nicollet Avenue tunnel in Route 3C. One expert estimated the incremental cost of a Kenilworth tunnel at \$50-\$60 million dollars. The Nicollet tunnel is estimated at \$60-\$80 million. A Kenilworth tunnel would probably cost less than Nicollet because Kenilworth contains fewer underground utility networks and less street infrastructure.

Scoping Comments for SW LRT
November 7, 2008
Page 9 of 9

A tunnel in Kenilworth is essential to mitigate the impacts of LRT trains in this sensitive corridor. A tunnel would follow Minneapolis' century-old precedent of rail trenching. It would minimize traffic congestion at Cedar Lake Parkway, a **National Scenic Byway**, and at West 21st Street. Most importantly, the tunnel would help preserve natural assets of regional and state-wide significance—The Kenilworth Greenbelt, the Minneapolis Chain of Lakes Regional Park, and Cedar Lake Park Wildlife and Nature Preserve.

All bike and walking trails should be preserved.

Both proposed LRT routes, Route 1A/3A (Kenilworth) and Route 3C (Uptown), contain highly used commuter bike and walking trails. These trails must remain open for use during the construction and subsequent operation of any LRT line.

Selecting an LRT Route is a 100-year decision.

Selecting an LRT route to connect southwest Hennepin County to downtown Minneapolis is a 100-year decision. The environmental impacts of LRT service must be carefully considered, and substantial and meaningful mitigation must be included in any recommended route.

Please reconsider placing advertising on LRT cars. Many cars on the Hiawatha Line contain unsightly advertising--for alcohol and other products. The Hiawatha Line has been a success by several measures, especially by increasing transit ridership and stimulating private development. Car-covered advertising is a visual blight. It depersonalizes transit and reflects poorly on our civic pride. More importantly, it reduces safety because it blocks viewing into the trains. If anything, please promote Minnesota landmarks and features on LRT cars, not commercial products.

Thank you for your thoughtful consideration of these issues.

Sincerely,

George Puzak

1780 Girard Avenue South
Minneapolis, MN 55403-2941
tel 612-250-6846
greenparks@comcast.net

From: [LeeAnn Wolf](#)
Reply To: chinola02@yahoo.com
To: swcorridor@co.hennepin.mn.us
Subject: Routes to downtown St. Paul
Date: 11/11/2008 09:58 AM

10266

1/6.1/b

I will be moving to Eden Prairie in a week and found that there are no routes from Eden Prairie (or anywhere in the western metro) that goes to downtown St. Paul where I work. Is there any discussion or plans to start a route?

LeeAnn Wolf

From: [Beth Kehoe](mailto:Beth.Kehoe@co.hennepin.mn.us)
To: swcorridor@co.hennepin.mn.us
Subject: Kennilworth Trail Light Rail Option
Date: 11/07/2008 09:08 PM

1/2.3/e
2/2.3/f

Today the Lowry Hill Neighborhood Association board of directors discussed our support of light rail and the Kennilworth trail options.

With an 11 to 4 vote, the board expressed support for the Kennilworth options. Some in the Kenwood neighborhood, on their board, are unhappy with this. I would like to speak with someone ASAP on Monday to discuss the issues in more detail. I'll call your office but, wanted to send a quick email just in case anyone receives it they can call me over the weekend. Please contact me at your earliest convenience.

Thanks,
Beth Kehoe, LHNA Vice President
612-377-1390
612-801-0936 (cell)

--

Beth St. John Kehoe

From: Lawrence Schwanke
Reply To: Lawrence Schwanke
To: swcorridor@co.hennepin.mn.us
Subject: DEIS Scoping Process
Date: 11/07/2008 07:57 PM

10268

I am writing to express my opinion about the Southwest Transitway.

1/2.3/j I believe this train should serve the most people possible on a daily basis. Sending the train through several miles of park land does not seem to serve that purpose. Many more people live along the midtown greenway. The housing is more dense with many more apartments and condos. The no longer considered Plan E seemed to be even more sensible. To put it bluntly the train should not traverse a course to provide a "beautiful" ride for the residents of the suburbs who choose to come to the city for work or play. Businesses in Eden Prairie have long wanted residents of the inner city to come to their city for manufacturing jobs. It is much more likely that a larger number of people would live in the more densely populated areas of uptown. A park and ride near Cedar Lake would not be helpful as most of the

3/2.3/i likely workers do not have that need.

4/6.3/c I read your statement about park trails being next to rail trails in other parts of the country. Putting it on the Kenilworth trail having to stop access to the park about every 7 minutes during busy times does not allow accessibility. I have used those trail frequently since they have opened. Each year I see more and more people using the trails. Families from many areas of the city use these trails. This is wonderful and at this time of extensive obesity problems in our city should not be discouraged in any way.

The saddest thing about this who light rail issue, would be if there were lack of ridership because it was not in a location that the people who would use it and need to use it most did not have access to it.

Thank you,
Mary Schwanke
1977 Kenwood Parkway

Scoping Comment Form
Southwest Transitway Project

Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. The scoping period will end at 5:00 pm CST on Friday, November 7, 2008. All comments must be received by that date. Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need statement alternatives environmental impacts.

To: SW planners
From: Asyet Unborn Committee
Date: 2065

1/1/a

Thank you for saving me time on my daily commute by selecting the quickest & most direct route for me and millions of others over the years.

Thanks for putting the objections of neighbors way back in 2008 in context.

Name: Richard Adair (speaking for A.U. Committee)
Address: 200 Upton Ave S
City/State/Zip: Mpls MN 55405
Telephone: 612 374 3456
E-mail: radair000@umn.edu

Thank You!

St. Louis Park City Hall October 14, 2008

Scoping Comment Form
Southwest Transitway Project

Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. The scoping period will end at 5:00 pm CST on Friday, November 7, 2008. All comments must be received by that date. Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need statement alternatives environmental impacts.

1/4.5/c PURPOSE AND NEED STATEMENT — MUST INCLUDE ENERGY CONSERVATION AND REDUCTION OF GREENHOUSE GAS EMISSIONS, ALSO MUST ADDRESS THE NEED TO FACILITATE SMART GROWTH DEVELOPMENT TO PROTECT & PRESERVE NATURAL AND PHYSICAL RESOURCES.
 2/4.3/a GOAL STATEMENTS NEED TO BE SPECIFIC AND RELATE TO TRANSPORTATION AND ENVIRONMENTAL/SUSTAINABILITY ISSUES AND CONCERNS.

3/2.3/E ALTERNATIVE) PREFER LRT 3A ALIGNMENT. PROVIDES MAXIMUM EFFICIENT SERVICE TO A VARIETY OF LAND USES FROM EDEN PRAMIE TO MINNEAPOLIS DOWNTOWN AND THE INTERMODAL FACILITY FOR CONNECTIONS ~~TO~~ IN THE REGION.
SECOND PREFERENCE LRT 1A. WITH EFFICIENT SERVICE WITH A VARIETY LAND USES

4/2.3/g LRT 3C — NOT RECOMMENDED - DOES NOT SERVE REGIONAL TRANSIT USES, LIMITED STATIONS, NOT SUPPORTIVE OF ~~LAND USE~~ A DIVERSITY OF LAND USES AND DENSITIES (over)

Name ROBERT SHARLIN
 Address 2932 QUENTIN AVENUE SO.
 City/State/Zip ST. LOUIS PARK, MN.
 Telephone 952-929-6681
 E-mail sharlin42mn@hotmail.com

Thank You!

ST. LOUIS PARK CITY HALL OCTOBER 14, 2008

EAST ISLES RESIDENTS' ASSOCIATION

November 7, 2008

Ms. Katie Walker, AICP
 Transit Project Manager, Hennepin County
 Housing, Community Works & Transit
 417 North 5th Street, Suite 320
 Minneapolis, MN 55401

Dear Ms. Walker:

On behalf of the East Isles Residents' Association ("EIRA"), I am writing to provide comments on the Southwest Transitway Draft Environmental Impact Statement ("DEIS") scoping process.

As you know, Light Rail Transit Route 3C would cut through the Midtown Greenway Corridor, which is within the East Isles neighborhood. Many EIRA residents live within a few feet of the proposed 3C routing, and all EIRA residents have an interest in ensuring that the DEIS fully assesses the issues associated with LRT that will impact our residents and neighborhood.

1/2.3/g 1. **At-Grade Crossings:** Route 3C would cross the East Isles neighborhood at grade through the James Avenue, Irving Avenue, and Humboldt Avenue intersections. These at grade crossings are unique among all other Southwest Transitway routing options.

2/3.7/e Accordingly, the DEIS should carefully assess pedestrian, bicycle, and car traffic safety associated with Route 3C and these at grade crossings. All of these intersections are heavily traveled, both with vehicle traffic on the avenues and pedestrian and bicycle traffic along the Midtown Greenway.

3/6.2/a The DEIS should also assess the impact of Route 3C on vehicle traffic along these intersections. This assessment should anticipate an increase in such traffic associated with the operation of the Southwest Transitway itself, because the existence of a Hennepin Station would increase vehicle traffic associated with riders who park in the area to ride the LRT.

5/4.5/b The DEIS should assess the impact of Route 3C on air quality within the immediate area of the Midtown Greenway Corridor and the East Isles neighborhood. The consistent back-up of vehicle traffic to wait for LRT crossings will likely increase the concentration of air pollutants in the localized area, which impacts the quality of life of residents, individuals who suffer from asthma, and the environment.

6/2.3/i 2. **Parking.** EIRA requests that the DEIS assess the impact of Route 3C on parking within the East Isles neighborhood. We understand that there is no planned "park and ride" lot for the Hennepin Station. Traffic from businesses along Hennepin Avenue and in Uptown already

places a tremendous burden on parking along residential streets within East Isles. Adding parking demands of LRT riders to the East Isles streets will likely significantly increase this burden.

7/2.3/j 3. **No Study of Option E.** The DEIS should not include any assessment or study of alternative routings other than those set forth in the 2007 Southwest Transitway Alternatives Analysis. EIRA is aware that some neighborhood groups have developed other proposed routings, such as "Alternative E," and are asking that the DEIS include such alternatives. EIRA believes that study of any further alternatives would increase the cost and time associated with the DEIS and dilute attention from the study of the many important issues affecting East Isles and other Minneapolis residents associated with Routes 1A, 3A, and 3C. Furthermore, the potential routes set forth in the Southwest Transitway Alternatives Analysis were fully and independently vetted, and are not the product of groups with an interest in any particular route. EIRA believes that only routes 1A, 3A, and 3C should be assessed in the DEIS.

8/4.6/a 4. **Noise and Vibration.** As noted above, residential homes and apartments exist within a few feet of the proposed 3C routing. The DEIS should assess the impact of noise and vibration from an ongoing and regularly-operating LRT train on those nearby homes and apartments.

9/6.3/c 5. **Midtown Greenway Impact.** The Midtown Greenway is a valued Minneapolis amenity that is enjoyed by East Isles residents, as well as residents of Minneapolis and surrounding communities. The DEIS should assess the impact of Route 3C on the Midtown Greenway, in terms of bike and pedestrian safety and in terms of enjoyment of use. In order to rationally assess the costs and benefits of the 3C routing, this assessment should include an analysis of the number of pedestrian and bicycle users of the Midtown Greenway during Spring or Summer months, and an assessment of whether those users would likely to continue to value and use the Midtown Greenway amenity the same way they do now if a high-speed LRT regularly passes along the corridor.

10/3.4/c 6. **Historic Value.** The Midtown Corridor contains street bridges of historical value. The DEIS should assess the impact of Route 3C on those historic resources.

11/4.2/a
12/4.3/a 7. **Environmental Issues.** The DEIS should assess the environmental impact of Route 3C on the Chain of Lakes Park system, including without limitation, Lake of the Isles, Lake Calhoun, and the pedestrian mall adjacent to the Midtown Greenway Corridor. This assessment should include, without limitation, a study of impact on water quality, vegetation, wildlife, and soil conditions.

13/3.1/i 8. **Home Values/Mitigation.** Homeowners nearby Route 3C may see the value of their homes diminish if Route 3C is the chosen alternative. Particularly in current economic circumstances, the DEIS should assess the possible impact of Route 3C on nearby home values, as well as what alternatives may be available to mitigate any detrimental impact, along with the cost of such mitigation.

9. **Impact on the Mall.** The pedestrian mall immediately adjacent to the Midtown Greenway Corridor (the "Mall") is a unique, historic, and important amenity for the East Isles

neighborhood and the City of Minneapolis. The Mall serves as a quiet buffer of green space between the residential areas of East Isles and the commercial areas of Lagoon Avenue, Lake Street, and the Uptown core.

14/3.1/d The DEIS should assess the impact of Route 3C on the nature of the Mall as a quiet green space and transition buffer between residential and commercial areas. **The DEIS should also assess the impact of Route 3C on events held on the Mall, such as the Uptown Art Fair and the Loppett event.**

10. Assess Need for More Transit Along Midtown Corridor. The Uptown area, including Lake Street and Hennepin Avenue in Uptown, are already well served by numerous bus routes. EIRA would like to point out that the bus routes serving the Hennepin Avenue corridor in Uptown are the most used and financially solvent in the entire bus system.

15/6.1/b In contrast, the northern end of the East Isles neighborhood and neighborhoods to the north of East Isles are comparatively underserved from a transit perspective. **The DEIS should assess whether Route 3C is the most appropriate corridor for new transit in the Uptown and surrounding areas, given the location of existing transit options in the area.**

11. Increased Development and Impact on Residential Area/Visual and Aesthetic Impact. Related to many of the issues above is the impact of Route 3C on the residential nature and quality of the East Isles neighborhood. In addition to the above issues, the DEIS should assess the impact of Route 3C on the East Isles neighborhood by considering both the visual and aesthetic consequences of the LRT routing and the consequences of increased development pressures that may arise from the Route 3C route.

16/3.2/a Among the things to consider is the fact that Route 3C would result in a separation of that portion of the East Isles neighborhood south of the Midtown Greenway Corridor, as well as the Lagoon and Lake Street commercial areas, from the rest of East Isles. This may have an impact on the **quality of life of East Isles residents** and the integration of the East Isles neighborhood with those areas.

17/3.6/a In addition, **the visual and aesthetic impact of the LRT tracks, crossing arms and lights, and other structures that must be built to accommodate Route 3C may have a tremendous aesthetic impact on the neighborhood,** the quality of life in East Isles, and the perception of East Isles as a desirable neighborhood.

18/3.2/a Route 3C may also result in increased demands for development in Uptown, possibly in the immediate term following development of LRT or in the future when economic conditions improve. Such **developments would certainly result in greater parking pressure, traffic speed, noise, crime, and other issues commonly associated with denser development.**

In order for decision-makers and the public to adequately assess the impact of Route 3C on the neighborhoods through which that route would pass, all of these issues should be carefully and honestly assessed.

10271

19/8.1/b 10. **Mitigation.** With regard to all of the issues noted above, the DEIS should assess tools and methods that can mitigate any detrimental impact of Route 3C, and should **provide the cost of implementing those mitigation measures. Those mitigation costs should be considered part of the development costs of Route 3C.**

Please note that the order in which the issues above are presented does not indicate their relative importance to EIRA. EIRA believes that all of the issues noted above must equally be part of the DEIS.

Thank you for your time and attention. Please don't hesitate to contact me with any questions. EIRA looks forward to the results of the scoping process and being engaged in the Southwest Transitway project as it proceeds.

Sincerely,



Ross D'Emanuele
EIRA President

(612)343-2161

d.emanuele.ross@dorsey.com

NOV 10 2008

A DIVISION OF RYAN COMPANIES US, INC.

RYAN COMPANIES US, INC.
50 South Tenth Street, Suite 300
Minneapolis, MN 55403-2012



612-492-4000 *tel*
612-492-3000 *fax*

November 7, 2008

Ms. Katie Walker, AICP
Transit Project Manager
Hennepin County, Housing, Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

**RE: SOUTHWEST CORRIDOR LRT
PROPOSED VAN WHITE MEMORIAL BOULEVARD STATION**

Dear Ms. Walker:

On October 29th, 2008, Arthur Higinbotham sent an email message, subject "Van White Station" to a long list of recipients, including elected leaders from the Minneapolis City Council and Hennepin County Board of Commissioners. The essence of his message appears to be that it is unlikely that Ryan Companies will proceed on its proposed redevelopment of the Impound Lot and Linden Yards in the Bassett Creek Valley area, and therefore no ridership from this location should be assumed for a Southwest Corridor LRT line during consideration of alternative routes. Mr. Higinbotham based his argument on the following assertions:

- 1.) Finding alternative locations for the Impound Lot and Linden Yards facilities are "highly... improbable".
- 2.) Ryan Companies has modified its original proposed development from using a "plinth" parking structure as a foundation to, instead, constructing individual parking facilities for the various office and residential development components.
- 3.) The site of Ryan's proposed development is environmentally contaminated, and offers poor soil conditions.
- 4.) Ryan Companies has proposed only "upscale residences".
- 5.) According to Mr. Higinbotham, Ryan Companies has previously stated that "while an LRT stop at Van White would be useful to their project, it was not necessary to its success".
- 6.) Because of the current credit crisis, it will be more difficult for Ryan Companies to finance its proposed redevelopment project, making that project "even more speculative than when the City Council included it in its long range plans".

10272



As the lead representative of the Ryan development team for Bassett Creek Valley, I would like to respectfully respond to Mr. Higinbotham's assertions, in order:

1/3.1/b

1.) Ryan's proposed redevelopment in the Bassett Creek Valley area is a long-term, multi-phase redevelopment. Ryan has been working actively with the Harrison and Bryn Mawr neighborhoods for more than four years. During that time, the Bassett Creek Valley Redevelopment Oversight Committee (ROC) has completed a revised master plan and gained approval of that master plan as a Small Area Plan from the Minneapolis City Council. The City Council's approval of that Small Area Plan in January 2007, which included the essence of Ryan's proposed redevelopment of the Impound Lot and Linden Yards sites, demonstrates the City Council's support for the long-term redevelopment of these sites in accordance with the neighborhoods' vision, as expressed in the Small Area Plan. In order to move forward on Ryan's proposed development, plans must be put forward to either revise or relocate the Impound Lot and Linden Yard operations. Ryan and the City's Public Works staff will be working over the next eight months to identify alternatives and to estimate the costs of those alternatives. Ryan and Public Works are investing this time and effort because of our joint belief that we can provide acceptable alternatives for the City Council's consideration. If Ryan believed that finding alternative locations was, in fact "highly improbable", we would not be investing eight months' of additional work effort.

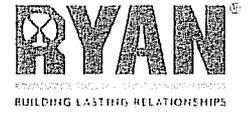
2/3.1/c

2.) Ryan's original proposal did include a plinth foundation. When Ryan completed our estimate of construction costs for the plinth, we determined that, due to the high cost of the plinth, our proposed development would not be economically feasible. Ryan revised our proposed development to utilize a more traditional approach of providing one parking structure for each proposed development component (whether office or residential). Our preliminary analysis has shown that our revised development is economically feasible, assuming the use of Tax Increment Financing proceeds to overcome extraordinary site costs. Ryan believes it is appropriate to include reasonable ridership estimates from the Bassett Creek Valley area in the data used to evaluate alternative routes. We understand that ridership estimates are derived from the cities' Comprehensive Plans, and this should continue to hold true throughout this evaluation process.

3/1.4/c

3.) There is environmental contamination on Linden Yards. The City of Minneapolis recently received a grant from Hennepin County to further investigate the extent of environmental contamination on a portion of the Linden Yards site, and to develop a response action plan for the environmental remediation necessary to proceed with the development. Ryan's development assumptions have accounted for the possibility of encountering additional environmental contamination, on both the Linden Yards and Impound Lot sites. Ryan has a long, successful track record of redeveloping environmentally contaminated sites, including Superfund sites. Based on our due diligence, we do not believe that environmental contamination is a barrier to redevelopment of these sites.

10272



4/3.1/c 4.) As master developer, Ryan is committed to working with housing developers (both for-profit and non-profit) experienced in the development of for-rent and for-sale housing, to provide a mixture of ownership and rental units, including units affordable to very low, low and moderate-income households. This is consistent with information provided by Ryan to the ROC, the neighborhoods, and the City of Minneapolis. The staff direction approved by the Minneapolis City Council at its meeting of Friday, November 7, 2008, as a part of granting Ryan exclusive development rights to the City-owned lands in Bassett Creek Valley, includes clear direction about affordable housing.

5/3.8/b 5.) At a recent hearing regarding the Southwest LRT in the Hennepin County Board Chambers, I testified on behalf of Ryan that an LRT stop at Van White is "very important" or "critical" to our proposed redevelopment. Further, such an LRT stop will support the highest and best use of this land, in a dense office and residential development that replaces unsightly land uses in an environmentally-contaminated area. Without such an LRT stop, our development would be required to provide a higher density of parking for office space – the ultimate result would be a reduction of office density, as the site is sufficiently physically constrained to prevent the addition of more parking. This result could render Ryan's proposed redevelopment economically infeasible.

6/5.2/a 6.) Our country is currently in an economic crisis, which has adversely affected our financial markets and the current availability of credit. Our housing and office markets are currently weak, in part due to our country's economic crisis. Historically, our office and residential development markets have moved in economic cycles, with multi-year periods of development followed by multi-year periods when little or no development takes place. In the recent past, very little development took place from approximately 2001 – 2004 and, prior to that, from approximately 1990 – 1996. Ryan's estimate that our proposed redevelopment of the City-owned lands in the Bassett Creek Valley area is likely to take place over a ten – fifteen year time period acknowledges the likelihood of future development cycles. We are confident that, during that time frame, market opportunities will exist to proceed on development after our financial and credit markets have returned to stability.

7/1.5/b In addition to serving the office employees and residential occupants of Ryan's proposed redevelopment area, an LRT station at Van White Memorial Boulevard, as part of a transit system that includes bus connections to surrounding neighborhoods, makes available to residents of the Harrison and surrounding neighborhoods an easy connection to a large concentration of employers in the southwest suburban area (much larger than any concentration of employers in the northwest suburban area). In addition, a strong LRT connection to the southwest suburban labor pool will make the Bassett Creek Valley area more attractive for relocation of corporate employers who currently draw the bulk of their labor pool from the southwest suburban area. Relocation of those corporate entities to the Bassett Creek Valley area will make employment opportunities available to residents in the Harrison and surrounding neighborhoods, which are not currently available to them.

10277

November 7, 2008
Page 4 of 4



Ryan remains committed and “bullish” on the redevelopment of the Bassett Creek Valley area. We look forward to continuing to work with Minneapolis Public Works and the Community Planning and Economic Development department of the City of Minneapolis to make this a reality. We would be happy to review in greater depth our redevelopment plans with any party seeking to understand the relationship between these sites; our proposed redevelopment; and route alternatives 1A and 3A for the Southwest Corridor LRT line.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Collins". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Rick Collins
Vice President Development

- Cc: Arthur Higinbotham
Gail Dorfman, Hennepin County Commissioner
Linda Koblick, Hennepin County Commissioner
Peter McLaughlin, Hennepin County Commissioner
Mike Opat, Hennepin County Commissioner
Lisa Goodman, Minneapolis City Council
Cam Gordon, Minneapolis City Council
Diane Hofstede, Minneapolis City Council
Robert Lilligren, Minneapolis City Council
Paul Ostrow, Minneapolis City Council
Ralph Remington, Minneapolis City Council
Don Samuels, Minneapolis City Council
Vida Ditter, ROC
Kathleen Lamb
Gen McJilton
Beth Grosen, CPED

Scoping Comment Form
Southwest Transitway Project

10273



Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. **The scoping period will end at 5:00 PM CST on Friday, November 7, 2008. All comments must be received by that date.** Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need for the project alternatives environmental benefits and impacts other

Hello,

My name is Rob Metz. I am the principal at St. Louis Park Senior High in St. Louis Park, MN. I am writing because I have become aware that the number of trains passing by our school may increase in the near future. This would be a problem for us.

Many students, on foot and in buses and cars, pass over the tracks at all hours of the day. It is already quite a bottleneck for us as well as a safety issue. It would be much safer for our students and less disruptive for our school if the rail traffic stayed as it is at the present time.

1/3.7/e

Name Rob Metz
Address St. Louis Park Senior High
City/State/Zip St. Louis Park, MN
Telephone (952) 928-6107
E-mail metz.robert@slp.schools.org

Thank you!
Rob

Thank You!



10274

Jeanette Colby
2218 Sheridan Ave. S.
Minneapolis, MN 55405
612-339-8418
jncolby@earthlink.net

Hennepin County Commissioner Gail Dorfman
Katie Walker, Southwest LRT project manager
Southwest Corridor
417 North 5th Street
Minneapolis, MN 55401

November 5th, 2008

Dear Commissioner Dorfman and Ms. Walker:

Following please find a list of concerns that I would like to request be considered in the scope of the Draft Environmental Impact Statement for the proposed Southwest LRT. As you know, I am most familiar with the environment of the Kenilworth Trail area and the listed concerns reflect this. I am also concerned, however, with the impact any alternative route would have on Minneapolis lakes, parks, and neighborhoods.

Best regards,



Jeanette Colby

10274

Southwest LRT Scoping Questions

1/4.3/a

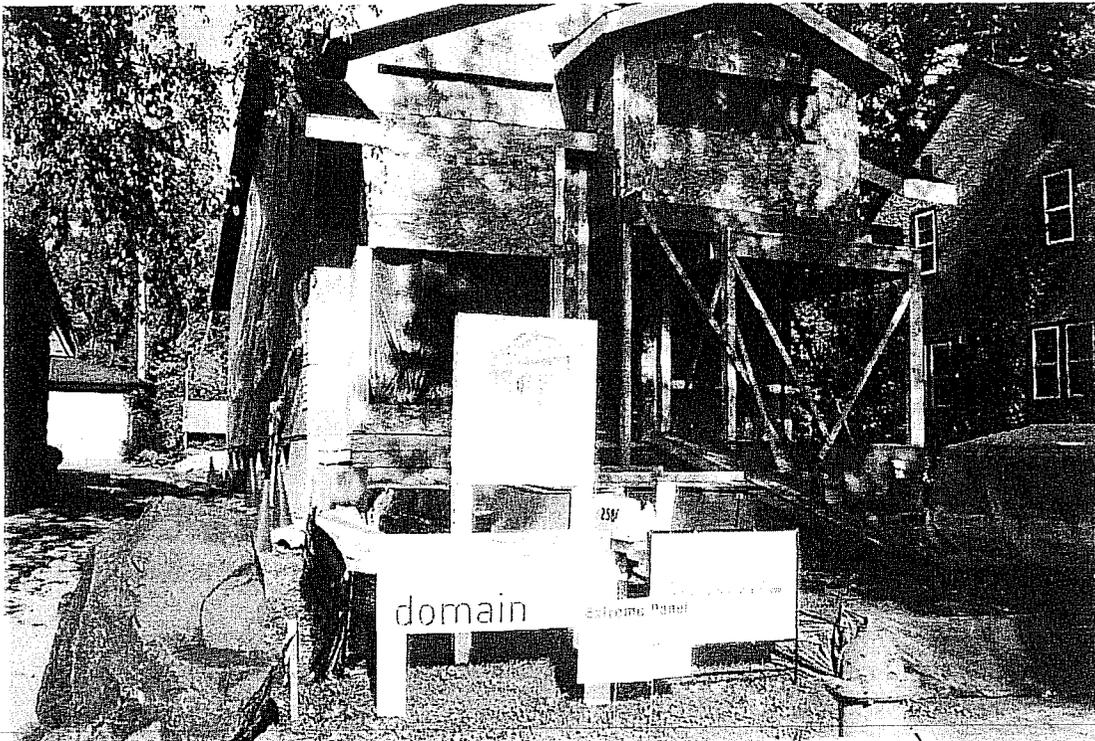
- The Kenilworth Trail Area between Cedar Lake Parkway and I394 is functionally (if not formally) an extension of Cedar Lake Park. It is known as a “pristine nature preserve in the middle of the city.” How will wildlife habitat along the Kenilworth Corridor be affected by a fast train running through this area every few minutes? Creatures such as deer, fox, pheasants, piliated woodpeckers, owls, hawks, and many others rely on this greenspace within the city (we even saw a bald eagle this year!). How would removal of greenspace impact animal populations? How would reduction in continuity of habitats change animals’ ability to feed, reproduce, and migrate? Would overhead wires and other necessary LRT infrastructure impact birds’ habitat and movement?

