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MEETING NOTICES

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Notice of Intent in Federal Register

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Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before July 5, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Arthur Winder, Project Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 22016.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Bryan O. Elliott, Director of Aviation, of the Charlottesville-Albemarle Airport Authority at the following address: Charlottesville-Albemarle Airport, 201 Bowen Loop, Charlottesville, Virginia 22901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Charlottesville-Albemarle Airport Authority under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Arthur Winder, Program Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 22016, (703) 661-1363. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Charlottesville-Albemarle Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 10, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by Charlottesville-Albemarle Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 15, 2001.

The following is a brief overview of the application.

PFC Application No.: 01-14-C-00-CHO.

Level of the proposed PFC: \$3.00.
Proposed charge effective date: July 1, 2004.

Proposed charge expiration date: January 1, 2005.

Total estimated PFC revenue: \$220,000.

Brief description of proposed project(s):

Extend Runway 3 Safety Area, Phase III (Impose & Use)

PFC Project Administration Fees (Impose & Use)

Air Carrier Terminal Refurbishment (Design) Phase II (Impose & Use)
Acquire Snow Removal Equipment Carrier Vehicle (Impose & Use)

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators filing FAA Form 1800-31 and foreign air carriers.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports Office located at: Federal Aviation Administration, Airports Division, AEA-610, 1 Aviation Plaza, Jamaica, NY 11434-4809.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Charlottesville-Albemarle Airport.

Issued in Dulles, Va. 22016, May 24, 2001.
Terry J. Page,

Manager, Washington Airports District Office.
[FR Doc. 01-14109 Filed 6-4-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Central Corridor Project Located Between Minneapolis and St. Paul, Minnesota

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) is issuing this notice to advise interested agencies and the public that, in accordance with the National Environmental Policy Act, an Environmental Impact Statement (EIS) is being prepared for the Central Corridor Transit Project located between Minneapolis and St. Paul, Minnesota.

DATES: One Interagency Scoping Meeting and two Public Scoping Meetings will be held on the following dates and times at the locations indicated.

Interagency Scoping Meeting

Tuesday, June 26, 2001, from 2:00 p.m. to 4:00 p.m., Sheraton Midway, 400 North Hamline Avenue, St. Paul, Minnesota 55104,

Public Scoping Meetings

Tuesday, June 26, 2001, 8:00 a.m. to 9:30 a.m., Sheraton Midway, 400

North Hamline Avenue, St. Paul, Minnesota 55104

Tuesday, June 26, 2001, 5:00 p.m. to 8:00 p.m., Lifetrack Resources Job Search Center, 709 University Avenue West, St. Paul, Minnesota 55104

Wednesday, June 27, 2001, 5:00 p.m. to 8:00 p.m., Radisson Metrodome, 615 Washington Avenue SE., Minneapolis, Minnesota 55414

ADDRESSES: Written comments on the scope of the analysis and impacts to be considered should be sent by July 20, 2001 to: Mr. Steve Morris, Project Manager, Ramsey County Regional Railroad Authority (RCRRA), 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102, Telephone: (651) 266-2784, Fax: (651) 266-2761, E-mail: steve.morris@co.ramsey.mn.us, TDD: 1 800 627-3529.

FOR FURTHER INFORMATION CONTACT: Mr. Joel P. Ettinger, Regional Administrator, Federal Transit Administration (FTA), Region V, 200 West Adams Street, Suite 2410, Chicago, Illinois 60606, Telephone: (312) 353-2789.

SUPPLEMENTARY INFORMATION: The FTA (the federal lead agency for this action) in cooperation with the Ramsey County Regional Railroad Authority (RCRRA), the local lead agency, will prepare an Environmental Impact Statement (EIS) for the Central Corridor Transit Project.

I. Scoping

The FTA and the RCRRA invite interested individuals, organizations and federal, state and local agencies to participate in: defining the options to be evaluated in the EIS; in identifying the social, economic and environmental impacts to be evaluated; and suggesting alternative options that are less costly or have fewer environmental impacts while achieving similar transportation objectives. An information packet, referred to as the Scoping Booklet is being circulated to all federal, state and local agencies having jurisdiction in the project, and all interested parties currently on the RCRRA mailing list. Other interested parties may request this Scoping Booklet by contacting Steve Morris at the address indicated above.

Three Public Scoping Meetings will be held in the study area. The first will be held from 8:00 to 9:30 a.m. on Tuesday, June 26, 2001, at the Sheraton Midway, 400 North Hamline Avenue, St. Paul, Minnesota. The second will be held from 5:00 p.m. to 8:00 p.m. on Tuesday, June 26, 2001, at the Lifetrack Resources Job Search Center, 709 University Avenue West, St. Paul, Minnesota. The third Public Scoping Meeting will be held from 5:00 p.m. to 8:00 p.m. on Wednesday, June 27, 2001,

at the Radisson Metrodome, 615 Washington Avenue Southeast, Minneapolis, Minnesota. One interagency Scoping Meeting will be held from 2:00 p.m. to 4:00 p.m. on Tuesday, June 26, 2001, at the Sheraton Midway, 400 North Hamline Avenue, St. Paul, Minnesota. People with special needs should call Steve Morris at (651) 266-2784. The buildings are accessible to persons with disabilities.

Scoping comments may be made orally at the Public Scoping Meetings or in writing by July 20, 2001. Comments or questions should be directed to Mr. Steve Morris at the address indicated above.

II. Description of the Study Area and Transportation Needs

The Central Corridor study area is described as the 11-mile corridor extending between Minneapolis and Saint Paul, Minnesota on the west and east, and bounded by the Burlington Northern-Santa Fe (BNSF) Northern Mainline on the north and the Canadian Pacific Railroad (CP Railway) Shortline Railroad on the south. The proposed Central Corridor would connect the central business districts of Minneapolis and St. Paul, and the University of Minnesota, and would serve the transit-dependent population located within the study area.

Throughout the last two decades, the Central Corridor has been the focus of several studies regarding the feasibility of various mass transit modes. Each of these studies has identified the Central Corridor as the region's priority corridor for mass transit investment. The current 2020 Long-Range Transportation Plan and the State Transportation Improvement Program (STIP) both include funding commitments for the Central Corridor Project.

In February 2000, the RCRRRA initiated the Central Corridor Transit Study to identify the mass transit options for the Central Corridor. Preliminary phases of the study identified the purpose and need for transportation improvements in the corridor and identified and screened potential mass transit options that would meet the purpose and need. The purpose and need for transportation improvements in the study area were focused on three principal areas: economic opportunity and investment; communities and environment; and transportation and mobility. Following a multiple-phase screening process, it was determined that the potential mass transit options that would address the purpose and need for the Central Corridor included: Light Rail Transit

(LRT); Busway/ Bus Rapid Transit (BRT), and Commuter Rail.

Although two commuter rail options were being considered during the preliminary phases of the Central Corridor Transit Study, the evaluation of the commuter rail options will be deferred to a separate environmental document based on regional commuter rail connections and system planning, funding and operating agency responsibility.

A public involvement program has been developed and initiated with a website, newsletters, informational meetings, and public hearings.

III. Alternatives

The transit modes initially considered for the Central Corridor included: Bus Transit, Busway/Bus Rapid Transit, Light Rail Transit, Commuter Rail, Streetcar, Heavy Rail Transit, Monorail, Automated Guideway Transit, Personal Rapid Transit, and Magnetic Levitation. The seven route alignments initially studied were the Burlington Northern Santa Fe Northern Mainline, the Burlington Northern Santa Fe Southern Mainline, the Pierce Butler Route, University Avenue, I-94, the Canadian Pacific Rail, and the Canadian Pacific Rail West.

The transportation alternatives currently proposed for consideration for the Central Corridor Draft EIS include:

1. *No-Build Alternative*—No change to transportation services or facilities in the Central Corridor beyond already committed projects. This includes only those roadway and transit improvements defined in the appropriate agencies' Long Range Transportation Plans and Transit Development Plans for which funding has been committed.

2. *Transportation System Management (TSM) Alternative*—Low cost transportation infrastructure and bus transit improvements for the Central Corridor. Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), bus operations and other TSM improvements will be included in this alternative.

3. *Busway/Bus Rapid Transit (BRT) Alternative*—A Busway/Bus Rapid Transit (BRT) line to be constructed with several station stops between downtown Minneapolis, the University of Minnesota and downtown St. Paul, primarily in exclusive guideway in the center of University Avenue. The alternative would include all facilities associated with the construction and operations of the Busway/BRT, including right-of-way, structures, and stations, as well as Busway/BRT, feeder bus and rail operating plans. The

Busway/BRT alternative would also incorporate the elements of the No-Build and TSM alternatives.

4. *Light Rail Transit (LRT) Alternatives*—A Light Rail Transit (LRT) line to be constructed with several station stops between downtown Minneapolis, the University of Minnesota and downtown St. Paul, on either University Avenue or I-94. Both the University Avenue and I-94 LRT alternative would incorporate the elements of the No-Build and TSM alternatives.

The I-94 LRT Alternative would provide LRT service, primarily in barrier-separated exclusive lanes in the median of I-94. The alternative would include all facilities associated with the construction and operations of the LRT, including right-of-way, tracks, structures, and stations, as well as LRT, feeder bus and rail operating plans.

The University Avenue LRT Alternative would provide LRT service, primarily in exclusive lanes in the center of University Avenue. The alternative would include all facilities associated with the construction and operations of the LRT, including right-of-way, tracks, structures, and stations, as well as LRT, feeder bus and rail operating plans.

IV. Probable Effects/Potential Impacts for Analysis

The FTA and the RCRRRA will consider probable effects and potentially significant impacts to social, economic and environmental factors associated with the alternatives under evaluation in the EIS. Potential environmental issues to be addressed will include: Land use, historic and archaeological resources, traffic and parking, noise and vibration, environmental justice, regulatory floodway/floodplain encroachments, coordination with transportation and economic development projects, and construction impacts. Other issues to be addressed in the EIS include: natural areas, ecosystems, rare and endangered species, water resources, air/surface water and groundwater quality, energy, potentially contaminated sites, displacements and relocations, and parklands. The potential impacts will be evaluated for both the construction period and the long-term operations period of each alternative considered. In addition, the cumulative effects of the proposed project alternatives will be identified. Measures to avoid or mitigate any significant adverse impacts will be developed.

V. FTA Procedures

In accordance the regulations and guidance established by the Council on Environmental Quality (CEQ), as well as the Code of Federal Regulations, Title 23, Part 771 (23 CFR 771) of the FHWA/FTA environmental regulations and policies, the EIS will include an analysis of the social, economic and environmental impacts of each of the alternatives selected for evaluation. The EIS will also comply with the requirements of the 1990 Clean Air Act Amendments (CAAA) and with Executive Order 12898 regarding Environmental Justice. After its publication, the Draft Environmental Impact Statement (DEIS) will be available for public and agency review and comment. Public hearings will be held on the DEIS.

The Final EIS will consider comments received during the DEIS public review and will identify the preferred alternative. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: May 30, 2001.

Joel P. Ettinger,

Region 5 Administrator, Federal Transit Administration, Chicago, Illinois.

[FR Doc. 01-14102 Filed 6-4-01; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-9732]

Notice of Receipt of Petition for Decision That Nonconforming 1993 Ford Mustang Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1993 Ford Mustang passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1993 Ford Mustang passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as

complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is July 5, 2001.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9 am to 5 pm.]

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the *Federal Register* of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the *Federal Register*.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("WETL") (Registered Importer 90-005) has petitioned NHTSA to decide whether 1993 Ford Mustang passenger cars originally manufactured for the European market are eligible for importation into the United States. The vehicles which WETL believes are substantially similar are 1993 Ford Mustang passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1993 Ford Mustang passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

WETL submitted information with its petition intended to demonstrate that non-U.S. certified 1993 Ford Mustang passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1993 Ford Mustang passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 108 *Lamps, Reflective Devices and Associated Equipment*, 109 *New Pneumatic Tires*, 111 *Rearview Mirror*, 113 *Hood Latch Systems*, 114 *Theft Protection*, 116 *Brake Fluid*, 118 *Power Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified 1993 Ford Mustang passenger cars comply with the Bumper Standard found in 49 CFR part 581 and the Vehicle Identification Number plate requirement of 49 CFR part 565.

Petitioner also contends that the non-U.S. certified 1993 Ford Mustang passenger cars are not identical to their U.S. certified counterparts, as specified below, but still comply with the following Standard in the manner indicated:

Standard No. 101 *Controls and Displays*: the speedometer indicates both kilometers per hour and mile per hour. The odometer indicates kilometers and is labeled as such. The brake warning indicator meets the requirements.

Petitioner further contends that the vehicles are capable of being readily

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Notice of Availability in EQB Monitor





Federal EIS Scoping Document Available

Central Corridor Transit Project

The Federal Transit Administration in cooperation with the Ramsey County Regional Railroad Authority announces the availability of the Scoping Booklet and federal Notice of Intent to Prepare an Environmental Impact Statement for the Central Corridor Transit Project. The RCRRA will distribute the Scoping Booklet to all agencies listed on EQB and RCRRA distribution lists and to all interested parties in compliance with Minnesota Rules. A press release will be issued to local newspapers along the corridor announcing the availability of the Scoping Booklet and the public and interagency scoping meetings. The public is invited to comment on the scope of the project at these meetings as well as in writing. The comment period closes on July 20, 2001

Public Scoping Meetings

- Tuesday, June 26, 2001, 8:00 a.m. to 9:30 a.m., Sheraton Midway, 400 North Hamline Ave., St. Paul, MN 55104
- Tuesday, June 26, 2001, 5:00 p.m. to 8:00 p.m., Lifetrack Resources Job Search Center, 709 University Ave. W., St. Paul, MN 55104
- Wednesday, June 27, 2001, 5:00 p.m. to 8:00 p.m., Radisson Metrodome, 615 Washington Ave. SE, St. Paul, MN 55414

Interagency Meeting

- Tuesday, June 26, 2001, 2:00 p.m. to 4:00 p.m., Sheraton Midway, 400 North Hamline Ave., St. Paul, MN 55104

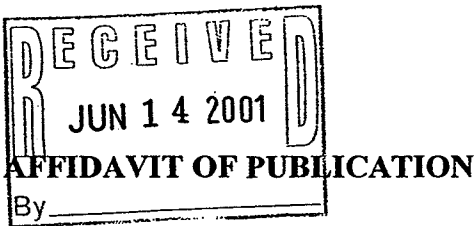
Written comments on the scope of the analysis and impacts to consider may be sent by July 20, 2001 to Steve Morris, Project Manager, RCRRA, 50 West Kellogg Blvd., Suite 665, St. Paul, MN 55102; 651-266-2784; fax: 651-266-2761; email: steve.morris@co.ramsey.mn.us; TDD: 1-800-627-3529.

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Newspaper Legal Notices



STATE OF MINNESOTA)
)ss.
COUNTY OF HENNEPIN)



Linda St. Clair, being duly sworn, on oath says She is and during all times herein stated has been an employee of the Star Tribune, a subsidiary of McClatchy Company, 425 Portland Avenue, Minneapolis, Minnesota 55488, publisher and printer of the Star Tribune newspaper (the "Newspaper"), published 7 days a week, and has full knowledge of the facts herein stated as follows:

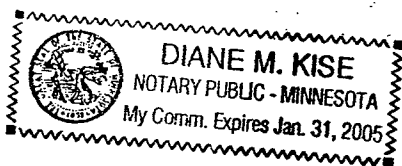
1. (a) The Newspaper is printed in the English language in newspaper format and in column and sheet form equivalent in printed space to at least 1,000 square inches;
 - (b) The Newspaper is printed daily and distributed at least five days each week;
 - (c) In at least half of its issues each year, the Newspaper has no more than 75 percent of its printed space comprised of advertising material and paid public notices. In all of its issues each year, the Newspaper has not less than 25 percent of its news columns devoted to news of local interest to the community which it purports to serve. Not more than 25 percent of the Newspaper's non-advertising column inches in any issue duplicates any other publication;
 - (d) The Newspaper is circulated in the local public corporation which it purports to serve, and has at least 500 copies regularly delivered to paying subscribers;
 - (e) The Newspaper has its known office of issue established in either the county in which it lies, in whole or in part, the local public corporation which the Newspaper purports to serve, or in an adjoining county;
 - (f) The Newspaper files a copy of each issue immediately with the state historical society;
 - (g) The Newspaper is made available at single or subscription prices to any person, corporation, partnership, or other unincorporated association requesting the Newspaper and making the applicable payment;
 - (h) The Newspaper has complied with all the foregoing conditions for at least one year immediately preceding the date of the notice publication which is the subject of the Affidavit; and
 - (i) Between September 1 and December 31 of each year, the Newspaper publishes and submits to the secretary of state, along with a filing fee of \$25, a sworn United States Post Office periodical class statement of ownership and circulation.
2. The printed copy of the matter attached hereto (the "Notice") was cut from the columns of the Newspaper and was printed and published in the English language, on the following days and dates: Monday, June 11, 2001.
 3. Except as otherwise directed by a particular statute requiring publication of a public notice, the Notice was printed in a type face no smaller than six point with a lowercase alphabet of 90 point.
 4. The fees for publication are as follows:
 - (a) The maximum rate currently allowed by law for publication of a public notice in the Newspaper is \$3.44;
 - (b) The lowest classified rate currently paid by commercial users for comparable space in the Newspaper is \$7.15; and;
 - (c) The rate actually charged for publication of the Notice was \$430.00

Linda St Clair

Subscribed and sworn to before me
on June 12, 2001

Diane M. Kise

Notary Public



BRW Inc
Nancy Ronhovde
700 S Third St
Minneapolis, MN 55415-1130

654D02600
125 lines
class 203

**NOTICE OF SCOPING
BOOKLET AVAILABILITY
AND SCOPING MEETINGS
CENTRAL CORRIDOR
TRANSIT PROJECT SCOPING
FOR ENVIRONMENTAL
IMPACT STATEMENT**

The Public is invited to Attend
Upcoming Scoping Meetings
June 26 - St. Paul
June 27 - Minneapolis

The Federal Transit Administration in cooperation with the Ramsey County Regional Railroad Authority (RCRRA) is preparing an Environmental Impact Statement (EIS) for transit elements of the Central Corridor Transit Project. The Central Corridor study area is an 11-mile corridor extending between Minneapolis and Saint Paul, Minnesota, on the west and east, and bordered by the Burlington Northern Santa Fe Northern Mainline on the north and the Canadian Pacific Railway Shortline Railroad on the south. As part of the EIS process, one interagency and three public scoping meetings will be held. The public is invited to attend. These meetings will provide an opportunity to explain the EIS process, describe the alternatives being considered, and to receive public comments on the Central Corridor Transit Project and the scope of the EIS. The alternatives to be considered in the EIS are:

- No-Build Alternative
- Transportation System Management Alternative
- Busway/Bus Rapid Transit Alternative
- Light Rail Transit Alternatives

Copies of the Scoping Booklet are available for review at the Environmental Conservation Library, 300 Nicollet Mall, Minneapolis, Minnesota 55401 and at the Ramsey County Regional Railroad Authority, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.