2/6.3/a

- How will LRT through the Kenilworth Trail area affect informal environmental educational opportunities? There is a growing body of research on the importance of exposure to natural areas for children. Educator and author Richard Louv coined the term “Nature Deficit Disorder” and has described it as “the cumulative effect of withdrawing nature from children’s experiences, but not just individual children. Families too can show the symptoms -- increased feelings of stress, trouble paying attention, feelings of not being rooted in the world. So can communities, so can whole cities. Really, what I’m talking about is a disorder of society -- and children are victimized by it” (June 2005, Salon.com). In Kenilworth Trail area, children bike and walk with their families, catch caterpillars and crickets, examine plants and collect leaves, and look for animals. This year, children watched a doe raise her fawn – the deer’s home seemed to be in the wooded area that is currently designated as a parking lot for a future LRT stop at 21st Street.



- 3/4.2/a • **What will be the impact of construction and increased impervious surfaces necessary for LRT tracks on the water quality of Cedar Lake and Lake of the Isles?**
- My understanding is that much of the land on the east side of Cedar Lake Park was created with landfill. Does the landfill extend into the Kenilworth Trail area? If so, what is the quality of this landfill? **Would construction unearth hazardous materials? How**
- 4/4.1/a **would moving any landfill impact water quality, or the health and safety – both short- and long-term – of park and trail users and nearby residents?**
- 5/4.7/a • **How will train vibration affect the homes along the Kenilworth Trail?** The ground through the Kenilworth Corridor is not very stable, since it was once marsh/swamp at the edge of Cedar Lake. A new home being built at 2584 Upton Avenue South was required to use deep footings for adequate stability (please see previous submission by Joe Johnson of Domain Architecture & Design). Because existing homes were not built with this design feature, vibration from fast, frequent trains could impact the soundness of the structures of existing houses. A newer home at 2402 Thomas Lane has experienced cracking of exterior stucco due to vibrations from the infrequent freight trains (Sharon Walsh is the homeowner). Our 100 year old home at 2218 Sheridan Avenue South has required major repairs in late 2007 due to cracking of interior walls and the exterior walls and foundation (MAPeterson Design/Build, contractor) which were also the result of vibrations.



6/4.1/b

- Would there be any impact on water tables that would affect the integrity of existing housing due to construction of LRT? When I394 was built, homes in the Bryn Mawr neighborhood experienced settling and shifting caused by changes in the water table, resulting in significant damage.

7/4.5/b

- Cedar Lake Parkway will likely see significant traffic backups. To what degree will air quality be affected as idling cars wait for trains to pass at Cedar Lake Parkway?

8/4.6/a

- How much noise from an LRT system can residents along the Kenilworth Trail expect? Will the families in homes near crossings at Cedar Lake Road and at 21st Street (with or without a station) hear the clanging of street-crossing bells every few minutes, from early in the morning until late at night? Squeaky wheels, horns, and general operating noise from the train are also a concern. It is possible that LRT noise, especially from crossing gates, would not exceed certain decibel levels but would nonetheless be real and unacceptable noise pollution. In general, except when the freight trains go by, the ambient noise level along the Kenilworth Trail is currently very low. It is a very quiet, peaceful space.

9/6.2/a

- How would an LRT line along Kenilworth affect the volume of traffic in area neighborhoods, particularly along Burnham Road, through Kenwood, and along streets around Kenwood Elementary School? Many people would not wait for train crossings at Cedar Lake Parkway but find alternate routes over the Burnham bridge and elsewhere, increasing traffic on residential streets – especially Sheridan Ave., 22nd Street, Kenwood Parkway, 21st Street and Penn Ave. Recently, a neighbor who lives in CIDNA wrote me, “I realize that many people in Kenwood think that LRT will not affect this neighborhood if their home is not located within a few blocks of the train. I wanted to bring to light a potential negative impact LRT may have on Kenwood neighborhood due to the Cedar Lake Road intersection. [Many people] will plan to drive through Kenwood... [Now] when the freight train interferes with my passage, I take a left on Burnham – sometimes illegally – then cross over the one-way bridge into Kenwood. I usually zigzag my way to the Kenwood School to get to Franklin - sometimes I take a wider perimeter to Douglas Ave or Mount Curve, depending on my destination. Usually there a few other cars traveling with me who also know these routes. In fact, my neighbor has gotten a traffic ticket for the turning onto Burnham between 7-9 a.m. but still does it. With the frequency of the LRT train, many others may use Kenwood as a commuting neighborhood to downtown Minneapolis or the 94 freeway entrance. I usually only do it 3 to 5 times a month, but will likely use it daily after LRT is in place and the train blocks my passage or causes excessive traffic on Dean Parkway. This will increase commuter traffic near Kenwood Elementary school. I am purposely more alert driving near the school and park, but see potential hazard of this being a common commute route.”

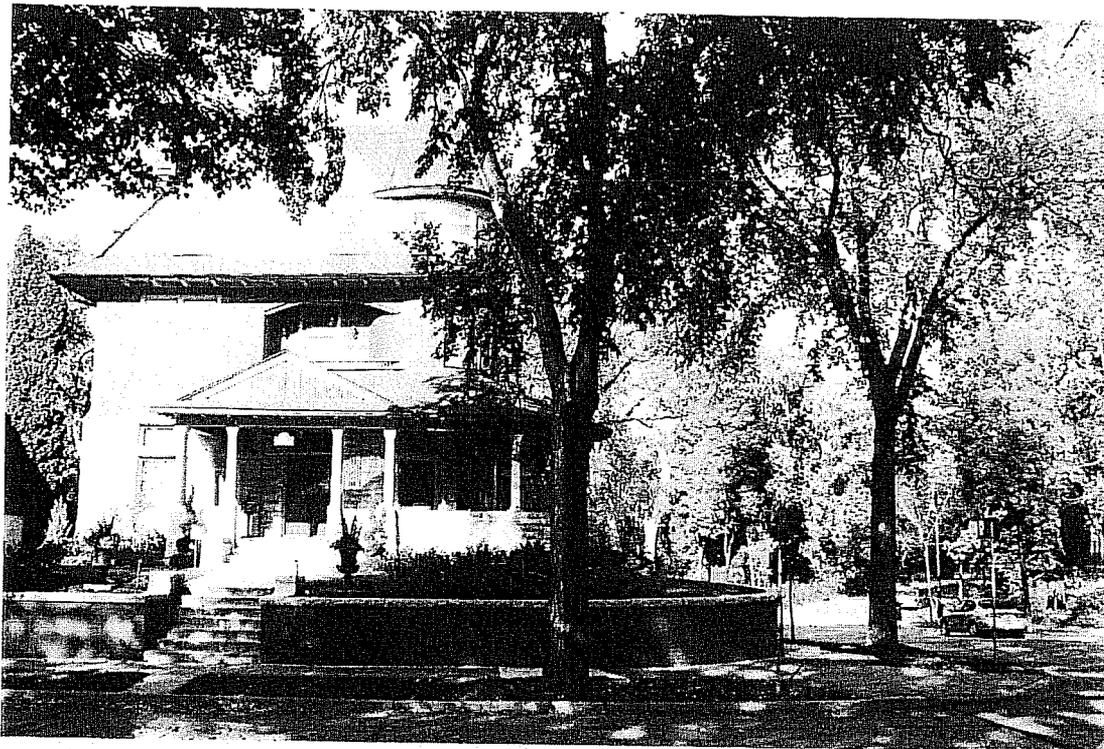
10/3.7/b

- On a related note, what will the impact of LRT along Kenilworth be on police, fire, and emergency service response time in the Burnham Road neighborhood and in Kenwood?

10274

11/3.4/b

- The Kenwood neighborhood is full of historic homes, and there are several historic homes along the Kenilworth Trail. For example, built in 1891, the Wallof House (now owned by Rick and Lisa Noel) at 2200 Sheridan Ave S. will be particularly affected – the wooded area across from their back yard may become a parking lot and LRT station stop. This home has undergone major renovations and won a 2008 Heritage Preservation Award from the City of Minneapolis.



- Another significant home that will be greatly affected by LRT along the Kenilworth Trail is the Flat Pak house designed and built by Charlie Lazor on 21st and Thomas Ave. The natural environment along the Kenilworth Trail, along with the home's landscaping, are an integral part of the home's design. Mr. Lazor's work is now part of the Walker Art Center's permanent collection, and his work has been featured at major contemporary art museums around the country. Architects and scholars, as well as non-specialists interested in architecture, often come to the Lazor home to view and study it *in situ*. (Please see attached submission by Kathy Spraitz, Walker Art Center docent.)



12/3.5/a

- How will the west side of Cedar Lake Park will be impacted by and LRT? Cedar Lake Park and Cedar Lake Trail are unique, natural spaces within an urban setting. The Kenilworth Trail is functionally an extension of the Cedar Lake Park. The park was created 20 years ago through the work of countless volunteer hours. Hundreds of volunteer hours go into this park every year to maintain it. The restored prairie land created by the Cedar Lake Park Association along the Trail between 21st Street and 24th Street will see significant impacts.



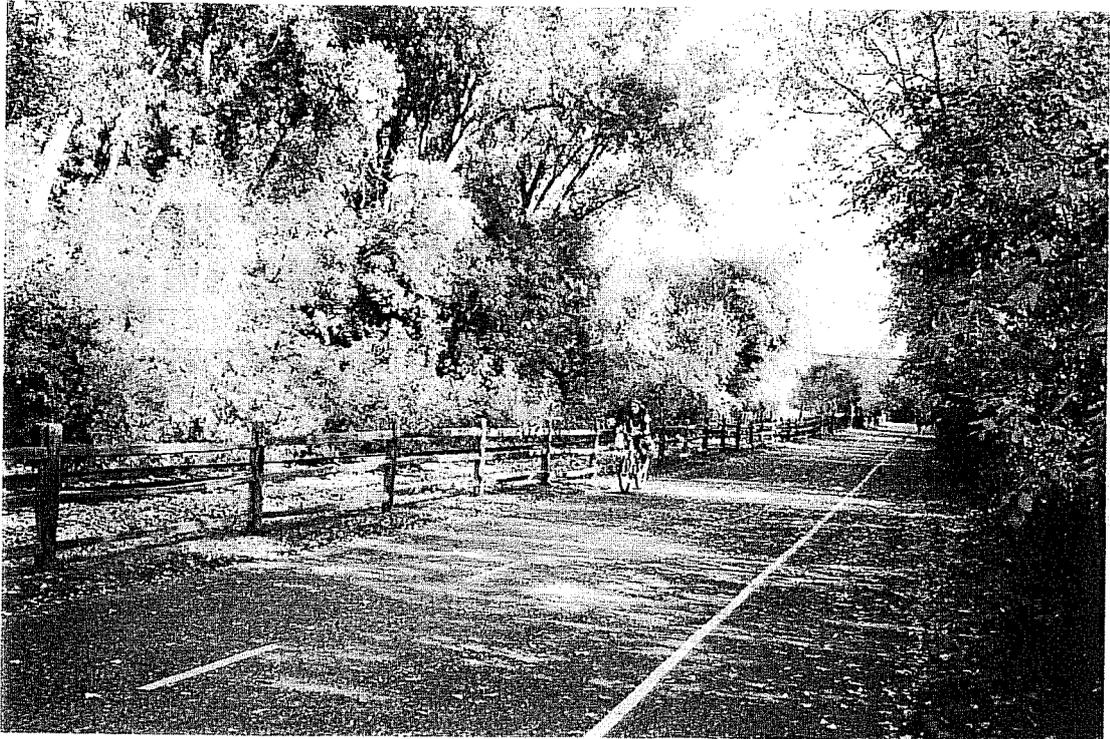
13/3.5/b

- A Southwest LRT line along the Kenilworth Trail will essentially create a wall of separation between the public and the Cedar Lake Park, severely impeding access to the park. There are currently many informal access points into Cedar Lake Park; these would be eliminated with LRT, leaving 21st Street as the only entry to the park on the west side.

14/3.7/e

- People going to and from Hidden Beach in Cedar Lake Park will have to cross the LRT tracks at 21st Street. This is a very busy beach in the summer. It is very important to know that people are not always in an attentive state of mind when they come and go here. This crossing will present real safety issues to pedestrians.
- How will LRT impact people's experience of Cedar South Beach, just west of Burnham Road at Cedar Lake Parkway?

- How can we ensure that bikers, runners, in-line skaters, children, pets, and others using the trails will be safe from fast, frequent trains? In some places, the Kenilworth corridor is very narrow and it is very important for the community that the trails be maintained.



15/3.6/a

- In addition to replacing green space with fast and frequent trains, the catenary system (overhead wires) and other LRT infrastructure is likely to be a blight on the Kenilworth Trail. How can this infrastructure, which is totally incompatible with the existing aesthetic, be made to fit into the surroundings?

- Additionally, the train would need to pass over a bridge over the beautiful, serene Kenilworth Channel that connects Cedar Lake with Lake of the Isles. An LRT line would completely change the nature of this space and impact the experience of people in canoes, kayaks, during the summer and on cross-country skis in the winter, as well as neighborhood residents and other users. Is there a way to protect this tranquil urban space?



16/3.1/i

- What will be the impact of LRT on property values? Despite research from other cities, LRT could make many homes near and along the Kenilworth Trail less desirable because the peaceful, natural character of the area will be altered. Homes closest to the proposed stop at 21st Street may see the biggest impact. How great an impact can we expect, both at the individual level and the city level (reduction of property tax income)? I have heard anecdotal evidence that potential home buyers are already worried about buying specific properties along the trail because of the possibility that LRT will soon occupy the Kenilworth Trail area.

17/1.5/d

18/3.1/b

- Ridership: How will an LRT line along the Kenilworth Trail serve residents of Minneapolis? How will Minneapolis residents use this LRT given that the line would go partly through stable low-density housing, and partly through industrial areas in Minneapolis? Development in the Bassett Creek area faces many hurdles (e.g., it is a potential Superfund site; it is facing unfavorable macroeconomic circumstances) which should be taken into account in calculating the ridership potential of this possible future development.

- 19/2.3/g • How would an LRT line along the Midtown Greenway serve residents of Minneapolis? Passing through Uptown and points east, how could it improve transportation options for areas of dense housing, businesses, employers, and regional amenities such as the Convention Center? How would these areas be served if a train ran at-grade on First Avenue and Blaisdell Avenue instead of tunneling under Nicollet Avenue?
- 20/1/a • On a policy level, does the community want an express commuter train from the suburbs to downtown, or do we want a train that will have local stops?
- 21/3.1/c • What kinds of pressure would there be to use Kenilworth Trail land that is currently open greenspace for economic development?



Questions relating to a station at 21st Street

- 22/5.2/a • The figure of 900 boardings and alightings per day at 21st Street established by the Alternatives Analysis seems surprising, given the low density of the neighborhood. There is currently a bus that travels to and from downtown that passes by this corner; the ridership was so low that service was reduced to rush-hour-only, and even now many of the busses on this route are almost empty. But, if 450 to 900 people were to come to the 21st Street station, it is likely to completely change the character of the neighborhood. What would this change look like, how would it be planned, and what funding could we expect to implement such plans?
- 23/6.2/a • **Traffic:** If there is a stop at 21st Street, what will be the traffic impact on 21st and 22nd Streets between Kenwood Parkway and the stop? Sheridan Ave. between the Burham bridge and 22nd Street will also see a big impact – it is already heavily used by commuters and others who live in Kenwood and Lowry Hill, as it is the only way to get from the west side of Lake of the Isles to these neighborhoods without going all the way around the lake. It is also a bus route. Neighborhood streets need to be protected from increases in traffic.
- Will traffic from cars coming to a 21st Street station extend to Hennepin Avenue, Lake Street, 26th St and 28th St one-ways, and Franklin Avenue? Traffic along Franklin Ave. near Kenwood Park is currently a problem during peak hours. Parking along Franklin is on the South side of the street only, and can be dangerous when children and adults are crossing to get to sports practices the park. Will congestion and potential danger to pedestrians near Kenwood Park be increased during evening rush hour traffic coming from a 21st Street LRT station?
- How will air quality around 21st Street and Thomas Ave. be affected by increased traffic in the neighborhood coming to an LRT stop (through traffic, and parking and idling cars)?
- How will the safety of children, elderly people, bikers, and other neighbors be affected by the increase in car traffic through neighborhood streets?
- 24/2.3/i • **Parking:** How would the city/neighborhood manage commuter parking issues? To get to the figure of 900 boardings and alightings per day at 21st Street, many commuters would have to drive to this neighborhood, park free, and take the train downtown. A 30-space parking lot would be insufficient to handle this commuting pattern, and the neighborhood streets will be full of parked cars. This would be a problem especially for people who have one-car garages or no garage at all, but also for people who need parking for guests, repair people, etc. Parking spaces along these streets are already very full in the summertime when visitors come to Hidden Beach and Cedar Lake Park. However, even a 30-space lot would consume precious urban green space and have a huge impact on the quality of life of the area.
- 25/6.3/a

- 26/6.1/b • **Intermodal considerations:** Would/should people really take the bus to an LRT station at 21st Street? If the current bus route continues, it would make more sense to stay on the bus to continue to downtown. If the current bus route is altered to make 21st Street LRT station the bus route terminus, this would require bus users to transfer onto the LRT, limiting the number of downtown stops available to riders and causing a special hardship for elderly and disabled transit users. (According to a Seward neighborhood resident, some Franklin Avenue bus routes were changed to terminate at the Hiawatha LRT Line. A large number of disabled riders must now transfer.) **Similarly, the Kenilworth/Cedar Lake Trail is currently heavily used by bike commuters. Would they stop at 21st Street to get on a train?**
- How much **light pollution** would be caused by lighting at a 21st Street station stop? How would this affect near-by homes? Would light pollution impact the quality of life in these homes? Would it affect wildlife habitat?
 - How would the **noise** from crossing gates and public announcement systems affect nearby homes?
 - **Public safety:** What kind of policing resources would be required to assure that a station stop at this location would be safe? The Minneapolis Park Board and the neighborhood have recently worked hard and invested significant funds to control illegal and dangerous behavior at Hidden Beach (Cedar East). Would these efforts be undermined? Would nearby homes need additional policing resources? What other public safety issues are involved?



COMMISSIONER McLAUGHLIN: Thank you very much. Next is Marian Biehn. Welcome.

MARIAN BIEHN: Good afternoon,

1/2.3/f

Commissioners. I'm here speaking on behalf of the Whittier Alliance. I'm the executive director for the Whittier Alliance. The Whittier Alliance in May passed a resolution that supported the Kenilworth alignment 3A and recognizes the value of the LRT but does not support the Nicollet alignment 3C.

2/2.3/g

3/3.2/w

There are several environmental impacts that we ask that you take into consideration. Primary of course is the impact on our Nicollet Avenue. Six blocks of small businesses that are economically, they, they, they do well but they are not, they don't have deep pockets and long-term construction along Nicollet Avenue could severely impact their ability to survive. That was the case a couple years ago, about eight years ago when Nicollet Avenue was repaved. It did put several of our businesses under because of the long-term construction time frame.

We understand that there is also economic growth post light rail construction. However, the character and the nature of Nicollet Avenue is independent small businesses and they would not likely be able to survive the long-term construction or their recovery would not be, it would take too long for them to recover. That's a critical issue for us.

4/6.2/a

Also a critical issue is the Franklin, Nicollet intersection. That's a very narrow intersection and with light rail surfacing there the exchange there with cars, buses, light rail, that seems like a very congestive area to have a light rail line .. Noise and vibration. Our properties along Nicollet Avenue and either side by two or three blocks are old structures, they have basements, they are made out of soft stone and the noise, the vibration, the impact on those is of critical, to be studied as a critical issue. The additional economic factor is that there is currently as far as I know no plan for any kind of park and ride for that line and we can't afford to lose any street parking. And how, you know, where, where if this is a center for access at the Greenway where are the, where are the riders going to park. We don't want park and hide. Land use issues. The turn from the Greenway onto Nicollet Avenue, what are the eminent domains, what is the, what kind of properties will be lost, what kind of economic development will not happen because of the turn, the turn radius. And the squeal, the noise will be on that turn and ever present every seven minutes I would bet. I'm going through my list. I think ultimately the neighborhood is a very dense neighborhood. It is well served by buses, we do have a neighborhood that uses the, it walks, it bikes, it uses the buses and the stops are planned for the Greenway and for Franklin, so it would not serve the businesses along Nicollet without any stops in the intermediate section of Nicollet Avenue. Thank you.

5/4.7/a

6/2.3/i

7/4.6/a

8/3.1/h

Scoping Comment Form
Southwest Transitway Project

10276



Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. **The scoping period will end at 5:00 PM CST on Friday, November 7, 2008. All comments must be received by that date.** Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need for the project alternatives environmental benefits and impacts other

1/2.3/g

I prefer alignment 3C even though it would be less convenient for me. I prefer it because the routing through densely populated South Minneapolis would offer service to far more people than the sparsely populated Kenilworth corridor and Penn, VanWhite stations. ~~Get more~~ Serve more people, please!

~~Add~~

Name

ROBERT YOUNG WALSER

Address

2308 FREMONT AVE S

City/State/Zip

Minneapolis, MN 55405

Telephone

Private

E-mail

Private

Thank You!



Scoping Comment Form
Southwest Transitway Project

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My comments are about purpose and need statement alternatives environmental impacts.

1/2.3/e

2/2.3/f

3/2.3/h

4/2.3/i

IA or SA ARE FUNCTIONALLY ACCEPTABLE.
THE NEED FOR STATIONS AT PENN AVE AND/OR
VAN WINKLE IS PROBLEMATIC. A STATION AT
PENN AVE. WOULD BE REMOTE TO THOSE
LIVING IN THE NORTHERN REACHES OF BRYAN MANOR.
ALSO, ANY SIGNIFICANT PARKING SPACE WOULD
BE VERY EXPENSIVE AT THAT SITE.

GO FOR IT!

Name DICK HEGLAND
Address 228 THOMAS AV S
City/State/Zip WPLS. MA 05405
Telephone 617 374 1698
E-mail _____

Thank You!

Hennepin County Government Center, October 7, 2008

10279

10/30/08

To Ms. Katie Walker,

1/2.3/g

I urgently request that you choose Light rail route 3C in order to prevent rerouting freight rail trains through St. Louis Park.

2/6.3/b

I live on Minnetonka Blvd. in St. Louis Park with my family. Our house is 35 feet from the Canadian Pacific Railway tracks. This summer, the railroad put in a new train bridge, moving the tracks 8 feet closer to our house.

3/3.1/i

We are very concerned that the Light Rail routes favored by the county would send at least 12 more freight rail trains past our house each day. This is not only disruptive, but very likely damaging to the structure of our house and our property value.

4/3.1/i

My wife is disabled due to a brain tumor. I work at a nursing home and do not make a lot of money. If we were forced to move, we have a very real worry that we would not be able to afford to relocate in St. Louis Park. We love the schools and everything about the city.

5/3.8/c

I am convinced that even if we were bought out at a fair price, we would not be able to buy another house in the city as good as our current house. Our standard of living would drop dramatically. This is a thoroughly unacceptable human cost of this Light Rail project.

Hundreds of homes and the High School would be affected detrimentally as I am sure you already know.

The people of Eden Prairie have been heard. They are getting their Light rail line. The Twins have certainly been heard. They have already been given more than their fair share.

Please listen to the people of St. Louis Park and my family when we say we do not want more freight rail traffic past our homes.

If you must link this new Light Rail line with the Twins Intermodal Station, then at least find a way to prevent the rerouting of freight rail traffic through St. Louis Park at any cost.

Sincerely,

Brian, Wing and Zoey Zachek

Brian Zachek, Wing Chanzachek, Zoey Zachek

952.922.9165

Zachan3@gmail.com

Scoping Comment Form
Southwest Transitway Project

10280



Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. **The scoping period will end at 5:00 PM CST on Friday, November 7, 2008.** All comments must be received by that date. Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: www.southwesttransitway.org

My comments are about purpose and need for the project alternatives environmental benefits and impacts other

First of all- this route goes thru the wacky areas of St. Louis Park, and Minnetonka and does not take advantage of the railroad lines that cross over between Cedar Lake Road and Minnetonka Blvd - by highway 73 and closer to highway 394 - Therefore - the S. West Line does not take off any car traffic from 394 → - school living in this area will use the route for their daily work commute to Mpls/hood

1/6.2/a

Second- People want express rail service to downtown - less stops - no scenic travels thru Mpls - People want to buy reserved seats - have paper and coffee available for sale in their reserved coach cars - det available on your trains at places

2/2.3/j

Third - the LA route is the cheapest - Green Circle Drive is a protected area by Federal land standards - It will cost the board over 25 million Dollars to buy out the 4 decade buildings at 5607-5697

3/3.3/b

Name	Jeffrey Beck	5643-5645 Green Circle Drive - Each owner won't sell - until they receive 250,000 each 7/6
Address	22-5th Ave. S. # 307	
City/State/Zip	Hopkins Md 55347	
Telephone	952-935-1000	

4/8.2/a

E-mail

For their condo properties

Agreed total of 25 million for land acquisition costs will be needed by the board

(4) The people want representation on the railroad board - 2 seats - so we can oversee the enormous cost overruns the present board always has on their previous routes

Thank You!

Southwest Transitway • September 2008

Comments for DEIS Scoping Process

1/2.3/f

Thank you for this opportunity to comment. I have lived with my family one half block east of the Kennilworth Trail area for 13 years. We are in a unique area bordered by the Trail and railroad tracks to the West, Cedar Lake to the East. The Kennilworth Channel is just to the South. To the Northeast is the one way Burnham Bridge. As such there neighborhood is known locally as the "One way In" neighborhood. This geographic neighborhood affords its residents, visitors and emergency vehicles only one way into the neighborhood. If you look at a map, you can see that is from the intersection of Burnham Road and Cedar Lake Parkway which is mere yards from 3 of the proposed LRT options now before you in Options 1-A, I believe. Looking at a map carefully you can see that many roads and recreational paths converge at this point also. The Kennilworth walking and bike paths cross here. Traffic from Dean Parkway, Cedar Lake Parkway and Sunset Boulevard all converge here. The walking and biking paths connecting Cedar Lake and Lake of the Isles also converge at this point. Finally, freight trains infrequently block all of this traffic for several minutes at a time. Now this is inconvenient but tolerable as it usually does not happen that often. When it does however, especially if it happens at rush hour traffic can be delayed considerably on Cedar Lake Parkway, Dean Parkway, Sunset Boulevard and even the cross street Benton (Just off Cedar Lake Parkway) becomes clogged until the train passes. If the Southwest Transitway goes through this route, it will only make the problem worse as the trains will "depart from stations every 7.5 minutes during rush hour and every 15-30 minutes during the rest of the day." (Southwest Transitway Publication Volume 2.1 1 September 2006, page 2).

2/6.2/a

1. Safety and Security

This volume of trains passing through the above described area will not only cause nearly constant traffic jams, it will threaten the safety of the residents in our One Way In neighborhood. This is due to the fact that emergency vehicles may be blocked from getting into the homes here when the trains are passing through in such a frequent and constant pace. Police will not be able to respond in a timely manner to residents calls for help. Firefighters will be delayed. Emergency preparedness personnel will lose precious moments in their quest to save a life perhaps losing an opportunity to save a drowning victim at nearby busy South Beach just yards from the busy intersection where LRT will cross

3/3.7/b

2. Traffic.

Additionally, City traffic planners did not intend Burnham Road to be a commuter corridor. This is evident by the posted signs at the intersection of Burnham Road prohibiting left hand turns from Westbound Cedar Lake Parkway onto Burnham Road during rush hours from 7 A.M. to 9 A.M. If you put a LRT station at Penn and 21st, commuters will inevitably use it as a Park and Ride using Burnham Road and the One way Burnham Bridge as the most direct route to get there from St. Louis Park and Highways 7 and 5. (Note that Lake of the Isles Parkway is a one way road heading South and East from Dean Parkway and the LRT is North and West from that point.)

4/2.3/h

Please visit this area when a train is passing through and you will better understand the seriousness of this issue to our neighborhood.

Please consider other options available to you. Thank you for your time and consideration of the facts herein.

I invite your questions or comments to the safety, security and traffic issues raised.

-Cecilia Michel and Rick Villalta
2517 Washburn Ave. South
Mpls, Mn 55416

SUMMARY for SW LRT PUBLIC HEARING
October 14, 2008

Chairman McLaughlin and commissioners,

I'm GEORGE PUZAK, a Minneapolis citizen. Thank you for hosting these public hearings. I'm here to speak **in favor of Route 3C through Uptown.** 1/2.3/g

1. **Route 3C would serve the most highly-populated neighborhoods.** This includes East Isles, Stevens Square, Loring Park, and Whittier, some of the most densely populated and diverse areas in the state. 2/1.5/a

2. **Route 3C would promote private commercial investment.** The Uptown Lyn-Lake area has 1.2 million square feet of office-retail space. Much of this space is owned by small, independent businesses. SMALL businesses are leading job-creators. 3/3.1/b

Other speakers have mentioned the Bassett's Creek Valley development. This is a **potential future** project. It will happen because of its close proximity to Interstate 394 and downtown Minneapolis, not because of LRT. For example, the West End development at 394 and Park Place, is developing without LRT.

3. **Route 3C would directly serve the down-town core,** including the Convention Center, the IDS Center, and the region's financial district. This route would re-enforce the Nicollet Mall as a premier destination. 4/3.1/h

4. **Route A would travel through the Kenilworth Corridor. Fast, high-frequency LRT trains through this corridor would irreparably harm the Chain of Lakes Regional Park and Cedar Lake Park.** These amenities compare to the Mississippi River Gorge, Minnehaha Falls, and Theodore Wirth Park in their importance to our city and state. They provide natural beauty, wildlife, and quiet to the urban environment. 5/3.5/b

5. **Route A would cross Cedar Lake Parkway, a NATIONAL SCENIC BYWAY.** On the Hiawatha line, LRT trains are GRADE-SEPARATED with a tunnel under the National Scenic Byway.

Cedar Lake Parkway's NATIONAL DESIGNATION should protect it. Any LRT in Kenilworth should defer to the Parkway as a NATIONAL SCENIC BYWAY. 6/3.5/a

6. If Route A is chosen, **SUBSTANTIAL and MEANINGFUL MITIGATION would be required.** Minneapolis has history of mitigating rail impacts, with trenches and tunnels. For example, the Midtown Corridor was trenched 22 feet deep for 3 miles.

More recently, Minneapolis and other cities have built tunnels for new LRT. Minneapolis built a tunnel under the Airport for LRT. **Pittsburgh** is building two LRT tunnels. One tunnel, under the Allegheny River, will preserve natural amenities and vistas. The second tunnel extends LRT to the city's Convention Center. **Dallas** is digging a three-mile tunnel. **Denver, Portland, Seattle** are each building multiple LRT tunnels.

Hennepin County should study these examples. And, **If Route A is selected, the mitigation should include a ONE-MILE rail tunnel from LAKE STREET to FRANKLIN AVENUE or to I-394.**

7/2.3/j

In closing,
Route 3C through Uptown would serve highly populated areas, reinforce Lake Street, and directly serve the downtown financial district.

With this alignment, Route A's entrance to downtown could be used by an LRT line serving Plymouth and Golden Valley. The Kenilworth Corridor would be used for existing freight. Kenilworth could also support a potential commuter rail line (similar to Northstar) to Belle Plain or farther west.

Based on all of these factors, Route 3C through Uptown offers the greatest benefits to Minneapolis and the region. Thank you.

George Puzak
1780 Girard Avenue South
Minneapolis, MN 55403-2941
greenparks@comcast.net
cell 612-250-6846

NOV 04 2008

October 30, 2008

Ms. Katie Walker, AICP
Transit Project Manager
Hennepin County, Housing, Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

Ms. Walker,

1/1/a The Minneapolis Regional Chamber of Commerce (MRCC) supports the continued progress and investments in developing high-quality, high-frequency transit service in our region. To serve the southwest communities of the metropolitan region, the MRCC supports a light rail transit line that serves Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis – known as the Southwest Transitway.

2/2.3/f After reviewing the three proposed route alignments being considered by the Hennepin County Regional Railroad Authority and its partners for this project, the MRCC supports the LRT 3A route for the following reasons:

- 3/8.1/a
- LRT 3A has the lowest cost-effectiveness index (CEI) and the largest number of "2030 new riders" of the three options being considered.
- 4/3.1/f
- LRT 3A enhances and promotes multiple economic development projects in the region, including the Opus /Golden Triangle, Basset Creek Valley and Target Field/"Twinsville" area.
- 5/6.1/c
- LRT 3A connects with the proposed intermodal transit station in the North Loop neighborhood, allowing for transfer and through service to the Hiawatha and Central LRT lines, as well as the North Star commuter rail service.

6/2.3/g With regards the alternative alignment proposed for downtown Minneapolis (LRT 3C), the MRCC opposes this option for the following reasons:

- LRT 3C has the highest CEI and the largest capital and operating costs of the proposed alignments.
- 7/6.3/f
- LRT 3C would terminate on 4th Street and does not interline with the Hiawatha LRT. This is problematic for commuters transferring to the Hiawatha line and access to the existing transit maintenance facility.

10283

- 8/6.3/a • LRT 3C on Nicollet Mall runs contrary to and could prohibit the ability to operate a circular transit service or place vehicle parking on the mall.
- 9/3.1/b • LRT 3C does not support the proposed economic development projects of Basset Creek Valley or Target Field/"Twinsville", and will not provide transfers to or through service at the proposed intermodal station and the North Star commuter rail.

In 2009, the three proposed route alignments will be evaluated and one alignment will be selected for implementation by 2015. This is an aggressive timeframe. The MRCC also supports moving this project forward by securing the necessary state and local funding, as well as government approvals to meet this deadline. The MRCC will continue to be an active participant on the Southwest Policy Advisory Committee and the Southwest Transit Alliance.

Please accept these comments in lieu of the scoping comment form provided in the *Scoping Information Booklet*. Please let me know if you have any questions.

Thank you for the consideration.

Sincerely,



Todd Klingel
President & CEO

cc: Commissioner Peter McLaughlin, Chair – Hennepin County Regional Railroad Authority
Commissioner Gail Dorfman, Chair – Southwest Transitway Policy Advisory Committee

November 5, 2008

Ms. Katie Walker, AICP
 Project Manager, Southwest Transitway
 Hennepin County Housing, Community Works & Transit
 417 North 5th Street, Suite 320
 Minneapolis, MN 55401

Dear Ms. Walker,

As a regional supporting agency of the Southwest Transitway, the Metropolitan Council and Metro Transit are encouraged to see the project proceed to the Draft Environmental Impact Statement (DEIS) phase. **We see this corridor as a strategic step in the development of a regional network of transitways, as called for in the Metropolitan Council's 2030 Transportation Policy Plan. Improving transit is an essential element in ensuring the continued growth and vitality of our metropolitan region.**

1/1/a

The Southwest Transitway will improve mobility, provide reliable, time-competitive transit service, and significantly improve reverse commute options for core city residents while boosting the potential for transit-oriented development. The development of the Southwest Transitway is consistent with the Council's vision for the development of a regional network of transitways that link major destinations and employment areas, facilitate transit-oriented development patterns, and accommodate growth in a flexible, connected and efficient manner.

2/5.2/a

3/1.3/b

We are confident that the DEIS will provide the necessary level of analysis and refinement that will allow the locally preferred alternative to achieve the goals outlined in the scoping process. We realize that this process is not an easy one and we encourage Hennepin County to work as closely as possible with the Federal Transportation Administration and with the Metropolitan Council to ensure that the DEIS process follows all federal, state and local rules related to this very important process. To that end, both Metropolitan Council and Metro Transit staff stand ready to offer assistance to the County in the DEIS process.

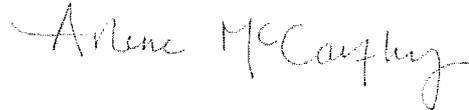
10284

As always, we appreciate Hennepin County's and the Hennepin County Regional Railroad Authority's strong and consistent advocacy of transit as a key feature in moving our metropolitan area towards a sustainable transportation future.

Sincerely,



Brian J. Lamb
General Manager
Metro Transit



Arlene McCarthy
Director
Metropolitan Transportation Services

C: Peter Bell
Tom Weaver
Vince Pellegrin
Julie Johanson
Mark Fuhrmann
John Levin
Tom Thorstenson
Amy Vennewitz



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

10285

NOV 06 2008

REPLY TO THE ATTENTION OF

E-19J

Marisol Simon
Regional Administrator, Region 5
Federal Transit Administration
200 West Adams Street, Suite 2410
Chicago, IL 60604

RE: Scoping Comments on the Notice of Intent to Prepare an Environmental Impact Statement for the Southwest Transitway Project in Hennepin County, Minnesota

Dear Ms. Simon:

This letter is provided in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. **The U.S. Environmental Protection Agency (EPA) anticipates reviewing the Environmental Impact Statement (EIS) your agency is preparing for the Southwest Transitway Project in Hennepin County, Minnesota. We have reviewed the September 25, 2008, Notice of Intent (NOI) to prepare an EIS, the Green Means Go scoping information booklet, and the Coordination Plan, dated September 2008. We also participated in the October 15, 2008 Interagency Scoping Meeting.**

A Minneapolis southwest public transit corridor has been under consideration since 1980. This corridor is defined and anchored by the two large residential/employment centers of downtown Minneapolis and the southwest Golden Triangle. Following a series of studies and plans, a Southwest Rail Transit Study was begun in 2003, resulting in the publication of the Southwest Transitway Alternatives Analysis in 2007. Although an extensive roadway/expressway system and a significant and successful bus system serves the metropolitan region, including this corridor, three needs are identified as unmet by the available transportation systems. This proposal's purpose and need are to: 1) improve mobility in this congested corridor; 2) develop a competitive rapid transit alternative for public-transit-dependent and transit-choice travelers; and 3) provide reverse commute service, which is currently unavailable for this area.

Alternatives include a NEPA baseline No-Build proposal and a New Starts baseline of Transportation System Management (TSM) modifications combined with enhanced bus service. Three build alternatives are being brought forward, proposing different routes for a light rail transit system comparable to and compatible with the Hiawatha and Central Corridor Lines. All three alternatives would connect to other transit lines at the downtown Minneapolis Intermodal

1/1.3/b

Station, extend southwest through St. Louis Park and Hopkins, and terminate along State Route 5 in Eden Prairie.

2/6.1/c

It is clear from the existing Hiawatha Line and the developing Central Corridor Line, that the metropolitan Minneapolis-St. Paul region is developing a public rapid transit system. Therefore, one purpose for this Southwest Transitway project would seem to be to extend the developing regional rail transit system to this corridor of the metropolitan area and thus provide direct access from this southwest area to the other branches of the rapid transit system. We recommend that the DEIS discuss this concept more directly in the purpose and need.

3/1/a

We would appreciate the opportunity to work with FTA, providing additional, more specific guidance as this project progresses and planning becomes more refined and specific. Based upon the information provided to date, EPA will look for more clarification in the DEIS regarding issues of air quality, water resources, and other impacts including, but not limited to the following:

4/11.1/b

5/4.5/a

Air Quality

- This project must demonstrate transportation conformity with the State Implementation Plan for air quality in the Minneapolis-St. Paul metropolitan region. Air conformity modeling and determinations should be presented in the DEIS using current air quality data and approved methodologies, including for "hot spots" at a number of at-grade crossings with potential to create local congestion pollution. The DEIS should quantify the net air emission consequences for each of the alternatives.

6/4.5/b

- There is a growing awareness of carbon dioxide and other greenhouse gases as they may affect our global climate. While this transit project is anticipated to reduce such emissions from private vehicles, the system may add bus diesel exhaust and electric generation emissions for trains. The DEIS should quantify these emissions and discuss their general impact upon the global climate. It would also be appropriate to consider how climate changes may impact this project.

7/4.5/c

8/4.2/a

Water Resources

- Discussion of avoiding, minimizing and mitigating for impacts to surface waters, wetlands, and floodplain areas affected by the project should be presented in the DEIS, for project construction, maintenance and operational impacts. This should include provisions for the handling of stormwater run-off volumes and pretreatment prior to discharging to natural water resources. -The DEIS should provide specific mitigation details and commitments, including maintenance of such water resource impact mitigations. An adaptive management program for these functions may be appropriate.

Other Impacts

9/6.3/f

-The DEIS should discuss all impacts arising from project ancillary operations, including storage and maintenance facilities, power stations, electric generation and other utilities.

10/2.3/i

-Park and ride stations are indicated in figures provided, but the agency scoping meeting suggested some key station locations may not be able to accommodate much parking. Alternate station locations, use of parking decks, feeder bus networks, and other measures should be considered to enhance rider access and thus optimize ridership so the project purpose and need are

11/2.3/h

met and environmental justice community needs are adequately addressed.

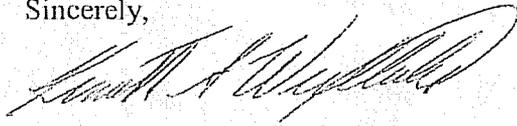
- 12/3.8/x -Environmental justice communities should be defined and identified, including maps. All potential and applicable impacts to these communities should be assessed in the DEIS.
- 13/3.7/b -Considerations for safety issues, including emergency responders, should be discussed.
- 14/4.8/a -Any toxic or hazardous waste sites that might be disturbed by the project should be identified, mapped, and assessed for possible remediation.
- 15/6.2/a -Impacts and contributions to the existing transportation network including freight/industrial, automotive, pedestrian, and bicycle modes should be fully presented in the DEIS.
- 16/6.3/b -Indirect and cumulative impacts should include specific considerations for neighborhoods along the right-of-way, socioeconomic impacts, land use changes as they affect both society and natural resources, invasive species, and other impacts specific to this area.
- 17/9.1/a
- 18/9.1/b
- 19/3.4/a -All historic and cultural resources should be located, mapped, and discussed as to how they might be affected and how these impacts can be mitigated.
- 20/4.6/a -Noise and vibration generators and receptors should be identified, mapped and fully discussed, with minimization and mitigation options evaluated.
- 21/4.7/a

We have agreed to be a participating agency on this project, consistent with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). EPA always retains its NEPA designated role of participating in federal project development of Purpose and Need, alternatives, methods of evaluation, and measures for avoidance, minimization and mitigation of impacts to the human and natural environment. We also retain our independent responsibility to review and comment for the public record on the DEIS. We intend to fully participate in this project concurrent with these designated responsibilities.

Thank you for the opportunity to provide these scoping comments. A hard copy of the project Alternatives Analysis published in 2007 would be appreciated. If you have any questions on our comments, please contact myself or Norm West, by phone at (312) 353-5692 or by e-mail at west.norman@epa.gov.

22/11.1/d

Sincerely,



Kenneth A. Westlake, Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

Cc: Ms. Katie Walker
Transit Project Manager
Hennepin County Housing, Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, Minnesota 55401



State Historic Preservation Office

November 7, 2008

Ms. Katie Walker
 Transit Project Manager
 Hennepin County Community Works & Transit
 417 North 5th Street, Suite 320
 Minneapolis, MN 55401-1362

Re: Southwest Transitway Project
 Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park & downtown Minneapolis
 Hennepin County
 SHPO Number: 2009-0080

Dear Ms. Walker:

Thank you for your notification of the initiation of the environmental planning process for the Southwest Transitway Project.

1/1.3/b

We look forward to working with the Federal Transit Administration and the Hennepin County Railroad Authority in reviewing this project under Section 106 of the National Historic Preservation Act (36CFR800).

2/3.4/b

In carrying out the provisions of this review, we would urge that the efforts to identify and evaluate historic properties be carried out at an early stage in the planning process. As various stakeholders become involved in aspects of project planning, it is crucial that information on the location and nature of historic properties in the project area is available. Then, historic properties can be taken into account as planning decisions are made. Adverse effects are more easily avoided, and opportunities to incorporate historic properties into the overall project scheme may be facilitated.

You can contact our office at 651-259-3456.

Sincerely,

A handwritten signature in cursive script that reads 'Kelly Hagg Johnson'.

Dennis A. Gimmestad
 Government Programs & Compliance Officer

cc: Jack Byers, Minneapolis Heritage Preservation Commission
 John Gertz, Eden Prairie Heritage Preservation Commission

To Whom It May Concern:

1/2.3/e

2/2.3/f

3/3.1/b

The Redevelopment Oversight Committee (ROC) for the Bassett Creek Valley strongly supports the Kenilworth alignment of the SW LRT. The Kenilworth alignment has the potential to substantially advance development in a community that has tremendous opportunity given its proximity to downtown Minneapolis. Bassett Creek Valley has been isolated for nearly a century of decision-making: the Kenilworth alignment is necessary to ensure a successful redevelopment that will provide living-wage jobs, quality affordable housing, an increase in businesses that serve the surrounding community, and an improved natural environment.

4/3.8/b

The widely accepted and respected report coming from a joint project of Twin Cities Greater United Way and the Itasca Project - Close the Gap: A Business Response to Our Region's Growing Disparities cites The Brookings Institute report, Mind the Gap, that details the alarming facts about the socioeconomic disparities in our region. **It is our opinion that similar socioeconomic disparities that exist in and around Bassett Creek Valley would improve significantly with the Kenilworth alignment by connecting our people and commerce.** We believe that Hennepin County should act aggressively to address these disparities by approving the Kenilworth alignment as addressing these disparities is, per the above referenced report, "not only the right thing to do – it is also the smart thing to do."

The following are a list of basic points to consider in evaluating proposed routes:

5/1.5/d

Proposed development on Linden Yards and the Impound Lot are likely to generate approximately 6,000 – 8,000 employees and 800-900 households upon completion of proposed development. These increases in employment and housing were not taken into consideration in the current estimated ride ship numbers as the small area plan for Bassett Creek Valley was not approved at the time of the initial survey.

The county owns most of the land through the Kenilworth alignment making it the most economic alternative.

Affordable housing viability in Bassett Creek Valley is improved by providing cost-effective and readily available transit options for lower income area residents.

6/3.1/f

Employers will find Bassett Creek Valley an ideal area to locate by virtue of the labor force in the area and connections to potential employees in the SW metro area; connections to the Hiawatha Line to the airport and MOA; connections to the Central Corridor LRT to St. Paul; and the Northstar commuter line – all of which lines are not readily accessible via the Uptown alignment. Furthermore, the Kenilworth alignment is a much faster route into downtown Minneapolis.

Improved connections for area residents to employment centers all along the SW LRT; the Hiawatha Line; the Central Corridor LRT; and Northstar commuter line.

Improved Regional access to Bryn Mawr Meadows Athletic Fields/Brywn Mawr Commons; Dunwoody Institute; Minneapolis Community and Technical College\

(MCTC); Metro State University; the Walker Art Center; and Parade Stadium.

The SW LRT has the potential to build a strong and connected regional economy. The Kenilworth alignment is best situated to ensure that the public investment benefits the most people and especially those in need.

Bassett Creek Valley Redevelopment Oversight Committee (“ROC”)



10288

October 14, 2008

Ms. Katie Walker, AICP
Transit Project Manager
Hennepin County Housing, Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

RE: Scoping for the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project

Dear Ms. Walker,

The City of St. Louis Park supports the work of the HCRRA and the development of LRT within the Southwest corridor at the earliest possible date. Improved transit service in the region and Hennepin County and, especially LRT in the Southwest corridor, is vital to future health and prosperity of our area. We applaud the County's leadership and steadfast commitment to bringing LRT service to Southwest Hennepin County.

1/1/a

A project of this magnitude and importance deserves careful planning and evaluation at each step of the process. We look forward to eagerly participating in the Draft Environmental Impact Statement (DEIS) process for the Southwest Transitway. We expect that a careful analysis of the potential impacts will be prepared; and, that potential mitigating measures (and necessary funding) to address any negative impacts will be identified for the corridor.

For St. Louis Park the potential impacts of the Southwest Transitway Project extend beyond the immediate Southwest Corridor itself. They include impacts associated with the potential relocation of freight rail from the trail corridor south of TH7 to the Canadian Pacific (CP) and Burlington Northern Santa Fe (BNSF) rail alignments which pass through the heart of St. Louis Park's residential areas. While we have issues that we have listed below that concern the proposed transitway itself, we especially ask that you make sure issues associated with the potentially rerouted freight rail are completely and comprehensively addressed.

2/6.3/b

Rerouted freight rail traffic is a big change with the potential to negatively affect many residents and businesses. It is an important issue that the community has anticipated for many years. In 1997 the City of St. Louis Park initiated the Railroad Task Force to study the impact of freight rail traffic on our community and the impact on our neighborhoods if freight rail would be rerouted from its

Ms. Katie Walker, AICP

Page 2

October 14, 2008

3/1.3/d

present tracks along Highway 7/25 to the north-south tracks in St. Louis Park. Such diversion would add significant train traffic to our neighborhoods, which include many homes within 50 ft. of the tracks, sometimes even closer. It would also result in a substantial increase of freight rail traffic immediately adjacent to St. Louis Park High School, and would significantly interfere with vehicle traffic on many already-congested streets, including Excelsior Blvd.

The Task Force expressed a strong preference that freight rail traffic not be rerouted through St. Louis Park, but acknowledged that such rerouting maybe necessary. It reached consensus on principles that should guide the relocation. St. Louis Park requests that the DEIS also use these principles to guide its evaluation of the impacts of the freight rail rerouting and the design of mitigating measures. The principles are:

- Rail traffic should run smoothly, entering and leaving St. Louis Park as efficiently and safely as possible;
- No de-coupling or switching of rail cars should take place in St. Louis Park;
- Noise, vibration, and other adverse impacts on adjacent neighborhoods must be minimized to the extent feasible;
- Safety of at-grade rail/street intersections must be improved for pedestrians, motorists and bicyclists;
- Freight rail traffic coming from the west or east must be split, with half diverted north and half south along the CP tracks

Funding must be made available to accomplish these principles, as part of the development of the SWLRT.

The City of St. Louis Park (SLP) submits the following comments and requests several items be included into the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project.

Elimination of Current "Bottleneck"

Two of the potential SWLRT routes (# 1A and 3A) would include a short segment (less than ¼ mile) near W. Lake St. where freight trains currently travel, that is currently too narrow to accommodate the SWLRT parallel to the existing freight rail tracks and bike trail. If either of these routes is selected and the narrow "bottleneck" is not widened or other steps are not taken to accommodate all three modes of transportation, the freight rail would have to be diverted elsewhere. Due to the scarcity of north-south tracks within Hennepin County, that diversion could likely be through St. Louis Park, on the Canadian Pacific and Burlington Northern Santa Fe rail alignments.

10288

Ms. Katie Walker, AICP

Page 3

October 14, 2008

St. Louis Park recognizes that the costs and regulatory requirements necessary to implement the mitigation measures associated with freight rail diversion (please see below) will be significant. We therefore urge that the DEIS fully explore the feasibility and costs of alternatives that would eliminate the diversion of freight rail traffic through St. Louis Park.

We request consideration of the following alternatives:

- Purchase sufficient right-of-way adjacent to the "bottleneck" near W Lake St. to accommodate SWLRT, freight rail, and the bike trail.
- Reroute or elevate the bike trail to permit SWLRT and freight rail within the "bottleneck" at West Lake Street.

The costs of one or more of these alternatives, if adopted, likely could be significantly cheaper than the costs of mitigation for freight rail relocation, and would eliminate the extensive disruption to St. Louis Park neighborhoods that would be caused by freight rail diversion.

DEIS study requirements – Freight Rail Rerouting

Freight rail relocation would result in a major increase in freight traffic in residential neighborhoods within St. Louis Park, and many impacts need to be evaluated with the DEIS prior to any decision to affect this potential change. St. Louis Park requests that Hennepin County Regional Rail Authority (HCRA) address and mitigate impacts on neighbors and neighborhoods adjacent to the CP and BNSF railways in the event that the freight rail is rerouted. The following items need to be evaluated as part of the DEIS process:

- Determine the amount of increased rail traffic that would occur from rerouting trains to the north and east.
- Analyze the need for upgraded tracks and railroad bridges to permit trains to safely and efficiently travel through St. Louis Park.
- Assess the noise, vibration, visual and aesthetic impacts on residences and businesses and determine how to mitigate, in consultation with adjacent neighbors and businesses them.
- Evaluate the specific impacts on St. Louis Park High School with regard to traffic, pedestrian crossings, noise impacts, and the disruption to the learning process from additional rail traffic.
- Evaluate all at-grade rail/street intersections to be improved for the safety of pedestrians, motorists and bicyclists, including the need for signalized crossings. Evaluate using the proper railroad protective devices and the increased noise from additional train traffic.
- Evaluate noise walls, landscaped berms, soundproofing insulation and/or other measures to mitigate negative impacts of rail traffic on the many hundreds of homes and the St. Louis Park Senior High School that are located immediately adjacent to the freight rail tracks.

Ms. Katie Walker, AICP

Page 4

October 14, 2008

- Determine if there is a need to purchase more property to accommodate and mitigate the impacts of more rail traffic. Consider purchase of adjacent homes within the usual and customary distance to the rail lines, to create a green buffer for other nearby homes and to provide adequate space to construct noise barriers.
- Evaluate the impacts of building two new bridge connections at the Golden Auto site and an additional rail interconnection at the "iron triangle" site (which must be done prior to the rerouting of any rail traffic).
- Consider that Three Rivers Park District is conducting a feasibility study for a north-south bike/walking trail. Any freight rail diversion should be examined for issues concerning mitigation with trail location, construction, and usage, including the safety impacts of these two adjacent uses.
- Consider the extent which freight rail cars contain hazardous substances as they travel through St. Louis Park, and the impact on our community of any potential derailment.
- Assess elimination of the rail "wye" in the Elmwood/Oxford neighborhood, on which trains are backed up, de-coupled and reconfigured. This is a lengthy and noisy process that adversely affects the neighborhood all hours of the day and night.
- Evaluate the possibility of moving the current rail switching and blocking operations (which occur in SLP, Hopkins, and Minnetonka) to Glencoe.

The potential diversion of freight rail traffic through St. Louis Park would not be necessary but for the potential construction of the SWLRT along Route Nos. 1A or 3A and the potential decision by HCRRA to decline to fix the "bottleneck". Absent such decisions, freight rail traffic could continue indefinitely on its present alignment through the Kenilworth corridor. We believe it is critical that funding be made available to evaluate these impacts on St. Louis Park, as part of the development of the SWLRT. Additionally, the costs of these required measures must be considered, and be transparent to the public, as an integral element of the overall costs of Route Nos. 1A and 3A, when the final route is selected.

DEIS Study Requirements – Additional Transit Impacts

There are a number of issues that need additional attention beyond the typical required DEIS items, due to associated transportation issues. To address these issues, St. Louis Park requests that HCRRA address the following items to be evaluated as part of the DEIS process:

- Address the need to grade separate the light rail line and trail at both Beltline Boulevard and Wooddale Avenue.
- Evaluate the impacts of access, circulation and traffic issues in the station areas.
- Determine the need for parking in the station areas, and determine the demand versus supply and the spillover impacts to neighborhoods.

10288

Ms. Katie Walker, AICP
Page 5
October 14, 2008

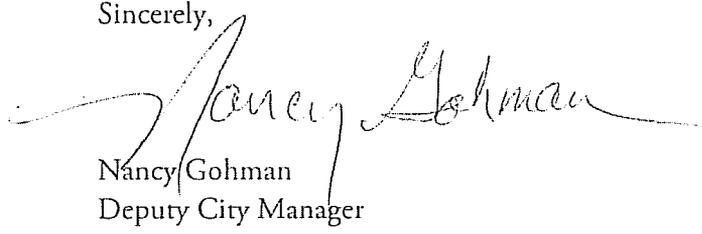
- Determine the need for a circulating feeder bus system to serve the transit stations; and resolve how that will be provided.

Conclusion

The full costs of rerouting freight rail traffic through St. Louis Park must be evaluated as part of route selection for SWLRT. The above suggests the types of improvements which will be necessary, and which require analysis as part of the DEIS process. We expect that these issues would be reviewed as part of this process and it is our request that the DEIS process incorporate all of our concerns as listed above. We additionally request that the DEIS process include at least one meeting within St. Louis Park to discuss these unique issues.

Thank you for your attention to these concerns.

Sincerely,



Nancy Gohman
Deputy City Manager

- CC: Mayor Jeff Jacobs
Councilmember John Basill
Councilmember C. Paul Carver
Councilmember Phil Finkelstein
Councilmember Paul Omodt
Councilmember Loran Paprocki
Councilmember Sue Sanger
City Manager Tom Harmening
Jim Brimeyer, PAC Member
Lisa Miller, CAC Member
Bob Tift, CAC Member
Bill James, CAC Member
Shawn Klein, CAC Member

CIDNA Resolution In Support of the Southwest LRT Route
Serving the Largest Population

1/1/a
2/3.1/e

Whereas Mass Transit projects should, by definition, aspire to serve the greatest possible number of people, and...