The public scoping meetings will provide an early opportunity to identify issues and concerns for consideration in the EIS process. The same project information will be presented at each of the meetings.

PUBLIC MEETINGS - The scoping meetings are scheduled for:

TUESDAY, JUNE 26, 2001
8:00 a.m. to 9:30 a.m.
Sheraton Midway
400 North Hamline Avenue
St. Paul, Minnesota

TUESDAY, JUNE 26, 2001
5:00 p.m. to 8:00 p.m.
EJetrack Resources
Job Search Center
709 University Avenue West
St. Paul, Minnesota

WEDNESDAY, JUNE 27, 2001
5:00 p.m. to 8:00 p.m.
Radisson Metrodome
615 Washington Avenue SE
Minneapolis, Minnesota

INTERAGENCY MEETING will be held from 2:00 p.m. to 4:00 p.m. on Tuesday, June 26, 2001, at the Sheraton Midway (address above).

Comments may be made orally at the scoping meetings or in writing by July 20, 2001. Comments received will be included in the official public record. Written comments should be mailed to: Steve Morris, Project Manager, Ramsey County Regional Railroad Authority (RCRRA), 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102. If you have any questions, please call (651) 266-2784, TDD: 1-800-627-3529, Fax: (651) 266-2761, E-mail: steve.morris@co.ramsey.mn.us. All facilities are accessible to persons with disabilities.

NOTICE OF SCOPING

BOOKLET AVAILABILITY AND SCOPING MEETINGS CENTRAL CORRIDOR TRANSIT PROJECT SCOPING FOR ENVIRONMENTAL IMPACT STATEMENT

The Public is invited to Attend Upcoming Scoping Meetings

June 26 - St. Paul June 27 - Minneapolis

The Federal Transit Administration in cooperation with the Ramsey County Regional Railroad Authority (RCRRA) is preparing an Environmental Impact Statement (EIS) for transit elements of the Central Corridor Transit Project. The Central Corridor study area is an 11-mile corridor extending between Minneapolis and Saint Paul, Minnesota, on the west and east and bordered by the Burlington Northern Santa Fe Northern Mainline on the north and the Canadian Pacific Railway Shortline Railroad on the south. As part of the EIS process, one interagency and three public scoping meetings will be held. The public is invited to attend. These meetings will provide an opportunity to explain the EIS process, describe the alternatives being considered and to receive public comments on the Central Corridor Transit Project and the scope of the EIS. The alternatives to be considered in the EIS are:

- No-Build Alternative
Transportation System Management Alternative
Busway/Bus Rapid Transit Alternative
Light Rail Transit Alternatives

Copies of the Scoping Booklet are available for review at the Environmental Conservation Library, 300 Nicollet Mall, Minneapolis, Minnesota 55401 and at the Ramsey County Regional Railroad Authority, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.

The public scoping meetings will provide an early opportunity to identify issues and concerns for consideration in the EIS process. The same project information will be presented at each of the meetings.

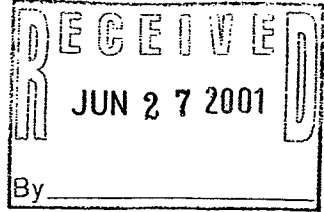
Public Meetings - the scoping meetings are scheduled for:

- Tuesday, June 26, 2001 8:00 a.m. to 9:30 a.m. Sheraton Midway 400 North Hamline Avenue St. Paul, Minnesota
Tuesday, June 26, 2001 5:00 p.m. to 8:00 p.m. Lifetrack Resources Job Search Center 709 University Avenue West St. Paul, Minnesota
Wednesday, June 27, 2001 5:00 p.m. to 8:00 p.m. Radisson Metrodome 615 Washington Avenue SE Minneapolis, Minnesota

Interagency Meeting will be held from 2:00 p.m. to 4:00 p.m. on Tuesday, June 26, 2001, at the Sheraton Midway (address above).

Comments may be made orally at the scoping meetings or in writing by July 20, 2001. Comments received will be included in the official public record. Written comments should be mailed to: Steve Morris, Project Manager, Ramsey County Regional Railroad Authority (RCRRA), 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102. If you have any questions, please call (651) 266-2784; TDD: 1-800-627-3529; Fax: (651) 266-2761; E-mail: steve.morris@co.ramsey.mn.us. All facilities are accessible to persons with disabilities.

AFFIDAVIT OF PUBLICATION STATE OF MINNESOTA COUNTY OF RAMSEY



Mai Vang being duly sworn on oath, says: that she is, and during all times herein state has been, Clerk of Northwest Publications, Inc., Publisher of the newspaper known as the Saint Paul Pioneer Press, a newspaper of General circulation within the City of Saint Paul and the County of Ramsey.

That the notice hereto attached was cut from the columns of said newspaper and was printed and published therein on the following date(s):

11th day of May 2001 Newspaper Ref./Ad Number #55013

[Handwritten signature]

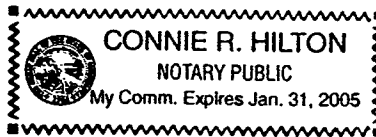
Subscribed and sworn to before me this 25th day of June 2001

[Handwritten signature: Connie R. Hilton]

NOTARY PUBLIC

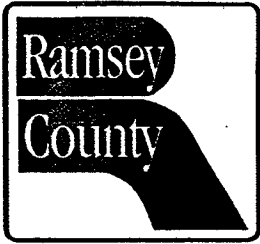
Ramsey County, Minnesota

My commission expires January 31, 2005



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Press Release



News

15 West Kellogg Boulevard, #250
Saint Paul, MN 55102

Dave Verhasselt
Communications Manager
Phone: 651-266-8017
Pager: 952-901-1032

Monday, June 25, 2001

NEWS ADVISORY: The public is invited to 3-meetings on major Transit investment

WHO: Citizens, Policymakers, businesspeople and all interested in transit

WHAT: Central Corridor Scoping Meetings

WHEN/WHERE:

Tuesday, June 26th, 2001
Sheraton Midway, 400 N. Hamline St. Paul
8:00-9:30 AM Public Meeting
2:00-4:00 PM Interagency Meeting

Tuesday, June 26, 2001
Lifetrack Resources Job Search Center, 709 University Ave. West, St. Paul
5:00-8:00 PM Public Meeting

Wednesday, June 27, 2001
Radisson Metrodome 615 Washington Ave. SE Mpls
5:00-8:00 PM Public Meeting

Careful consideration of design, costs, benefits and transportation impacts of major transit investment on the Central Corridor will begin soon. This review of the transit corridor roughly connecting downtowns St. Paul and Minneapolis is part of a federal transit study that's been underway for more than a year. The outcome of the review will be called an Environmental Impact Statement.

Before the Environmental Impact Statement (EIS) study begins the public has three opportunities to make its voice known and the work done thus far. See above for meeting locations.

There are 4-options currently to be considered in the EIS study:

- **No build alternative:** *No change to existing facilities and projects already committed in this area.*
- **Transportation Management System (TSM):** *Low cost transportation infrastructure and bus transit improvements.*
- **Busway/ Bus Rapid Transit (BRT)** *Bus service on an exclusive right of way between the two downtowns.*
- **Light Rail Transit:** *LRT service between both downtowns on either University Ave. or I-94*

INTERVIEW CONTACT:

eve Morris Project Manager
51-266-2784
eve.morris@co.ramsey.mn.us

MEDIA CONTACT:

Dave Verhasselt
Office – 651-266-8017
Pager-- 952-901-1032

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Press Clippings

**Publications
Advertising Scoping Meetings
May/June, 2001**

Asian American Press

The Bulletin

Frogtown Times

Grand Gazette

Highland Villager

Merriam Park Post

North End News

Seward Profile


Skyway News

Southeast Angle

Spokesman-Recorder

St. Paul Pioneer Press/

Star Tribune



THE CENTRAL CORRIDOR
Imagine our future

What would YOU do to improve transportation in your neighborhood?

Major transportation investments are being considered for your neighborhood, the Central Corridor. It's important that your voice be heard in these decisions.

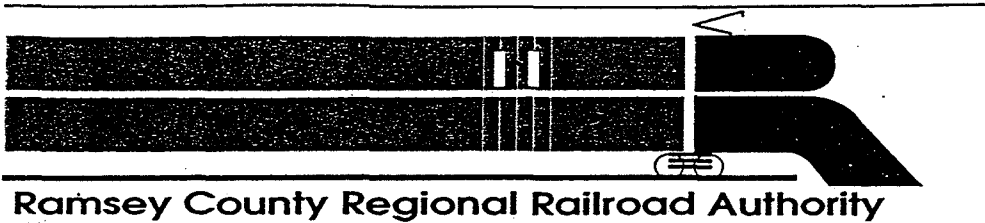
The Central Corridor — the corridor along and near University Avenue and I-94 — is a critical link in our area's transportation future. It not only connects downtown St. Paul and downtown Minneapolis, but also includes the State Capitol Complex, the University of Minnesota, the Midway business area and many vibrant neighborhoods. Come make your voice be heard on this important issue at one of our community forums.

Learn more about the Central Corridor project and share your opinions at one of three June meetings	Tuesday, June 26 , 8-9:30 AM Sheraton Midway 400 N. Hamline Ave., St. Paul
	Tuesday, June 26, 5-8 PM Lifetrack Resources Job Search Center 709 University Ave. W., St. Paul
	Wednesday, June 27, 5-8 PM Radisson Metrodome 615 Washington Ave. SE, Minneapolis

For more information please visit our web site at www.centralcorridor.org

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Elected Officials Letter of Invitation and Invitation List



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

June 11, 2001

Mayor Sharon Sayles Belton
City of Minneapolis Mayor's Office
331 City Hall—350 South 5th Street
Minneapolis, MN 55415

Dear Mayor Sayles Belton:

You are invited to participate in one of three important meetings on the major transportation study being conducted on the Central Corridor — the corridor along and near University Avenue, I-94 and the Canadian Pacific and Burlington Northern-Santa Fe rail lines. These "Scoping Meetings" will give you and members of the public an opportunity to address the issues, concerns and opportunities that should be considered in an Environmental Impact Statement (EIS) that will be prepared for the Central Corridor.

The Central Corridor is a critical link in the region's transportation future. Connecting downtown St. Paul and downtown Minneapolis, the Central Corridor includes the State Capitol complex, the University of Minnesota, the Midway business area and many vibrant neighborhoods. The Central Corridor also connects people to some of the Twin Cities most popular cultural and recreational attractions— Minnesota Children's Museum, Xcel Center, the Science Museum of Minnesota, Mixed Blood Theatre and the Weisman Art Museum to name just a few.

The Central Corridor is a vital connection in the developing Twin Cities transit triangle. This triangle— which includes the Hiawatha light rail corridor and the Riverview bus rapid transit corridor—could be the hub of a Twin Cities transit system, connecting commuter rail lines and freeways to the central business districts, University of Minnesota and State Capitol and connecting Minneapolis and St. Paul residents to suburban jobs, shopping and entertainment.

The EIS will be prepared by the Central Corridor Coordinating Committee, the Federal Transit Administration (FTA) and the Ramsey County Regional Railroad Authority (RCRRA). The Coordinating Committee provides oversight for the Central Corridor study initiative. The Committee includes representatives from Ramsey and Hennepin counties, the cities of St. Paul and Minneapolis, the University of Minnesota, the Minnesota Department of Transportation and the Metropolitan Council.

The EIS will consider several alternative transportation investments for the corridor:

- **No-Build Alternative:** The corridor receives no major transportation investments.
- **Transportation System Management (TSM) Alternative:** Improvements that would better manage the flow of automobile and bus traffic.
- **Busway/Bus Rapid Transit (BRT) Alternative:** Buses running on a separate, dedicated right of way or on city streets but separated from other traffic.
- **Light Rail Transit (LRT) Alternative:** Short, electric trains running on tracks; the trains can run on city streets or they can be separated from city streets and traffic.



Elected Officials Invitation List

Mayor Sharon Sayles Belton
City of Minneapolis Mayor's Office
331 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Mayor Norm Coleman
City of Saint Paul Mayor's Office
390 City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

Commissioner Gail Dorfman
Hennepin County Board of Commissioners
A-2400 Government Center – 300 South Sixth Street
Minneapolis, MN 55487

Commissioner Randy Johnson
Hennepin County Board of Commissioners
A-2400 Government Center – 300 South Sixth Street
Minneapolis, MN 55487

Commissioner Peter McLaughlin
Hennepin County Board of Commissioners
A-2400 Government Center – 300 South Sixth Street
Minneapolis, MN 55487

Commissioner Mike Opat
Hennepin County Board of Commissioners
A-2400 Government Center – 300 South Sixth Street
Minneapolis, MN 55487

Commissioner Penny Steele
Hennepin County Board of Commissioners
A-2400 Government Center – 300 South Sixth Street
Minneapolis, MN 55487

Commissioner Mark Stenglein
Hennepin County Board of Commissioners
A-2400 Government Center – 300 South Sixth Street
Minneapolis, MN 55487

Commissioner Mary Tamborino
Hennepin County Board of Commissioners
A-2400 Government Center – 300 South Sixth Street
Minneapolis, MN 55487

Mr. Paul Ostrow
Minneapolis City Council – Ward 1
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Ms. Lisa McDonald
Minneapolis City Council – Ward 10
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Ms. S. Dore' Mead
Minneapolis City Council – Ward 11
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Ms. Sandra Colvin Roy
Minneapolis City Council – Ward 12
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Mr. Barret Lane
Minneapolis City Council – Ward 13
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Ms. Joan Campbell
Minneapolis City Council – Ward 2
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Mr. Joe Biernat
Minneapolis City Council – Ward 3
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Ms. Barbara Johnson
Minneapolis City Council – Ward 4
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Ms. Jackie Cherryhomes
Minneapolis City Council – Ward 5
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Mr. Jim Niland
Minneapolis City Council – Ward 6
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Ms. Lisa Goodman
Minneapolis City Council – Ward 7
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Mr. Brian Herron
Minneapolis City Council – Ward 8
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Representative Connie Bernardy
Minnesota House of Representatives
100 Constitution Avenue – 329 State Office Building
St. Paul, MN 55155

Representative Karen Clark
Minnesota House of Representatives
100 Constitution Avenue – 307 State Office Building
St. Paul, MN 55155

Representative Andy Dawkins
Minnesota House of Representatives
100 Constitution Avenue – 215 State Office Building
St. Paul, MN 55155

Representative Geri Evans
Minnesota House of Representatives
100 Constitution Avenue – 211 State Office Building
St. Paul, MN 55155

Representative Gregory Gray
Minnesota House of Representatives
100 Constitution Avenue – 327 State Office Building
St. Paul, MN 55155

Representative Alice Hausman
Minnesota House of Representatives
100 Constitution Avenue – 245 State Office Building
St. Paul, MN 55155

Representative Sheldon Johnson
Minnesota House of Representatives
100 Constitution Avenue – 229 State Office Building
St. Paul, MN 55155

Representative Margaret Anderson Kelliher
Minnesota House of Representatives
100 Constitution Avenue – 231 State Office Building
St. Paul, MN 55155-1206

Representative Tim Mahoney
Minnesota House of Representatives
100 Constitution Avenue – 377 State Office Building
St. Paul, MN 55155

Ms. Kathy Thurber
Minneapolis City Council – Ward 9
307 City Hall – 350 South 5th Street
Minneapolis, MN 55415

Representative Len Biernat
Minnesota House of Representatives
100 Constitution Avenue – 303 State Office Building
St. Paul, MN 55155

Representative Jim Davnie
Minnesota House of Representatives
100 Constitution Avenue – 335 State Office Building
St. Paul, MN 55155-1206

Representative Matt Entenza
Minnesota House of Representatives
100 Constitution Avenue – 261 State Office Building
St. Paul, MN 55155

Representative Barb Goodwin
Minnesota House of Representatives
100 Constitution Avenue – 353 State Office Building
St. Paul, MN 55155

Representative Mindy Greiling
Minnesota House of Representatives
100 Constitution Avenue – 253 State Office Building
St. Paul, MN 55155-1206

Representative Carl Jacobson
Minnesota House of Representatives
100 Constitution Avenue – 429 State Office Building
St. Paul, MN 55155

Representative Phyllis Kahn
Minnesota House of Representatives
100 Constitution Avenue – 255 State Office Building
St. Paul, MN 55155

Representative Phil Krinkie
Minnesota House of Representatives
100 Constitution Avenue – 365 State Office Building
St. Paul, MN 55155-1206

Representative Harry Mares
Minnesota House of Representatives
100 Constitution Avenue – 401 State Office Building
St. Paul, MN 55155-1206

Representative Carlos Mariani
Minnesota House of Representatives
100 Constitution Avenue – 203 State Office Building
St. Paul, MN 55155-1206

Representative Bob Milbert
Minnesota House of Representatives
100 Constitution Avenue – 243 State Office Building
St. Paul, MN 55155

Representative Tom Osthoff
Minnesota House of Representatives
100 Constitution Avenue – 273 State Office Building
St. Paul, MN 55155

Representative Thomas Pugh
Minnesota House of Representatives
100 Constitution Avenue – 267 State Office Building
St. Paul, MN 55155

Representative Scott Wasiluk
Minnesota House of Representatives
100 Constitution Avenue – 225 State Office Building
St. Paul, MN 55155