Whereas Mass Transit projects in Europe and China have been demonstrated to return rapidly increasing benefits population densities of up to 50 people per acre, and...

Whereas the population density of Minneapolis is less than 10 people per acre, and...

Whereas the 2.5 mile stretch of Kenilworth Corridor and Cedar Lake Park (from Lake Street to north of I-394) is among the least densely populated areas in the entire city (approaching zero people per acre north of Cedar Lake Parkway), and...

Whereas the Cedar-Isles-Dean neighborhood is in the unique position of being impacted in roughly equal measure no matter which of the current Southwest Corridor Light Rail Transit proposals is chosen, therefore...

Be it hereby resolved that the Cedar-Isles-Dean Neighborhood Association (CIDNA) supports the selection of a Southwest Corridor Light Rail Transit routing that serves the greatest possible number of people, and

3/2.3/e
4/2.3/f

Be it further resolved that CIDNA opposes the selection of "Alternative A" (also referred to as the "Kenilworth Alignment") because it is farthest from achieving that goal.

Cecilia E. Johnson
KATE E. JOHNSON
CIDNA BOARD CHAIR

Mattias Dahlquist - official public comment received 10-07-08

- 1/6.2/a
1. In the 3 mile distance between I-394 and the south end of Lake Calhoun there are only 2 roads that cross the Chain of Lakes in the east-west direction - Lake Street and Cedar Lake Parkway. An at-grade LRT crossing at Cedar Lake Parkway with one train in each direction every 7.5 minutes (possibly closing the Parkway as frequently as every 3.75 minutes) will dramatically interfere with one of those two available routes. When studying the impacts of a street/rail intersection here, the DEIS must not only consider the impact to traffic on Cedar Lake Parkway, but also the effect of drivers choosing Lake Street (already a very congested street) as the only nearby alternate route.
 2. The DEIS must consider the dramatically increased amount of traffic on Cedar Lake Parkway and Dean Parkway during the Summer months. The intersection between these Parkways already backs up for several blocks in each direction during Summer afternoon rush hours. Any traffic study conducted between September and May will not capture the full impact of Alternative A LRT traffic on the greatly increased numbers of people who come to enjoy the Chain of Lakes when the weather is favorable.
 - 2/3.5/a
 3. Cedar Lake Parkway is part of the Grand Rounds Scenic Byway - the *only* designated National Scenic Byway located in an urban area. This historic and unique designation must be taken into consideration when studying Alternative A. Choking a Scenic Byway with frequent rail crossings is not consistent with the nature of this asset. This was taken into account with the intersection of the Hiawatha LRT and Minnehaha Parkway resulting in grade separation. Equal consideration is required for Cedar Lake Parkway.
 - 3/6.3/c
 4. The last few years have witnessed a dramatic increase in bicycle commuting in Minneapolis. Despite our unfavorable climate during much of the year, we are now ranked second in the nation in the percentage of our residents commuting by bicycle. The narrow Kenilworth corridor just north of Lake Street was not originally designed as a commuter corridor, but through grass-roots efforts has become one of the most heavily used in the city. Squeezing 2 tracks of rail, 2 lanes of bike traffic, and a walking path within a few feet of townhouses and a high-rise apartment building is impractical and possibly dangerous, requiring bikers and riders to share a common and very narrow path. The DEIS must give this great consideration, especially compared to a Greenway corridor that was designed almost 100 years ago with more than sufficient width for rail, bike and walking traffic, and which runs above or below grade to avoid interference with most street-level intersections.
 - 4/4.6/a
 5. According to the FTA noise study guidelines, the closer noise barriers are placed to rail lines the less effective they are. Because of the narrowness of the Kenilworth corridor, there is little room to implement sufficient noise mitigation for those who will live within a few feet of Alternative A LRT tracks. The DEIS must account for necessary noise mitigation for Alternative A even if such mitigation will have a negative impact on the Cost Effectiveness Index for this alignment.

**Kenwood Isles Area Association
September 8, 2008**

**Resolution supporting light rail transit for the long-term
best interests of the City of Minneapolis.**

- 1/1/a Whereas the Kenwood Isles Area Association (KIAA) supports public transportation, including light rail, for the city of Minneapolis and the Metropolitan region; and
- 2/9.1/b Whereas the proposed Southwest LRT ("LRT") represents a significant investment in public infrastructure that will serve the area for the next 50 to 100 years; and
- 3/3.1/f Whereas KIAA believes that in addition to providing economic stimulus and transportation services for fast growing suburbs, such an investment should also consider in equal weight the usage and the long-term best interests of Minneapolis residents, neighborhoods, businesses, and regional amenities; and
- 4/6.1/c Whereas KIAA believes that such benefits as interlining the LRT with the Hiawatha Line should not outweigh the benefits of serving the usage and long-term best interests of Minneapolis constituents; and
- 5/6.3/c Whereas the LRT in the Kenilworth Corridor would have an adverse environmental impact on the unique urban green space along the Kenilworth Trail, currently used by recreational bikers, skaters, runners, walkers, bike commuters, children, families, domestic animals, and wildlife; and
- 6/3.2/a Whereas many residences in the Kenwood-Isles Neighborhood abut or are located very close to the Kenilworth Corridor and the LRT would have an adverse environmental impact on these homes and negatively impact the quality of life in these homes; and
- 7/4.3/a Whereas the LRT in the Kenilworth Corridor would have an adverse environmental impact on parts of Cedar Lake Park and its wildlife habitat, and would impede access to the Park by the public, including neighborhood residents; and
- 8/3.5/a
- 9/6.2/a Whereas Cedar Lake Parkway, a National Scenic Byway, is an important traffic artery for area residents, and LRT in the Kenilworth Corridor would cause adverse traffic flow impacts at that intersection and through Kenwood streets; and
- 10/2.3/j Whereas there is precedent in Minneapolis for mitigation of rail traffic impacts (e.g., a 22-foot deep trench crossed by 28 street bridges along a corridor now used as the Midtown Greenway, and a tunnel under the Minneapolis-St. Paul International Airport built for the Hiawatha LRT line); and

Whereas whichever alignment is chosen for the LRT, KIAA residents currently have limited access to public transportation and such needs must be addressed through more inclusive public transportation policies;

12/2.3/g

Therefore, be it resolved that the KIAA supports the thorough and balanced examination of the proposed LRT alignments 3C and Option E in view of serving Minneapolis residents, neighborhoods, employers, businesses, and regional amenities; and

13/1.3/d

Be it further resolved that KIAA supports an in-depth study, before the Southwest LRT alignment preference is chosen, to determine whether the needs of the proposed Basset Creek Valley Redevelopment District can be served by the proposed Bottineau Line currently under consideration by Hennepin County; and

14/2.3/e

Be it further resolved that if the Kenilworth Corridor alignment is selected for the LRT, KIAA expects to work closely with Hennepin County and the City of Minneapolis to design plans that include real and substantial mitigation and betterments that will be acceptable to the Kenwood neighborhood. Until such plans have been developed, KIAA opposes the LRT in the Kenilworth Corridor; and

15/2.3/f

16/3.5/b

Be it further resolved that KIAA supports LRT design measures that enhance rather than degrade the neighborhoods, parks, and green spaces along any selected alignment, including alignments 3C or E; and

17/3.1/a

Be it further resolved that KIAA strongly urges Hennepin County and the City of Minneapolis to take all possible measures to identify and secure funding to pay for design measures considered "betterments" by agencies outside of our community regardless of which alignment is chosen. Design measures significantly above the minimum required mitigation in certain areas are justified by the disproportional environmental impact to residential and green spaces compared to the more commercial areas along the line.

**GREATER MINNEAPOLIS BUILDING OWNERS
AND MANAGERS ASSOCIATION (BOMA)**

**Position on Southwest Corridor LRT Route Options
For Entering Downtown Minneapolis**

- 1/2.3/e
2/2.3/f
- Greater Minneapolis BOMA supports the Kenilworth Corridor option for entering downtown Minneapolis because it would:
- Provide the most direct transit service to downtown for the heavy commuter ridership expected from southwest suburban area;
 - Promote major economic development projects planned for the Bassett Creek Valley and Target Field ballpark/ "Twinsville" area
 - Connect at North Loop Transit Hub allowing for easy transfer to and/ or through-service to Hiawatha and Central Corridor LRT and North Star Commuter Rail;
 - Allow use of existing infrastructure at Transit Hub, 5th Street rail corridor and Hiawatha maintenance facility.
- 3/3.1/b
- 4/6.1/c
- 5/6.3/f
- 6/2.3/g
- We specifically oppose Southwest Corridor entering downtown Minneapolis on Nicollet Mall for the following additional reasons.
- 7/6.2/a
- Downtown street capacity is under stress. This route takes down an important additional street for rail service while capacity to handle it exists on 5th Street.
- 8/2.3/h
- Rail service on Nicollet Mall would only have three downtown stops – at 12th, 8th and 4th streets – and be counterproductive to the longstanding goal of providing high quality circulator service on the Mall.
- 9/6.3/e
- Service would dead-end at 4th Street with no opportunity for through routing to other lines or access to the existing maintenance facility.
 - After rebuilding Marquette and 2nd Avenue with double bus lanes, 1/3 of busses now on Nicollet (all rush hour express) will be relocated to those streets and, according to the *Access Minneapolis* plan, those remaining will provide circulator quality service (i.e. clean, quiet Hybrids, carefully timed intervals and a free ride within downtown). If replaced by LRT, this amenity is lost and the remaining 2/3 of those busses would be shifted to other congested streets.
- 10/6.1/b
- 11/2.3/j
- Minneapolis has studied feasibility of Streetcars to replace local bus service on key arterial routes including those entering downtown on Nicollet Mall, and that would be precluded under this concept.

Kent D. Warden, RPA
Executive Director
612-338-8627
kw@bomampls.org

October 2008

From: Jeanette Colby <jmcolby@earthlink.net>

10293

To: Tracy Nordstrom <tnordstrom@minneapolisparcs.org>

Cc: Art Higinbotham <ahiginbotham@msn.com>; George Puzak <greenparks@comcast.net>; John Gurban <jgurban@minneapolisparcs.org>; tnorczyk@minneapolisparcs.org; Lisa Goodman <Lisa.Goodman@ci.minneapolis.mn.us>; Pat Scott <pscott01@hotmail.com>; Brian Willette - CLPA <bjwillette@hotmail.com>; Keith Prussing <keith@drkeithprussing.net>

Sent: Wednesday, October 8, 2008 6:19:06 PM

Subject: SW LRT Scoping Period Ends 11/7

Dear Tracy,

I'm wondering if, in your role as Park Board Commissioner, you've had a chance to investigate Hennepin County's proposal to put LRT on the Kenilworth trail?

You probably know that the county is currently conducting a \$2.5 million Draft Environmental Impact Statement. The "scoping period," in which the issues to be studied are determined, is now open and runs through November 7th. This would be the time for the Minneapolis Park Board to submit concerns about potential impacts to parks and people's park experiences.

Apparently, if specific potential environmental impact issues don't get submitted at this time, it is much (MUCH) harder to raise them later.

I understand that Tom Nordyke is planning to meet with Art Higinbotham, chairperson of the CIDNA neighborhood, on October 23rd. I think they may discuss the Park Board's participation in the scoping process.

You and Commissioner Nordyke would certainly identify additional issues, but it seems to me that there are four major areas of Park Board concern in this matter:

1/2.3/f

1) Cedar Lake Parkway:=2

2/6.2/a

0 A National Scenic Byway, a light rail train would cross at the Kenilworth Trail every 7.5 minutes in each direction. This would affect traffic flow, air quality, ambient noise (clanging crossing bells), and people's experience of Cedar South Beach.

3/4.5/b

4/4.6/a

2) The Kenilworth Channel: LRT would require a new bridge over the channel between Lake of the Isles and Cedar Lake, and fast trains would cross this bridge every few minutes. As you know, this would completely change the serene experience of going through the channel in canoes, kayaks, or on cross-country skis.

5/3.5/b

3) Cedar Lake Park: The LRT would run next to Cedar Lake Park, a park that was established and maintained through thousands of hours of volunteer work over the last 20 years. A stop is proposed at 21st

10293

Street, near Hidden Beach that the Park Board has worked so hard and effectively to improve.

6/4.2/a

4) **Water Quality** of Cedar Lake and Lake of the Isles: The LRT would expand the impervious surface area along the Kenilworth Trail. I wonder if this would **degrade the water quality in nearby lakes**.

Thank you, Tracy, for taking some of your valuable time to consider this issue. The Chain of Lakes is such a jewel in our city and region. Your positive and committed advocacy is truly appreciated.

Jeanette Colby

2218 Sheridan Ave S

Minneapolis, MN 55405

612-339-8418

-----Original Message-----

From: ruthjones <ruthjones@prodigy.net>
To: david Klopp <david@sofasandchairs.com>; dann.topoluk@state.mn.us;
mcpersonjim@bhi.com; meredith montgomery <mmont@scc.net>; Neil Trembley
<ntrembley@datarecognitioncorp.com>; keith prussing
<keith@drkeithprussing.net>
Cc: Tracy Nordstrom <tracy@tracynordstrom.com>; Tom Nordyke
<nordyketom@aol.com>; Gail Dorfman <Gail.Dorfman@co.hennepin.mn.us>
Sent: Fri, 10 Oct 2008 8:51 am
Subject: Re: Appeal to Park Board Commissioners for help re: LRT
Scoping Period Ends 11/7

Dear Jeanette and CLPA people:

1/3.2/a

Thanks to Jeanette for her beautifully done e-mail, setting forth the main quality-of-life concerns re: LRT running through the Southwest Corridor, a sensitive environmental area!

I hope that the Park Board will buy into the seriousness of the need of CIDNA, CLPA, and other local organizations and individuals for their help and support in connection with providing LRT planners with testimony about our collective concerns in advance of the November 7th, 2008 "scoping deadline".

Regarding concentrated efforts to give this more "press" as we come to this crucial deadline, I know it couldn't not help.

Ruth
612-926-1377

----- Forwarded Message -----

Southwest Transitway Scoping Meeting – October 7, 2008 – Hennepin County Government Center –
3:02pm

1/2.3/e JEANETTE COLBY: Thank you. Thank you, Mr. Chair and Commissioners for giving me the opportunity to present today. I just have a couple things to say. I'm Jeanette Colby, I'm a board member with the Kenwood Isles Area Association, which is the neighborhood association in Kenwood. And I, on September 8th KIAA passed a resolution relating to this, the Southwest LRT. But before I present a brief synopsis of that, I'd like to just say that I hope you won't spend too much resources, or too many resources on studying option 1A because the representatives from Minnetonka and Eden Prairie have made it very clear that they will veto that one. So they, it's, they have park land there that's in the Hennepin County corridor that they, it's not park land, it's green space, that they appreciate and they also feel that economic development opportunities there won't be, there won't be economic development opportunities there.

2/1/a So the Kenwood Isles Area Association passed a resolution supporting light rail transit for the long-term best interests of Minneapolis on September 8, 2008. And a couple key points. Kenwood, KIAA believes that in addition to providing economic stimulus and transportation services for our wonderful fast growing suburbs of Hennepin County, we also need to consider an equal way end usage, the long-term best interest of Minneapolis residents, neighborhoods, businesses and regional amenities.

3/3.5/c The LRT in Kenilworth corridor would have an adverse environmental impact on the unique urban green space along Kenilworth Trail, currently used by many, many people, not just Kenwood residents, but it's very well used. In other words, this is functionally a park land right now, the Kenilworth corridor, and it's sort of an extension of Cedar Lake Park. And it's a little like the county owned land on the south end of the route.

4/2.3/g So KIAA says be it resolved therefore that the KIAA supports the thorough and balanced examination of the proposed LRT alignments 3C and option E which you will hear presented later in view of serving Minneapolis residents, neighborhoods, employers, businesses and regional amenities. And be it further resolved that if the Kenilworth corridor alignment is selected for the LRT, KIAA expects to work closely with Hennepin County and the City of Minneapolis to design plans that include real and substantial mitigation and betterments that will be acceptable to the Kenwood neighborhood. Until such plans have been developed KIAA opposes the LRT in the Kenilworth corridor.

5/2.3/f And be it further resolved that KIAA supports LRT's design measures that enhance rather than degrades the neighborhoods, parks and green spaces along any selected alignment, including alignments 3C or option E. And I, I offered a full copy of the resolution to each of the commissioners, and I thank you very much for taking a look at it.

COMMISSIONER McLAUGHLIN: Thank you very much. Next witness is Rick Collins. Welcome to the committee of the Rail Authority.

RICK COLLINS: Thank you, Mr. Chair, Commissioners. My name again is Rick Collins, I'm vice president of development for Ryan Companies. And I'm here to speak in support of alignment A, whether 1A or 3A. You have in front of you a two-page, actually it's now making its way down to you, a two-page set of exhibits prepared by Ryan Companies and our development team about a proposed development on which we have been working in the Bassett Creek Valley area for some five years.

1/3.1/b

We have been working with both the Harrison and Bryn Mawr neighborhoods through your joint powers committee called the Redevelopment Oversight Committee on a master plan for the 230 acres that is on the first page that's in front of you. Within that 230-acre site on the second page you will see represented Ryan's proposed redevelopment of what today is known as the Linden Yards and impound lot areas in the City of Minneapolis. That totals some 56 areas.

2/3.1/e

Our proposal includes approximately 1.5 million square feet of office space and between 800 and 900 housing units that collectively will bring between 6 and 8,000 new employees and approximately 2,000 new residents to the Bassett Creek Valley which would be served by routes 1A or 3A. It's important to note that none of those proposed numbers were included in ridership estimates on this corridor up to this point in time. So this is new information that we're pleased to bring forward.

This development site as you can see by its representation is a very narrow site bounded on the north side of Bryn Mawr Meadows Park and on the south side by Interstate 394. It's very physically constrained and the soils in this area are very porous, very poor soils for development. In order for this development to proceed, significantly improved transit service is critical so that we can reduce the overall count of parking spaces in the immediate area and proceed with a more urban style development instead of a suburban style office development.

3/2.3/e

So again, speaking on behalf of Ryan Companies and our proposed redevelopment, we support routes 1A or 3A. Thank you.

4/2.3/f

COMMISSIONER McLAUGHLIN: Thank you very much. Thank you for your work. The ROC did a lot of work over many, many years, so congratulations. Mathew Dawlquist is next.

MATHEW DAWLQUIST: Thank you, Commissioners and Mr. Chair, for allowing me the opportunity to address you today. My name is Mathew Dawlquist. I am a board member of the Cedar Isles Dean Neighborhood Association, also a board member of the Midtown Greenway Coalition, but I'm speaking to you today as a private citizen with several concerns that I believe that the environmental impact study phase needs to take into consideration when studying particularly option A routes for the Southwest light rail transit.

1 / 2 . 3 / f
2 / 6 . 2 / a
No.1, in the three-mile distance between Interstate 394 and the south end of Lake Calhoun there are only two roads that cross the chain of lakes in the east, west direction, Lake Street and Cedar Lake Parkway. An at-grade light rail transit at Cedar Lake Parkway with one train in each direction every 7.5 minutest possibly closing this parkway as frequently as every 3.75 minutest will dramatically interfere with one of those two available routes. When studying the impacts of a street rail intersection here the direct environmental impact study must not only consider the impact or traffic on Cedar Lake Parkway itself t but also the effect of drivers choosing Lake Street already a very congested street as the only nearby alternate route.

3 / 6 . 2 / a
No. 2, the DEIS must consider the dramatically increased amount of traffic on Cedar Lake Parkway and Dean Parkway during the summer months. The intersection between these parkways already backs up for several blocks in each direction during summer afternoon rush hours. Any traffic study conducted between September and May will not capture the full impact of alternative A LRT traffic on the greatly increased numbers of people who come to enjoy the chain of lakes when the weather is favorable.

4 / 7 . 1 / b
No. 3, Cedar Lake Parkway is part of the Grand Rounds Scenic Bywayt the only designated national scenic byway located in an urban area. This historic and unique designation must be taken into consideration when studying alternative A. Choking a scenic byway with frequent rail crossings is not consistent with the nature of this asset. This was taken into account with the intersection of the Hiawatha LRT in Minnehaha Parkway resulting in great separation. Equal consideration is required for Cedar Lake Parkway.

5 / 6 . 3 / c
No.4, the last few years have witnessed a dramatic increase in bicycle commuting in Minneapolis. Despite our unfavorable climate during much of the year, we are now ranked second in the nation in the percentage of our residents commuting by bicycle. The narrow Kenilworth corridor just north of Lake Street was not originally designed as a commuter corridor but through grass roots efforts has become one of the most heavily used in the city. Squeezing two tracks of rail, two lanes of bike traffic and a walking path within a few feet of townhouses and a highrise apartment building is impractical and possibly dangerous requiring bikers and riders to share a common and very narrow path. The DEIS must give this great consideration especially compared to a Greenway corridor that was designed almost 100 years ago with more than sufficient width for rail, bike and walking traffic and which above or below grade to avoid interference with most street level intersections.

6 / 4 . 6 / a
And finally, according to FTA noise study guidelines, the closer noise barriers are placed to rail lines, the less effective they are. Because of the narrowness of the Kenilworth corridor, there is little room to implement sufficient noise mitigation for those who will live within a few feet of the alternative A LRT tracks. The DEIS must account for necessary noise mitigation for alternative A even if such mitigation will have a negative impact on the cost effectiveness index for this alignment. Thank you very much.

COMMISSIONER McLAUGHLIN: Thank you very much. John Dewitt. Welcome.

JOHN DEWITT: Thank you, Mr. Chair. I'm John Dewitt. I live at 1531 East River Parkway in Minneapolis. In 1995 Barb Tholman and I funded Transit for Livable Communities, a transit advocacy group, and I served on as board for almost ten years. I served on a citizens advisory committee for the Hiawatha light rail line for six years. Today I am chair of the transit committee in my neighborhood Prospect Park where we're dealing with main issues from the Central corridor light rail line. Today I'm representing the Midtown Greenway Coalition where I'm co-chair of its land use and transportation committee and the Midtown Community Works Partnership where I'm an alternate on the Southwest LRT pack.

Status quo transportation planning today is challenged by petroleum price and availability, global warming, an obesity epidemic and an aging population. This convergence of issues suggests that we can no longer plan as if it were still 1950. We need to start planning for 2050.

The Met Council's draft 2030 transportation policy plan promotes its goal of doubling transit ridership by 2030. But if you factor in population growth that means it will grow transit ridership from 2.3 percent of the trips in our region today to 3.3 percent. A 1 percent increase isn't going to buy us much. **The vitality and economic competitiveness of our region and a rapidly changing world are dependent on a much more robust regional transit network.**

1/1.5/b

We need to focus on building the robust multi-modal regional transportation network based on spine lines linking the central cities to the suburbs with circumferential lines connecting those spine lines, sort of like a spider's web.

2/6.1/a

Nearly ten years ago the Midtown Greenway Coalition proposed a street car line in the Greenway that would serve 16 of the 17 Greenway neighborhoods while connecting the Hiawatha and Southwest LRT lines. **In support of this network alignment the coalition passed a resolution two years ago which reads, "Now therefore be it resolved that the Midtown Greenway Coalition favors a configuration for the Southwest LRT corridor that utilizes the Kenilworth corridor alignment to provide access to downtown Minneapolis in conjunction with the street car line in the Midtown Greenway connecting the Southwest and Hiawatha LRT corridors."**

3/2.3/e

3/2.3/f

A month later the Midtown Community Works Partnership passed a resolution containing the following whereas, "Whereas the MCWP asserts that the superior regional configuration would be a network alignment utilizing a street car line in the Midtown Greenway to link a Southwest LRT line running through the Kenilworth corridor with the Hiawatha line."

4/2.3/j

These two resolutions are supportive of the kind of regional network that we need to implement. Thank you.

COMMISSIONER McLAUGHLIN: Thank *your* Mr. Higgenbotham. Next we have Vida Ditter. Welcome.

VIDA DITTER: Hi. My name is Vida Ditter and I'm from Bryn Mawr and work on the *ROCr* a member of the ROC. And my apologies because I think you're going to hear some of the same things you've heard from the other two before. I should have coordinated. Steve took half my speech and Rick took the other half r so that leaves me hanging here. What I will tell you is a little bit about the ROC for those who haven't heard about it before. It's been going for ten years r it's as a citizens advisory put in place by the city. Some four years ago we started to partner with Ryan Companies because we had no funding of our own and they came on board and helped us find the experts who did all kinds of analysis, storm water, drainage, so on, transportation.

1 / 2 . 3 / f One of the things we found was that the Southwest LRT is absolutely critical to any development that goes on in the Bassett Creek Valley. You have done the ballpark and you know how many pilings you have to put in order to hold the ballpark up. Our soil in the Bassett Creek Valley is equally as poor and therefore very expensive to develop. We don't want to spend what monies we will be able, you know, to bring to the project in putting up parking lots. Wishful thinking.

2 / 4 . 1 / a

It strikes me that this is an opportunity by putting it into an area that's about to develop. This is an opportunity for us to start developing a population that relies more on transit than on private cars and gasoline. And that is what we focused on at the ROC, that the people who will be living in the Bassett Creek Valley either in the affordable housing area or in the market value area hopefully will use that transit because it is so available to them to go to jobs anywhere in the metropolitan area or to come back home to the valley for, for where they live.

3 / 1 . 5 / b We need higher density in the valley, whether it's commercial or residential, and using the LRT will eliminate a lot of wasted space for parking and space that could go towards higher density uses. It is, I can't begin to tell you after ten years of working on nothing but this how critical this stop at Van White will be to hopefully the success of the development in this area. The vision that, that the ROC put on, on their master plan when they presented it to the city was that it's a long-term plan and it hopes to increase the 25 valley's current \$50 million of market value to over \$1 billion, and that it envisions over a 2,000, 3,000 new housing units available to lower income and market rate households of which over 800 to 900 households will be built in phase 1. That's a huge I think asset and I'm looking forward to the City of Minneapolis for the opportunity. Thank you.

4 / 2 . 3 / h

5 / 1 . 5 / a

COMMISSIONER McLAUGHLIN: Thank you very, very much. Mr. Bob Ellingson. I guess I have to call you Representative Ellingson. Welcome.

BOB ELLINGSON: Well, thank you very much, Mr. Chairman. I also was on the Hennepin Parks Board. I served with Dave Dombrowski. And he told me that he talked John Daris on the county board into allowing the use of the light rail corridor as a park trail. And John Daris resisted that because he said if people get used to using it as a trail they're going to resist having light rail on that corridor. My wife grew up on that trail out in Minnetonka and I'm kind of here on her behalf. I am on the Minnetonka City Council. They don't know that I'm here, I'm not representing the Minnetonka City Council. I'll probably get in trouble anyway.

COMMISSIONER DORFMAN: You're on TV, so they may know.

BOB ELLINGSON:

I was also on the committee that selected the light rail route which is now called the Botano route I think. When I lived in Brooklyn Center I was on that committee. And I got Representative Tom Workman to carry a bill that would prevent studying this light rail corridor as a busway because I'm in favor of light rail transit. And I wanted to say two things. One is I wanted to thank you for the work that you've done so far. And Katie Walker has been very patient with me and with everybody in our area and she's doing a terrific job.

The alternatives analysis study that you did was very thorough and very well done and I'm looking forward to the environmental impact statement. I think it's interesting that a lot of people are coming up here and saying they're in favor of this route or they're in favor of that route when I think it's really premature for you to make that decision until you get the results of the environmental impact study.

But most of the people are talking about the Minneapolis end of the route. I'd like to mention just a couple considerations for this environmental impact study at my end of the route. I represent the southeast part of Minnetonka, so both alternatives go through my ward. And this would be a very good system for me because I could get on light rail in Minnetonka, go to my office 'downtown, and then go over to the capitol in St. Paul. I'm afraid by the time you get it built I will have retired.

COMMISSIONER McLAUGHLIN: We're working on that.

BOB ELLINGSON: So I'm very much in favor of whatever you can do to get this done.

COMMISSIONER McLAUGHLIN: Not on your retirement.

BOB ELLINGSON: But anyway, a couple considerations that I think will come up in the environmental impact statement, in the environmental impact study. One is economic development. And obviously the

people in our part of town are in favor of the route that goes through Opus and the Golden Triangle down to Eden Prairie Mall. And I think it's important for several reasons. One is there is that reverse commute because a lot of the job growth in the Twin Cities has occurred in the southwest suburban area.