Senator Ellen Anderson
Minnesota Senate
75 Constitution Avenue – 120 Capitol
St. Paul, MN 55155

Senator Don Betzold
Minnesota Senate
75 Constitution Avenue – G-9 Capitol
St. Paul, MN 55155

Senator Richard Cohen
Minnesota Senate
75 Constitution Avenue – 317 Capitol
St. Paul, MN 55155

Senator Dean Johnson
Minnesota Senate
75 Constitution Avenue – 120 Capitol
St. Paul, MN 55155

Senator John Marty
Minnesota Senate
75 Constitution Avenue – 325 Capitol
St. Paul, MN 55155

Representative Mary Jo McGuire
Minnesota House of Representatives
100 Constitution Avenue – 259 State Office Building
St. Paul, MN 55155-1206

Representative Carol Molnau
Minnesota House of Representatives
100 Constitution Avenue – 443 State Office Building
St. Paul, MN 55155

Representative Michael Paymar
Minnesota House of Representatives
100 Constitution Avenue – 209 State Office Building
St. Paul, MN 55155-1206

Representative Nora Slawik
Minnesota House of Representatives
100 Constitution Avenue – 359 State Office Building
St. Paul, MN 55155-1206

Representative Tom Workman
Minnesota House of Representatives
100 Constitution Avenue – 537 State Office Building
St. Paul, MN 55155

Senator Linda Berglin
Minnesota Senate
75 Constitution Avenue – 309 Capitol
St. Paul, MN 55155-1606

Senator Satveer Chaudhary
Minnesota Senate
75 Constitution Avenue – 325 Capitol
St. Paul, MN 55155

Senator Linda Higgins
Minnesota Senate
75 Constitution Avenue – 328 Capitol
St. Paul, MN 55155-1606

Senator Randy Kelly
Minnesota Senate
75 Constitution Avenue – 323 Capitol
St. Paul, MN 55155

Senator Myron Orfield
Minnesota Senate
75 Constitution Avenue – 227 Capitol
St. Paul, MN 55155-1606

Senator Sandra Pappas
Minnesota Senate
75 Constitution Avenue – 120 Capitol
St. Paul, MN 55155-1606

Senator Leonard Price
Minnesota Senate
75 Constitution Avenue – 235 Capitol
St. Paul, MN 55155-1606

Senator Julie Ann Sabo
Minnesota Senate
75 Constitution Avenue – 317 Capitol
St. Paul, MN 55155-1606

Commissioner Tony Bennett
Ramsey County Board of Commissioners
220 Courthouse – 15 West Kellogg Boulevard
St. Paul, MN 55102

Commissioner Jim McDonough
Ramsey County Board of Commissioners
220 Courthouse – 15 West Kellogg Boulevard
St. Paul, MN 55102

Commissioner Victoria Reinhardt
Ramsey County Board of Commissioners
220 Courthouse – 15 West Kellogg Boulevard
St. Paul, MN 55102

Commissioner Jan Wiessner
Ramsey County Board of Commissioners
220 Courthouse – 15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Chris Coleman
St. Paul City Council – Ward 2
310-B City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Jay Benanav
St. Paul City Council – Ward 4
310-D City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Lathy Lantry
St. Paul City Council – Ward 4
320-C City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

Senator Lawrence Pogemiller
Minnesota Senate
75 Constitution Avenue – 235 Capitol
St. Paul, MN 55155-1606

Senator Mady Reiter
Minnesota Senate
75 Constitution Avenue – 155 Capitol
St. Paul, MN 55155-1606

Senator Charles Wiger
Minnesota Senate
75 Constitution Avenue – 301 Capitol
St. Paul, MN 55155-1606

Commissioner Susan Haigh
Ramsey County Board of Commissioners
220 Courthouse – 15 West Kellogg Boulevard
St. Paul, MN 55102

Commissioner Rafael Ortega
Ramsey County Board of Commissioners
220 Courthouse – 15 West Kellogg Boulevard
St. Paul, MN 55102

Commissioner Janice Rettman
Ramsey County Board of Commissioners
220 Courthouse – 15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Jerry Blakey
St. Paul City Council – Ward 1
310-A City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Patrick Harris
St. Paul City Council – Ward 3
310-C City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Dan Bostrom
St. Paul City Council – Ward 4
320-B City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Jim Reiter
St. Paul City Council – Ward 5
320-A City Hall – 15 West Kellogg Boulevard
St. Paul, MN 55102

**Governor Jesse Ventura
State of Minnesota Governor's Office
130 State Capitol – 75 Constitution Avenue
St. Paul, MN 55155**

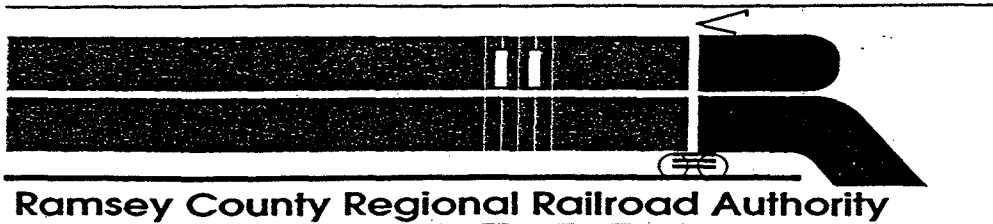
**The Honorable Martin Sabo
United States House of Representatives
2336 Rayburn House Office Building
Washington, DC 20515**

**The Honorable Paul Wellstone
United States Senate
136 Hart Senate Office Building
Washington, DC 20510**

**The Honorable Betty McCollum
United States House of Representatives
1029 Longworth House Office Building
Washington, DC 20515**

**The Honorable Mark Dayton
United States Senate
346 Russell Senate Office Building
Washington, DC 20510**

Agency Letter of Invitation and Invitation List



665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

June 6, 2001

Michael Reis, Community Planner
Federal Transit Administration
200 W. Adams Street
Suite 2410
Chicago, IL 60606-5232

You are invited to participate in an important meeting on the major transportation study being conducted on the Central Corridor — the corridor along and near University Avenue, I-94 and the Canadian Pacific and Burlington Northern-Santa Fe rail lines. This Interagency Scoping Meeting will give you an opportunity to address the issues, concerns and opportunities that should be considered in an Environmental Impact Statement (EIS) that will be prepared for the Central Corridor.

The Interagency Scoping Meeting is scheduled for:

Tuesday, June 26, 2-4 PM
Sheraton Midway
400 N. Hamline Ave., St. Paul 55104

The Central Corridor is a critical link in the region's transportation future. Connecting downtown St. Paul and downtown Minneapolis, the Central Corridor includes the State Capitol complex, the University of Minnesota, the Midway business area and many vibrant neighborhoods. The Central Corridor also connects people to some of the Twin Cities most popular cultural and recreational attractions— Minnesota Children's Museum, Xcel Center, the Science Museum of Minnesota, Mixed Blood Theatre and the Weisman Art Museum to name just a few.

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The EIS will be prepared by the Central Corridor Coordinating Committee, the Federal Transit Administration (FTA) and the Ramsey County Regional Railroad Authority (RCRRA). The Coordinating Committee provides oversight for the Central Corridor study initiative. The Committee includes representatives from Ramsey and Hennepin counties, the cities of St. Paul and Minneapolis, the University of Minnesota, the Minnesota Department of Transportation and the Metropolitan Council.



Agency Invitation List

Michael Reis, Community Planner
Federal Transit Administration
200 W. Adams Street
Suite 2410
Chicago, IL 60606-5232

Chief of Environmental Review
U.S. Environmental Protection Agency,
Region 5
B-19J
77 West Jackson Boulevard
Chicago, IL 60604

Kathryn DeSpiegelaere
Ramsey County Regional Railroad
Authority
50 West Kellogg Boulevard
Suite 665 RCGC – West
St. Paul, MN 55102

Environmental Health Division
Department of Health
121 E. Seventh Place
Suite 230
St. Paul, MN 55101

Thomas W. Balcom
Department of Natural Resources
Environmental Review Unit
500 Lafayette Road, Box 10
St. Paul, MN 55155

Mukhtar Thakur, Director
Minnesota Department of Transportation
Office of Passenger Rail Transit
395 John Ireland Boulevard, MS 620
St. Paul, MN 55155

Linda Milashuis, Referrals
Metropolitan Council of the Twin Cities
Mears Park Centre
230 E. Fifth Street
St. Paul, MN 55101-1629

Ramsey County Soil and Water
Conservation District
2015 Rice Street
Roseville, MN 55113

State Historical Preservation Office
Minnesota Historical Society
345 Kellogg Boulevard West
St. Paul, MN 55102

Minnesota Indian Affairs Council
522 Minnesota Avenue NW
Bemidji, MN 56601

Regulatory Functions Branch
U.S. Army Corp of Engineers
Army Corp of Engineers Center
190 Fifth Street E
St. Paul, MN 55101

Sandra Vargas, Hennepin County
Administrator
Hennepin County
Hennepin County Government Center
300 South 6th Street
Minneapolis, MN 55487

Mike Larson, Planning Dept., City of
Minneapolis
City of Minneapolis
350 South 5th Street
Room 210, City Hall
Minneapolis, MN 55415

Marya White
Department of Public Service
200 Metro Square Building
121 E. Seventh Place
St. Paul, MN 55101

Gerald Larson
Minnesota Department of Transportation
MnDOT Environmental Services
395 John Ireland Boulevard, MS 620
St. Paul, MN 55155

Beth Lockwood
Minnesota Pollution Control Agency
Operations and Planning Unit
520 Lafayette Road
St. Paul, MN 55155

Dean Michalko, Sr. Professional Engineer
Hennepin County Regional Railroad
Authority
417 North 5th Street
Minneapolis, MN 55401-1362

Minneapolis Public Library
Environmental Conservation Library
300 Nicollet Mall
Minneapolis, MN 55401

Becky Balk
Department of Agriculture
90 W. Plato Boulevard
St. Paul, MN 55107

Capitol Region Watershed District
2015 Rice Street
Roseville, MN 55113

Middle Mississippi River Watershed
Management Organization
250 South 4th Street
Suite 300
Minneapolis, MN 55415

Paul Kirkwold, Manager
Ramsey County Office of County
Manager
250 Court House
15 West Kellogg
St. Paul, MN 55102

Gabe Guevara
Minnesota Department of
Transportation Library
Office of Passenger Rail Transit
395 John Ireland Boulevard, MS 475
St. Paul, MN 55155

Brian Sweeney, Director
St. Paul PED
1400 City Hall Annex
25 West Fourth Street
St. Paul, MN 55102

Jim Haertel
Board of Water and Soil Resources
One W. Water Street
Suite 200
St. Paul, MN 55107

Environmental Review Program
Environmental Quality Board
300 Centennial Building
658 Cedar Street
St. Paul, MN 55155

Hennepin County Soil and Water
Conservation District
6900 Wedgewood Road
Suite 140
Maple Grove, MN 55311

Twin Cities Field Review Office E.S.
U.S. Fish and Wildlife Service
4101 East 80th Street
Bloomington, MN 55425-1665

Carol Blackburn
Legislative Reference Library
645 State Office Building
St. Paul, MN 55155

MEETING HANDOUTS

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Sheraton Midway
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 8:00 AM
PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
IVAN MAIDEN		309 S.E. 6th St.	Minneapolis MN. 55414	(612) 331-8511		
Mark Filipi	Metro Council			651 602-1725		
Rob Witte	Mn/DOT			612-215-8215		
CHRIS LEUER	MN/DOT					
Joe Rung	P.P. B. RABA	101 Melbourne Ave S.E.	Mpls Mn 55414	612-279 4587		
Eleanora MONTGOMERY	PPERRIA	2803 FRANKLIN ST	MPLS 55414	612 378-2714		
JACK ROSSBACH	SPURT Individual	987 Como Place	ST. PAUL MN 55114	651-488 0524	jack2ros@pro-nis.net	✓
TONY GARNIER	PPERRIA	15 MELBOURNE AVE S.E.	MPLS 55414	612 378-2656 OR 332-4229		
Russ Stark	University UNITED	1600 University Ave	St. Paul 55104	651 647-6711 651 641-0293	rstark@dotplanet.com	

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Sheraton Midway	PAGE:	OF:
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 8:00 AM		

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
DAVE GAGNE	Hamber Midway Coal./SAB	1504 Zeland	St. Paul	651-546-1986	district11@gefaci.net	✓
Michael Shope	United Hospital	373 Smith Ave	St Paul	952-992-3416	MShope6Allina.com	
Sharon Hansen	District Energy	76 W. Kellogg Blvd	St. Paul	651-297-8955	sharon.hansen@districtenergy.com	
Judy Mitchell	Canadian Pacific Rwy	P.O. Box 530	mpls, MN 55440	612-337-8843 612-347-8064	judy-mitchell@cpr.ca	
Linda Jungwirth	Ramsey Co. Cnsr. Retiree			266-8360		
Michael Gelardi	Minnesotans for an Energy- Efficient Economy (MEE)	46 E 4th St.	St. Paul	(651) 225-0878	intern@me3.org	
Mary Thoenke	Ramsey County Janice Rottman	220 City Hall/ Cottrell 1483 N. Kent St.	St. Paul 55102 55117	651-266-8360 phone		
BRIAN MCMAHON	UNIVERSITY UNITED	1600 UNIV AVE	ST. P. 55104	647-6711		
Allen Harvey	City of St Paul					

Central Corridor Transit Project Public Scoping Meeting

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ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
Mat Hollinshead	Midway TMO	1728 Wagne Ave St. Paul MN 55104	St. Paul	651-645-4267	mthpdc@ bitstream.net	X
Bill Huepenbaker	Mayor's Column's Office	390 City Hall	St. Paul	266-8517		
John Walsh	RESIDENT	1141 PORTLAND	ST. PAUL 55104	651- 997-3437		
David Liset	Resident	168 Charles	St Paul	292 4022		
Randy Kelly	state senate	state cap.	St. Paul	296-5285		
Dan Kratz	Children's Hospitals	2525 Chicago Av. S.	Mpls.	612 813-6609		
KATIE WALKER	Henn. Co.	417 N. 5TH ST	MPLS	612 348-2190/ 612. 348-9710	KATIE.WALKER@ CO. HENNEPIN.MN.US	
Lisa Lee	transit customer	181 Sherburne Ave Saint Paul MN 55103	St. Paul	651 222-6023	leellh@ tcfreenet.org	✓
Paula Maccabee	Business on University	1961 Selby St. Paul	St. Paul MN 55104	651-646- 8890	pmaccabee@aol. com	X before 9:45

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Sheraton Midway		
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 8:00 AM	PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
PAUL MOHRBACHER	DISTRICT 17	1220 W. Kellogg Blvd	St Paul MN. 55102	651 221-4745		
Thery McFarland	Mn/DOT Citizen	1937 Fairmount Ave	St. Paul Mn. 55105	651- 284-4035		
^{Rep} DAWKINS	St Rep	798 Charles	55104	296-5113		
Bill Kahn	Self	5 Orlin Ave. SE	Mpls 55414	612-378-5287		
Margaret Martin	Citizen	1366 Selby	St. Paul			X

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Sheraton Midway
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 8:00 AM
PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
Joel Spanheim	PEO	25 W Winst Suite 1100	St Paul 55104			
Edie Maddox	Handicapped. Frogtown.	532 Sherburne ave	St. Paul MN 55103-1945	651-222-8222		✓
Margaret Martin	University					✓

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE SIGN IN SHEET

TITLE OF MEETING: Interagency Scoping Meeting	LOCATION: Sheraton Midway		
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 2:00 – 4:00 PM	PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL
Michael Abegg	MVTA	100 E. Hwy 13	Burnsville 55327	952-882-7502	Mabegg@mvtc.com
VIRGINIA LASZEWSKI	USEPA REGION 5	77 W. JACKSON	CHICAGO, IL	(312) 886-7501	laszewski.virginia@epa.gov
ERIK MUSTONEN	URS	700 3rd St. S.	MPUS MN 55415	612.373.6816	erik_mustonen@urscorp.com
Ann-Therese Schmid	Mn/DOT	395 John Ireland Bldg., MS 475	St. Paul, MN 55102	(651) 284-3242	ann.schmid@dot.state.mn.us
Mike Rogers	Washington County	11060 Myerson Road N.	Stillwater MN 55082	651-430-4338	michael.rogers@cc.washington.mn.us
Sam Khan	MN/DOT	395 John Ireland Bldg MS475	St Paul 55102	651 291 4888	sam.khan@dot.state.mn.us
Melissa Manderschied	Met Council	230 E 5th St (SPaul 55102) →		651 602 1126	melissa.manderschied@metc.state.mn.us
Adam Harrigan	Metro Transit	560 Columbia Ave N Mpls 55410	Mpls.	612 349-7777	
Derek Crider	Metro Transit	560 6th Ave N	Mpls	612.3497519	

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE SIGN IN SHEET

TITLE OF MEETING: Interagency Scoping Meeting	LOCATION: Sheraton Midway
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 2:00 – 4:00 PM
PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL
Mike Schadauer	Mn/DOT	395 John Ireland Blvd.	St Paul, MN 55155	651 282-5366 651 284-4113	mike.schadauer@ dot.state.mn.us

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Lifetrack Resources Job Search Center	PAGE:	OF:
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 5:00 PM		

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
Jim McCue	Frog and Turtles N. Endinos	1021 Marion St Paul	St Paul 55104			
✓ COREY PLATH	DISTRICT 6	1065 CHATS WORTH	ST PAUL 55103			
✓ Paul Chamosta	MN Bicycle & Pedestrian Alliance	210 E. 10 th St. St Paul	55101	651 290 0405	mn bpa@ adl.com	
✓ Eddie Maddox	Handicapped Frontown.	532 Sherburne Ave	St. Paul MN 55103-1945	651-222-8222		✓
Linda Jurquith	Ramsey Co. Cmsr. Janice Rettman			266-8360		
✓ BRUCE GAARDER	SELF	1711 HIGHLAND PKWY	ST PAUL MN 55116			✓
JAN WIESSNER	Ramsey County Board	220 Cant House 15W. Kellogg STP 55102	STP 55102	(651) 266-8356		
BOB WICKER	SELF	1538 Englewood ave 55104		651/644-7477		
✓ JACK ROSSBACH	Neighborhood resident	ST. Paul				✓

2

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Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Lifetrack Resources Job Search Center	PAGE:	OF:
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 5:00 PM		

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
Phyllis Kahn	State Rep	115 West Island Ave	Wpts, 55401		rep.phyllis.kahn@house.leg.state.mn.us	
Chao Lee	Office of Congresswoman Betty McCollum	145 Western Ave St Paul 55102		224-9191	chao.lee@mail.house.gov	
Lisa Lee	Transit Users	18				X ✓ 2
Daniel Kelley	Myself as a Bus user	825 OSCROFT AVE NE St Paul	St Paul 55105	293-9234	Kelley G usfamily.net	X
Walter	Lifetrack					
STEVEN HAUSER	STEVEN HAUSER & Assoc.	2075 VILLAGE LN #4 ST. PAUL	ST PAUL 55116	651 690 4269	hauser@sfbot.com	

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE SIGN IN SHEET

TITLE OF MEETING: Interagency Scoping Meeting	LOCATION: Sherman Midway
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 5:00 - 8:00 PM
PAGE: OF:	

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	Speaker
✓ Chip Welling	Self	2157 Roblyn	Saint Paul 55104	651 644 6856	thomwell@ bitstream.net	✓
Jane Prince	Councilmember Blumenthal	310D City Hall	SP 55102	651-266- 8641	jane.prince @ci.stpaul.mn.us	
✓ Don LUDMANN	Shelling Hamline CC	1504 Selby	SP 55104	651-644- 1095		←
BOB LONG	Mayoral Candidate	1821 Univ. Ave. W. Suite 5215	St. Paul	651-645-9191 55104		
✓ Don Kelly						

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE SIGN IN SHEET

TITLE OF MEETING: Interagency Scoping Meeting	LOCATION: Sheraton Midway
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 5:00 - 8:00 PM
PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL
✓ Mat Hollinshead	self	1728 Regue Av	St Paul	651-645-4267	mthpdc@bitstream.net
Moby Grape	"	1257 Watson	St Paul	—	—

2001
X:

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE SIGN IN SHEET

TITLE OF MEETING: Interagency Scoping Meeting	LOCATION: Sheraton Midway
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 8:00 - 8:00 PM
PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	Speaker
<i>[Signature]</i>		785 ALDINE ST	55104 ST PAUL MN	651 681 2196		Yes

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE SIGN IN SHEET

TITLE OF MEETING: Interagency Scoping Meeting	LOCATION: Sheraton Midway	
DATE OF MEETING: June 26, 2001	TIME OF MEETING: 2:00 - 5:00 PM	PAGE: OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	Speaker
TIM GRIFFIN	ST PAUL RIVERFRONT CORP	25 UNIVERSITY W. SIXTH ST	ST PAUL MN 55102	651 293 6864	tgriffin@pioneerplanet.infi.net	

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Radisson Metrodome		
DATE OF MEETING: June 27, 2001	TIME OF MEETING: 5:00 PM	PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
Dean Lund	Prospect Park Neigh hood	92 Orlin Ave. S.E.	Mpls, MN 55414	(612) 378 2486		<input checked="" type="checkbox"/>
Joe Ring	Prospect Park	101 Melbourne Ave. S.E.	Mpls 55414	612-379 4587		<input checked="" type="checkbox"/>
Ruthann Overshire	resident	201 Bedford St. SE	Mpls 55414	612-362- 0449	Ruthann@world. oberlin.edu	
Barb Thoman	Transit fr Liv. Comm.	624 Selby St. Paul	St. Paul 55104	651-767- 0298	barbtetl@minwestn. org	<input checked="" type="checkbox"/>
Elizabeth Zerby	Prospect Park	97 Orlin Ave SE	Mpls 55414	612-379 8095	ejzerby@ yahoo.com	
Patrick Garry			ST. PAUL			
Doreen Bowen	resident 7 corners	1400 2nd Sts. mpls	mpls 55454	612 333 3782	bower001@umn. edu	
JOHN HULKONEN	WEST BANK CDL	1808 RIVERSIDE #206	MPLS 55454	612-204-3474	Jhulkonen@ wbedc.org	
PAUL ZERBY	RESIDENT	97 ORLIN AVE	MPLS 55414	612 379 809	Pjzerby@yahoo.com	<input checked="" type="checkbox"/>

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting	LOCATION: Radisson Metrodome
DATE OF MEETING: June 27, 2001	TIME OF MEETING: 5:00 PM
PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
Matt Clark	Myself & Wells Fargo	6th & Marquette	Mpls. MN	(651) 398-6960	clar0319@umn.edu	X
Robert Atkinson	Self	3410 Grand Ave. S	Mpls MN	(612) 823-9948	atko0031@gm.com	
Lisa Vecoli	Hennepin City Council Peter McLaughlin		Mpls.	612-348-5204	lisa.vecoli@co.hennepin.mn.us	
Russ + LAURA HARDEN	OURSELVES	1716 Fehart	st Paul	6309739 (612)	RHARDEN@GATEWAY.NET	
Mark GARDEN	PANSONS Transp Group	1117 1/2 av South	Lypls MN 55401	61237068	mark.garden@panos.com	
Julia Wallace	PPERIA	135 Melbourne SE Mpls 55414	55414	612-378-9429	j-wall@umn.edu	
Ralph Jackson	PANSONS Transp. Group	9911 Shelbyville Rd. Louisville KY 40223	Louisville, KY	502-339-7769	Ralph.Jackson@panos.com	
Michael Paul Weber	Self	2120 Xenxes Ave N	Minneapolis MN 55411-2335	612-522-5609		
Bill Hoffmann	Self	306 9th St SE Mpls. 55414		612-331-3766		

Central Corridor Transit Project Public Scoping Meeting

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DATE OF MEETING: June 27, 2001	TIME OF MEETING: 5:00 PM
PAGE:	OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
<i>M. D. Holmberg</i>	<i>self, Midway TMO</i>	<i>1728 Hague Ave</i>	<i>St. Paul</i>	<i>MN</i>	<i>mehpck@bitstream.net</i>	<i>X</i>
<i>Abbie H. Hines</i>	<i>Cit.</i>		<i>Minn.</i>	<i>Mn</i>		
<i>Lisa Lee</i>	<i>transit user</i>	<i>181 Sherburne Ave.</i>	<i>(USD) 222-6023</i>	<i>Saint Paul MN 55103-2038</i>	<i>LeeLH@tcfree.net.org</i>	
<i>I would like a copy of the information that is on the large posters.</i>						
<i>Ruth Strassen</i>	<i>U-staff</i>				<i>rstran@tc.umn.edu</i>	

Central Corridor Transit Project Public Scoping Meeting

ATTENDANCE and SPEAKER SIGN IN SHEET

TITLE OF MEETING: Public Scoping Meeting		LOCATION: Radisson Metrodome	
DATE OF MEETING: June 27, 2001		TIME OF MEETING: 5:00 PM	PAGE: OF:

ATTENDEE	REPRESENTING	STREET	CITY/STATE/ZIP	PHONE/FAX	E-MAIL	SPEAKER
Matt ✓ Hollinshead						

Central Corridor Transit Project Public Scoping Meeting

PRESENTATION AGENDA

June 26, 2001 - 8:00AM and 5:00PM

June 27, 2001 - 5:00PM

1. Introduction

- Purpose of the Meeting
- Organizational Structure of the RCRRA, PMT, CC

2. How We Got Here

- History of Project and Public Involvement
- Purpose and Need for Project

3. Environmental Review

- Planning Process
- Universe of Alternatives
- Alternatives to be evaluated in the Environmental Impact Statement (EIS)
 - No-Build
 - Transportation Systems Management (TSM)
 - Light Rail Transit (LRT)
 - Busway/Bus Rapid Transit (BRT)
- Issues to be Addressed in the EIS
- Public Involvement Process
- Schedule

4. Alternative Alignments and Station Area Review

- Alignment Descriptions
- Station Area Design Guidelines
- Proposed Station Site Locations

5. Conclude Formal Presentation and Comments from the Public

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment: _____

Transportation System Management (TSM)

Comment: _____

Light Rail Transit (LRT) – University Avenue

Comment: _____

Light Rail Transit (LRT) – I-94

Comment: _____

Busway/Bus Rapid Transit (BRT) – University

Comment: _____

2. Stations:

3. General Comments: (submit additional pages if necessary)

4. Name (optional) _____
Address: _____
E-Mail address: _____
Telephone: _____ Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

SCOPING BOOKLET

June 2001

CENTRAL CORRIDOR LINKS THE CORE DESTINATIONS

The 11-mile long Central Corridor runs between downtown St. Paul and downtown Minneapolis. It is a vibrant and busy area, packed with strong neighborhoods, institutions, businesses and attractions. Along with the two downtowns, major centers of activity include the University of Minnesota and the Midway area. The Central Corridor is bordered by the Burlington Northern Santa Fe (BNSF) Northern Mainline on the north and the Canadian Pacific Railway (CP Rail) Short Line Rail on the south.

The Central Corridor is key to the region's connectivity. Interstate-94 and University Avenue are already major arteries for car traffic. An improved public transit option in the Central Corridor would form the third side of an intermodal triangle,

together with the Hiawatha Light Rail Transit line and the Riverview Bus Rapid Transit corridor. While this triangle would connect the Central Corridor with the Mall of America and the Minneapolis - St. Paul International Airport, it would also form a solid base for efficient and reliable transit services across the metro region.

JOIN US TO DISCUSS TRANSIT AND TRANSPORTATION ISSUES IN THE CENTRAL CORRIDOR

Tuesday, June 26, 2001
 Sheraton Midway
 8:00 to 9:30 AM Public Meeting
 2:00 to 4:00 PM Interagency Meeting

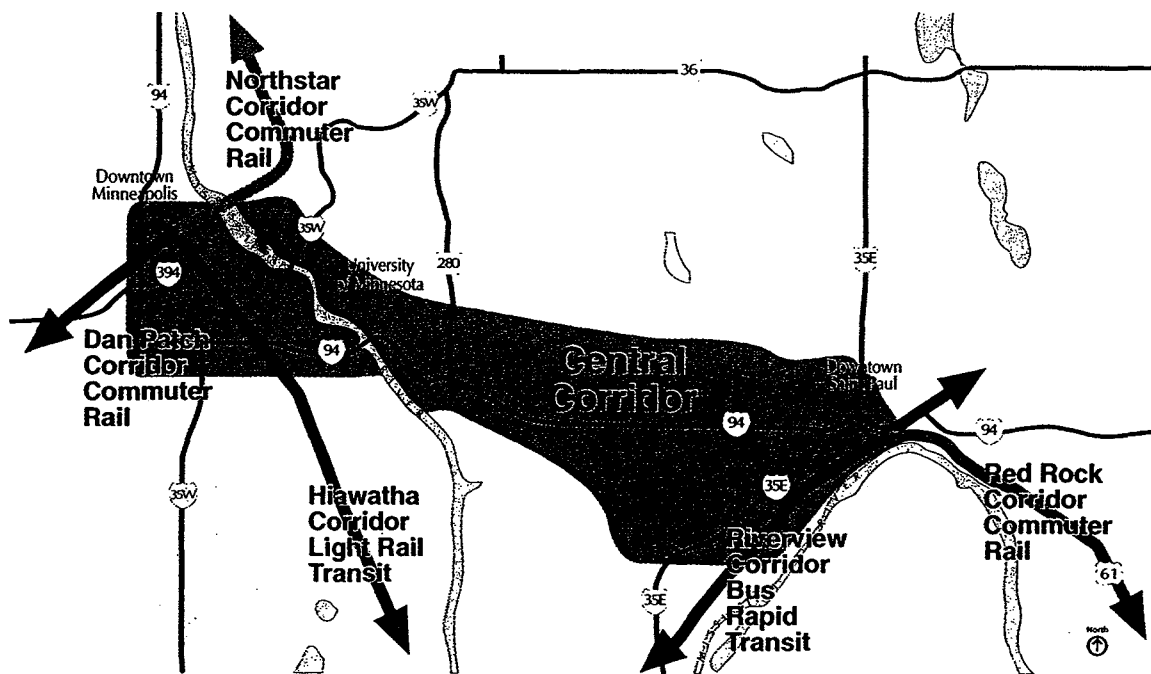
Tuesday, June 26, 2001
 Lifetrack Resources Job Search Center
 5:00 to 8:00 PM Public Meeting

Wednesday, June 27, 2001
 Radisson Metrodome
 5:00 to 8:00 PM Public Meeting

About the Booklet:

The environmental review process is beginning for the Central Corridor Transit Project. Designed to help guide the formal "scoping" process and meetings required under the National Environmental Policy Act (NEPA), this booklet outlines the Central Corridor Transit Project, its purpose and schedule, and describes the alternatives to be evaluated in the Environmental Impact Statement (EIS).

The first step is to outline the "scope" of the project which guides the analysis in the EIS. You can help determine that scope by commenting in writing, by phone, or in person at the public scoping meetings. Comments need to be received by July 20, 2001. A list of "Scoping" Meetings is on the back of this booklet. Look in the Public Involvement section for ways that YOU CAN BE INVOLVED.



Central Corridor Study Area

What's Inside

- Issues 2
- Background 2
- Goals 3
- Coordinating Committee 3
- EIS Process 4
- Public Involvement 5
- Scoping Process 6
- Alternatives 7
- Scoping Meetings 8

ISSUES

All across the Twin Cities, traffic and transportation problems are increasingly on people's minds. The 2000 Metropolitan State University Civic Confidence Survey found that 31.2 percent of respondents felt that traffic and transportation are the biggest problems facing the region. That was more than twice the next most popular concern.

• Traffic is Already Congested

Between 1990 and 1998, daily traffic volumes rose more than 24 percent along I-94 in the Central Corridor. The traffic increases are causing congestion and breakdowns in the system. This traffic growth is expected to continue.

• Further Rapid Growth Predicted

This Corridor is densely populated and the number of people living in the area is expected to grow. In addition, employment growth has been occurring and is expected to continue. Between 2000 and 2020, employment is expected to grow 22 percent throughout the total Corridor with a 17 percent increase in downtown St. Paul and a 31 percent increase in downtown Minneapolis.

• Lack of Parking Limits Growth

New housing and commercial projects continue to be built throughout the area to house all this growth. Further redevelopment in the downtowns would cause additional pressure on already limited parking reducing opportunity for additional redevelopment.

• Responses

Local and regional governments have acknowledged that the social and economic constraints are too high to expand the existing roadway infrastructure in the Corridor. Stakeholders need to look to operating improvements for the current roadways along with investments in alternative modes of transportation to address the area's increasing congestion.

The consideration of additional mass transit options would improve transportation in the Central Corridor while protecting the livability of the urban core and strengthen access for residents, students, visitors and employees. Improved Central Corridor transit can also contribute to the "Smart Growth" ideals that the state of Minnesota has endorsed.

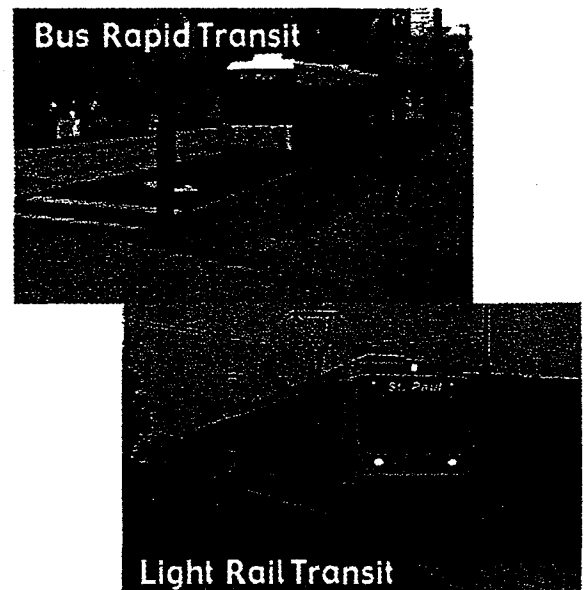
BACKGROUND

Throughout the last two decades, the Central Corridor has been the focus of several studies regarding the feasibility of various mass transit technologies. Each of these studies has identified the Central Corridor as the region's priority corridor for mass transit investment. The current 2020 Long-Range Transportation Plan and the State Transportation Improvement Program (STIP) both include funding commitments for the proposed Central Corridor Transit Project.

In February 2000, the Ramsey County Regional Railroad Authority (RCRRA) initiated the Central Corridor Transit Study to identify the mass transit options for the Central Corridor. Preliminary phases of the study identified the purpose and need for transportation improvements in the Corridor and identified and screened potential mass transit options that would meet the purpose and need.

The transit technologies initially considered for the Central Corridor included: Bus Transit, Busway/Bus Rapid Transit, Light Rail Transit, Commuter Rail, Streetcar, Heavy Rail Transit, Monorail, Automated Guideway Transit, Personal Rapid Transit, and Magnetic Levitation. The seven route alignments initially studied were the Burlington Northern Santa Fe Northern Mainline, Burlington Northern Santa Fe Southern Mainline, Pierce Butler Route, University Avenue, I-94, Canadian Pacific Railway, and Canadian Pacific Railway West.

Following a multiple-phase screening process, it was determined that the potential mass transit options that would address the purpose and need for the Central Corridor include: Light Rail Transit (LRT) and Busway/Bus Rapid Transit (BRT).