So people who live in Minneapolis will benefit by having public transportation to go to jobs in the southwest part of Hennepin County.

My wife and I carpool from Minnetonka to downtown and we take the express lane. But I think the reverse commute is about equal, I'm not sure exactly of the numbers, but there's about as many people going out of downtown in the morning as there are going in. So this will help with that.

The other thing is there's more potential for economic development in the Opus area and the Golden Triangle area. But conceptually I think it makes sense to have a destination in the southwest suburban area, in a similar way that we have destinations for the other routes. Downtown Minneapolis is a destination, but on the Hiawatha line there's the airport and the Mall of America, those are job centers, but also places that people actually are going to. And that's the situation that we would have if you go out to Opus and the Golden Triangle.

Then my other concern is environmental. When, when the county built Crosstown 62 the water table dropped in Birch Island Lake and some people think that it's a result of the construction of that highway. So

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I'm concerned when you study light rail it's going to, one of the corridors on the existing right-of-way runs between Glen Lake and Birch Island Lake past the Hennepin County Home School. And I don't really expect it to have, the rail line to have any impact on the water table, but the route also goes through the north end of Shady Oak Lake and it goes through Minnetoga Lake. And you don't -really have, you have a hundred feet of right-of-way, but you don't have a hundred feet of dirt, you've got mostly water in those places. And I just am concerned that we look at the effects on the hydrology of the area, but also the impact on the lakes there.

I do have a preference for which route. I think, like I said, we should wait until we get all the information. But I want to thank you again for the excellent studies that have been done so far.

COMMISSIONER McLAUGHLIN: Thank you

COMMISSIONER McLAUGHLIN: Thank you very much. Next is Steve Faber.

COMMISSIONER DORFMAN: Mr. Chair, while Steve is coming up, I will, I will also add that we're going to be updating ridership numbers to reflect the comp plans that all of the cities have submitted to the Met Council to reflect new development all along these potential routes. So like, like the Bassett Creek one.

STEVE FARBER: Commissioner, Mr. Chair, thank you for the opportunity to speak this afternoon. My name is Steve Faber, I own a business that is resident to the Bassett Creek Valley area. I am also Council Member Don Samuels representative to the Redevelopment Oversight Committee, also known as ROC. The Redevelopment Oversight Committee is a citizens advisory committee that was tasked by the City of Minneapolis to improve upon the master plan which the city approved in 2000, to act in an oversight capacity and to try to move that process forward.

It should be known that Bassett Creek Valley is one of the designated growth centers in Minneapolis. These are areas that the city has targeted for revitalization. Bassett Creek Valley is also one of two areas within the City of Minneapolis that are designated as empowerment zones. The northern area of Bassett Creek Valley is occupied by the Harrison neighborhood, the southern area is the Bryn Mawr neighborhood. The northern area of Bassett Creek Valley is one of the, has one of the lowest medium incomes of any of the neighborhoods we have in the City of Minneapolis. It is also gifted as one of our most ethnically diverse neighborhoods in Minneapolis.

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The Kenilworth alignment, I'm here to speak on behalf of and support the Kenilworth alignment. It does a couple of things for the residents in Bassett Creek Valley, many of whom require public transportation to get to jobs. It provides them opportunities to take that alignment into the southwestern part of the seven county metro area and seek employment there. And because the Kenilworth alignment neatly fits in with the Hiawatha line and the Central corridor line, it provides them a broad opportunity of employment possibilities that they can get to in those neighborhoods as well.

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Furthermore, employers that will locate in Bassett Creek Valley will find the Kenilworth alignment very advantageous because as employers what do we need, we need employees to get us from A to Z. They can now get to that area and use public transportation from those three lines that I mentioned, Finally, I think it's, it's very important to note that your t as Rick had mentioned t the original ridership numbers that you had did not include the 56 acres within Bassett Creek Valley that Ryan Companies will be developing. Bassett Creek Valley is 230 acres.

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The master plan that you see that the city approved in 2006 encompasses that entire 230 acres. The City of Minneapolis happens to control it and is working with Ryan Companies as the master developer to do those 56 acres. But there's 174 additional acres that will be developed. Ryan's development will be a catalyst for That, that will bring people into the neighborhood, but there's those 174 additional acres that will be developed that will generate ridership for the Kenilworth alignment as well.

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Finally I'd like to, and I think the protocol is to pass it to the clerk, I have a letter here from the Redevelopment Oversight Committee that supports and strongly backs the Kenilworth alignment. Thank you.

COMMISSIONER McLAUGHLIN: Thank you very much. Next we have Art Higgenbotham. Welcome.

ART HIGGENBOTHAM: It's a pleasure to be able to speak on behalf of the Cedar Isles Dean Neighborhood Association t I'm board chair. I was also a member of the Community Advisory Committee for the southwest area alternatives t and I'm a member of the Minneapolis Civil Rights Commission.

What we'd like to do today is to present an alternative proposal to the A and C proposals which you approved and sent on to the FTA in December of 2006. We want to do this for several reasons. And we're passing out a handout of the entire proposal. I know some of you, Commissioner Koblick, Commissioner Dorfman and Commissioner McLaughlin, have seen this at a previous policy advisory committee meeting. But I will refer you first of all to the next to the last page which is a map for the proposed route.

The map would take us down the Greenway from the West Lake Street station to Park Avenue, turn up Park Avenue to South Tenth Street, then proceed down South Tenth Street and loop around the incinerator in the Twins stadium to interline with the Hiawatha and Central corridor miles. The same thing that the Kenilworth corridor routes will allow.

The reasons we're making this proposal is that we feel that it benefits a larger number of Minneapolis residents, employers and cultural and educational centers than the options that are currently on the table. And we have used the Met Council transportation analysis zones to estimate both the employment levels and the number of residents that would be served. And option E going to a point equal distance from the center of downtown, which is the IDS Center, will serve 56,000 residents within the city. The Kenilworth line only serves 15,000 residents because it goes through rather low density zones in the Kenwood Isles and certain neighborhood areas.

Employee populations. It will serve 109,000 employment opportunities downtown, and that compares with 104,000 with routes 1A and 3A. If the line is considered looping around to the Government Center and other businesses on South Fifth Street, it will serve 188,000, nearly twice as many employees. So we have a five to one ratio on residency, and a two to one ratio on employment.

Included in those, sir, will be a number of businesses on South Tenth Street, but it will also better preserve our park system because the Kenwood corridor, except for the Bassett Creek area, is not really suited for commercial development. It will better serve minorities within the City of Minneapolis, and it does a number of things that the A routes do and that is interlining with the Central corridor and Hiawatha line. And I invite you to take a more detailed look at your leisure. We believe it will generate the best cost effective index of any of the proposals you've seen. Thank you very much Commissioners.

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PEGGY KATCH: I am Peggy Katch.
COMMISSIONER McLAUGHLIN: Welcome.

PEGGY KATCH: My husband asked me to let everybody know that he would have been here if he could, but he was helping me with something instead, so I'm speaking for him, Michael Katch. He speaks to you guys a lot I think. But I wasn't really prepared for this, so please forgive me, I'm clumsy here.

1/2.3/j We believe that option E really surpasses all the other plans by far from every side. Let me start with the Grand Rounds. It's a shame to even think about disturbing the Grand Rounds. The Grand Rounds is a federally designated parkway and provides green space in an urban setting that is literally the envy of the world. I have seen books and books, it just, you know, any, all over the world they've talked about our wonderful parks in Minneapolis. This space was set aside for us more than 100 years ago by Theodore Wirth at the request of world renowned landscape artist Horace Cleveland who had a great impact on a lot of, a lot of our landscape here and really made a big difference in a lot of people's lives.

I think it would be shameful to run a high-speed rail through our little piece of green space every few minutes. It, it's special. This is a city, cities are small. We're not going to get any chance to have more green space. We need to save what we have and be happy with it.

3/2.3/h I think it's also unreasonable to run the LRT through the city without designing it for use really by the residents of the city. Limiting the stops to three is just not a really good idea. Suburbanites and city dwellers both should get to benefit from this great technology we're putting in. Running the transit up to Park through the Greenway would allow all of us to use the amenity much more effectively, it would allow us to mingle more and enjoy each others cultures.

4/2.3/g There are a lot of small businesses on Lake Street that I'm sure would be really happy. And I would like to be able to take it, I call it a train, I'm from Chicago, I'm sorry. I would like to take the LRT to Eden Prairie. I live downtown, I can do that, it will be easy for me no matter which way it goes. But I'd love to be able to stop at Lake Street, to stop in Uptown. And I know my friends that are in Eden Prairie specifically asked me last month for a ride to the Carmel Mall. They would love a train that went straight to the global market. And how much have we already invested in the global market, and it's not doing very well, and partly because there's no parking there, people from the suburbs can't get there, but they would like to. This is a great opportunity. We can't afford to lose it.

5/1.5/a I just think it's also important to think about, you know, we are talking about public dollars and we have neighborhoods in the city that are already existing that are already dense and really it's appropriate to serve the dense neighborhoods we have before we think about creating density somewhere else. We have people who can use the transit, who would like to get around, and that's where we should be looking to put our transit. Thank you.

COMMISSIONER McLAUGHLIN: Thank you very much. Next is Karen Rosar. Welcome.

KAREN ROSAR: Mr. Chair, Commissioners. I'm here, my name is Karen Rosar and I'm here today as a representative of the North Loop Neighborhood Association. I am a board director of that neighborhood association. And I am here to, our, our endorsement has been submitted for the record already but I'm here to read the record.

The North Loop Neighborhood Association voted unanimously to endorse Southwest Transitway alignment A. This alignment follows the Kenilworth corridor into the North Loop neighborhood and it connects to the intermodal transit station in the North Loop neighborhood. The North Loop Neighborhood Association board directors consider alignment A to be the superior alignment. Thank you.

COMMISSIONER McLAUGHLIN: Next we have Nancy Sjoquist . Welcome.

NANCY SJOQUIST: Thank you. I want to thank the commissioners and I applaud the concept of LRT. And I missed the meeting in Uptown, so here I am.

I think it's interesting to note that I've been involved in the planning for the local neighborhoods in Uptown and we've been doing that for about 15 years where we've looked ahead and we've looked at density, we've had some major planning forums that would be the shere that came through, we have the small area plan.

1 / 3 . 1 / c We have if you've been through Uptown lately a lot of development and all that planning is looking towards major density and major development of businesses.

And along with that we are in long standing, we are a transit hub. And I'm just speaking as a citizen involved for all my life in Uptown to say that we welcome the LRT to do, to come through Uptown and connect the dots with the existing lifestyles and business habits of the local people. Thank you.

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COMMISSIONER McLAUGHLIN: Thank you very much. Julie Sabo. Welcome, Senator, if I can still call you that. I don't think you lose that title.

JULIE SABO: Thank you. I wasn't actually planning on testifying today, so I don't have anything prepared specifically. You know, I, I, I guess I'm here to speak as a citizen of Minneapolis. And one of the things that I've heard a lot of in the meetings that I've attended a lot of talk about cost. And what struck me is I haven't heard a lot about the value to the city. And so today I wanted to come and just briefly talk about what LRT can bring to the city, and not just the perimeter of our city but really the central city. And where we do have density we do have economic potential, we do have minority businesses.

You know, it's not very often that we get to look at, at history and thank gosh I wish we could do it differently and have an opportunity to actually do it differently. And I see that opportunity with LRT coming into the city and what we choose to do with it in terms of, of serving the Lake Street corridor with LRT. I, I'm concerned that we are missing a tremendous opportunity in our city to, to serve communities that in the past were bypassed by, by highways and we have an opportunity not to ignore them with LRT. And I know that there's going to be tremendous opportunities in the Bassett Creek Valley. But I know also know that the Botano line has the opportunity to, to serve a lot of the communities that we have in that redevelopment area, the Harrison neighborhood and in neighborhoods to the north that have traditionally been left out of the transportation system a real way. LRT is an opportunity for us to go back and, and have, and have the chance to make a difference for communities that, that previously have been bypassed. And, and I just wanted to make that statement and hope you'll consider the, the corridor. Thank you. The Midtown corridor. Thank you.

COMMISSIONER McLAUGHLIN: Thank you. Thank you very much. Kent Warden is next. Welcome.

KENT WARDEN: Thank you, Mr. Chairman, Commissioners. My name is Kent Warden, I'm executive director of Greater Minneapolis BOMA, which stands for Building Owners and Managers Association representing commercial real estate owners and managers in Minneapolis and throughout Hennepin County, including every community served by this rail line.

1/1/a **We do very strongly support the southwest corridor LRT.** And it's about time. We're very anxious to see it built. My remarks today will be primarily geared toward the two alternatives for entering downtown. And I would give you by way of background that my experience and perspective on this includes having served on the Nicollet Mall implementation board that rebuilt Nicollet Mall in its current configuration about 20 years ago, also on the Hiawatha downtown route steering committee that labored long and hard in arriving at the conclusion that it was best placed on Fifth Street for reasons that I won't get into here today, and also on the access Minneapolis steering committee which as part of a two-year study looked at a very comprehensive plan for the use of downtown streets and strategy for building them. Part of that is going on right now in the UPA grant for rebuilding Marquette and Second with double transit lanes.

I have provided to you, Commissioners, a copy of the summary of this. For benefit of those from the audience if anybody wants, I do have extra copies of that along.

2/2.3/f **Greater Minneapolis BOMA supports the Kenilworth corridor option** for entering downtown Minneapolis because it would, No. 1, provide the most direct transit service to downtown for the heavy commuter ridership expected from the southwest suburban area. **It would promote major economic development projects planned for the Bassett Creek Valley** as well as the ballpark and Twinsville area, great economic development potential in both of those areas of the, the north and west loop.

4/6.1/c **It would also connect the, to the north loop transit hub allowing for easy transfer to and/or through service to Hiawatha and Central corridor LRT and the Northstar commuter rail.** And finally, it would allow for the use of its existing infrastructure at the transit hub, throughout the Fifth Street rail corridor, and directly to the Hiawatha maintenance facility.

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6/6.2/a Most importantly, **we specifically oppose the southwest corridor entering downtown Minneapolis on Nicollet Mall** for the following additional reasons. **Downtown street capacity is under stress** and those who drive it every day certainly can observe that. This route if coming down Nicollet Mall would take an important additional street for rail service while there is additional capacity to handle it on Fifth Street without taking an additional street out of service. Rail service on Nicollet Mall would have only three downtown stops at 12th, Eighth and Fourth Street which would be counterproductive to the long-standing goal of providing high quality circulator service on the Nicollet Mall going all the way back to when the mall was rebuilt in the late '80s.

7/6.1/c **Service would dead end at Fourth Street with no opportunity for through routing to the other lines or access to the existing maintenance facility.**

8/6.1/b **Also, after rebuilding Marquette and Second with the double bus lanes, one-third of the buses now on Nicollet, which would constitute all of the rush hour expresses, would be relocated to Marquette and Second. And according to the accessed Minneapolis plan, those remaining would provide circulator quality service; i.e., clean, quiet hybrids with carefully timed intervals to match up with the rail service on Fifth, and a free ride within downtown. If replaced by LRT on Nicollet Mall this amenity is lost and the retaining two-thirds of those buses would be shifted to already congested streets.**

And then finally, Minneapolis has also studied the feasibility of street cars to replace local bus service on key arterial routes throughout the city. This was part of the access Minneapolis plan as well too. And it would include a very key arterial route entering downtown from both directions on Nicollet Mall. If we put our LRT there that would be precluded. Thank you very much.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

1 / 2 . 3 / i SANDY AHLSTROM: Hi. Thank you for allowing us to all come, it's really gratifying to see all these people turning out. My concern I guess as I was thinking about this, bringing cars to use the facilities of the light rail is if there will be ramps or park and rides. I'm interested in how that's going to be paid for. will drivers be charged, will it depend on where the stations are, where the ramps are located, the park and rides, 2 / 8 . 2 / a will it have something to do with our license, you know, showing what part of the city we live in that we come there or will it just be a general charge. And so I was just reminded when I was thinking about this, reminded of that old Prudential ad that said own a piece of the rock. And I'm just thinking that if drivers are coming to use the transit why not let them help pay for this new way to travel rather than the congested way that drivers travel now, so.

COMMISSIONER McLAUGHLIN: Thank you very much. Next is Aimee Johnson.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Carolyn Bell.

CAROLYN BELL: I will. I'm Carolyn Bell. And/ good evening. I represent myself/ a 40-year Cedar Lake resident. I know you're working hard to accommodate the needs of many different populations. And I will be brief out of respect for others and also because I will be reading my statement. Speed and efficiency are not always our greatest concern for our future. There needs to be some consistency of the policies/ of the Regional Rail Authority as it speeds from Eden Prairie to Minneapolis. In St. Louis Park the favorite corridor moves through commercial and business areas rather than park lands taking into account density of population and employment. In Minneapolis this apparently favored policy is reversed. The Kenilworth corridor moves through park land and residential areas. If the LRT is to show consideration for the urban population it must shift its policy to favoring options 3C or option E which is not yet on your brochure. If the Kenilworth corridor must be selected mitigation is essential. Thank you very much.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Alex Bohman

ALEX BOHMAN: Hi. I'm Alex Bohman. I was, actually I was on the Community Advisory Committee representing the Whittier neighborhood until I moved in August. My house is now down on 40th and Nicollet. So I'm here as a, representing myself tonight. I wanted to mention the fact that when I was doing some research for being on the committee, advisory committee I came across a study, actually a plan that was done by the Met Council around the year 1970 for a network of subways in the Twin Cities metro area. And those subways were obviously never built. I bring it up because at the time that plan was done the population of Eden Prairie was 7,000, about 10, about 10 percent what it is today. So in my opinion if, if, if the plan had been completed we, we wouldn't be sitting here today because there wouldn't be a need for a light rail train for such high capacity mass transit to Eden Prairie. So I guess the, to cut to the chase my point is we can, we can argue, it's important to argue in fact about what the right way, what the right routing for this train is. But the most important thing is that it gets built, that it gets built as quickly as possible and that we're not still talking about what could have been in another 40 years. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Barb Dahlquist.

BARB DAHLQUIST: I'm mainly concerned about the Kenilworth bike route and walking path. I see that right now the railroad is 23-feet wide in the area between Calhoun Townhomes and Cedar Shores. And I understand that we need 30-feet for the light rail. Am I right? Can anybody answer that? That's what I understand. And that cuts down the bike trails so that there isn't...

KATIE WALKER: Two tracks of light rail typically require approximately 30-feet of width. I believe in the area you're referring to the county surveyor shows that the Rail Authority owns 62-feet of width.

BARB DAHLQUIST: The rails are 62-feet?

KATIE WALKER: No, I'm sorry. The Hennepin County Rail Authority owns the land that is owned by the Rail Authority in that section that you're referring to is 62-feet.

COMMISSIONER DORFMAN: That is clearly the tightest place along this alignment.

BARB DAHLQUIST: Okay. Well, what I, I've done the measuring and the bike, 23-feet is from fence to fence what they're using right now, and then another probably 12-inches, and then the bike trail starts. So I don't know how you could --

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COMMISSIONER McLAUGHLIN: I think what we can do, it will be noted and we'll get the surveyors out there and they'll be able to respond specifically to your point that that spot is tight and how we're going to deal with it, that's the purpose.

BARB DAHLQUIST: Yeah, it's just how are we going to still have a bike trail basically.

COMMISSIONER DORFMAN: There's been an absolute commitment all along the corridor to maintain the bike trail .

BARB DAHLQUIST: Okay. Well, thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Matthew Dahlquist.

MATTHEW DAHLQUIST: Hello again, Mr. Chair and Madam Commissioners. Last week I spoke to you in my capacity as a private citizen regarding some mitigation in the Kenilworth alignment. This week I'm here representing the CIDNA board and presenting a resolution that the board unanimously passed last week regarding the selection of route alignment and population.

Whereas mass transit projects should by definition aspire to serve the greatest possible number of people, and whereas mass transit projects in Europe and China have been demonstrated to return rapid increase in benefits to population densities of up to 50 people per acre, and whereas the population density of Minneapolis is less than ten people per acre, and whereas the 2.5 mile stretch of Kenilworth corridor and Cedar Lake Park from Lake Street to north of I-394 is among the least densely populated areas in the entire city approaching zero people per acre north of Cedar Lake Parkway, and whereas the Cedar Isles Dean neighborhood is in the unique position of being the only Minneapolis neighborhood impacted in roughly equal measure no matter which of the current Southwest corridor light rail transit proposals is chosen, therefore be it hereby resolved that the Cedar Isles Dean Neighborhood Association supports the selection of a Southwest corridor of light rail transit routing that serves the greatest possible number of people, and be it further resolved that CIDNA opposes the selection of alternative A, also referred to as the Kenilworth alignment, because it is the farthest from achieving that goal. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Carl Eeman. Welcome.

CARL EEMAN: Thank you for the opportunity. I regret that we are only talking about one rail line instead of an entire grid over the entire Twin Cities area. I have some doubts about this only going from downtown to the suburbs rather than suburb to suburb since most, as it says in the material here, 65 percent of the trips stay suburb to suburb. I am hoping that the, the stations and platforms would either be built with or a design to be retrofitted with solar and photo-opaque cells to provide electricity on the spot to provide lighting like the last gentleman mentioned.

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I also regret that this line will not be operational until 2015, which is six years from now. I'd like to have it yesterday. But I appreciate the work that the, the Hennepin County Railroad Authority has done and the battles that you had to put through against the motor industries and their league of allies. And I also appreciate Mr. McLaughlin's comment about the hundred year decision. I would ask the group to look back to 1950. You could be in Stillwater, Minnesota in 1950 and take a light rail to the far end of west, the western Lake Minnetonka on the thousand mile rail system that was in place. That was in 1950. In 1955 it was all gone. Methodically, deliberately, and judging by the jail terms that were handed out, criminally destroyed by General Motors so that they could sell us buses.

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My question to the Commission and to the Authority is what legal safeguards do you have in place to prevent that from ever happening again. If you're going to abandon a piece of track perhaps you want to have three-fifths of the voters in that municipality approve that rather than just all of you making that decision. Or perhaps we, and I know this will not be popular in this purple area, but perhaps we could use the Green Bay Packer's model of ownership that it's owned by the municipality, a model of ownership that so terrifies the rest of the NFL they have designed bylaws that no one would ever design such an ownership manner again and so the owners can threaten to leave and take unless we get a stadium out of this. But I hope you're willing to play defense while building this rail system. Thank you.

5/8.2/a

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Next is Shelley Fitzmorris.

SHELLEY FITZMORRIS: Thank you. I actually went to the scoping meeting last week in Minneapolis and listened. And I'm here to listen again and, and to dpeak. And over the weekend I, I biked the, the Midway Greenway, I had never done that. Thank you for letting all of us speak here tonight.

I think I'm here mainly to urge and to publicize some consideration of option E. Commissioner Dorfman mentioned that, and I saw in the newspaper today, was encouraged to see that Katie Walker says that that option is not on the table. But unfortunately all this publicity that's going on right now and publication from the Hennepin County Board and the information on the Southwest, Southwest Transitway Web site, you know, don't address that. And so I think that needs to be publicized. And I've seen some really excellent descriptions of that and I would urge that that be put on the Web site so that everybody could evaluate that. And the reason I like that is there has been a lot of talk tonight about the, the pros and cons of Kenilworth versus the Midway. Well, option E I think is a really important alternative to the 3C option. Right now 3C is the only option that allows you to go and serve those greater neighborhoods in Minneapolis. I understand the problems with, you know, going down Nicollet Avenue, a tunnel going under and a, and a light rail going down Nicollet Mall right now just isn't going to work. Option E I understand is derived from an option, it was actually first suggested by Minneapolis Mayor Rybak. And, and he suggested a similar route that went down the Midway and went past Nicollet to Park Avenue, and then north, and then serving those Minneapolis neighborhoods.

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And I, I guess I'll just conclude by just going through the, the five goals that are in, in your brochure that you want to address. And, you know, the first one is improve mobility. Well, we all, I think many of us here support that, we support light rail trail, they all do that. The other options are, you know, or the other goals are protecting the environment. And I believe that option E preserves the greatest amount of green space within the City of Minneapolis and it protects those really valuable parks and lakes and park land to make Minneapolis such a beautiful city to live in and to work in and to commute through. I believe that option E better promotes preserving the quality of life. It will affect fewer residential areas, it will protect those scenic bikeways. And I also have concerns about the Cedar Lake Parkway that is really cutting off those two neighborhoods of Kenwood and Cedar. And so I think that option E helps preserve the chain of lakes atmosphere. I think option E promotes economic development. I live in Minneapolis, I work in the western suburb. I, I love the Minneapolis neighborhoods, I love Uptown, and I'm concerned that it's struggling and that we're losing tenants. And I love Midtown and I love the, I support the Global Market. And the light rail that will bring people to those areas is a plus. And i also am, I'm concerned about our economy, I'm concerned about our employment opportunities. And I support the reverse commute and I support a reverse commute that will address all those people who live in those more densely populated areas of Minneapolis, many of whom are a minority community. And so I thank you for listening to me.

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COMMISSIONER DORFMAN: You know, let me explain that, since many of you have mentioned option E, let me explain why it's not on the Web site and why it's not in the scoping book. During the last phase of study called the alternative analysis we studied 11 possible routes and narrowed it down to three. Option E was not on the table at that time. And so the appropriate place to bring it to the attention and get it studied is through the scoping period. And so it, officially we can't just add things on that haven't gone through that level of analysis. And so that's, that's the only reason. But clearly it's, it's been mentioned and will be studied through this next phase of study.

SHELLEY FITZMORRIS: I appreciate that.

COMMISSIONER DORFMAN: Thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. David Greene.

DAVID GREENE: Good evening My name is David Greene. In addition to my day job as a software engineer, I've been working on transportation and transit issues in the Twin Cities for over five years. I was deeply involved in getting the quarter cent sales tax for transit passed in February. And I did this because I care deeply about my community. I put in 5,000 hours of my own time to help secure the funding for this line and for other lines and will continue to do that up at the legislature so that our whole transit system is funded.

The Southwest corridor is of particular interest to me because it serves my own City of Minneapolis and it also serves the southwest suburban region where I spent my childhood. My parents still live in their house in Hopkins just a short bike ride to the proposed Blake Road station. I'm excited about this project and the chance to transform our community for the better.

I'm here today to comment on the alignment into Minneapolis. **The Southwest Transitway must serve North Minneapolis, and therefore it must be aligned along the Kenilworth corridor.** There are all sorts of good technical reasons for this, existing right-of-way owned by the county, through routing the Central corridor on Hiawatha, the expense of a tunnel under Nicollet, proposed street cars in the greenway, and others to serve Uptown and E Street. All of these are great reasons, but they are not the reasons to prefer the Kenilworth corridor.

This is a racial justice issue. North Minneapolis has been cut off from the rest of the city by I-94 and I-394. I've been working on the Central corridor project for some time trying to get the missing stations east of Sun Lake Avenue constructed by the open line, I'm working to ensure local bus service is not cut when the Central corridor opens. The question in my mind is whether we as a county are really going to tell the minority community that once again we will cut them out of our transportation system. Are we going to tell them that once again a **critical link to jobs and opportunity** will not be serving their communities. If that is the case this project is not transportation, it's amputation. As a person of faith I know that the eye cannot say to the hand I do not need you. I understand the technical analysis that new start projects undergo, I understand the challenges presented by the FTA and CEI, I understand that all too well, but bureaucratic and technocratic details like the CEI can be changed. You will have new presidential administration. It is not so easy to undo the amputation of the community. There's really nothing more to be said, except this. I urge our county commissioners, city officials and partners at the Met Council to think deeply about what these alignment choices mean for those who have been regularly shut out. It must be our top priority to restore our community of wholeness. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Mary Hoopman

MARY HOOPMAN: Thank you very much. My name is Mary Hoopman and I'm a CIDNA resident and I live in Cedar Lake Shores townhouses which are right next to the track in the bottleneck area. And I really won't say much because most people, other people have stated some of my concerns. One of my primary concerns is the crossing at Cedar Lake Parkway. It's, my understanding is at rush hour there would be a train going in each direction every seven and a half minutes. That's every 3.25 minutes that the bells will be dinging, the gates will go down and traffic will come to a dead stop. And while someone said that they hope that would encourage us to find other means of transportation, you can't even get to the bike trail if you live on the other side of the tracks. And every three and a half minutes is really going to stop traffic for many many people. The mitigation that would hopefully be considered for the townhouses, some of which are 20-feet from the track at most, is going to take room. So when which also makes it a less walkable neighborhood. I mean if we're talking the walls or berms or whatever, those are all going to take room. I would really hope if your if it's going to have to be the Kenilworth corridor that there be some you talk about the two tracks, parallel tracks needing 30-feet, you have to add room for mitigation barriers, real consideration given to the trench so that it can go under Cedar Lake Parkway and that that little bitr it's not going to be pleasant to ride bikes there with trains whipping by 2-feet, 3-feet, 4-feet from the bike path every three and a quarter minutes.