Also, a Public Involvement Program has been developed and initiated. Activities include a web site, newsletters, informational meetings, and public hearings. ➤

STUDY GOALS AND OBJECTIVES

To address the need for transit improvements in the Corridor, the following goals and objectives were developed to serve as the framework for this study:

Economic Opportunity and Investment

- Support investments in infrastructure, business, and community that sustain the heart of the region
- Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to/from work

Communities and Environment

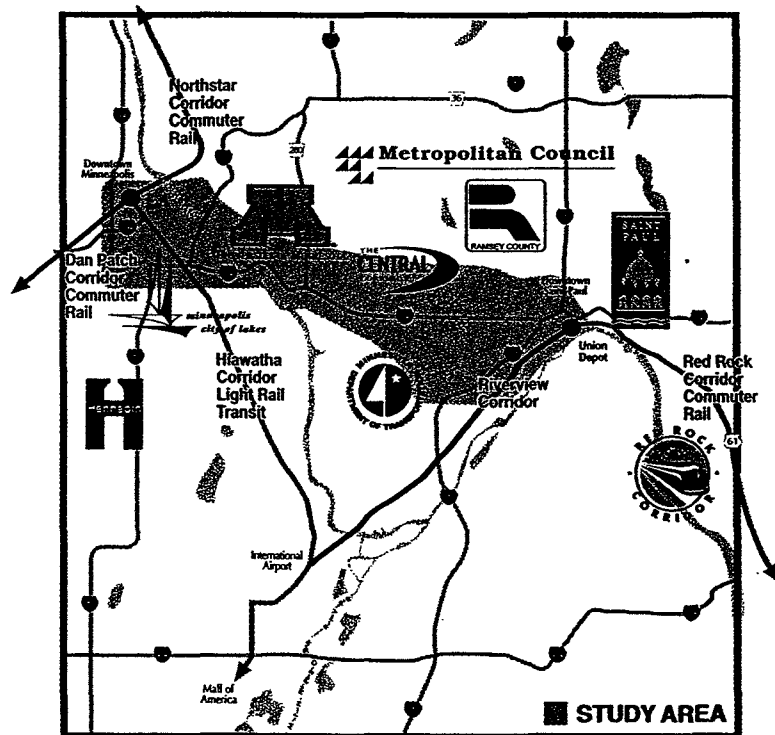
- Facilitate the preservation and enhancement of neighborhoods in the Central Corridor
- Acknowledge the individual character and aspirations of each place served, and of the region as a whole
- Support regional goals for: cleaner air and water, more efficient energy use, and a safer and healthier environment

Transportation and Mobility

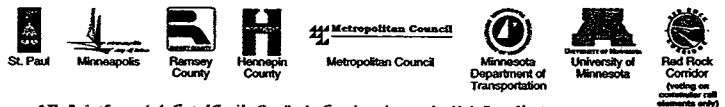
- Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives, and reinforce the region's transportation system
- Expand opportunities for all users to move freely to, through, and within the Central Corridor
- Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor. ➤

CENTRAL CORRIDOR COORDINATING COMMITTEE

The role of the Central Corridor Coordinating Committee is to advise the Minnesota Commissioner of Transportation and the Metropolitan Council on public transit and transportation issues in the Central Corridor relative to alternatives analysis, environmental review, public involvement, and other matters. Membership on the Committee is dictated by Minnesota statute, and includes representation from the Minnesota Department of Transportation (Mn/DOT), Metropolitan Council, Ramsey and Hennepin Counties, the Cities of St. Paul and Minneapolis, and the University of Minnesota. The Red Rock Corridor representative votes only on commuter rail issues and the Northstar Corridor representative is a non-voting member. ➤



*Voting Members:



* The Project Sponsor is the Central Corridor Coordinating Committee whose membership is dictated by statute.

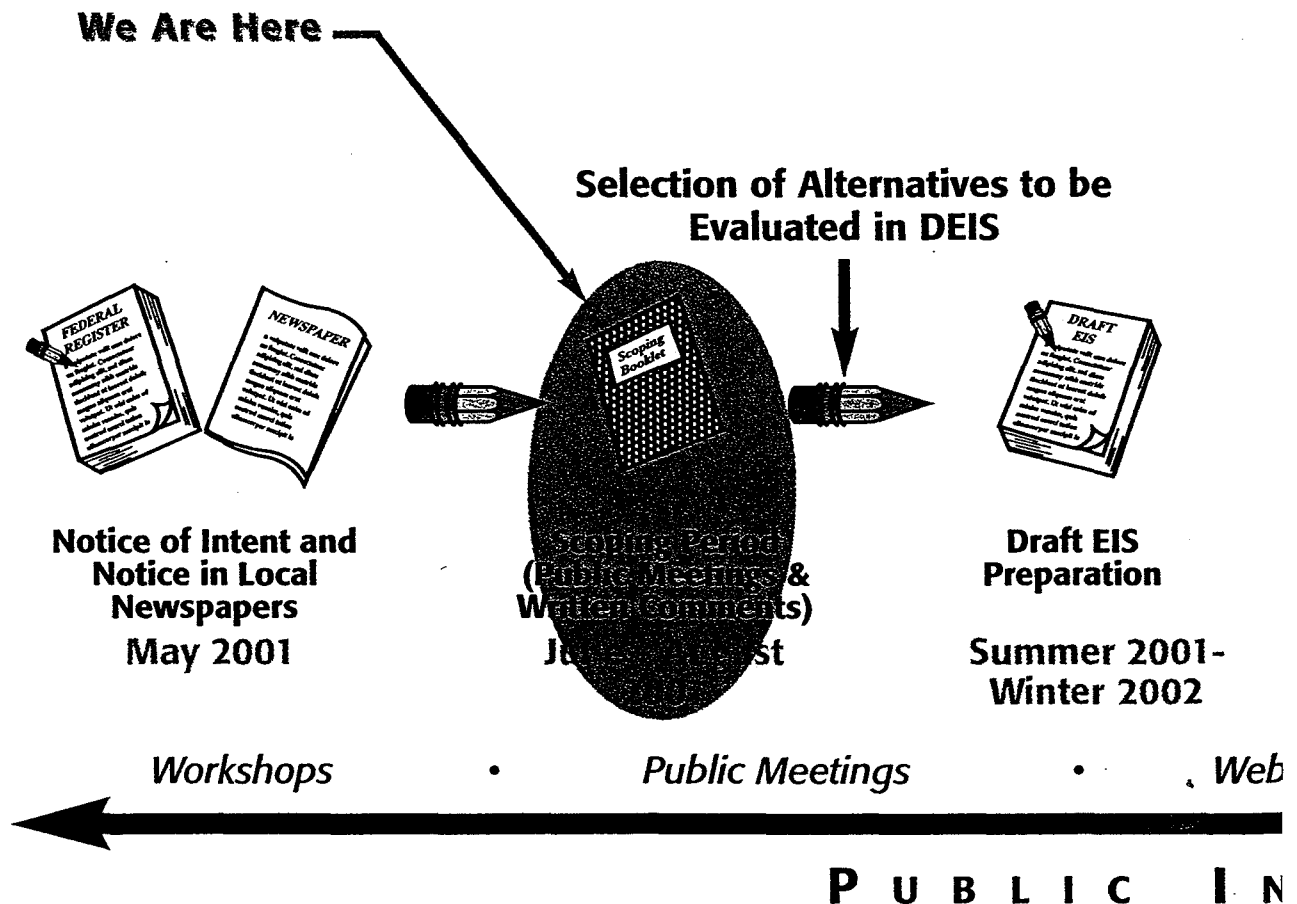
EIS PROCESS AND SCHEDULE

The Environmental Impact Statement (EIS) for the Central Corridor Transit Project is a federally mandated requirement of the National Environmental Policy Act (NEPA), and is being undertaken by the Federal Transit Administration (FTA). The EIS phase of the transportation planning process allows for careful consideration of the design, costs, and benefits of the transportation alternatives, while also addressing potential traffic and transportation management, social, economic and environmental impacts that may result. Conceptual engineering support will define the physical and operational aspects of the project sufficiently to assess environmental and transportation system effects. The analysis in the EIS will:

- **Refine the proposed transportation improvements.**
- **Assess social, economic, and environmental impacts**, such as land use, acquisitions and displacements, traffic, community effects, parklands, visual and aesthetic conditions, historic and archaeological resources, safety and security, area planning and development opportunities, and noise and vibration.

- **Identify Cultural Resources** to evaluate and determine impacts to standing structures and archaeological sites, as required by Section 106 of the National Historic Preservation Act.
- **Analyze transportation system impacts**, such as effects of roadway operations, bus system operations and facilities, parking demands, railroad operations, and pedestrian and bicycle issues.
- **Prepare capital cost estimates**, including engineering, design, right-of-way acquisition, and the purchase of transit vehicles.
- **Estimate and analyze** operating and maintenance costs, ridership demand and revenues.

During the development of the EIS, the Central Corridor Transit Project Team will work closely with the representatives of communities potentially affected by proposed project improvements. Several committees will review and provide input on the environmental and technical analysis. Workshops will be held to present information to affected neighborhoods. Communications with the public will continue through newsletters, the web site, and other public outreach efforts.



OPPORTUNITIES FOR CONTINUING PUBLIC INVOLVEMENT

You are encouraged to keep commenting, offering suggestions, asking questions and expressing your concerns during the "scoping" process and throughout the development of the EIS. We want to make sure that the development of our transportation system is discussed and decided in an open, collaborative and comprehensive process.

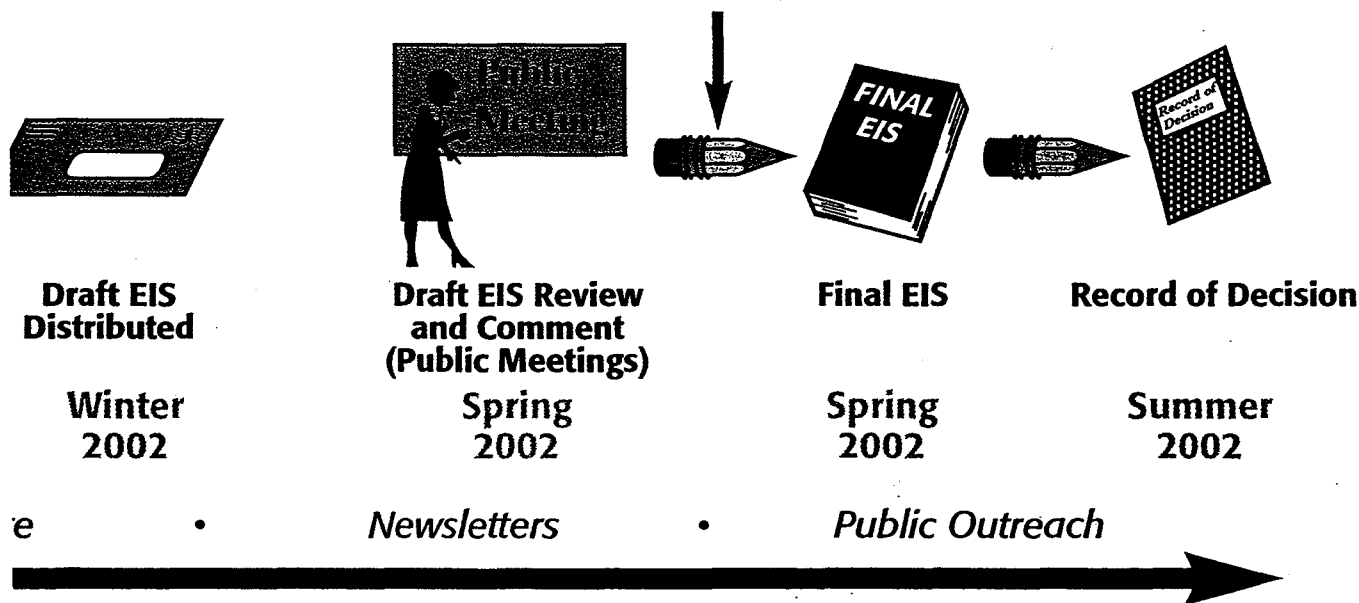


Ways to get involved:

- **Call:** (651) 266-2784
 - **Fax:** (651) 266-2761
 - **Web:** CentralCorridor.org
 - **Email:** steve.morris@co.ramsey.mn.us
 - **TDD:** 1(800) 627-3529
- Join us at neighborhood workshops and public meetings
 - Invite a Central Corridor representative to give a presentation to your group, organization or business
 - Add your name to the mailing list by calling or writing us at:
 Steve Morris, Project Manager
 Ramsey County Regional Railroad Authority (RCRRA)
 50 West Kellogg Boulevard, Suite 665
 St. Paul, Minnesota 55102

The Scoping Comment period closes on July 20, 2001. Please submit your comments prior to that date.

Selection of Preferred Alternative



INVOLVEMENT



SCOPING PROCESS

What is Scoping?

The first step in the EIS process is called "Scoping". Scoping is a major part of the environmental and community impact assessment process. It is required by law in the National Environmental Policy Act (NEPA) so that the public and the appropriate governmental agencies are involved early in the decision-making process and can make sure that their concerns are addressed early in project planning. The Central Corridor Transit Project is complying with all federal and state regulations regarding the evaluation of the alternatives to provide needed transportation services within the Central Corridor.



Why is Scoping Important?

The purpose of scoping is to inform the public, elected officials, and governmental review agencies that the EIS process is beginning. In addition to initiating dialogue on the proposed transportation alternatives, scoping is instrumental in identifying issues to be considered and/or resolved during the Central Corridor EIS process.

At the Scoping meetings, the project team will explain the EIS process, describe the alternatives being considered, the benefits and impacts being evaluated during the EIS process, present the public involvement program and ask for ideas and comments from the audience. The environmental analysis will be developed to give an understanding of what is being proposed, how much it will cost, what benefits will be gained, and what impacts can be expected. The participants are welcome to address any aspect of the proposed project, including the alternatives to be studied (see page 7).



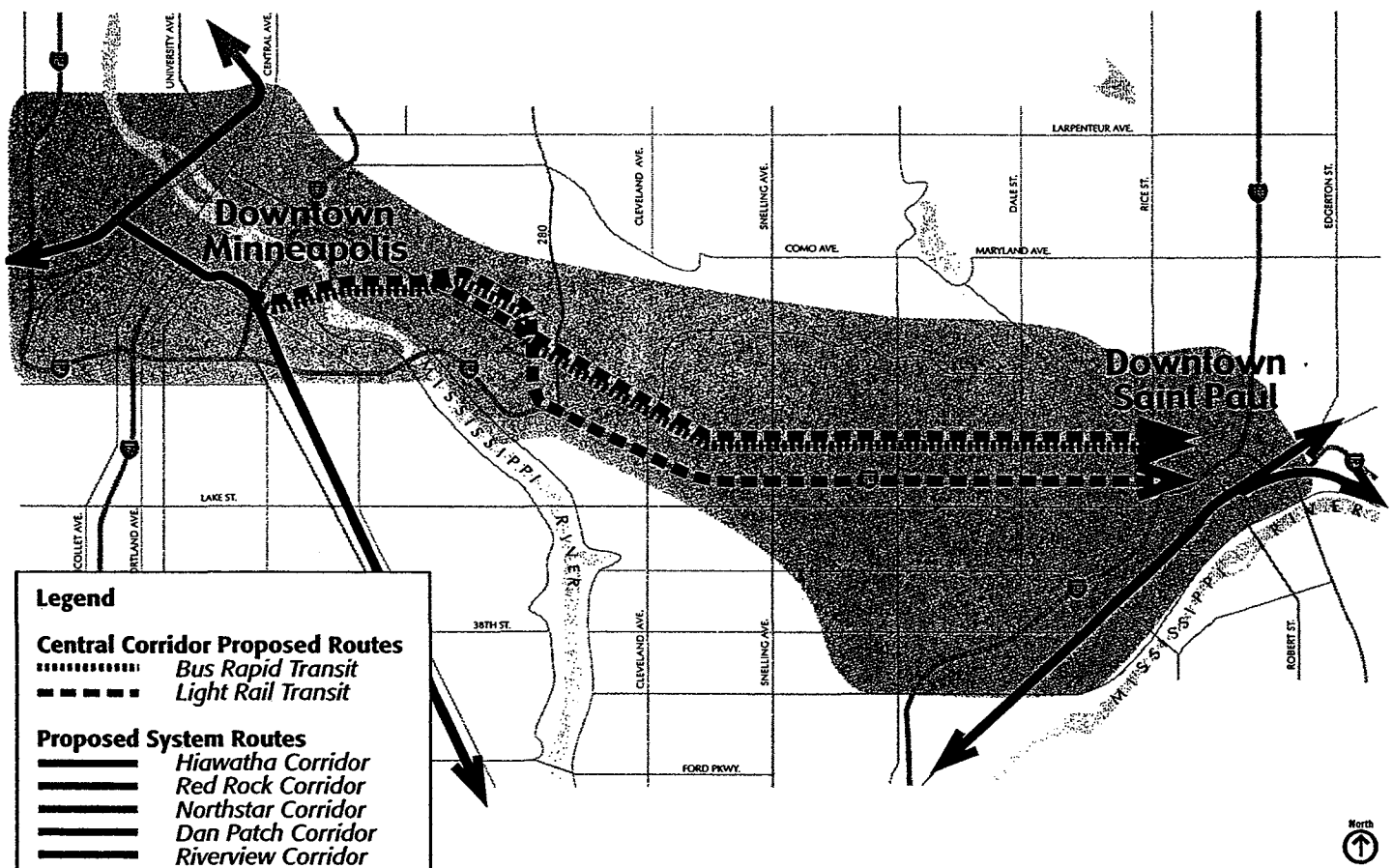
Results of Scoping

At the end of the Scoping process, a Scoping Summary Report will be prepared documenting the process by which the alternatives were refined and selected for evaluation in the EIS. The report will document the comments received, describe the meeting preparations, content and attendance. Decisions of the Central Corridor Coordinating Committee and Federal Transit Administration (FTA) and the refined scope of the project will also be addressed.

ALTERNATIVES TO BE STUDIED IN THE ENVIRONMENTAL IMPACT STATEMENT

The transportation alternatives currently proposed for consideration for the Central Corridor Draft EIS include:

- **No-Build Alternative** – No change to transportation services or facilities in the Central Corridor beyond already committed projects. This includes only those roadway and transit improvements defined in the appropriate agencies' Long Range Transportation Plans and Transit Development Plans for which funding has been committed.
- **Transportation System Management (TSM) Alternative** – Low cost transportation infrastructure and bus transit improvements for the Central Corridor. Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), bus operations and other TSM improvements will be included in this alternative.
- **Busway/Bus Rapid Transit (BRT) Alternative** – Service on exclusive right-of-way between downtown Minneapolis and downtown St. Paul on University Avenue.
- **Light Rail Transit (LRT) Alternatives** – Service between downtown Minneapolis and downtown St. Paul on either University Avenue or I-94.



Central Corridor Study Area/Route Map

A WORD ABOUT COMMUTER RAIL . . .

Although two commuter rail options were being considered during preliminary phases of the Central Corridor Transit Study, based on regional commuter rail connections and system planning, funding and operating agency responsibility; the evaluation of the commuter rail options will be deferred to a separate environmental document.



SHARE YOUR VIEWS

YOU ARE INVITED To attend one of the Scoping Meetings.

We want your input to define the options to be evaluated in the EIS; to identify the social, economic and environmental impacts to be evaluated; and to suggest alternative options that are less costly or have fewer environmental impacts while achieving similar transportation objectives.

The same project information will be presented at the following meetings.

Tuesday, June 26, 2001

Sheraton Midway
400 North Hamline Avenue
St. Paul, MN 55104

8:00 to 9:30 AM Public Meeting
2:00 to 4:00 PM Interagency Meeting

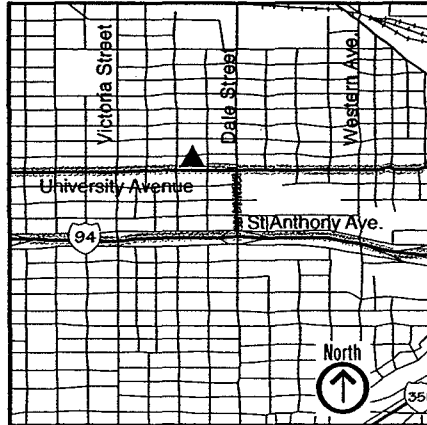


▲ Meeting site

Tuesday, June 26, 2001

Lifetrack Resources Job Search Center
709 University Avenue West
St. Paul, MN 55104

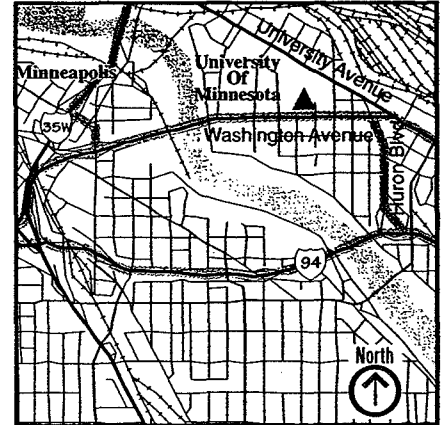
5:00 to 8:00 PM Public Meeting



Wednesday, June 27, 2001

Radisson Metrodome
615 Washington Avenue SE
Minneapolis, MN 55414

5:00 to 8:00 PM Public Meeting



Steve Morris, Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

Telephone: (651) 266-2784
Fax: (651) 266-2761
E-mail: steve.morris@co.ramsey.mn.us
TDD: 1 (800) 627-3529



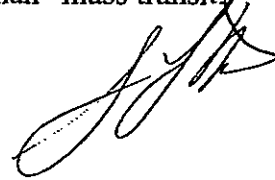
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Phone message left on July 10, 2001 on Central Corridor alternatives.

Calling as a resident of the Midway area and private citizen. Advocates light rail in the corridor and transit generally. Is glad to see Hiawatha LRT being built and hopes Central will get LRT. Thinks that "public transit" might be a better term than "mass transit."

A handwritten signature in black ink, appearing to be 'S. J. K.', located to the right of the main text block.

WEBSITE COMMENTS

Sent by e-mail to RCRRA Staff	Message	Question	E-mail Address	Date Submitted	Send E-mail
Yes- 11-13-00	Please mail your newsletter to my home address. Robert Witte II 354 11th Avenue South South St. Paul, MN 55075 Thank You Rob		rwwitte@hiawatha-lrt.org	11/6/00 3:50:06 PM	Yes
Yes- 11-13-00	Since your not talking about placing transit on any street other than where it already is located, the neighborhood will not change. Matter of fact, in Denver, the transit which extends north from downtown, has done absolutely nothing to this depressed area. Possibly the comments you obtained where from residents who thought different routes would be included? We all know surveys are based upon the phrasing of the question. Who are you kidding	How could improved transit help your neighborhood and meet community needs?		11/8/00 2:21:45 PM	
Yes- 11-13-00	Exactly who are the community leaders who think this is good for our neighborhood? and where do they live in relationship to this corridor?		ADPowers@worldnet.att.net	11/8/00 2:27:35 PM	Yes
Yes - 1/22/01	Major investment in transit is needed in the Central Corridor. Any large investment needs to be designed to move people faster than the current system; that way people will be willing to switch from driving to transit. The only way to do this with reasonable cost is with an OPTION A LRT subway under University Ave from Lexington west to the river, or with LRT OPTION B that would include a subway on Washington Avenue at the U of M. For LRT Option B, the number of rush-hour stops should be minimized between the downtown St Paul and the U; Snelling and 280 should suffice. These should be designed as substantial stations with multiple escalators, climate control, moving sidewalks, roomy waiting areas, and internal bus stops. Other off-peak stations should be as simple as possible, added over time, and not built every mile. Higher speed, frequent LRT service would allow the elimination of routes 94BCD which would save more on bus costs. A trolley service could later be built east of 280 on University after Option B once ridership is established on the main intercity line. There is no substitute for fast service. The major	How could improved transit help your neighborhood and meet community needs?		11/17/00 12:39:00 PM	

WEBSITE COMMENTS

trip generators are the U of M, 280 area, and the two downtowns. Fast connections would ensure that commuters would use this corridor. According to the 1990 Draft EIS, the I-94 alignment would use the least energy, have fewer short-term construction impacts, interrupt traffic less, decrease VMT most, cost less over time, and get better ridership. With a projected reopening of the St Paul Union Depot as the AMTRAK station, a fast connection from there to the U of M and Minneapolis is vital for business and school travelers. Commuter rail will not be able to provide frequent enough service to cover this.

Yes –
11/20/00

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How could improved transit help your neighborhood and meet community needs?

11/17/00 12:39:00 PM

WEBSITE COMMENTS

	the AMTRAK station, a fast connection from there to the U of M and Minneapolis is vital for business and school travelers. Commuter rail will not be able to provide frequent enough service to cover this.			
Yes – 12/11/00	I would like to see Light Rail Option B. Rail is the only way that you are going to pull people out of their cars. You have a great website. The best transit website I have ever seen. You have to really lobby the legislature this session for some money. WE LRT!	Which route do you favor? Why?	12/6/00 12:17:37 AM	
Yes – 1/17/01	Please send me updates on this project. Thanks.		mary.jackson@dot.state.mn.us	1/16/01 3:56:35 PM Yes
Yes – 1/22/01	I am a big supporter of adding a light rail line in the Central Corridor. Light Rail is much more pleasant than buses and it adds a certain character to the city. The tracks on the street give the system much more of a presence in the city and remind those in cars that there's a system in operation on the same street they drive their cars on.		kpartenh@bowdoin.edu	1/17/01 3:31:04 PM Yes
Yes – 1/22/01	Better services will attract more riders thus reduce pollution and improve neighborhood	How could improved transit help your neighborhood and meet community needs?		1/18/01 12:32:09 AM
Yes – 1/22/01	LRT since this will connect neighborhoods and better serve the current bus riders and routes. Busway is 2nd choice LRT should be on a seperate right-of-way.	Which option do you favor? Why?		1/18/01 12:42:10 AM

WEBSITE COMMENTS

<p>Yes – 1/22/01</p>	<p>This is a very inclusive and open site for all types and levels of viewers. It is encouraging to see the multiple languages offered! Thank you and Good job! Melissa Manderschied Jewish Community Action</p>	<p>melissa@jewishcommunit yaction.org</p>	<p>1/18/01 8:47:10 AM</p>	<p>Yes</p>
<p>Yes – 1/22/01</p>	<p>As a resident of Prospect Park, I think the route should be as close to this residential neighborhood as possible. Certainly not north of University.</p>	<p>Which route do you favor? Why?</p>	<p>1/19/01 3:25:12 PM</p>	
<p>Yes – 2/8/01</p>	<p>This site is great! Good work. Darren</p>	<p>darren.tobolt@co.ramsey. mn.us</p>	<p>1/23/01 4:58:17 PM</p>	<p>Yes</p>
<p>Yes – 2/8/01</p>	<p>Improved transit would help meet my communities needs by offering people a choice for commuting, something other than a single occupant vehicle. This is the root of the current transporation system woes. It is obvious the people of this area are not prepared to spend what it would take to sufficiently widen and straighten to alleviate congestion. Nor do I think it is a good idea to do so. Transit (especially electric commuter trains, streetcars, and fuel cell vehicles) are cleaner and more efficient, thus generating a very substantial savings to the people of the area in terms of dollars, air quality, and quality of life. I work in downtown St. Paul, and my wife works in downtown Minneapolis. The current level of transit service is woefully inadequate. Buses run only every half hour during rush hour, and compete with other commuters on traffic clogged expressways. I am willing to pay more in taxes and in fares to shorten the length of my daily commute, and make it more reliable. I have come the realization that it is impossible to make a bus run on time, but you can make a train run on time. The Germans prove that on a daily basis. It's time the people of this area demand nothing but the highest quality transportation and transit systems and infrastructure, and stop being satisfied with mediocrity. This from a nation that put a man on the moon over thirty years ago.</p>	<p>How could improved transit help your neighborhood and meet community needs?</p>	<p>1/24/01 9:45:01 AM</p>	

WEBSITE COMMENTS

Yes - 2/8/01	Please take the name of Dr Susan Clarke / Cathedral Hill Business Association off your mailing list. The association is now called the Selby Area Business Association, 400 Selby St Paul, and the President is Terry Madden. Thank you. Susan Clarke. (NOTE—This was updated in our database on 2-8-01. KRL)	total_health@healingcircle.com	1/25/01 9:25:26 AM	No
Yes - 2/8/01	Please change the Red Rock link to www.redrockrail.org Mark Gander Depty PM Parsons Transportation Group 612-370-2618 (NOTE—This was updated in our database on 2-8-01. KRL)	mark.gander@parsons.com	2/6/01 9:58:51 AM	Yes
Yes - 3/13/01	The direct linkage between convenient downtown terminals, and the capability of stops at the University, the Amtrak station, and the midway shopping area, are attractive features of a dedicated busway or light rail. The buses could be electric powered to avoid further air pollution.	Which route do you favor? Why?	2/9/01 10:59:39 PM	
Yes - 3/13/01	Light Rail, Option B: Option B is better than A because it does not stop as often. A rail system should not stop as often as a bus, only a bus should make such frequent stops. The line is designed to connect the two downtowns and I feel that most people would be wanting to simply get from one point to the other, not inbetween. The Commuter Rail would function like this, however it has a drawback, it is not seen by everyday users, our current, road-based communities have hidden them from view. To be accepted people need to have it right in front of them, not in a place where they need to go look for it. Commuter Rail would be a second option and/or in conjunction with Light Rail. Rapid Transit Bus, like all bus systems, seem to detract from the problem of too many roads, they need as much if not more road to run on than cars. We need to maikie a strong commitment to Rail, that was the answer in the past and is still a great option. Make a proposition to the public: "Give us the same amount of money that you pay for the purchase and upkeep of your car and we'll make you the best mass transit system you have ever seen! Complete with leather seats with breakfast lunch and dinner on the house!	Which route do you favor? Why?	2/13/01 9:24:34 AM	

WEBSITE COMMENTS

Yes –
3/13/01

After reading Toni Coleman's story in the February 17th edition of the Pioneer Press, I felt it was time to get off my duff and get my thoughts out about a potential "Central Corridor" Line. Although I have worked in the private sector my entire life, I have always been what my wife calls a "Transit Geek". If we visit a city that has a subway or metro, I'm on it! University Avenue has intrigued me as a transit corridor for many years. Although to many people, it looks like a long stretch of city that has worn out its usefulness (accept as an inter-model truck depot) I see something else. I would call it the "Worlds Longest Urban Village". Most of the stretch of University (from the State Capitol 'til the U of M) there are business that hug the street with blocks and blocks of housing on their side of it. The setting is conducive for transit to run down the spine. If one was to build a dedicated transit line (light rail, bus or even a subway) along (or under) the street and work with developers to see the potential in it, you could create a retail/residential transit village from Saint Paul to Minneapolis. As long as you live within five to six blocks of University (walking distance) you could have two downtowns, the State Government, a major university and literally hundreds of small, medium and large businesses to work and shop at. All without driving anywhere! Which come first, transit or the Egg... The old adage of "build it and they will come must be used here. Until a convenient safe mode of transit is built on the "spine" of University, stores and developments will not build in an urban village fashion (close to street with parking in the back. We will see more car-focused projects like the Cub Foods/Kmart/Mervyns's development from a few years ago. To the ideas on the table... In my opinion, the only way that a transit corridor can be successful is to have the line "dedicated". This means that be it busway or light rail, it can't just run the same as the buses do today. If we don't give the transit vehicle the right of way through traffic lights (like emergency vehicles have) you will be building

How could
improved transit
help your
neighborhood and
meet community
needs?

2/17/01 8:40:45 AM

WEBSITE COMMENTS

a very expensive bus route 16 with stations. As for the commuter line, who will ride this? Although commuter lines MUST be utilized to get people to and from the suburbs, I don't see what a line off the retail/residential area gets us. It would seem like it would be used to get between the downtowns and not really change anything in the along University. I look forward to further developments in the "Central Corridor Spine" and trust the planners will use creativity and be future-focused in their planning. Cities are evolving in the United States. Slowly but surly, they are reclaiming their place as being "pedestrian friendly". Projects like this can accelerate (or retard) this rebirth. Thanks! Brad Bellaver Saint Paul (Hamline-Midway)

Yes – 3/13/01	Please put me on your mailing list	bradbel@yahoo.com	2/17/01 8:54:01 AM	Yes
Yes – 3/13/01	Commuter rail. Why? Because all of the existing freight railroad tracks are in place. With all of the price locations current railroad tracks is all of the right-of-way for depots and parking. Commuter rail is a lot cheaper then LRT. Look at Hiawatha LRT 700 million = about 6 million tax payer dollars per mile of LRT plus the 14 million dollars to operate the Hiawatha LRT line. With commuter rail and a scaled back bus service is the way to go to relieve traffic congestion and to get commuters to point A to point B. Further increasing the bus routes only contributes to more traffic congestion.	Which option do you favor? Why?	2/19/01 2:38:53 PM	
Yes – 3/13/01	I'm writing to share my views as a tax payer in Minnesota. I'm against as most twin citians are about the 11.3 mile Hiawatha LRT line. As you know the price is way over 700 million dollars. The price per mile is around 60 million dollars and climbing. Also the 14 million dollars per year to run/operate the Hiawatha LRT line is in my view totally ridiculous and is straight forward fiscally irresponsible. How can you justify this ludicrous spending of tax payers money? I've done my fair share of reading on LRT vs. Commuter rail transit. As you know, commuter rail is far more wise and fiscally responsible for solving the 7 county area	rreardon@pclink.com	2/19/01 2:46:08 PM	Yes

WEBSITE COMMENTS

	<p>traffic congestion. Just compare the dollars. With commuter lines Minnesota (seven county metro area) has an abundant amount of current railroad tracks. With the abundant railroad tracks, especially in Saint Paul, you also have all of the R-O-W's for depots and parking. Just look at all of the great railroad routes within the twin cities. I believe a well planned commuter rail system in the twin cities along with a scaled back bus service is the proper and fiscally responsible way to go. Commuter rail will help relieve traffic congestion if planned right where as Hiawatha LRT line will not relieve traffic congestion. Robert J. Reardon, Jr.</p>			
Yes – 3/13/01	<p>Who or what organizations make up the central corridor Also what issues are you dealing with? Is it only transit through St. Paul to Minneapolis or is it Transit in the St. Paul area such as the bus route through 7th street. - Mary Cummins</p>	mary.cummins@house.leg. state.mn.us	2/19/01 12:57:47 PM	Yes
Yes – 3/13/01	<p>Great site Thank you. Please send me information at Metropolitan Council regarding Central Corridor activities</p>	karen.lyons@metc.state.mn.us	3/6/01 1:15:08 PM	Yes
Yes – 3/13/01	<p>www.metrotransit.org should be added to "Other Transit Links" Adam Harrington, Manager Route & System Planning Metro Transit 560 6th Ave N Mpls, MN 55411</p>	adam.harrington@metc.state.mn.us	3/8/01 2:52:34 PM	Yes
Yes – 3/13/01	<p>Enter subscription</p>	barthold@aol.com	3/10/01 3:40:26 PM	Yes
Yes – 4/2/01	<p>I want LRT built along University Ave, in order to connect the two downtowns. We have been lacking a swift moving alternative since June of 1954-long enough, I say; the time is ripe for ACTION!!! Stop studying and by all means start building!!! According to met council statistics, congestion costs the metro area over 1 BILLION dollars in lost regional productivity!! Is that not motivation enough????</p>	<p>What do you think would be different? What's the most important impact to you? To your community?</p>	3/28/01 4:56:16 PM	
Yes – 4/2/01	<p>LRT because it has a smooth, quality ride-more appealing than bus, plus, once its built, It would be</p>	<p>Which option do you favor? Why?</p>	3/28/01 5:00:42 PM	

WEBSITE COMMENTS

	very unlikely to be removed, due to cost. It would be necessary, then, to do whatever it takes to make it successful			
Yes – 4/2/01	2008 is too far out. The system should be up and running by that time What can be done to speed up the process??	Lsf dunlap@qwest.net	3/28/01 5:02:48 PM	Yes
Yes – 4/2/01	light rail on University Ave. Just like this route best.	Which route do you favor? Why?	3/29/01 7:31:00 PM	
Yes – 4/16/01	Please also include the Metropolitan Council members in your mailings. You can send these to Sandi Lindstrom, 651 602 1390.	Melissa.manderschied@metc.state.mn.u	4/12/01 11:04:14 AM	Yes
Yes – 4/30/01	Please email me the Central Corridor Sentinel and any other location of publication that would alert me to upcoming meetings and minutes. Thanks!	Sharon.hansen@districtenergy.com	4/25/01 1:29:45 PM	Yes
Yes – 4/30/01	Will you please forward the Agenda for the April 26 meeting of the Central Corridor Coordinating Committee. Thank you.	Mahlum@myarc.com	4/25/01 3:09:19 PM	Yes
Yes – 5/7/01	LRT on or near University Ave. Much more pleasing to board and get off nearer to businesses along the way.	Which route do you favor? Why?	5/5/01 9:55:54 PM	