The other thing is, I really do feel like the Kenilworth corridor serves primarily the suburban people to get them downtown. And I know Commissioner Dorfman at one meeting you talked about how it's about a three or four-minute time saving for them to get from Eden Prairie downtown on the Kenilworth corridor. I think that's nice for Eden Prairie, but I'm not sure that that corridor serves the greatest density of population for the City of Minneapolis.

And on Page 3 of your brochure you talked about the need to do reverse transportation and get people out there. And I really agree with the people that talked about either the E plan as hitting a very high density part of the city and being able to get people back out to some of the jobs in the suburbs. So thank you very much for your consideration.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008
St. Louis Park City Hall
6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Anders Imboden.

ANDERS IMBODEN: Hi there. My name is Anders Imboden, I come here as an Uptown resident, an Uptown employee, a University student and someone who does commute often to downtown, through downtown, the University of Minnesota. And the question I have for you is if not now, then when. The Uptown alignment needs to occur now. We're talking about a hundred years, and frankly there is no other real alternative on the table for Uptown. Street cars eventually you know, we can go Kenilworth and the city or the county will take care of street cars later and, you know, everything will be hunky-dory. Unfortunately that's not really the case. Street cars don't necessarily exist on a separate right-of-way. Right now the commute from Uptown to downtown can take as long as 20 or 25 minutes on the bus. And if you don't believe me I encourage you to hop on a 6 or a 17 any day of the week during rush hour and try it for yourself. It's pretty miserable. I'm sorry my notes are kind of illegible here. Right. So the ridership. The ridership is there now. Uptown is completely it's a dense neighborhood as well as the Nicollet corridor is also a dense neighborhood. The development is occurring. Take a bike ride down the greenway right now and you'll see yourself. There's projects going up on both sides. There's projects going up on Hennepin. The Calhoun Square redevelopment actually just began the other day they knocked down a building across from my place of work. So I think it's important to consider. Uptown is currently a very dense location and it's going to continue to grow to be more so in the future. And I think that if we don't take this opportunity now with the 3C alignment through Uptown we'll be looking back in 20 or 30 years and saying why some people who couldn't be here this evening, several million of them. And they couldn't be here this evening because they haven't been born yet. But let's think about time. A transit line like this is supposed to be didn't we do it as we sit on the bus or in a car or on a bike waiting for that light to change so that we can go another 6-feet forward toward it. So with that, thank you for your time. And I encourage you to select the 3C alignment.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

1/3.4/b AIMEE JOHNSON: Good evening. I live in the Kenwood neighborhood and I guess I'll be the first to kind of speak out on specific questions rather than raising some general questions. First of all, I'm concerned about the fact that it's a historic neighborhood, very densely populated neighborhood, and if the route does in fact go through the Kenilworth neighborhood this is going to be very close in proximity to historic houses that are a hundred plus years old. There's also a lot of infrastructure issues in the neighborhood and

2/6.2/a I'm concerned about the increased traffic especially as it relates to the safety with children, there's a lot of children in my neighborhood, pets, and then the recreational users of the Kenilworth Trail. I also think that the parks area in general is a protected oasis in the city and running a train through there aesthetically I think just doesn't make any sense.

3/3.7/e
4/3.6/a There's also a lot of traffic congestion as it pertains to getting into and out of the Kenwood neighborhood and Cedar Isles neighborhood, specifically the crossing between Sunset Boulevard and Cedar Lake Parkway where the traffic, the trail crosses down there and there's the Soo Line crossing there too. There's a one-way area into the Cedar, Cedar neighborhood and then across the Burnham bridge into the Kenwood area and traffic already is backed up from the trail and I can't imagine what every seven minute crossings are going to do with the light rail.

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6/4.6/a I also think that the noise and lack of proposed barriers in terms of running so close to houses is an issue, the gate barriers and bells running 20 hours a day with the gates coming down and the bells going off is going to socially impact that neighborhood. I also think that from an economic standpoint it makes more sense to consider the 3C option through Uptown in terms of economic growth from the restaurants in that neighborhood, the condominiums being built in those neighborhoods. The ridership through the Kenwood neighborhood is fixed, those are fixed houses, it's a densely, there's no room for expansion in that neighborhood whereas there is room for expansion In the Uptown if the ridership would go through there.
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8/1.5/b Thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Next we have Scott Kinkend.

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SCOTT KINKEND: Thank you. I wanted to thank you all very much for all of your effort and work on this. It's taken a lot of vision and obviously a lot of hard work. And so I hope at this point we also, with all the hard work that you guys have done to get us to this point is not take the easy route at this time. I mean, when you look at the Kenilworth Trail line, and really it's traveling through the park lands and there's basically you're getting to Bryn Mawr, and then I recently read in the Star & Tribune that there's potential of developers and, and quicker access to the Twins stadium. But I think we've already done enough for the Twins as it is and I don't think we need to give more money to developers either. But I looked at, I've lived in Minneapolis for 20 years. I looked at the Uptown route and I really think that, I urge you to use the vision and hard work to look at the Park Avenue route. Because that would actually connect up, you get close to Abbott Northwestern, Wells Fargo, Honeywell, multiple businesses. Not to mention that it would serve a variety of low income. There's also nursing homes along the Park Avenue route, I mean, there's a much higher density population. I look at the Kenilworth path basically as the quick easy way to get through Minneapolis for the suburbs, and I look at the other route through Uptown as actually serving the Minneapolis community. So I really urge you to look at, you know, look at the vision, look at the effort. It's certainly a more challenging route, the Uptown route, but I really think that in the long-run it will be a much better serve for the community.

COMMISSIONER McLAUGHLIN: Thank you. Michael Louis

SOUTHWEST TRANSITWAY SCOPING MEETING
October 14, 2008
St. Louis Park City Hall
6:15 p.m.

COMMISSIONER McLAUGHLIN: Next is Jennifer Kiss. Welcome.

JENNIFER KISS: Hi. My name is Jennifer Kiss and my husband and I both live in the Birchwood neighborhood over in St. Louis Park. And we are very much in favor of the 3C Greenway. We're both commuters by bike. My husband takes the Cedar Lake Trail, I take the Greenway Trail.

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The Greenway Trail is very much built for a light rail to go right through it, whereas it would very much disturb the Cedar Lake Trail. Right now the Cedar Lake Trail is a very beautiful trail. It's as if you're not even in the cities when you're on that trail. The Kenilworth Park Trail that goes, connects to the Cedar Lake Trail, if you go there any weekend there are tons of families, it's a very highly used trail. To take that out or to try to combine it with a light rail, it's going to be very dangerous for families, it's going to be very dangerous for commuters, and it's going to disrupt a lot of commuters; My husband and I have both been biking to work for four years now. But this year we've seen a huge increase in other commuter bikers. And by trying to put a light rail where there are so many commuters by bike, you're going to be cutting down an alternative mode of transportation in a time that it's really needed.

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Also the fact that 3C goes through Uptown. It's the only option right now that services both Uptown and Minneapolis where you can get to both. And both are very high traffic areas, both have parking issues. The light rail is a great alternative to get to those areas. They're both more populous. They also serve as a great alternative for those, both areas are very high for going out and partying, so light rail is a good option to get people to try and cut down on drunk driving and other crimes.

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As for our neighborhood. Birchwood would be affected if one of the other options than 3C goes into effect. And like a lot of other people have said, you know we're going to be faced with decreased property value, we're going to have a harder time selling our homes if more freight traffic comes through, we're going to have issues with vibrations. And I think the council needs to take into effect how much the cost is going to be to widen certain places if freight comes through, what the cost is going to be to build up walls to reduce sound and noise, how it's going to affect the move up not out program in St. Louis Park because people aren't going to want to invest in their houses if they're not ever going to be able to sell or if / if they're going to have issues of constantly hearing noises or they're going to have structural damage because the freight trains are more frequent. So we are very much in favor of the Greenway Trail.

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COMMISSIONER McLAUGHLIN: Jami or Joe LaPray.

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JAMI LAPRAY: Anyway, I'm very, very much in favor of light rail, but my concern tonight has to do with the freight rail. I live in the Sorenson neighborhood and our house backs up to the railroad tracks that would be affected by the rerouting. But I also work at the high school. And when the trains go by the high

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school, the learning stops for however long it takes the train to go by. Especially in the spring and the fall when we open the windows. Even though the school is air conditioned, the windows often make their way open during the day. And on top of that, I think that the trains would be an attractive hazard to the high school students. McDonald's is across the street and the kids are constantly going back and forth during the school day. Anyone who was ever a high school student, knows a teenager, knows that teenagers make poor choices. And I'm afraid that every train that goes by represents the opportunity for a poor choice that could have deadly consequences. So before you decide to reroute trains through there, think hard about the effect it's going to have on the children of St. Louis Park. Thank you.

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COMMISSIONER McLAUGHLIN: Thank you.

COMMISSIONER DORFMAN: So I thought we, because I remember when my son was at the high school I thought they had closed campus to try to minimize the kids running back and forth from McDonald's. Not successful, huh?

JAMI LAPRAY: Well, it's technically closed, but.

UNIDENTIFIED SPEAKER: Those would be the kids that are attracted to the trains.

COMMISSIONER DORFMAN: Same kids.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Marissa Lasky

MARISSA LASKY: Hi. I didn't plan to speak, but I am from Bryn Mawr and thought the Penn Avenue stop would be so beneficial to me personally. I would have to say that I would support the Uptown route over the Kenilworth. I'm very concerned about the park lands and the, and the historic area. And I'm just very uncomfortable putting the light rail through that area for a myriad of reasons that people have spoken to already. I think that Uptown is underserved and I think it needs to have the light rail in the area. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

MICHAEL LOUIS: Hi. Thank you for taking my comments and holding all these meetings and doing all the work that you have done on it.

COMMISSIONER McLAUGHLIN: Do you want to introduce yourself for the camera just so we know.

MICHAEL LOUIS: Pardon?

COMMISSIONER McLAUGHLIN: Could you just introduce yourself for the camera.

MICHAEL LOUIS: Oh, I'm sorry. My name is Michael Louis. I live in Minnetonka and I work in Eden Prairie. I first became aware of this project when I saw that there's a potential route, the western end of the route through Rolling, where it goes up Rolling Road and Highway 62. And I work very close to where the Highway 5 station would be for that route. I would urge the, urge looking in developing, extending the southern part of the route from Mitchell Road to where Highway 5 would be. I don't know what would go into that, but it would make using this route a lot more convenient for me personally and I know that my company that's growing, that there are other people that are currently using the bike trail to commute in and out of work during the wintertime would appreciate being able to get to that, to their workplace.

As far as locations of the northern route. I hear people talking about both routes, about for and against. And being somebody who lives in the suburbs, I apologize, I don't really know the Kenilworth neighborhood that well, but I'm more familiar with Uptown and for me at that end of the route I would probably be more interested in taking the rail into Uptown, through downtown through that direction. But if there's, if there's going to be good development along the northern, the northern branch of the northern part of the trail, I'm sure there would be wonderful restaurants and places to go to as well. But, and I haven't been to a Twins game in a couple years so I don't, that doesn't matter to me at all. But anyway, I want to thank you again for your time and an opportunity to speak.

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MARY MAGERS: Okay. It's Mary Magers,

M-A-G-E-R-S. And I am a lifetime Minneapolis resident. The first half of my life was spent in North Minneapolis and the second half in Uptown. And for the last 15 years my family and I have owned a business on Hennepin Avenue in Uptown. And something that people haven't mentioned yet are the number of visitors from outside of the Twin Cities area that come to Uptown because we're listed in books and it's a destination. And in our business I'm surprised at the number of people that come to us for information about tourist things and then also travel information. And I'm often embarrassed to tell them that there isn't a lot of option, there aren't a lot of options. And so I think of course we want to serve the local residents and I think 3C or E would do better in serving the greater number of Minneapolis residents and also people that are coming in from out of town. And a lot of times they are people who come from cities where they're used to having transportation and also they may not be traveling by car. And so that's a whole other I guess population to consider when making a decision. Thank you.

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COMMISSIONER McLAUGHLIN: Would you be willing to identify your business?

MARY MAGERS: It's Magers & Quinn Booksellers.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Reuben Mendoza.

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REUBEN MENDOZA: Hi. Thank you for holding this here. And I'm in favor of light rail and in particular I'm in favor of option E. And the reason I'm in favor of option E is I believe that mass transit is for the masses. I was reading your goals that you have in the Southwest Transitway. And some of the tier 1 goals go into, one, serves population and employment concentration and also serves people who depend on transit. And I think with option E will do that far better than any of the other options. Option E will connect the high population centers of Uptown and South Minneapolis that have places like the theatre, Wells Fargo Mortgage, Allina, Midtown Global Market, new HCMC, Minneapolis Convention Center, and the numerous new condos and apartment buildings that have been springing up in recent years. It will also connect the hard working people of South Minneapolis to jobs that are out in the suburbs, so you get reverse traffic flow. This route seems to make the most sense to me. However, after reading some of the following posts on today's Star Tribune Online, I have a better understanding of why option E might not be wanted by some. I'll just read two of the postings. The first one was entitled, "Kenwood alignment is the only way to go. People from the suburbs are not going to ride a train that stops on Lake and Nicollet. I live in the southwest burbs now, but I grew up off Lake Street. And I can tell you you do not want to be on public transportation there. Don't believe me catch a bus on Lake and Nicollet some warm Sunday night and then come back and tell me we should spend a billion dollars to run an LRT through there. Run it through Kenwood and it will do as well as Hiawatha. Run it through Lake Street and it will be a trashed out ghetto train." That was by Marcus 63 on October 13th. The second one --

COMMISSIONER DORFMAN: I wouldn't give him any promotion.

REUBEN MENDOZA: The second one is "Marcus 63 is correct. I do not use the LRT after having to cope with the unwashed immigrants and some autistic, someone's autistic offspring that was putting his hands all over people. LRT is a bad idea, poorly executed, and as past years only the best bus lines were eliminated. " Now I obviously don't agree with what those people are saying, but I, I think that, you know, those people would be far better served if you would choose option E to help the "unwashed immigrants and autistic children" who need LRT the most.

COMMISSIONER DORFMAN: So we had, we had heard the Star Tribune as a part of last week's story I think was, was asking, running, asking for comments. Those will not be submitted formally to the Southwest scoping process. That is not the way to get reviews in this process.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Loren Paprocki.

LOREN PAPROCKI: Good evening Commissioners. I just want to thank you for all your efforts and what you've done on this on this effort. It's been a lot of work and I want to thank you for the opportunity to speak to you here tonight.

COMMISSIONER McLAUGHLIN: Thank you for making the facility available.

LOREN PAPROCKI: Least we could do. Hopefully we'll get some depots and some stations available for you as well. I think it's an understatement to say that here in the park we're very excited about the prospect of having light rail come to town. Our residents have been following the progress folks are very excited about it. One thing that probably has not been at the forefront of people's understanding is the potential impact not so much along the actual light rail, but of the freight travel freight trains going through town. Currently the freight travel is mainly along Highway 7. Now it's going to be going potentially through the heart of St. Louis Park. Trains are necessary, they're also very noisy and disruptive. Now all these trains aren't necessarily new trains, they're going other places currently. This will be put through a much more densely populated area with higher impacts especially to the folks in the park.

The houses compared to the current, current route are probably closer to the tracks, 50-feet apart, 50-feet from the tracks. They're also on both sides of the tracks, not just one. Also they have fewer side, side, there's smaller side yards and as a result you will not just double but triple or quadruple the effect because of the more densely populated areas these trains would be going through. Now I would ask the commissioners to take that into close consideration when you consider the train trails going through our town.

Also with the new route we will be having more at-grade crossings as you go through St. Louis Park. There's a safety concern there, I'm sure we can address those. There's also a noise issue. These are spots where whistles must be sounded. Again, this is a very densely populated area and those whistles will have a huge impact to the folks who are living in those houses adjacent to those, those tracks and that needs to be addressed in the consideration.

Among those at-grade crossings include Lake and Dakota, very heavily traveled streets which go right past our high school. That's a concern for me. Lord knows teens have enough trouble studying anyway and paying attention in class. Having trains going past will be a further disruption. Not to mention the fact that having trains going through needs to be timed well when you consider the, that the high school is a nexus of young drivers going to and from school, to and from activities, not just in the morning and afternoon, but also at basketball games and similar things. So I would ask you to take those into consideration, more issues to preparing a document for your consideration. And I thank you again for all your efforts.

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SOUTHWEST TRANSITWAY SCOPING MEETING

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St. Louis Park City Hall
6:15 p.m.

COMMISSIONER McLAUGHLIN: Doug Peterson.

DOUG PETERSON: Thank you for giving us the opportunity to express our thoughts. I know you've gone through this and taken a lot of heat on the Hiawatha and also involved in the process of listening to everything on the Central Corridor and I won't put you through this again. But I appreciate you taking the time and effort.

COMMISSIONER DORFMAN: Peter is used to it.

COMMISSIONER McLAUGHLIN: There's been over a million in the last two months on Hiawatha.

DOUG PETERSON: Well, yeah. The fact that you're correct after the fact doesn't help any. Are they all calling you up now to say you were right after all?

COMMISSIONER McLAUGHLIN: Some people are. That's all right, it comes with the territory.

DOUG PETERSON: Well, at any rate, I live in the red townhouses on Kenilworth just south of Cedar. And I am very much opposed to the Kenilworth route unless there is a trench or some way to get a crossing or get, get the train through the street grade that Cedar Lake Parkway goes from the south end of Cedar Lake to Dean Parkway. Right now with the trains that go there five, six times a day, if they're going east they stop and wait for their dispatcher to tell them to go, and so when they finally do go they're slow and they take about 10 or 15 minutes to cross the Parkway. If they're coming the other way they take just about the same time because they're coming up a grade. Now whether or not those trains are going to be there, if there's a, if this is the route that's chosen they're going to be replaced by the light rail. And if you got every five minutes a train coming through and the signs, the stop signs coming down. Right now there are four or five, six blocks of backed up traffic in the morning going toward town and the same going the other way. And one of the other individuals who spoke earlier said that you can find a different way to go. Well, that's fine unless you live in the neighborhood. And if I'm going to go to Uptown, downtown, down to the southern lakes, everything is down Dean Parkway. So that doesn't help. But if you have a tunnel or, which is a great expense, or a channel of some sort that goes underneath there and preserves the parkway. People have put a lot of effort, individuals have put a lot of effort into cleaning up the parkway and keeping that a, and making that a great place for recreation. And if you have trains coming through there every five minutes it's, it's just going to destroy the whole ambience of it.

And then also, the last point, is that people generally aren't looking at, at this whole system as train tracks that go two ways. It's always from the southwest downtown. And the people in the southwest part, or in the south part of Minneapolis really need transportation to get out to the suburbs for, for jobs. I've got a son who doesn't have a job, has been looking for several months for a job. There are jobs out in the southwest suburbs, but it takes a couple hours to get there. Well, you know, two hours out, two hours back, you might as well move to Los Angeles. So the Greenway corridor is much to be preferred for, if you're looking for something that makes sense rather than for convenience for people who live in Minnetonka and the southwest suburbs. So I would very much support the Greenway rather than the Kenilworth. Thank you.

COMMISSIONER McLAUGHLIN: Thank you. Council Member Sanger, welcome, alternate to the PAC.

COMMISSIONER DORFMAN: Doug was right, there are 50,000 jobs in that Golden Triangle, Opus area in Eden Prairie.

1/2.3/e
2/2.3/f
3/2.3/j

4/6.2/a

5/3.1/d

6/1.5/b

7/2.3/g

SOUTHWEST TRANSITWAY SCOPING MEETING
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6:15 p.m.

COMMISSIONER McLAUGHLIN: Steven Reinemond.

STEVEN REINEMOND: Okay. Well, thank you for the opportunity. My wife and I just moved from Dallas. And first of all, I want to say we love Minneapolis. So I thank you for what you all do. We live in Uptown and would absolutely love to have a light rail through Uptown, give us quick accesses as you said earlier to the downtown area as well as getting around in Uptown and Midtown. And also I, you know, having grown up in Dallas, you're probably aware having studied their very successful light rail system, with some of its failures with such as not maybe going as successfully through an Uptown type area as they did. While the, the greater goals were, were successful, they missed, missed the boat and I'd hate to see that happen here. So I just want to give an extra plug to the Uptown option and thank you for making this such a great city. We hpe to be here a long time. Thank you.

1/2.3/g

SOUTHWEST TRANSITWAY SCOPING MEETING

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Okay. Thank you. George Puzak.

GEORGE PUZAK: Good evening, Chairman.

COMMISSIONER McLAUGHLIN: If you like the Midtown Greenway, this is one of the people to thank right here. He's the one who resurrected a hundred year old idea and has helped bring it to life.

GEORGE PUZAK: Thank you, Chairman McLaughlin, Commissioners. I'm George Puzak, a Minneapolis citizen. Thank you for hosting these public hearings. I'm here to speak in favor of route 3C through Uptown. Route 3C would serve the most highly populated neighborhoods. This includes East Isles, Stevens Square, Loring Park, and Whittier, some of the most densely populated and diverse areas in our state.

Route 3C would promote economic commercial investment, private economic investment. The Uptown Lyn-Lake area has 1.2 million square feet of office retail space. Much of the space is owned by small independent businesses. Small businesses are leading job creators.

Other speakers at previous meetings have mentioned the Bassett Creek Valley development. This is a potential future project. It will happen because of its close proximity to Interstate 394 and downtown Minneapolis, not because of LRT. For example, the west end development at 394 and Park Place is developing without LRT. Route 3C would directly serve the downtown core including the Convention Center, the IDS Center and Regions Financial District. This route would reinforce the Nicollet Mall as a premier destination. Route A would travel through the Kenilworth corridor. Fast, high frequency LRT trains through this corridor would irreparably harm the Chain of Lakes Regional Park. These amenities compared to the Mississippi River gorge, Minnehaha Falls, and Theodore Wirth Park in their importance to our city and state, they provide natural beauty, wildlife and quiet to the urban environment.

Route A would cross Cedar Lake Parkway, a national scenic byway. On the Hiawatha line LRT trains are grade separated with a tunnel under the national scenic byway. Cedar Lake Parkway's national designation should protect it. Any LRT in Kenilworth should defer to the parkway as a national scenic byway.

If route A is chosen, substantial and meaningful mitigation would be required. Minneapolis has a history of mitigating rail impacts with trenches and tunnels. For example, the Midtown corridor was trenched 22-foot deep for three miles. More recently, Minneapolis and other cities have built rail tunnels for new LRT. Minneapolis built a rail tunnel under the airport for LRT. Pittsburgh is building two LRT tunnels, one tunnel under the Allegheny River preserved natural amenities and vistas. A second tunnel extends LRT to the city's Convention Center. Dallas is digging a three-mile tunnel. Denver, Portland, Seattle are each building multiple LRT tunnels. Hennepin County should study these examples and if route A is selected the mitigation should include a one-mile rail tunnel from Lake Street to Franklin Avenue or I-394.

In closing, route 3C through Uptown would serve highly populated areas, reinforce Lake Street, and directly serve the downtown financial district. With this alignment route A's entrance to downtown could be used by an LRT line serving Plymouth and Golden Valley. The Kenilworth corridor would be used for existing freight rail. Kenilworth could also support a potential commuter rail line similar to Northstar to Belle Plaine or further west. Based on all of these factors, route 3C through Uptown offers the greatest benefits to Minneapolis and the region. Thank you.

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4 / 3 . 5 / a

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6 / 2 . 3 / j

7 / 2 . 3 / e

8 / 2 . 3 / f

9 / 6 . 3 / b

10 / 9 . 1 / b

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COMMISSIONER McLAUGHLIN: And the next is Scott Kinkend I think is what it reads. Welcome.

SUE SANGER: Hi. I'm Sue Sanger, city council member and I'm the city's alternate to the Policy Advisory Committee for the LRT and I'm here tonight speaking on behalf of the City of St. Louis Park.

1 / 1 / a First of all, I want you to know we are very supportive of the Southwest LRT and we are looking forward to working with the county on the DEIS process.

2 / 2 . 3 / f Our concerns which must be concerned during the DEIS center on what might happen if route 1A or 3A is selected. These routes go through a short bottleneck near West Lake Street which other people have already mentioned. And that currently is too narrow to accommodate the LRT tracks along with the freight rail tracks on the light rail that are already there. So if nothing is done to fix this bottleneck, then the freight rail would have to get rerouted. And we know that through the shortage of other track options, that likely means that the freight rail traffic would run through the heart of St. Louis Park's neighborhoods.

3 / 6 . 3 / b To the first issue we studied during the DEIS process is evaluation of alternative ways to fix the bottleneck to avoid having to move the freight rail traffic at all. So we urge consideration of the county buying adjacent right-of-way. Or alternatively other options could be to either move or elevate the bike trail. Maintain the bike trail, but just perhaps in a different manner. Either one of these would create enough space to run the LRT tracks parallel to the freight rail tracks. And we believe also that at least one, and maybe more of these alternatives, would actually be a lot cheaper than relocating the freight rail traffic and doing all of the necessary mitigation work that would be required and it would also avoid significant disruption to our neighborhoods.

4 / 3 . 3 / b We also request that the DEIS process include analysis of the mitigation which would be necessary if Hennepin County chooses route A or 3A and also declines to fix the bottleneck and forces us to take additional freight rail traffic through our St. Louis Park neighborhoods. So this would include factors such as assessing the noise, vibration and aesthetic impacts to our neighborhoods and how best to mitigate them, which might mean noise walls, berms, sound insulation, whatever. We would need to review and determine if there is a need to buy property along the tracks in order to create enough room for these noise walls or berms and to create a green buffer for other residents. DEIS needs to study safety issues, especially those along the many aggregate crossings that we have. In our community to assess the need to install arms, signals and so on. Need to review the increased traffic congestion problems caused when rail transit blocks our roadways, including Excelsior Boulevard. Need to review the tracks and the rail bridges themselves to ensure that they are in good condition and that they are continuous rail to minimize the clickety-clack of the trains and to promote efficient rail travel out of our community. Need to pay special attention to the DEIS where the tracks go immediately behind St. Louis Park Senior High School. Because every time the train goes by the noise and vibration means that the education process stops. In addition, there are a lot of pedestrian issues around the high school as well.

5 / 6 . 3 / c You need to also consider the removal of what we call the lie in the Elmwood neighborhood, this scenario where the railroad separates the rail cars and reconfigures the trains. This is a very noisy and very lengthy process which can go on all night long. And it needs to be replaced by a rail bridge and tracks which would allow a train to go straight through without stopping.

6 / 6 . 3 / b You also need to consider that these trains, some of them carry hazardous substances, for example, ethanol, and what is the potential impact on our community if there is a derailment. Also need to consider the impact of freight rail immersion on the current proposal by the Three Rivers Park District to construct a new bike and walking trail adjacent to the CP tracks that go through St. Louis Park and other communities, you know, how would this affect the trail construction and trail usage.

We also urge that the DEIS process consider the differences of the neighborhoods through which the trains now go in the Kenilworth corridor versus the neighborhoods in which they would travel in St. Louis Park. This has already been mentioned, we have a lot more homes along the tracks than in Kenilworth and they are much closer to the tracks, frequently less than 50-feet and one house I know of is 8-feet from the tracks. So except in Kenilworth, the houses are much further away, with the exception of the townhouse complex that the previous speaker just mentioned.

Now we realize that this is a long list of necessary study and mitigation requirements. But if Hennepin County chooses to move forward with route 1A or 3A and chooses not to fix the bottleneck, then these issues and costs are a direct consequence. We believe that they must be evaluated as a part of the DEIS process and that their costs must be publicly considered when deciding what route to select.

We thank you for your consideration. We look forward to working with you and we want to turn in a longer set of comments.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Okay. Thank you. Barry Schade..