WEBSITE COMMENTS

Yes - 5/14/01	I love the commuter rail idea. I moved here from New York where the commuter rail is option is very popular. Commuter rail would be cheaper, faster and would cover more area than the other options.	Which route do you favor? Why?	5/8/01 2:06:44 AM	
Yes - 5/14/01	I prefer the Light Rail Transit. The reason it is preferred over the bus route is because of the much higher efficiency of a rail line and lower pollution. Maintenance of the rail line would be performed by the transit co. as opposed to busses that tear up city streets, and hide the cost of repair by not getting involved in the repair. They just sweep that issue under the rug. Commuter rail seems to big a project for the small distances that are shown. That kind of operation should be reserved for the St. Cloud sort of route.	Which route do you favor? Why?	5/10/01 9:03:27 PM	
Yes - 5/14/01	I wish to receive the newsletter	aredant@bitstream.net	5/11/01 11:50:47 AM	Yes
Yes - 5/18/01	I see that the LRT might be built very close to my property. I want to know more about the plans and legislation ASAP.	aredant@bitstream.net	5/15/01 2:28:04 PM	Yes
Yes - 5/18/01	LRT Option B, supported by frequent local bus service. I don't believe that the two downtowns are far enough apart to merit commuter rail service. I don't fully understand BRT but I'm guessing it lacks the pizzazz of LRT. I think LRT Option A would not move people quickly enough to be appealing to automobile commuters.	Which option do you favor? Why?	5/17/01 10:48:44 PM	
Yes - 5/18/01	LRT Option B on University for efficient movement between the downtowns, combined with frequent bus service on University for local mobility.	Which route do you favor? Why?	5/17/01 10:30:38 PM	
Yes - 5/18/01	I have to believe that getting inter-downtown commuters out of the I-94 ditch and back onto an urban street would positively impact the built environment in the long run. It would raise the expectations for University Avenue, as well as bring a certain percentage of riders who "just have	How could improved transit help your neighborhood and meet community needs?	5/17/01 10:37:55 PM	

WEBSITE COMMENTS

	to stop and see what the heck that little shop is all about."			
Yes – 5/29/01	Previously active with Minnesotans for LRT; currently registered with (MN) Citizens for Personal Rapid Transit.		larrytawil@hotmail.com	5/21/01 6:24:31 PM
Yes – 5/29/01	Light Rail route preferred. The Hiawatha line's value will not be truly utilized unless the system is expanded to provide effective transportation solutions.	Which route do you favor? Why?		5/23/01 12:34:39 PM
Yes – 5/29/01	I would prefer the limited stop light rail or one of the commuter rail routes.	How could improved transit help your neighborhood and meet community needs?		5/24/01 7:50:34 AM
Yes – 5/29/01	e-mail me the central corridor sentinel		bander@staplesnet.com	5/24/01 7:33:59 AM
Yes – 6/5/01	How long has the Commuter Rail been in operation in Minn? Likewise with LRT? I was hoping to get some mileage, ridership, and modal split numbers for your LRT and commuter rail. Who might I contact to get ahold of this information? Thanks for your time.		tcl@sandag.org	5/31/01 11:09:08 AM
Yes – 6/5/01	Hello, may I have a copy of the minutes from your last meeting? I believe the last one was held on April 26th? Also, when is your next meeting? Please reply to: sharon.hansen@districtenergy.com thank you!		sharon.hansen@districtenergy.com	6/5/01 11:05:35 AM
Yes- 6/11/01	please update meetings and events on this website to reflect the scheduled community meetings later in June.		aredant@bitstream.net	6/6/01 10:22:41 AM
Yes – 6/18/01	Light Rail Transit. Every major city has one, and it makes living there so much more convenient and affordable. It can't happen fast enough in the Twin Cities!	Which route do you favor? Why?	Em-1	6/13/01 11:13:15 PM

DRAFT

WEBSITE COMMENTS

Yes – 6/18/01	I feel that the corridor should be served by light rail and the Red Rock commuter line should extend to downtown Minneapolis via the proposed southern commuter rail route. I think this would give commuters the maximum flexibility in choosing a ride. I also think that Snelling ave would be a good candidate for a north-south lrt alignment because of the myriad attractions (colleges, fair grounds, etc.) along it.	Which route do you favor? Why?	Em-2	6/15/01 1:42:02 AM
Yes – 6/18/01	LRT option B on University avenue AND commuter rail. 1. Stations less than 1 mile apart slow down service too much, no better than a bus line. 2. University is ripe for the development that LRT would bring. 3. Commuter rail would be the downtown-to- downtown express service, connecting to a future high-speed rail terminal in Saint Paul.	Which route do you favor? Why?	Em-3	6/17/01 9:47:47 PM
Yes – 6/20/01	I live near Pelham and University and already take the freeway flyer to work in St.Paul (Mpls in the past). I would like to see light rail or commuter rail along the line that passes over I94 and under Pelam at the Overnight Express trucking company. It would be a good station location and would tie in one block from the 16A and 50 bus routes.	Which route do you favor? Why?	Em-4	6/20/01 12:13:09 PM
Yes – 06/20/01	Having used the subways in Boston and New York, I prefer the commuter rail option. That would eliminate traffic congestion hassles that will tie up the light rail lines operating on the same roads as the autos. Sharing the roads will not save time if there's an accident or bad weather.	Which route do you favor? Why?	Em-5	6/20/01 12:17:10 PM
Yes – 06/20/01	Improved mass transit would hopefully reduce air pollution and traffic. I would suggest running it from Minneapolis to Woodbury, to pick up the influx of employees driving inbound to Minneapolis in the morning and outbound at night. If it could save time and there was a park and ride lot at the station, you could have a large number of riders.	How could improved transit help your neighborhood and meet community needs?	Em-6	6/20/01 12:22:53 PM

WEBSITE COMMENTS

Yes – 6/25/01	LRT on University built with a focus on bicycle and pedestrian use, along with mixed-use transit oriented development. 21st century transit corridors cannot be designed to accommodate current levels of auto use -- you are going to need to remove most on- street parking to allow for movement of people and goods - on foot, on the train, on bikes, on wheelchairs... not cars. Sustainability is not an option when you are spending this kind of \$\$\$.	Which route do you favor? Why?	Em-7	6/22/01 8:53:08 AM	
Yes – 6/25/01	I would like to become more involved. Please include me in on your informational mailings. Thank you - Jon Tupy		hydrovacinc@earthlink.net	6/21/01 12:25:18 PM	Yes
Yes – 6/25/01	We need better transit...please keep up the good fight.		Em – 8 nedzb@mac.com	6/23/01 3:39:53 PM	Yes
Yes – 7/2/01	RAPID TRANSIT BUS MORE PRACTICAL CAN CHANGE ROUTES IF RIDERSHIP CHANGES	Which route do you favor? Why?	Em – 9 Em – 10	6/27/01 1:46:49 PM	
Yes – 7/2/01	I DON'T BELEIVE IT WOULD THE HEALTH OF A NEIGHBORHOOD IS BASED PURELY ON SOCIAL AND ECONOMIC MATTERS NOT ON A BUS RIDE SO I REALLY DON,T THINK IT WILL IMPROVE THE HEALTH OF A NEIGHBORHOOD	How could improved transit help your neighborhood and meet community needs?	Em – 11	6/27/01 2:01:58 PM	
Yes – 7/2/01	I work for the Metro Council in the Public Affairs office. I'd like to keep abreast of any and all pertinent issues. Thank you, Byron Johnson		byron.johnson@metc.state.mn.us	6/27/01 6:55:40 PM	Yes
Yes – 7/2/01	Courtney Ewing, S.E. Mpls., It's been a longtime coming,lets make this lightrail vision a reality, use tunnel vision for this project also,and take advantage of our natural land and resources. We remain stuck in the 80's here, it's a new decade, we have to advance!	What are your goals for the Central Corridor?	Em – 12 Em – 13	6/28/01 12:05:12 AM	
Yes – 7/2/01	I favor LRT, because it'll deffinitely get people out of their cars! The bus is a stupid idea, half or	Which route do you favor? Why?	Em – 14	6/28/01 12:16:25 AM	

WEBSITE COMMENTS

	probably all the people that take the bus do not like the service!				
Yes – 7/2/01	DO NOT FAVOR ANY ROUTE IF MEANS LOSEING HOUSES NOT A WORD HAS BEEN MENTIONED ABOUT THAT!	Which route do you favor? Why?	Em – 15	6/28/01 7:48:51 AM	
Yes – 7/2/01	The Central Corridor is a great idea and we should go through with it if we don't want to have an economic breakdown in the metro area, as I fear may happen in the next 25 years if nothing is done	What are your goals for the Central Corridor?	Em – 16	6/28/01 11:20:07 PM	
Yes – 7/2/01	The Central Corridor is a great idea and we should go through with it if we don't want to have an economic breakdown in the metro area, as I fear may happen in the next 25 years if nothing is done	What are your goals for the Central Corridor?	Em – 17	6/28/01 11:24:13 PM	
Yes – 7/2/01	I really love trains. I used to take the "EL" in Chicago, never had a problem with crime or anything, so let's stop being stuck in the 80's here and advance like the other major cities in the world, buses don't get it done! What are you afraid of?		dalekjv@yahoo.com	6/28/01 12:27:16 AM	Yes
Yes – 7/9/01	The following message was sent to Steve Morris and came back "addressee unknown": How come you also publish an email address that isn't good? +++++ Subject: Undeliverable: Protest on Advancing Deadline for Public Comments on Central Corridor Scoping Date: Tue, 03 Jul 2001 15:56:07 -0500 From: System Administrator To: stevenc@mn.rr.com Your message To: Steve.Morris@co.ramsey.mn.us Cc: Joan.Campbell@ci.minneapolis.mn.us; Patricia.Kelly@ci.minneapolis.mn.us; rep.phyllis.kahn@house.leg.state.mn.us; sen.larry.pogemiller@senate.leg.state.mn.us; Peter.McLaughlin@co.hennepin.mn.us Subject: Protest on Advancing Deadline for Public Comments on Central Corridor Scoping Sent: Tue, 3 Jul 2001 13:51:59 -0500 did not reach the following recipient(s): Steve.Morris@co.ramsey.mn.us on Tue, 3 Jul 2001 15:56:03 -0500 The recipient name is not		Em – 18 stevenc@mn.rr.com	7/3/01 5:36:33 PM	No
			Em – 19		

WEBSITE COMMENTS

recognized The MTS-ID of the original message is:
c=us;a=
;p=ramsey;l=ISMAIL101070320563G8N1SAK
MSEXCH:IMS:RAMSEY:WEST:ISMAIL1 0
(000C05A6) Unknown Recipient Subject: Protest
on Advancing Deadline for Public Comments on
Central Corridor Scoping Date: Tue, 3 Jul 2001
13:51:59 -0500 From: stevenc@mn.rr.com To:
Steve.Morris@co.ramsey.mn.us CC:
Joan.Campbell@ci.minneapolis.mn.us,
Patricia.Kelly@ci.minneapolis.mn.us,
rep.phyllis.kahn@house.leg.state.mn.us,
sen.larry.pogemiller@senate.leg.state.mn.us,
Peter.McLaughlin@co.hennepin.mn.us Dear Mr.
Morris: The scoping process for the Central
Corridor LRT originally included a period for
public comment from "June - August." We now
find that not only have you come up with a new
alternative (4th Street) but that you have advanced
the date for public comment to July 20, 2001. The
Executive Committee of the Prospect Park East
River Road Neighborhood Association has directed
me to protest that action. This is it. From our
position, your adding of a new alternative and
cutting the public comment time looks very much
like you are not serious about public comment. It
really looks like you are saying, "let's cut them off
early so we can get back to deciding what we are
going to do to them." Advancing that deadline date,
particularly after publishing a later one, is grossly
unfair. We ask you to restore the original deadline
of August 31st. I'm sure that you appreciate that
LRT siting is a complicated and difficult issue.
Cutting the time for public response is never
appropriate but particularly for a major undertaking
like this. In our particular case, the next regular
neighborhood meeting is not until after your new
deadline. That puts us in an impossible situation,
caused by the preemptory advance of the deadline
date, of not being able to take our position to the
membership for their consideration. There is one
separate but related matter. Several members of our
Executive Committee attended one of the scoping
meetings at the Sheraton Midway. One of them

WEBSITE COMMENTS

politely suggested that advancing the deadline was unfair. In response, a member of your staff dismissed him in an imperious tone stating, "that's our rules, get over it." You need to convey to your staff that such an attitude toward the public is never productive and that, in this particular case, the staff member picked the wrong neighborhood association to abuse. We don't take orders from public officials to "get over it" to heart. Thank you for your prompt consideration of this matter and the restoration of the original deadline. Steve Cross President, PPERRIA Home: 612-376-0094 Work: 651-205-1092

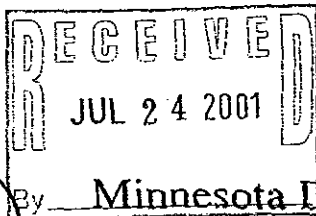
Yes – 7/9/01	1. What % of automobile traffic on I94 between the downtowns of St. Paul and Minneapolis belong to residents of these two cities? 2. How will Central Corridor changes eliminate the thousands of cars streaming into the twincities from 35E and 35W? If we eliminated the suburban traffic there would be no central city congestion.	ADPowers@att.net	7/5/01 9:33:35 PM	Yes
		Em – 20		
Yes – 7/18/01	Light Rail	Which route do you favor? Why?	Em – 21	7/10/01 3:25:24 PM
Yes – 7/18/01	Why is Personal Rapid Transit not one of the options? It will offer the conveniences of a car, at a price that doesn't have to be subsidized, and won't have the emissions of a bus or car. A complete list of alternatives should include Personal Rapid Transit.	How could improved transit help your neighborhood and meet community needs?	Em – 22	7/18/01 8:59:28 AM
Yes – 7/23/01	I would favor the commuter rail option for the Midway neighborhood is currently land locked and it would make good use of the rail lines. what about biking through the corridor? Getting to the River Road is dangerous from Midway. An obvious solution would be to make a bike lane on Snelling that leads down to Energy Park Drive and give Energy Park a bike lane so commuters are not competing with truck traffic.	Which route do you favor? Why?	Em – 23	7/19/01 9:47:27 AM
Yes –	I have always been a large supporter of a rail	Which route do	Em – 24	7/19/01 11:32:29 AM

WEBSITE COMMENTS

7/23/01	system in MSP. It is obvious that the Bus system in the city has failed and it is time to look else where. In looking at the routes here it looks to me as the primary usage of the Central Corridor is for transit between Minneapolis and St Paul, and not nesenary for transportation to businesses between the two. Which to me seems like Commuter Rail would be the better choice based on its ability to move more passengers faster, across the distance	you favor? Why?
Yes - 7/23/01	please send me the sentinel. thank you	walzx009@tc.umn.edu Em - 25

7/19/01 9:42:44 AM

Yes



500 Lafayette Road
St. Paul, Minnesota 55155-40__

July 19, 2001

BY FACSIMILE
Hard Copy to Follow

Mr. Steve Morris, Project Manager
Ramsey County Regional Rail Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, MN 55102

RE: Central Corridor Transit Project,
Environmental Impact Statement (EIS) Scoping Process

Dear Mr. Morris:

The Department of Natural Resources (DNR) has reviewed the Central Corridor Scoping Booklet for the EIS Scoping Process for the Central Corridor Transit Project. The purpose of this study is to address the need for transit improvements in the corridor. We offer the following comments, issues, and concerns for your consideration to be included scope of the EIS being prepared.

Energy Use

Energy use is directly related to the sustainability of natural systems. The system that is the most energy efficient during its construction, operation and maintenance phases will be the most effective in ensuring that natural systems are sustained. The no-build alternative encourages the continually growing use of individual automobiles that are polluting and energy inefficient.

Natural Systems

The Mississippi River is the primary natural system in the Central Corridor. It receives significant amounts of pollutant-laden storm water and snow melt directly from the existing transportation facilities. This study should discuss an alternative or parts of an alternative that significantly reduces the pollutant load to the river.

Threatened and Endangered Species

A discussion of the presence of and impact upon this issue is normally included in an Environmental Impact Statement. Although the study area is highly urbanized, there are state-listed rare species in the area. Both the state and federal listings should be reviewed for potential impacts. In particular, the DNR's Natural Heritage and Nongame Research Program maintains a database of Minnesota's rare or otherwise significant species, natural communities, or other

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Mr. S. Morris, Project Manager
July 19, 2001
Page 2

natural features. If you have not done so already, please contact Sarah Hoffman in the DNR's Division of Ecological Services (651-296-7863) or by e-mail to sarah.hoffman@dnr.state.mn.us for information about requesting a Natural Heritage database search for your project study area.

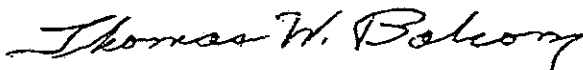
Native Plants

Major redevelopment projects offer opportunities for re-vegetating previously developed areas. Landscaping plans should utilize native plants and wildlife habitat should be incorporated as much as possible.

Thank you for the opportunity to participate in the EIS scoping process for this corridor project.

If you have questions about this letter, please contact Charlotte Cohn of my staff at (651) 296-4790.

Sincerely,



Thomas W. Balcom, Supervisor
Environmental Review Section
Office of Management and Budget Services

c: Kathleen Wallace
Wayne Barstad
Steve Colvin
Joe Oswald
Sarah Hoffman

CENTRAL CORRIDOR TRANSIT PROJECT.DOC
#19930046-0004



*received
7/17/01*

**UNIVERSITY OF MINNESOTA
BOARD OF REGENTS**

Facilities Committee

July 12, 2001

Agenda Item: Central Corridor Transit Plan: Resolution

review review/action action discussion

Presenters: Vice President Eric Kruse
Vice President Sandra Gardebring
Harvey Turner, Director, Planning and Programming
Jan Morlock, Director, Community Relations

Purpose:

Update the Board of Regents with regard to progress made to limit the number of Central Corridor alternatives the University proposes the Central Corridor planners further evaluate and to seek Regents approval of the attached resolution which proposes the following two alternatives:

- A feasible northerly Light Rail Transit alignment over the existing # 9 railroad bridge that provides for excellent connectivity with University intra-campus shuttle bus service and future development.
- A modified Bus Rapid Transit alignment on Washington Avenue that provides improved bus service to the University, with East and West Bank stations, and with no exclusive transit lines through campus.