BARRY SCHADE: Thank *you* /Mr. Chairman /Commissioners. My name is Barry Schadel I live in Bryn Mawr where I'm a member of the Bryn Mawr Neighborhood Association Board. And I'm here representing the Bryn Mawr neighborhood and I and the board. We've actually gone on record a couple of times supporting both the LRT project and the Kenilworth alignment and I've submitted a couple of pages of comments that concern laying out those resolutions and the positions that we've taken.

1/1/a

But today I just want to say that we appreciate the chance to have input into this process and to say that we think that I that light rail transit is the right decision. In addition I we think I we think besides all the environmental reasons I we think an LRT really does benefit the community. And we and Bryn Mawr hope to realize some of those benefits in all candor. We hope not to suffer too many ill effects. And we identified some potential ill effects like limiting our access to the Cedar Lake Trail, but we think those can be dealt with.

2/2.3/h

And we, we certainly are familiar how a transportation project like 394 can disrupt a neighborhood. And we, we don't have any illusions about that, but that everything is not necessarily a benefit. But we do hope to realize some specific benefits from this project, particularly Penn Avenue station. As the LRT comes whizzing by Bryn Mawr we, we hope that it's going to stop at a Penn Avenue station and we'll have the chance to jump on. And so I'm here to support the Penn Avenue station and to say that we look forward to working with the Railroad Authority and I'm delighted to be part of this process. Thank you.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Next then Skip Singer.

SKIP SINGER: Thank you for this opportunity. My name is Skip Singer and I live at 1946 Sheridan Avenue South in Minneapolis. Our home is in one of the historic homes people have been talking about. But I'd like to note that there are cracks in the walls from the heavy freight trains that go by and I welcome the switch to lighter trains. And anyway our house backs on the Kenilworth Trail and is approximately two blocks from the 21st Street crossing rail line. I support the Kenilworth alignment because the region needs the transit, the city does, and my neighborhood, my Kenwood neighborhood does as well. I commute downtown and we consider having a light rail station nearby a definite amenity. I grew up in the New York suburbs along the Metro North Rail Line and some of the nicest areas in that area of Westchester County are amongst the walking distance from the stations. And there is I think in this region sort of a lower class cast mass transit, and as a commuter I sort of feel that sometimes. And I think the spread of fast, safe and convenient transit would go a long way to dispel that preconception and have more people aware as certainly this case with the Hiawatha line. I am afraid that the rail line will follow the Kenilworth routing but we won't get a station at 21st Street. This to me would be a major setback for the Kenwood neighborhood. I urge you to choose the Kenilworth alignment and to have a station at 21st Street. Thank you.

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2/2.3/h

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Cameron Slick from Transit for Livable Communities. Welcome.

CAMERON SLICK: Good day. I am most concerned in the dealings with this project is that it gets done right, regardless of the route that is chosen. I know that a lot of effort went into the Central Corridor and I do believe that that is going on the wrong route, particularly with the bridge crossing. Fortunately with this route we have no major river crossing to deal with. So I hope that whatever route is chosen it serves the region best and it serves the region best for 100 years. If it is the Midtown Nicollet route I am very curious to know how it will leave the Greenway, if you do plan on a tunnel, the length of the tunnel, and whether or not it will be less subway stations or not that are substructurally put in place for a station somewhere in the middle because the gap between Franklin and 28th Street is very wide. If the Kenilworth route is chosen I'm hoping to know just how exactly they plan on doing that with the issue of funneling aggregate through Kenilworth or a trench through Kenilworth and how the planning along the route, not so much in the Lake Street, Kenwood area, but further north around the new Harrison neighborhood, what the development plans are there, along with the development plans along the entirety of the route. And I guess that's all. I just hope to see that this route is done right and that it's done well, regardless of current factors. Thank you.

COMMISSIONER McLAUGHLIN: All right. Thank you very much. Next is Sandy Ahlstrom.

1/9 . 1/b
2/2 . 3/j
3/2 . 3/h
4/2 . 3/e
5/2 . 3/f
6/3 . 1/b

SOUTHWEST TRANSITWAY SCOPING MEETING
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6:15 p.m.

COMMISSIONER McLAUGHLIN: Greg Suchanek

1/6.3/b
2/3.8/c
3/3.1/i
GREG SUCHANEK: I'm Greg Suchanek. I live here in St. Louis Park. I'm kind of here to speak about something that nobody else has really spoke about/ the direct economic impact to myself as a result of one of these choices. Like one of the previous speakers/ the north south rail line through St. Louis Park runs directly through my backyard. We got about maybe so 60-feet from my house to the railroad track. I have been searching to see if there's any information on what, you know, if there was anything that says if there's so much rail traffic there has to be so wide of a berm, you know, in case of an accident or anything like that. I've been unable to find that. So I think that would be an immediate, you know, something that needs to be looked at, that mitigation. What's going to happen, if that rail line traffic is increased what are going to be the determining factors if houses should be, you know, bought out or if they're forced to stay there with the increased rail line. I'm kind of In a quandary right now. I'd like to do some upgrades to my house, but if my house is going to get bought out in, you know, five, six years is it worth it. If I do make upgrades am I going to end up losing all the money I've, you know, invested into that, which would be another consideration. If you are going to do some mitigation I think in the, In addition to just looking at the going rates of what houses are going for in the area, I think you also need to look at what upgrades have people done, you know, in the last few years. I think that should be taken into consideration also. Thank you.

COMMISSIONER DORFMAN: So Greg, how many trains a day do you think you have?

GREG SUCHANEK: Well, right now I think the train is a great neighbor. It runs during the day when I'm not home.

COMMISSIONER DORFMAN: Do you know how many times, is it three, two?

GREG SUCHANEK: Two or three, yeah. So right now it's very minimal. I consider the railroad right now a great neighbor. Thank you.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Larry Weisberg. Welcome.

LARRY WEISBERG: Thank you. I would just like to say that as far as the train either going through Kenwood or through the uptown route, clearly the Uptown route is better because that is a much more commercial area. As far as the density of housing and between, between homes, apartments, condos and other proposed projects that are going on there, it definitely could use more multi as far as mass transit. And also there is a hub already there for buses on Hennepin. It would be nice also to have trains to, to alleviate all that congestion around the Hennepin and Lake area. And also Kenwood is a very, very historic beautiful neighborhood. And to have another train going through Kenwood // I just think it makes a lot more sense to have something also around through Uptown and by Nicollet where they're proposing going with Nicollet. And that's pretty much all I have to say. Thank you very much.

1/2.3/g

SOUTHWEST TRANSITWAY SCOPING MEETING

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Ron Werner. Welcome.

1/2.3/e RON WERNER: Welcome. Thanks for having us, giving us a chance to give some input. Well, I have a
2/2.3/f different opinion. I actually like the Kenilworth route the best. And a few things that I thought about it, one,
3/1.5/a is that I really like the fact that you can get over to Penn, Van White, Royalston, which I think that
community is underserved with transportation. It's building up, it's making a comeback in terms of
renovation, and I think it's a good idea that they get served with transit to go either way, into the city or
out of the city, which is good transportation for them and, and for us as well, good opportunities.

4/6.2/a And the other thing is that I think along the Kenilworth corridor, I too am concerned about the crossing at
Cedar Lake Parkway and the Kenilworth bike trail there and how that's going to impact traffic. But perhaps
it might serve to have people who use it as a thoroughfare to take another route of transportation from a car
standpoint if the light rail impacts their transit time.

5/3.7/c And also I kind of like the idea of light rail going along the Kenilworth corridor. The stations I would hope
6/6.3/d would have some lighting, it's very, very dark there, there are no lights along either the Cedar Lake bike
trail or the Kenilworth corridor. So having some lighting that does not impact the neighborhood where it's
intrusive into anybody's homes, but there's a lot of area along there where there are no homes and it's kind
of isolated. So having some lighting might also benefit bikers that transit there from downtown, especially
in the fall when we have the dark evenings.

So I'm, I'm in favor of the, the Kenilworth corridor. Thank you.

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COMMISSIONER McLAUGHLIN: Thank you very much. Kathy Williams

1/1.5/e
2/2.3/e
3/2.3/f
4/3.2/a
5/3.1/a
6/6.3/b
7/2.3/h

KATHY WILLIAMS: Hi. My name is Kathy Williams. I live at 2409 West 21st Street in the Kenwood neighborhood of Minneapolis, about two blocks from the proposed 21st Street light rail station. Kenwood is one of the few, if not only, Minneapolis neighbors without a viable public transportation choice during the day, in the evening, on the weekends, and on holidays. I support mass transportation and light rail even in my backyard. Kenwood is a desirable neighborhood now that will only become more so with transportation options. There has always been a train line where the Kenilworth trail exists today. I look forward to replacing the long noisy freight trains carrying stuff, sometimes hazardous, with short less noisy light rail carrying people. I want to help make the Kenilworth route and the 21st Street station a reality by working together with my neighbors and the appropriate agencies to make it the best that it can be and actually improve conditions in my neighborhood. Thank you.

COMMISSIONER McLAUGHLIN: Thank you very much. Bill James and then Larry Weisberg. Welcome. Thank you for your service on the Citizens Advisory Committee.

COMMISSIONER McLAUGHLIN: Thank you. Brian Zachik.

BRIAN ZACHIK: Hi. My name is Brian Zachik and I represent myself and my family. And I don't have a prepared statement, but we live right on the Canadian, really almost literally right on the Canadian Pacific line. Minnetonka Boulevard and right after Blackstone there, our house is the one that you all drove by where they replaced the bridge this summer. And they actually moved the line about 8-feet closer to our house, so it's even closer now.

1/6.3/b

And I'm very concerned about extra rail traffic, freight rail traffic going. As you can imagine, our house is only about 40, 50-feet from the tracks as it is. And if they added more I'm very concerned about the noise and the vibrations. And if we were to have to leave our house or be bought out, I'm not sure that we could afford, my wife is disabled and I'm not sure that we could afford to stay in St. Louis Park, it would be difficult for us. So at the risk of sounding selfish, I highly promote 3C or possibly E. But I would think at all costs I would really like to avoid extra freight rail going down the Canadian Pacific tracks. Thank you.

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3/4.7/a

4/3.8/c

5/2.3/g

6/2.3/j

COMMISSIONER McLAUGHLIN: Thank you very much.

SOUTHWEST TRANSITWAY SCOPING MEETING
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6:00 p.m

COMMISSIONER KOBLICK: Next is Lynda Allen.

1/8.1/a

LYNDA ALLEN: My name is Lynda Allen, and I live at 5697 Green Circle Drive. I want to thank you for this time to speak regarding the proposed LRT routes. To me, the No.1 issue is cost. In this time of great financial insecurity, all levels of government need to be fiscally responsible. We are looking at even greater rough times ahead, and I urge you not to go through with this project until we are financially sound. When we are financially sound, I ask you to choose the most cost efficient route. Route 1A through Eden Prairie fits this description. Routes 3A and 3C through Opus/Golden Triangle area do not for the following reasons: First of all, you do not have an exact route through Hopkins and the Opus area and do not have the exact cost. You will have to buyout homeowners, go through woods and wetlands. This will not be an issue with Route 1A because it follows an existing rail bed. You would not have to buyout homeowners or go through woods and wetlands.

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5/2.3/g

6/3.3/b

The second issue is traffic. The Opus area is made up of one way streets. The current proposed station on the south side of Bren Road across from the Opus building, with the light rail crossing Bren Road near Green Circle Drive, will create a major traffic problem. With trains going through every seven and a half minutes during rush hour, the following things will happen: People coming off of 169 will be backed up on Bren Road when they have to stop for the LRT. Opus employees trying to leave work can only turn right onto Bren Road and will not be able to exit their parking lot because of backed up traffic. Let's see. Opus condo residents will not be able to exit onto Green Circle Drive to get to their home because of backed-up traffic. Traffic coming in on Bren Road will be backed up all the way to 169.

7/6.2/a

People coming off of 169 will not be able to get onto Bren Road because of the traffic that is backed up from the LRT crossing. Traffic will back up on northbound 169 because the ramp leading to Bren Road will be blocked. Yikes. Having the LRT come through Opus will not serve the businesses because they are too spread out and employees would have to walk long ways to get to work. Most of the people that work in the area come from all over the metro area and will still drive to work because they have no access to the light rail where they live.

8/3.1/h

9/1.5/b

10/4.3/a

The last consideration is the wildlife. We have a lot of wildlife in the area, and they have been greatly disrupted with the construction on Shady Oak Road and with the new Opus and United Health buildings. Their schedules have been greatly disturbed and they don't even have a regular schedule anymore and it has put danger to the people driving through Opus. Just the other day, I was headed east on Highway 7 across from Knollwood and everyone had to come to a sudden stop. The reason was a flock of geese had decided to lie down across both eastbound lanes. What will happen to the LRT in this situation or if it hits a deer? Will the train derail, causing injury to passengers, never mind the deer? Thank you for allowing me to point out these concerns.

11/3.7/d

SOUTHWEST TRANSITWAY SCOPING MEETING
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6:00 p.m

COMMISSIONER KOBLICK: Thank you, Welcome, Ms. Arieta.

NANCY ARIETA: Thank you, Hennepin County leadership. Nancy Arieta, 11785 Valley View Road, No. 207. To start off with, I grew up in the street car age; it was wonderful, it was noisy, we all got used to it. Their buses at that time were to be desirable because of the emissions.

1/3.8/a First of all, I live a senior co-op, and yes, we do have people who do have a high age bracket, even so much as 95, and yes, they are excited about light rail, and yes, they want it, if possible, to be accommodating, but from what I can gather, it is not convenient for us where we are at.

2/4.6/a No.2, they do not want the noise and the squeaking wheels and the honking. It's hard enough to sleep when you're young, let alone when you're old, okay? And then, as far as disabilities, I happen to have a son who has some difficulties. He does not drive, and he takes the light rail as it is now from downtown to the airport and enjoys it immensely, but he is a big bus user, In order for him to come out here to Eden Prairie, he would have to he does have to take the bus. He gets off in Hopkins, depending on whether it's weekday, weekend. We have to go get him, either to Hopkins or to Southwest Transit or to Southdale.

3/1/a So my concern is light rail doesn't cover all the bases; light rail doesn't get us from point A to Z. I know out east, there's people that have to take four or five modes of transportation, two to three hours' worth to get to a job. I don't want Minnesota to get like that. So I would prefer, myself, not even building light rail.

4/2.3/j Another comment I wanted to add is tunnels are -- I don't think tunnels are acceptable for a variety of reasons; one is our water and our land base and the expense. And then I wanted to add, too, bus has been working in Southwest Transit. They've been absolutely the best of the best. We could never ask for a better bus transit company, and if we could just enhance what we have here to get us to the various points, that would be absolutely wonderful.

5/1.5/e

So I'll leave it with that that yes, we are seniors, and yes, there are disabled people that will use light rail, and yes, we do need it accessible, convenient for us who are seniors. Thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

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6:00 p.m.

1 / 2 . 3 / e
DENNIS BRUNS: My name is Dennis Bruns, 6745 Harlan Drive, Eden Prairie. I just want to reiterate, I live along the trail, use the trail almost every day; hundreds of people do. We'd love to see that trail remain as it is, that it not get a light rail run along it or on it or even beside it. I think it would ruin that trail. I believe the city council in the past has suggested that it go along that light rail go along the major arteries, such as along 169. I just want to reiterate, I think a lot of people not even here tonight have that preference, and, hopefully, you'll keep that in mind.

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The other concern I have is I attended the other open houses, such as at southwest station, and I noticed back then and I talked to some of the representatives that were working on the light rail project, I had some real concerns about some of the data that they were throwing out: Very high percentages of people that were supposedly disabled and senior citizens, et cetera; extremely high percents that they were throwing out. Now, what definition they were using as, quote, disabled and senior citizens, I don't know, and they couldn't tell me.

3 / 1 . 5 / d
But I think one of the things that I want people to do who are making decisions on this project is take a serious look at the data and numbers that are being thrown out. Are they really accurate, and can you make "if/then" statements? If this percentage of people are disabled or senior citizens, whatever definition that they're using, does that mean that they're going to hop on the light rail each day and use it? I don't think so. So I think -- I'm asking people to remain objective. Look the data as it's stated and see if it makes sense. And secondly, look at it objectively; does that really mean that many people are going to ride the rail just because they are using that data?

And I've hired and helped to hire thousands of people over the years. I have never had one person say, well, I would work for your company if we had light rail here. I've never had a person -- in fact, I can't ever remember a person not taking the job because they said that they didn't have adequate transportation. So I think we really need to look at the whole big picture and ask if we're really being objective.

I don't have a problem with the light rail; Like I say, my biggest concern is I don't want it to run along the trail. And part of my concern is I think some of the people involved in this project, certainly I would think that they have some vested interest in seeing this light rail. And that's another reason why I think people who are decision-makers on this really need to remain objective and look at the total facts and also look at the total cost. We all know that, when we build something, the total cost of ownership of that project is very small as far as building the project. The huge cost is the ongoing maintenance and running of that project. Just like a commercial building: It's a very small percentage of building a skyscraper, but the ongoing cost is huge. And I think it may be worth it in the long run, but I think we need to look at the total picture. Thank you.

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COMMISSIONER KOBlick: Next is Gary Diamond.

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2/2.3/f

GARY DIAMOND: Good evening, commissioners. My name is Gary Diamond. I live at 7215 Sunshine Drive in Eden Prairie, and I've spoken to the -- you before, and tonight, I'm smiling. I think that the -- I want to say thank you for doing your due diligence. I think that this process has been fair and equitable, and I think that, when we had our City of Eden Prairie and the City of Minnetonka embrace light rail transportation out to our cities on the 3A alternate route, I think that -- I felt confident that that is ultimately going to be the way it's going to come out here. I think that the opportunities for transit ridership, for redevelopment, and to do somewhat of a reduction in congestion on the roadway is very small. I know that that's not what LRT is all about, but I think that things are going well and I'm just pleased and wanted to say thank you on behalf of a number of us in Eden things are going well and I'm just pleased and wanted to say thank you on behalf of a number of us in Eden Prairie.

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COMMISSIONER MCLAUGHLIN: Great. Thank you. Rick Dorsey, welcome.

RICK DORSEY: Good evening. Thank you, commissioners. My name is Rick Dorsey, 14215 Green View Court, Eden Prairie. A couple quick comments. The map that you saw that other gentleman had there was very interesting to look at and seeing all the congestion that is being focused on the downtown area. I think that this is -- light rail is a big, big project, a long-term project, and I really would like to have you stop a minute with the new monies that are available and think about how it might be different to involve the whole community, the whole city, and connect things and not necessarily take light rail, which is something that really is for taking large numbers of people long distances, and really filling up inside the 494 ring.

1 / 6 . 2 / a

It seems to me that that area is well serviced with public transit and the real purpose of receiving the funding, I think, people voted for it for the idea of reducing traffic congestion that we have; Every morning when I get up and hear the news, congestion is not on interior roads inside the 494 loop. It's on 494 or 65 or 94 or 394. Those are the areas where the congestion is, and we should look at them. In a bigger scope, perhaps what could be looked at instead of going up this diagonal direction through the inner ring cities would be to take and go east along 494 from Eden Prairie to the Mega Mall in the interim and take that and go from there north on the Hiawatha corridor. That takes and provides service to the whole 494 south loop.

2 / 2 . 3 / j

In the longer term of things, perhaps what we would be looking at really is following the existing corridors. Why are those roads there? Because that's where people want to go and where they need to go. So looking at a bigger picture, we should maybe be looking at paralleling the current highway system that's in place with the idea that we'd connect up to 494 loop over a period of time, perhaps bisected by 35W and 94, because we have north/south and east/west connection points.

3 / 2 . 3 / j

With that, you bring in -- looking long-term, you're going to have development and growth that's going to continue outside the 494 loop, and those people will only jam up the inner ring as you go. By taking and providing a means for all those people to connect up so we can go from Eden Prairie to Maple Grove, from Maple Grove to Woodbury without having to go through downtown and come back out, for example, from Maple Grove to downtown to Eden Prairie makes it much more convenient and more likely to be used by more people. It also will relieve the traffic that's there.

4 / 8 . 1 / d

I know there's been discussions that maybe there isn't -- based on the 494 corridor or such corridors, there are other roads that could be used. It could be 169. In any case, there are right-of-ways that are available. As well as, I believe there are public opportunities if the system is designed in that way, not just moving people but perhaps very light freight, perhaps FedEx or somebody like that that has to move to the airport on a daily basis, maybe these people would help pay for the system. Companies like Target, perhaps, would pay to have people they would provide free ridership to everybody to get them to their stores. And if you look at where those stores are right now, all the major retail stopping areas are around the 494 loop besides the downtown area. You have Ridgedale, Rosedale, Southdale, Brooklyn Center, Woodbury; they are all located on the loop because that's where the roads are and that's what brings the people to those areas.

So in the long term, I think that it makes sense to look at those corridors that are there and with the new monies that's available. Granted, it can take a long period of time, but this isn't something that's going to happen overnight or did the roads that are there happen overnight. Thank you very much.

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6:00 p.m

COMMISSIONER MCLAUGHLIN: Thank you. Anyone else

MARK HIGGENBOTHAM: Good evening, commissioners. I thank you for showing up to hear the testimony of this large group tonight. I would like to make -- I'm Mark Higgenbotham (phonetic). I live at 3431 St. Louis Drive in Minneapolis. I would like to make three specific points and then conclude with two very general points.

The first is that I was down to the environmental services building the other day/ and the tracks where the Hiawatha line are now extended beyond the (inaudible) station up as far as the incinerator/ the reason/ as I understand/ to accommodate trains that will park there waiting for Twins games to get out. A question that I would raise for this group: What happens to trains that are coming in from the southwest on option A that go around the north of the incinerator when the tracks are blocked with trains waiting to take passengers from the Twins games? It could be a delay of an hour for that reason. Second major point is to reinforce something that was made by our Dean Court neighbors, six years ago/ when the midtown Greenway was constructed/ Canadian Pacific Rail insisted that the City build a \$170/000 fence from the Dean Parkway to Tibron Avenue/ about a mile and a half/ with no crossovers from the neighborhood from Cedar Lake to Lake Calhoun. That was essentially putting up a Berlin wall across south Minneapolis. The lawyers changed their minds when the PR people got involved and saw what would happen to the movement between neighborhoods, and there was an opening at the Calhoun Village Mall. That fence could be longer if it runs all the way up the Kenilworth corridor, and I would like you to think of that.

The third point is the Greenway trench was built in 1915 for rail. There are many overpasses. You don't have to have grade crossings. You're going to have to have grade crossings or a lot of additional cost if you use the Kenilworth corridor.

My general points: No.1, in this study, the criteria used in the southwest suburbs was let's go through the commercial and industrial corridors and not through wetlands and parkways. Well, we get the City of Minneapolis, the criteria seems to be exactly opposite; go through the Cedar Lake Park system and ignore going through the industrial and commercial areas of south Minneapolis and Uptown. I would like the study to use consistent criteria for both parts.

And my last point very quickly is let's serve the greatest number of people. Not just commuters coming into town, but residents of Uptown who want to get jobs in southwest suburbs. That's going to be a very difficult issue in the time that we now have with the capitol crunch and a potential deep recession. Thank you very much.

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6:00 p.m

COMMISSIONER KOBlick: Welcome, Mr. Imbodon.

THATCHER IMBODON: Thank you for having me. Commissioners and the public, my name is Thatcher Imbodon. I live at 5845 Irving Avenue South in Minneapolis. I am president of the Uptown Association, which is a business group in Uptown. And I consider myself an Uptown stakeholder as I grew up in Uptown and have been involved in various capacities.

I'm here tonight to let you know both that the Uptown Association has voted to support an alignment that includes Uptown. We feel very strongly that this line come through the Uptown area as it can support the business communities, it can improve the transit connections between Uptown and the rest of the region, and we see it as helping us deal with some very real and significant problems relating to parking and the perception of parking and the perception of traffic.

Just this morning, I had a meeting with a local sophisticated retailer that was talking about how business was down, business is not what they were expecting. And that they're having constant calls, people saying, you know, we don't want to come to your store, you know, we don't want to deal with trying to find a parking stall, we don't want to have to deal with being stuck in traffic, it's too much, we don't want to deal with it, can you just mail me the product instead? That's a significant issue. I mean, Uptown is a regional destination, and LRT represents a regional transit infrastructure investment. And much like we want to connect light rail to downtown, to the Golden Triangle or Opus, which I consider regional designations; Eden Prairie Town Center, these are all regional locations that should be served by transportation. And, therefore, we want to make sure that Uptown is included. I personally feel that Eat Street and Lynlake are regional destinations. The Convention Center is obviously a regional destination and I think I can't harp on that enough.

So questions I have regarding the study has a lot to do with ridership. I've read through the alternatives analysis and am just, quite frankly, miffed by some of the numbers relating to the 3C, specifically relating to Uptown. I will submit a written document that kind of outlines that, but in particular, the walk-up traffic at that station is significantly lower than some of the suburban stations which just does not seem very logical considering our density.

I also want to know how -- I would like this DEIS process to kind of address parking issues; not parking necessarily from the park-and-riders, but parking as in what happens if this light rail does not come to Uptown? Are we going to continue to see parking issues and traffic issues in our area? Because we feel that we should be considered in making the decisions on this line. I appreciate your time and we'll submit a written comment. Thank you.

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6:00 p.m

1/1/a

BRUCE JENSON: My name is Bruce Jenson. I live at 5750 Shady Oak Road. And having spent the first 20 years in Uptown, the next 20 years on Shady Oak Road, I'm very excited about light rail. And if I had my druthers, I'd just as soon have the station across the street from me, but that doesn't seem like that's going to happen.

2/2.3/h

So one of the things that I think that I haven't heard in these times is placement of those stations, and that seems to me to be terribly, terribly important. And the one that I'm -- that I just -- I was at a planning meeting last night for the Blake corridor area, and I've got -- you know, we're talking 10, 20 years down the way, but some very exciting kinds of things that might happen. Well, here's an opportunity to put a station maybe on the other side of Blake. And I don't know how those decisions are made, but I do know that it feels like some of those decisions are already made. And so I'm just saying there might be some opportunities down there.

3/6.1/b

4/2.3/j

The other thing is I would love to have George's map and take and connect the walls and across. In Hopkins, we've got that shuttle going from downtown Hopkins across over to Ridgedale, which I think is a great idea, but there's absolutely no way to get to Southdale. And we have members of our community who go to church in North Minneapolis. They've got to ride all the way down and then back all the way out to get to church. So I think, again, just kind of looking at, like, George's map and saying, how can we connect up some of those kinds of things so that, as we're doing this, we've got one big picture and not just that one spoke that we're looking at. Thank you very much.

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COMMISSIONER KOBLICK: Thank you. Next is Maria Klein.

MARIA KLEIN: Good evening, Madam Chair, Commissioners Dorfman and Johnson; good evening, Katie. My name is Maria Klein, and I live at 5627 Green Circle Drive in Minnetonka. I'm a member of the Southwest Transitway Community Advisory Committee, and I thank you for this opportunity to voice my personal concerns about the proposed routes for the Southwest LRT line. I have submitted a written statement and would just like to read the summary statement this evening.

To begin, I wish to express my solidarity with the residents of the Kenilworth corridor neighborhood who oppose the routing through this sensitive passage. I feel that the chain of lakes is an invaluable asset to our whole region and an international attraction that, once lost, cannot be replaced. Further, Uptown has a much denser resident population, as well as an attractive and popular commercial area that is more practically and logically served by the proposed route, the alternative proposed route.

1/3.1/d

2/3.1/a

3/2.3/f

4/2.3/g

My main objective this evening, though, is to call into question the feasibility of Route 3, the currently favored route, which runs very near the condominium complex on Green Circle Drive where I live. This route could serve my neighbors and myself very well, but we do have some serious concerns -- I have serious concerns about many aspects of the route. In particular, the segment that runs from Hopkins to the Opus station and crosses over and/or around hills, through wetlands, woods, and hiking trails.

5/8.1/b

6/5.2/a

7/4.3/a

8/6.2/a

9/2.3/e

My concerns include the physical practicality of building this line and, thus, the cost of it, which is much greater than all the other routes that have been proposed. I'm concerned about the number of stops from Eden Prairie to St. Louis Park, the circuitous route from Eden Prairie to St. Louis Park, the long transit times from Eden Prairie to Uptown and downtown, the development expected in the park, which, at present, is only speculative and could detract from industry and retail in Hopkins and Eden Prairie. I'm concerned about the adverse impact on local wildlife. And, finally, the infamous and unique one-way street system of our area, which, in turn, has a significant bearing on how many people entering the area will actually use the LRT line, the lack of convenient transit from the Opus station to homes and place of employment, and traffic problems and increased congestion for residents and for businesses. I'm not saying categorically do not choose this route, but I am suggesting that Route 1A is, by far, more feasible. It's less expensive, has fewer spots, it's a shorter and quicker ride, and the County owns the right-of-way.

It seems to me it's likely to invoice development as the route through Opus and more likely development as the route through Opus and more likely relieve traffic congestion on the freeways. I'm also saying that, especially in the current economic crisis and considering everyone's heightened concern for the quality of our natural environment, all of us involved in the decision-making process must examine and evaluate our own assumptions and all the LRT alternatives honestly and thoroughly via a forthright and transparent process. Thank you very much for this opportunity.

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6:00 p.m

COMMISSIONER MCLAUGHLIN: Great. Thank you. Mike Louis,

MIKE LOUIS: Hi. Thank you. I would like to add on to my comments from the previous meeting. One thing that I forgot to mention in my previous comments were pedestrian bike access along the route in Eden Prairie/Minnetonka Routes 3A and 3C. All the stations in Eden Prairie, except for City West, are south of Highway 212, and with the exception of City West, the City West site would need to have better access for bikes and pedestrians. Due to the current -- if I understand where the location is, where it's planned to be, there's only one access road from there, from Shady Oak Road. The rest of that little triangle area is already developed, as far as I know. Maybe I don't know the site as well, but at least there's where the red dot is on the map in the handout.

The Opus location has many one-ways roads as I already mentioned, and I urge you to consider how pedestrians and bikes would need to interact with the cars and trucks that use that area. Eden Prairie Town Center site, please consider pedestrian bike across Flying Cloud Drive, which has a 45 mile an hour speed limit. I've seen people cross it, but it's it can be precarious.

Please consider a station at Baker Road instead of Rowland Road for Route 1A. I've used that trail often. I biked all the way from my house in southeastern Minnetonka all the way into Lake Calhoun and Harriet. My recollection of that location is that there's a lot of wetlands, and the rest of it is fairly well developed. Baker Road seems to have a nice parcel of land between Baker Road and 494 that would seem to be more amenable to a location. And in Minneapolis, I urge you to consider Route 3C. It would provide South Minneapolis with its last opportunity for a planned LRT route and help connect uptown to downtown, as well as with the suburbs. And then I also want to thank you for supporting bike trails and maintaining the bike trails throughout the whole route. I think that's one great thing about the Twin Cities, and again, I want to thank everybody who has been working on this for their time.

1/2.3/f

2/2.3/g

3/6.3/c

4/6.3/d

5/3.7/e

6/6.3/e

7/2.3/h

8/6.3/d

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6:00 p.m.

DONNA PETERSON: Thank you. My name is Donna Peterson, and I'm a resident at 3160 Dean Court in Minneapolis, and my home is part of the Calhoun Isles Condominium Association. And I'm a member of the board of directors, and I'm speaking on behalf of the board of directors. Our 143-unit association will be impacted no matter which route is selected, as the Greenway is on our southern boundary of our property and Kenilworth is on the northern border of our property. Knowing this, our homeowners met with the County Commissioner Dorfman and project staff in order to better be informed of the process and the project, and my comments are based on the concerns that were raised at that meeting and some additional information we have learned since then.

First, let me list our concerns on the Kenilworth route. As has been stated at previous meetings, the passage is extremely narrow as it passes through our property, and as has been mentioned at other meetings, the possibility of only one track might be used there, it is so narrow; however, there are two tracks. We are very concerned about the future of mature trees and shrubs that currently line our property along the Kenilworth Trails. It's currently a beautiful green environment, and we want to retain these shrubs and trees and the green environment.

1 / 4 . 3 / a

We're also concerned about the possibility of barriers that would separate the bike lanes from the train; potentially, what kind of chain link fences might be used or other what we might consider ugly barriers.

2 / 3 . 6 / a

And because of that narrow passage, we're also concerned about the close proximity to our homes; that vibration could be an issue. We currently would certainly want any vibration to be mitigated. Also, because of the close proximity to our homes, we would want the noise level to also be mitigated.

3 / 4 . 7 / a

Cedar Lake Parkway Crossing is a primary exit for our homes. The current heavy rail train causes long backups, and if that remains at grade for the new train, we would certainly hope that there could be a solution so that there would not be that kind of traffic congestion going forward.

4 / 6 . 2 / a

Our concerns on the Greenway route, again, because of the close proximity to our homes on the Greenway, the potential line, we are also concerned there about noise and vibration, as well as what kind of barriers might be used. We currently have access to Calhoun Village from our property via the Greenway Trails, and then, along the Greenway Trail, the back entrance of Calhoun Village, and it's important for us to retain that access in order to maintain our urban style life by being able to walk to these destinations.

5 / 6 . 3 / c

Third and finally, we would like the bells at the Lake Street station so that they find that sound does not carry in any further than necessary. I would thank you.

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6:00 p.m

COMMISSIONER MCLAUGHLIN: Next is George Puzak,

GEORGE PUZAK: Good evening, commissioners. I'm George Puzak. I live at 1780 Gerard Avenue South in Minneapolis. I'm here speaking on my own behalf tonight.

One of the advantages of having a Metropolitan Council is you can go on their Web site and get a map of their 2030 plan, as depicted right here. Now, with the new quarter cent sales tax and the formation of the CTIB, the County Transitways Improvement Board, we've got an opportunity to take a step back and look at the bigger picture on how all these routes might fit together.

1/9.1/b

For example, if the southwest line were to come in through Uptown and into Nicollet, it could interline with a potential route out in Roseville and points east, maybe even out to Washington County or up north up Central Avenue. Now, the 5th Street corridor through downtown Minneapolis has the capacity to handle four trains: Two from the east and two from the west. Currently, Hiawatha and Central from the east and, more than likely, northwest, Bottineau Boulevard from the Northwest and new Target campus up in Brooklyn Park. So if southwest were to come in on the west side like that through the Kenilworth route, it would preclude the option of having a Plymouth/Golden Valley route coming into downtown from that angle.

So by keeping southwest through Uptown and Nicollet or First Avenue or Third Avenue or whatever the decision-makers decide, we are building a larger system, whereas, currently, the planning has been sort of one spoke at a time, but that now we have the quarter cent transit tax, we need to look at some bigger -- a broader perspective on how this multi-modal system fits together.

2/6.1/c

Additionally, Northstar Commuter Rail will be coming online here the next year or the year after. As it comes into downtown, if the southwest line comes through uptown and Nicollet, that leaves the Kenilworth corridor available for commuter rail out through southwest, coming out this way and get out to Belle Plain or points farther west. I know that's more of a long-range plan, but whatever we decide today will impact decisions we make 10 and 20 years from now. And I hope that, as you move forward with the process, that Hennepin County can show some leadership on the new CTIB board and design a system that serves the entire region, not just three or four spokes, but please try to include Plymouth, Golden Valley, Roseville, potentially other northeast corridors up this way.

So again, thank you for your consideration and all the time and effort you've put in on this.

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6:00 p.m

COMMISSIONER MCLAUGHLIN: Thank you. Is there anybody else that would like to testify? Yes, sir.

KEVIN SCHULTZ: Good evening, commission members. My name is Kevin Schultz. I live at 6948 Howard Lane in Eden Prairie. Thanks for hosting this event, first off, and thanks for letting the public speak out. It's a terrific forum

A couple just statements that I would like to point out. I'm fortunate enough to be in kind of a unique perspective. I live adjacent to the southwest corridor, so my backyard abuts to the trail. It's a beautiful trail to have, it really is. I think, speaking on behalf as a resident of Eden Prairie and also being on Eden Prairie's Planning Commission, it's nice to have the open space, and the City of Eden Prairie obviously prides itself in the park and recs and open space within the community. And I would like to see that personally, not because I live adjacent to the trail, but to maintain the integrity within the City of Eden Prairie for our open space.

1/3.1/d

On the flip side of this, the City of Eeen Prairie just got done completing its 2008 comprehensive guide plan update, and a key component within this update, obviously the integration with light rail. And one thing that we always take a look at is how obviously light rail or transportation issues will affect the business community. I had been in commercial real estate for a number of years prior to leaving the commercial real estate arena, and understanding and having interfaced in a community relation role, excuse me, if you will, with those corporate communities in the Golden Triangle area and in the Opus business development, a lot of businesses are very concerned about the attraction and retention of their employee base. They would very much like to see light rail, the 3A option or the proposed trail adjacent to 212, actually come to fruition. They are really banking on that.

2/3.1/c

3/3.1/f

4/2.3/f

5/3.1/b

6/8.1/a

The Golden Triangle area is going to be going under redevelopment. It's going to be more of a multi-use type of development. Opus is really relying on how light rail is going to interface with their corporate development community, as well. And I think yes, we do have to consider the up-front costs with the proposed three options, two or three options, that we have. We also have to look at the back-end benefit of how it's going to help our corporate community within -- specifically within the City of Eden Prairie, as well.

7/3.1/g

Obviously, if we attract or retain, more importantly, retain -- the business community or the corporate community within Eden Prairie, the back-end benefits are huge. Obviously, relieves the property tax burden off the residents of Eden Prairie, obviously helps our tax base, and continues to keep those corporate employees and those dollars that those employees spend within the City of Eden Prairie. So I thank you for your time this evening.

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6:00 p.m

COMMISSIONER MCLAUGHLIN: Next up is Peg Snake,

PEG SNOKE: I live in Opus Condominiums as well. It's 5645 Green Circle Drive. If the goal is to increase ridership to the downtown area, then I do not see any value in running through the Opus community, which has a smaller population that would be taking the train into downtown. I would ask the board also to look at the most cost-efficient and effective route with the current economic situation in our country. I feel Route 1A would go along existing corridors, which would be most cost efficient. I, with Lynda, have great concerns about the traffic flow in Opus. How will this line, when it runs through Opus, relieve traffic flow in this area? It won't It will just increase it. If you don't know the one-way system, you have no clue. I don't see it doing anything except congestion. In the Opus area, with all the one-way streets and a train going by every seven minutes, this will dramatically slow the traffic on Bren, result in back-ups to 169, possibly even to 62 north and -- east and west, rather.

In addition, I see no viable walking paths that would enable anyone to get from the station to anywhere in Opus in a safe manner.

And thirdly, I am also concerned about the wildlife. I'm concerned about impact on the wetlands, as well, and would hope that you would take all of these things into consideration. Thank you.

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2/6.2/a

3/6.3/d

4/4.3/a

5/4.2/d

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6:00 p.m

COMMISSIONER KOBlick: Jeff Strate is next.

JEFF STRATE: Thank you, Madam Chair, commissioners. My name is Jeff Strate. I live at 15021 Summerhill Drive in Eden Prairie. And, like Mr. Diamond, I've been following the development of all the scoping and studies of the LRT. I'm a big LRT fan. I've used it in Boston and in Denver, and some of New York subways have become like LRT out in the outer boroughs, so I'm a big fan of it. The Hiawatha is really a resounding success, and I'm looking forward to it coming to Eden Prairie.

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2 / 3 . 1 / f
3 / 3 . 1 / i

The route I favor is the route that Gary favors and that is the one that goes through Opus and the Gold Triangle, primarily because it will spark a heck of a lot of new business and provide access to more new, affordable homes. Obviously, neighbors who live over there have their concern. I believe the environmental impact study process will look at these and you'll figure out to how to deal with them. Also, the -- it's now called -- well, I call it the southwest regional trails or Minnesota River Valley Trail right now. It's one of the nation's -- part of one of the nation's largest and best regional bike trail systems, and it's going to be of more use in the future.

So I, too, thank you for the process. I think it's been very good. It hasn't always been happy for anyone, for a lot of us, but I think it is working and heading in the right direction. I would like to conclude on a point of personal order, Madam Chair?

COMMISSIONER KOBlick: Absolutely.

JEFF STRATE: I would like to thank Commissioner Koblick for her years of service on the Hennepin County Board. Seldom have I seen someone ask questions of staff and other commissioners as intelligently, as aggressively, and as civilly as you have, and your presence on the commission will be missed. Thank you.

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Eden Prairie City Hall
6:00 p.m

COMMISSIONER MCLAUGHLIN: Thank you very much. Marlene Walker,

MARLENE WALKER: My name is Marlene Walker. I live at 6705 Harlan Drive. Thank you for the opportunity.

This has been an issue that seems like we have dealt with for probably the last eight or nine years. There's been countless studies. While I respect that, for a large project, there needs to be a certain amount of study, it does not make it easy for the residents of the area to continually wonder what's going to happen to the value of their property, which, in light of today's situation, we don't really have to worry about the value of our property; everybody's has gone down.

1/3.1/i

So I work downtown. I've worked downtown for the last 25 years. I think we have a tremendous bus system, Southwest Transit. I do drive downtown; don't really have a problem until I hit 394; probably not the biggest supporter of light rail. I don't find it extremely flexible, and I think it has a high subsidy that goes with it. Yes, I back up to the regional trail, and so I do have a vested interest. I can probably touch the trail as far as the door is from the backyard of my house, so I can hear bikers at 2:00 in the morning, I can hear the park ranger going down the trail at 4:30, 5:30 in the morning. A train certainly would have a tremendous impact, as it would for those residents that use the trail, who are many, both bikers and walkers.

2/6.1/b
3/1/a

4/4.6/a

So I know that, if there is going to be light rail, it makes more sense for it to go to the business areas and to the high-density areas of Eden Prairie. That's where increase ridership will be. I find it very strange that it would go to Highway 5 and stop because, then, where are people going?

5/2.3/f
6/2.3/g

Part of the reason I don't use mass transit is, as a parent, when my kids were younger, it was very inflexible as an option. You get out of work, you got to be at somebody's game, you can't take a train and go nowhere. You have to be going someplace. So, from that perspective, mass transit becomes a problem. So I would just ask that you give consideration. It's a big-dollar project and, while you own the trail, it may be more cost effective in the short-term, but that's not necessarily true in the long term. Long term, you're looking for the most ridership that you can get to support that method of transit, and, in terms of that, you need to be where the people are and where the businesses are, and that is not the route from the trail.

7/2.3/f
8/2.3/g

Other than that, I would ask you to consider that, for the transportation dollars that currently exist, there's a huge benefit to supporting bus transportation as opposed to trains. You have to keep up the cost of maintaining roads; might as well do it for both buses and cars as opposed to adding another method of transit. Thank you for the opportunity.

COMMISSIONER McLAUGHLIN: Thank you. Richard Adair

10355

1/6.1/a

2/2.3/e

RICHARD ADAIR: Thanks for allowing me to speak. I'm here to speak not for myself but by, for quick, direct and easy to use. And you'll hear many arguments for and against that will impact different neighborhoods, different groups of people who are here. But I'd like to speak for the people that aren't here. If you can get them from wherever they're going to, from wherever they come from downtown by saving a few minutes, this is the most important thing. And there will be, this, any minute that you save will be multiplied by millions and millions and millions of trips. In particular, one of the efficiencies of the 12 Kenilworth corridor alignment would be its ability to smoothly integrate with the Central corridor line and the Hiawatha line without having to get off the train and wait for another one. So it isn't simply the number of extra minutes by taking the most direct route, but it's also the need to transfer. Thank you.

10/14/08

10356

Gores, Beverly

From: Elabbady, Mona N.
Sent: Monday, December 01, 2008 5:26 PM
To: Gores, Beverly
Subject: FW: SW Transitway Scoping Comments

Mona Elabbady
Project Engineer

HDR ONE COMPANY | Many Solutions
701 Xenia Avenue South | Suite 600 | Minneapolis, MN 55416
Phone: 763-591-5395 | Cell: 612-432-8899 | Fax: 763-591-5413 | Mona.Elabbady@hdrinc.com
www.hdrinc.com

-----Original Message-----

From: Katie.Walker@co.hennepin.mn.us [mailto:Katie.Walker@co.hennepin.mn.us]
Sent: Monday, December 01, 2008 4:00 PM
To: Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter
Cc: ahall@southwest15.com
Subject: Fw: SW Transitway Scoping Comments

Please add to comments. Thanks.....Katie

----- Forwarded by Catherine M. Walker/PW/Hennepin on 12/01/2008 03:59 PM -----

"Gerald P. Krause" <jkrause@gw.hamline.edu>

11/07/2008 06:33 AM

To

<Katie.Walker@co.hennepin.mn.us>

cc

Subject

SW Transitway Scoping

Comments

1/2.3/e

2/2.3/f

Dear Katie--

Please provide my brief comments below to members of the scoping team concerning my strong support for the "A" alignment (either 1A or 3A) through the Kenilworth Corridor. I am a resident of the Bryn Mawr neighborhood (at 417 Oliver Avenue South) approximately 3 blocks directly north of where this proposed alignment would pass beneath I-394. I have lived in this part of Minneapolis since 2001 and have served as a member of the Redevelopment Oversight Committee within Bassett Creek Valley (BCV) for more than seven years. Moreover, I am a frequent user of the Cedar Lake Trail system (roughly 200-250 times a year as a runner).

3/3.1/b

1. Economic Development Potential in BCV. The LRT route (and its proposed stop at Van

White Blvd.) is a critical aspect of the proposed build out of this area. As you may be aware, the city owned land alone nearest the freeway is proposed for more than 1.6 million square feet of office space and almost 900 residential units.

4/3.2/a
2. **Crime/Risk Reduction.** The LRT route would provide badly needed presence of persons both in BCV and the Kenilworth corridor. Certainly during the period from dusk to sunrise the BCV area presently is a very risky proposition from a personal safety standpoint. Much of the same is true for the Kenilworth corridor as well. The presence of LRT trains and users drawn the various proposed stations at West Lake, 21st Street, Penn Avenue and Van White should reasonably provide enhanced safety to those using the area otherwise, both during the day and evening hours.

5/6.3/c
3. **Non-Intrusive Impact to Trail Users.** Use of the Kenilworth trail system should be minimally impacted by the presence of an LRT route through this area. Even with trains running at seven minute intervals (and at much longer intervals during non-peak times) those using the system as walkers, runners or bikers would only infrequently encounter a passing LRT train. Moreover, given the width of the right of way through the vast majority of the corridor it would be a relatively infrequent occurrence for users to be in close proximity to a passing LRT train (e.g., between West Lake and Cedar Lake Parkway and the Kenilworth channel areas). Such close proximity exists on the current Hiawatha line in a number of areas. In addition, to those users who find such proximity to be a highly negative experience, there currently exists a number of other directions for travel in this area on recreational trails--using the 29th Street Greenway, the Cedar Lake Trail or the route leading the Lake of the Isles (at Cedar Lake Parkway). Keeping in mind that one from time to time now encounters much more intrusive lengthy trains within this corridor.

Thank you for your consideration of the foregoing comments.

Jerry

Prof. Jerry Krause
jkrause@gw.hamline.edu

Professor & Director of Criminal Justice Hamline University--MB# 0222
1536 Hewitt Avenue
Saint Paul, Minnesota 55104
651/523-2327

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November 7, 2008

Southwest Policy Action Committee,

In my role as a member of the Southwest Corridor's Policy Advisory Committee (SW PAC) I have spent the last three years attending corridor meetings, bringing the voice of Minneapolis constituents into the discussion, and studying the potential alignments. I have come to the conclusion that the selection of an alignment must meet more than our cost-effectiveness index. It must also connect communities, bring entry level employees to jobs in the suburbs, and link together high-traffic entertainment and employment zones.

While the Kenilworth alignment has the significant positive attribute of interlining with the Hiawatha or Central corridor, the neighborhoods through which it travels in Minneapolis prevent it from attaining these other, more person-driven goals. I directed my focus toward determining whether or not there was a way to join together the best of both lines.

For these reasons, I am recommending study of a hybrid Nicollet alignment, that would both interline with the Hiawatha light rail train and further Minneapolis's plan to reopen Nicollet Avenue. There are two areas where I am proposing possible change to the alignment.

- The hybrid would follow the Greenway at which point it could tunnel under Blaisdell, Nicollet, or 1st Avenue. A reopened Nicollet Avenue could then accommodate a light rail and bus station that would link Lake Street and Nicollet Avenue, thereby, I believe, increasing light rail ridership.
- After reemerging at Franklin Avenue, the train would continue at grade until it reached either 11th Street S or 12th Street S. It could interline with the Hiawatha line by turning at 11th or 12th Street, crossing the Royalston Avenue Bridge, and interconnecting as shown in the Kenilworth Alignment.

I am also open to exploring other options that achieve the same goals.

There are several opportunities to these changes, including a potentially reopened Nicollet Avenue and a possibility to send the train into the core of Minneapolis without directly impacting Nicollet Avenue businesses. This alignment would also avoid Nicollet Mall, significantly reducing conflicts with buses and events along the mall, allow for a direct interline with Hiawatha and Central Corridor lines, and allow for stations at Hennepin Avenue and near the turn (wherever along LaSalle, Nicollet, or 1st Avenue makes sense), dropping passengers within two blocks of the Convention Center and easy walking distance to major downtown employers.

Thank you for your time as you review this letter and my request. I am joined in this endeavor by Minneapolis Mayor RT Rybak and Council Member Lisa Goodman who both want to investigate the options.

Sincerely,

Ralph Remington,
Minneapolis City Council

Cc: Mayor RT Rybak
Council Member Lisa Goodman
Council Member Robert Lilligren
Commissioner Gail Dorfman
Katie Walker

Gores, Beverly**10358**

From: Elabbady, Mona N.
Sent: Wednesday, December 03, 2008 2:16 PM
To: Gores, Beverly
Cc: Judd, Catherine
Subject: FW: Option E Clarification

Please add to Scoping Comments. Thanks.

Mona Elabbady
 Project Engineer

HDR ONE COMPANY | *Many Solutions*
 701 Xenia Avenue South | Suite 600 | Minneapolis, MN 55416
 Phone: 763-591-5395 | Cell: 612-432-8899 | Fax: 763-591-5413 |
Mona.Elabbady@hdrinc.com
www.hdrinc.com

From: arthur higinbotham [mailto:ahiginbotham@msn.com]
Sent: Monday, December 01, 2008 8:20 PM
To: Katie.Walker
Cc: Gail.Dorfman; Ralph.Remington; Robert.Lilligren; Donald.Pflaum; Steven.hay; Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter; Kathie Doty
Subject: Re: Option E Clarification

1/2.3/j

The following are corrections to the map and written descriptions for **Option E:**

1. The Dean Parkway station stop would be in lieu of the W. Lake St. station stop, eliminating the latter because of access issues. It could be located as a **kiss-and-ride stop over Dean Parkway** itself, or north of the Calhoun Village Mall, where it could be accessed from Market Plaza through an easement negotiated with the Mall owners, Pfaff Calhoun, and where a park and ride facility could be constructed, or to the east of Dean Parkway, on land owned by Weizman on which the Lander Group had planned to construct condominiums, a project now abandoned.
2. **There would be grade separation at both Humboldt and Irving on the Greenway** to accommodate commuter traffic from ECCO, CARAG, Lynnhurst and Linden Hills. No grade separation should be provided at James to discourage use of E. Lake of the Isles Parkway as an auto commuter route.
3. **The would be no station stop at 10th St. and Park Av.;** LRT would not need to stop in that area because of anticipated low ridership. This is also true for trains using Park or Chicago to interline with the Hiawatha and Central Corridor lines at the existing Metrodome station stop. The preferred route for this express connection is Park Av., as it can make a smooth 45 degree turn into the Metodome station stop; the Chicago route will run to close to the Metrodome to make this connection.
4. The LRT would not make the abrupt 135 degree turn north of the incinerator (or whatever

continued

name you use); the LRT would cross the parking lot north of the incinerator, turning first at a 90 degree angle from 7th St., then turning another 45 degrees before the parking lot entrance, connecting with recently completed tracks leading to the intermodal station.

5. Since **ridership studies will not include Target Stadium patrons**, no station stop is planned on the 7th/10th Street side of the Stadium. Since the LRT will be running as an elevated line from southwest of Hennepin until it turns around the incinerator to avoid blocking access to the garage from 10th St., a future station stop could be built next to the Stadium as a future addition at the elevation of the tracks, adjacent to the upper deck of the Stadium, as I pointed out at the HDR discussion of the intermodal station design two weeks ago.

----- Original Message -----

From: Katie.Walker@co.hennepin.mn.us

To: ahiginbotham@msn.com

Cc: Gail.Dorfman ; Ralph.Remington ; Robert.Lilligren ; donald.pflaum@ci.minneapolis.mn.us ; Steve.Hay ; Oscar.Gonzalez ; Mona.Elabbady@hdrinc.com ; Terry.Phemister@hdrinc.com ; Kathie.Doty

Sent: Monday, December 01, 2008 3:55 PM

Subject: Option E Clarification

Art.....As we discussed last week, attached is a map and a written description of the Southwest LRT Project Team's understanding of your Option E proposal submitted for evaluation during the NEPA/MEPA Scoping Process. In order to stay on schedule, we are requesting that you review this map and the attached memo and provide any changes/clarifications/modifications to me no later than 5:00 PM on Friday, December 5, 2008. Thank you.

(See attached file: Option E_map_120108.pdf)(See attached file: OptionE_ClarificationMemo_120108.pdf)

Katie Walker, AICP
Transit Project Manager
Hennepin County
Housing, Community Works & Transit
417 North 5th Street, Suite 320
Minneapolis, MN 55401

612.385-5655Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

SOUTHWEST TRANSITWAY SCOPING MEETING
October 14, 2008
St. Louis Park City Hall
6:15 p.m.

BILL JAMES: Okay. Thank you very much council members and Katie for giving me an opportunity to mention a few items here.

I have four points I'd like to cover with you this evening, specifically the 1A, 3A segment routings. There's a lot of issues regarding mitigation that will come into play, specifically impacts on rail corridors, offsetting freight rail rerouting issues. So I know there's a lot of engineering and political issues that need to be looked at there, so I know that's going to get a lot of attention.

1/6.3/b

Secondly, specifically to the 3C routing. I'm personally not a big fan of that routing mostly because it dead ends right in the middle of the city. It doesn't have any access to the intermodal station and I think that's a rather large mistake, particularly when you try to move the confluence of people in and out of that portal for access to the Northstar liner and in particular the brand-new Twins stadium that will be adjacent to that stadium.

2/2.3/g

3/3.1/b

Thirdly, it's already been mentioned about the impacts in and around increased rail traffic adjacent to the St. Louis Park High School. I live a block up the street from that high school. I regularly toot my horns at students to gain their attention as my car is moving around that area. So I can only imagine moving more freight trains through that area if it would be a rather exciting moment and the last thing of course we want is any tragic situations to develop with increased rail traffic through there.

4/6.2/a

5/3.7/b

And fourth, and I think it was touched on by a previous speaker, that the whole issue of transportation is a very complex gear box to put forth to a community and it has a lot of balance between needs and wants involving community and jobs and cultural and aesthetic issues and opportunity for growth and development and certainly some of the green contributions that we certainly need to focus on these days. So I think we need to take the best of the technologies and the best of the minds in engineering and put that forward for an outstanding 21st Century transportation plan. Thank you very much.

10360

Gores, Beverly

From: Judd, Catherine
Sent: Thursday, January 29, 2009 9:33 AM
To: Gores, Beverly
Subject: FW: Comment for Scoping

Michael Nallick <mbowzer@earthlink.net>

10/31/2008 02:34 PM

To

Katie.Walker@co.hennepin.mn.us

cc

Subject

LRT/Kenilworth

Dear Ms Walker,

We could not attend the informational meetings this Oct regarding LRT so we wanted to send a note about this important issue.

We reside at Cedar Lake Shore Townhomes on the Kenilworth trail, and thus, support the CIDNA board of directors list of issues that need consideration by the Southwest Area Alternatives PAC (and it's Technical Committee) before it makes recommendations on preferred LRT routing within Minneapolis. I'm sure there is no need to reiterate these^{1/2.3/j}

issues, but we would like to stress the issue of an *****essential***** underpass at Cedar Lake Pkwy with LRT placed in a cut-and-cover tunnel from Cedar Lake Pkwy to Lake St. Aside

from this, we're also very concerned about running LRT through one of the most beautiful park spaces in the entire city/state. We cannot even comprehend what a negative impact LRT would have through this corridor and the affected park land and neighborhoods. Surely,

there are better route options available other than Kenilworth. We would like to thank you for your time and the opportunity to weigh in on this most critical issue.

Regards

2/3.2/a

3/3.5/b

Mike Nallick
Craig Ward
3355 ST Louis Ave
Mpls MN 55416

h612 925 5463

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