Outline of Key Points:

The Central Corridor planners and the University have examined the following alternatives to serve the University community:

- Alternative A: Washington Avenue (below grade);
- Alternative B: # 9 Railroad Bridge / Railroad Corridor north of the Minneapolis Campus;
- Alternative C: Washington Avenue (at grade); and
- Alternative D: # 9 Railroad Bridge / University Avenue SE and 4th Street SE.

A "no build" alternative and management improvements to the existing system are also being studied.

At the conclusion of the alternative examination process, one alternative will be selected.

Background Information:

The Light Rail Transit or dedicated busway alternatives have been discussed with the Board of Regents in March, April, and June 2001.

President's Recommendation for Action:

The President recommends approval of the attached resolution relating to Central Corridor Light Rail Transit or Dedicated Busway Alternatives.



UNIVERSITY OF MINNESOTA

BOARD OF REGENTS

RESOLUTION RELATED TO CENTRAL CORRIDOR LIGHT RAIL TRANSIT OR DEDICATED BUSWAY ALTERNATIVES

WHEREAS, the following Light Rail Transit or dedicated busway alternatives have been discussed with the Board of Regents in March, April, and June 2001:

- Alternative A: A route through campus on Washington Avenue (the Avenue) below grade, through a tunnel from Coffman Memorial Union to east of Oak Street. On the East Bank, at least one station would likely need to be below grade to service both sides of the Avenue. On the West Bank, the probable location for a station would be between Walter F. Mondale Hall and Blegen Hall at grade on the Avenue;
- Alternative B: An alignment over the existing # 9 railroad bridge, along the north edge of the campus in the existing railroad corridor. East of Oak Street it could follow the transitway right-of-way. This alternative offers the opportunity to interface with the inter-campus shuttle bus system to serve both the East and West Bank campuses. It may also facilitate the development of the "research park" as a multi-modal development;
- Alternative C: A route through campus on the Avenue at grade. This alternative would likely have the same station location on the West Bank as the below grade alternative. A number of issues arise with this alternative on the East Bank: (need to be explored) station location, auto traffic and parking, existing transit service, interface with inter-campus shuttle bus system, and impacts on the built environment (pedestrian access, bicycle usage, landscape, and noise);
- Alternative D: An alignment over the existing # 9 railroad bridge, connecting with the one-way pairs of University Avenue SE east bound and 4th Street SE west bound. The issues associated with this alignment: feasibility from an engineering perspective, station location(s) on the East Bank, interconnectivity with the inter-campus shuttle bus system; and

WHEREAS, the University's evaluation of the alternatives is based upon the following planning principles:

- An alignment that best serves existing transit users and can attract the largest number of new riders in the University community on the Minneapolis East and West Bank Campus;
- Provide transit services within an affordable fare structure;
- New transit modes and alignments must increase the capacity and improve the quality of the total transportation system;
- Stations should be located and designed for the convenience of transit users, pedestrians and bicyclists;
- The introduction of new transit alternatives must be done in a manner that does not negatively impact the campus environment; and

WHEREAS, the *University of Minnesota Twin Cities Campus Master Plan - 1996* (the Master Plan) states "Consideration should be given to changing the cross-section of the Avenue to accommodate a single lane of traffic in each direction, separated by a landscaped 'pedestrian-friendly' median. ... The two outside lanes of the street should be dedicated to a busway route, with the potential to accommodate Light Rail Transit in the future"; and

WHEREAS, since the completion of the Master Plan and the last study of the Avenue, University-related pedestrian and auto use of the Avenue has intensified: larger replacement parking facility at Harvard Street, 700 additional student housing beds (Riverbend Commons, Territorial Hall Addition and Frontier Hall Addition), increased parking capacity at Riverbend Commons, projected future addition of 381,000 gross square feet of space in the Academic Health Center, and the proposed future addition to the Weisman Art Museum; and

WHEREAS, based upon the changed conditions on the Avenue, the Master Plan's consideration to accommodate Light Rail Transit at grade on the Avenue is no longer determined to be appropriate by the University; and

WHEREAS, the Central Corridor planners have requested that the University reduce the number of alternatives for further study; and

WHEREAS, the University has consulted with a broad range of internal and external stakeholders and has considered the alignment alternatives in light of the future potential growth and development of the University; and

WHEREAS, the University recognizes the physical, economic, political and operational advantages and disadvantages of the various alternatives,

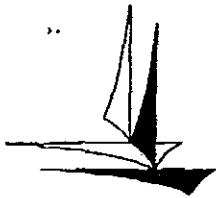
NOW, THEREFORE, BE IT RESOLVED that the University recommends that the following alternatives be evaluated for the Central Corridor:

- A feasible northerly Light Rail Transit alignment over the existing # 9 railroad bridge that provides for excellent connectivity with University intra-campus shuttle bus service and future development;
- A modified Bus Rapid Transit alignment on ^{Washington} ~~the~~ Avenue that provides improved bus service to the University, with East and West Bank stations, and with no exclusive transit lanes through campus; and

BE IT FURTHER RESOLVED that if the Central Corridor planners decide to study a Light Rail Transit alignment on the Avenue, the University requires that the alignment and station be below grade in a tunnel; and

BE IT FURTHER RESOLVED that if the Central Corridor planners proceed with an alternative that proposes to close a section of the Avenue to automobile traffic through the campus, that the section of the Avenue to be closed be vacated and the land become a part of the campus; and

BE IT FINALLY RESOLVED that if a section of the Avenue is vacated and becomes a part of the campus, the University would grant the necessary utility and surface easements needed to accommodate acceptable transit service.



July 19, 2001

Minneapolis
City of Lakes

Department of Public Works

David J. Sonnenberg
City Engineer
Director

Brian J. Lokkesmos
Deputy Director

South 5th Street - Room 203
Minneapolis MN 55415-1390

Office 612 673-2352
Fax 612 673-3565
TTY 612 673-2157

Management Services
R. H. Smith, Director
Assistant Director of Public Works
350 South 5th St. - Room 203
Minneapolis, MN 55415-1390
(612) 673-2241

Administrative Services
T. G. Moloney, Director
350 South 5th St. - Room 203
Minneapolis, MN 55415-1390
(612) 673-3478

Engineering Services
P. W. Ogran, Director
309 2nd Ave. S. - Room 300
Minneapolis, MN 55401-2268
(612) 673-2458

Equipment Services
J. E. Edmunds, Director
1200 Carrie Ave. N.
Minneapolis, MN 55403-1234
(612) 673-5737

Field Services
M. D. Kennedy, Director
350 South 5th St. - Room 203
Minneapolis, MN 55415-1390
(612) 673-3759

Property Services
S. A. Kofke, Director
350 South 5th St. - Room 223
Minneapolis, MN 55415-1390
(612) 673-2402

Solid Waste & Recycling
S. A. Young, Director
309 2nd Ave. S. - Room 210
Minneapolis, MN 55401-2281
(612) 673-2433

Transportation & Parking
G. A. Fratad, Director
350 South 5th St. - Room 233
Minneapolis, MN 55415-1390
(612) 673-2411

Water Works
A. J. Krner, Director
250 South 4th St. - Room 206
Minneapolis, MN 55415-1330
(612) 673-2618

Mr. Steve Morris
Project Manager – Central Corridor
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center - West
50 West Kellogg Boulevard
St. Paul, MN 55102

Re: **DRAFT City of Minneapolis Comments on the Scoping Process
for the Central Corridor Alignments through the University of
Minnesota**

Dear Mr. Morris:

The City appreciates the hard work that the RCRRA and its consultants have put forth to assist the City of Minneapolis with its review of the Central Corridor alignments. The City understands that the Scoping Process comment period ends July 20, 2001 and that the full City Council action will occur on July 27, 2001. Therefore, this letter will serve as a draft response on the scoping comments. A formal final response will be received shortly after the July 27 City Council action.

Cited in previous City of Minneapolis resolutions from 1991 and 1992 regarding the Central Corridor, the City stated a preference that LRT be placed below grade along Washington Avenue on the University East Bank campus.

As such the City realizes that the current Environmental Process is in the Scoping Phase and the City looks forward to further discussions with all participants regarding a successful Central Corridor project. Therefore, the following City comments are broad in nature to reflect the level of detail presented in this scoping process.

Please find below the City of Minneapolis comments regarding the University area LRT alignments for the Central Corridor Project. It is understood there are four alignments:

- Alignment 1 – Washington Avenue Tunnel
- Alignment 2 – Washington Avenue At-Grade
- Alignment 3 – Bridge 9 North (Railroad Corridor)
- Alignment 4 – Bridge 9 south (University Avenue/4th Street)

In the past weeks, Ms. Mackenzie and Mr. Wertjes have participated in numerous meetings with U of M, Hennepin County, Metro Transit, MnDOT and the Central Corridor consultants (URS/BRW) to discuss these alignments. On July 11, the Planning Department, Public Works Department and MCDA staffs met to discuss the four alignments. Opportunities/strengths and constraints/weaknesses for each LRT alignment were developed by City staff and are presented as an attachment.

Summary of City Comments

1. A Washington Avenue alignment is preferred, based on the following considerations:

A Washington Avenue alignment would serve the high density areas, create the highest potential ridership, provide convenient connections to other transit and shuttles, and allow realization of operating cost efficiencies in Minneapolis.

Washington Avenue represents the primary east-west transit axis through the campus area. This alignment would serve both the West and East Banks of the Minneapolis campus providing convenient transit access to the primary university destinations.

While the majority of the University's future growth is envisioned to occur north of University Avenue adjacent to SEMI, this new development is not envisioned to produce or attract a significant number of transit trips, as compared to the existing University Mall area. In addition, when comparing this future growth area to the University Mall area, it is also true that the density of transit trips will never be as dense as the destinations around the Mall. Therefore, transit demand along the north side of the campus most likely will be significantly less than that in the university core adjacent to Washington Avenue.

A Washington Avenue alignment would maintain a high level of service to the University while concurrently minimizing the number of bus trips along Washington. Many of the trips provided by Routes 16 and 50 between downtown Minneapolis and the University could be replaced by LRT or BRT. Reduced Route 16 and 50 bus volumes would result in additional Washington Avenue street space for campus shuttle buses.

The north side of the campus would continue to be served by the existing Metro Transit and campus shuttle buses. In the future, these buses could stop at LRT or BRT stations providing access to distant buildings and parking, as well as to the St. Paul campus.

Some selected Route 52 buses (express bus service to the University) could be reoriented to LRT stations outside the university area. Riders would transfer to LRT stations and use the Central Corridor LRT to the University. The Route 52 bus trips would therefore no longer enter the campus area, thereby further reducing bus volumes and congestion along Washington Avenue while also reducing Route 52 operating costs.

2. The Bridge 9 alignments that continue along Dinkytown railroad corridor (Alignment 3) or the University Avenue/4th Street (Alignment 4) are not recommended based on the following considerations:

Alignments along University/4th or the Dinkytown railroad corridor would not serve the University core directly. Shuttle buses would be required to transfer riders from LRT to the West and East Bank campuses. In this case, the majority of transit users destined to the University would face an additional transfer, thereby rendering LRT a less attractive modal alternative.

A Central Corridor alignment via Bridge 9 is expected impact traffic and adjacent development along the River Parkway, South 2nd Street, and Chicago Avenue in the Mills District. The 2nd Street to Chicago Ave alignment causes concerns for parking and service functions relative to the proposed Guthrie and Mill City Museum.

Right-of-way acquisition from Mississippi River to the Metrodome is significant. The 90 degree turn proposed at 2nd Street and Chicago will conflict with current development projects already underway or upcoming. If any of the Bridge 9 alignments proceed forward, the City will request alternative alignments in the Mills District area.

Alignments 3 and 4 both would eliminate the proposed U of M bicycle trail on Bridge 9.

Regarding the Alignment 4 – University/4th, the access between the depressed Bridge 9 railroad right-of-way and University/4th may impact adjacent businesses as well as the planned development of the Dinkytown bypass. Property acquisition may be required for access from street level to the railroad right-of-way. To minimize or avoid property acquisition, extensive modification or replacement of current bridges at University Avenue and the 4th Street/15th Avenue SE intersection may be required. The 'couplet' one way service alignment will affect some businesses, mostly by restricting access on the south side of both University Ave and 4th Street. The "couplet" one-way operation poses confusion to riders and will increase costs of station construction, as there will be a need for paired station platforms near 15th Avenue and Oak Street.

City Recommendation:

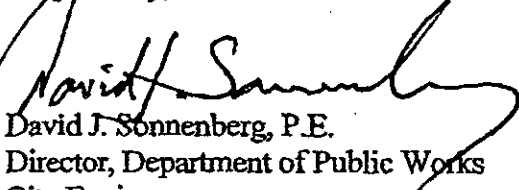
Washington Avenue should be retained as the preferred alignment alternative through University of Minnesota, Minneapolis Campus, and into Downtown Minneapolis. The key City of Minneapolis objectives are to:

- Maximize ridership
- Minimize travel time and maintain transit reliability
- Improve pedestrian environment, access, and safety
- Maintain or minimize traffic flow impacts
- Limit impacts on adjacent land uses
- Prioritize transit service to facilitate the continued development of designated Growth Centers such as Downtown and the University of Minnesota/ SEMI area.

While an exclusive transit right-of-way is desirable, all measures to facilitate reliable LRT operation along Washington Avenue should be examined. All traffic engineering solutions should be examined to safely accommodate turn lanes and pedestrians, as well as mixed-flow operations with other transit vehicles or with general traffic. If an at-grade Washington Avenue alignment is deemed infeasible, then a tunnel alignment should be examined in the Environmental Process.

If you have further questions about these comments, please feel free to contact Ms. MacKenzie, Mr. Wertjes, or myself.

Respectfully,



David J. Sonnenberg, P.E.
Director, Department of Public Works
City Engineer

cc: Council Member Campbell, Chuck Ballentine, Brian Lokkesmoe, Greg Finstad, Jon Wertjes,
Monique MacKenize

Attachments

Central Corridor – Alignment Options in the U of M Area (X pages)
5

(draft) CENTRAL CORRIDOR – LRT ALIGNMENT OPTIONS IN THE U OF M AREA (draft)

Options	Opportunities/Strengths	Constraints/Weaknesses	Staff Ranking
<p>Alignment 1 – Wash. Tunnel</p> <p>Washington Ave in Tunnel from Church to Oak Streets</p> <p>Five Stations at Dome, 19th/West Bank, Mall/East Bank, Oak Street and near Westgate/City limits</p>	<ol style="list-style-type: none"> 1. Minimal disruption of street traffic (buses and cars) 2. Retains current capacity of Washington Avenue at critical intersections (Church to Oak) 3. Potential to add more pedestrian friendly environment in the heart of campus (The Mall) possible with LRT station design, 4. Well sited to serve existing East Bank general activity corridor on campus, Intersects with north-south traffic on the campus Mall, Serves the highest density of potential trips because of the concentration of classroom, residential and office space on the East Bank/Stadium Village area 5. Serves West Bank users with a station on U of M campus close to current day bus stops on Washington Ave and may allow for improved access for Cedar-Riverside and 7 Corners areas 6. Provide most direct, efficient, least technically complicated connection using already established Right of Way to downtown through 3rd Street and Hiawatha LRT alignment east of Metrodome. 7. In-place U of M and City pedestrian infrastructure that may be enhanced 8. Close to large event facilities, Stadium Village development, and residential area south of Washington Avenue 9. Potential redevelopment around the Oak Street station area 	<ol style="list-style-type: none"> 1. Expected to incur higher costs for tunnel 2. Creates difficulties when surfacing tunnel from below grade to street level at east end near Oak Street 3. Provides no direct service to outskirts and northern edge of campus 4. Future SEMI Redevelopment Area and U of M Technology Campus would be served by station along University 	<p>First Priority</p>

(draft) CENTRAL CORRIDOR – LRT ALIGNMENT OPTIONS IN THE U OF M AREA (draft)

Options	Opportunities/Strengths	Constraints/Weaknesses	Staff Ranking
<p>Alignment 2 – Wash. At-Grade</p> <p>In a future median along University and Washington Avenues</p> <p>Six Stations at Dome, 19th/West Bank, Mall/East Bank, Oak Street, 27th Avenue, and near Westgate/City limits</p>	<ol style="list-style-type: none"> 1. Less street traffic (buses and cars) on Washington Avenue, Even with reduced street traffic a transit signal priority system may be required 2. Well sited to serve existing East Bank general activity corridor on campus, Intersects with north-south traffic on the campus Mall, Serves the highest density of potential trips because of the concentration of classroom, residential and office space on the East Bank/Stadium Village area 3. Serves West Bank users with a station on U of M campus close to current day bus stops on Washington Ave and may allow for improved access for Cedar-Riverside and 7 Corners areas 4. Provide most direct, efficient, least technically complicated connection using already established Right of Way to downtown along 3rd Street to the Hiawatha LRT alignment east of Metrodome. 5. In-place U of M and City pedestrian infrastructure that may be enhanced 6. Close to large event facilities, Stadium Village development, and residential area south of Washington Avenue 	<ol style="list-style-type: none"> 1. Significant reductions to level of service, traffic flow, and parking on Washington Ave (eliminates one traffic each direction), dedicated left turn lanes only at Huron Boulevard 2. Will require traffic diversions from Washington Avenue to I-94, Univ/4th Street, and/or possible Dinkytown Road/Bypass, The Dinkytown Bypass is expected to be a mitigation measure for this alternative. 3. Bus pull outs are expected to accommodate stopping bus in the single remaining travel lane, emergency vehicles would have to use LRT tracks is vehicles are blocking travel lane 4. Need to eliminate on-street parking in the Stadium Village area 5. Limits the ability to make amenity/urban design improvements (peds, streetscape, etc) to enhance the pedestrian environment along Washington Avenue due to transit and traffic needs 6. Provides no direct service to outskirts and northern edge of campus 7. University perception: changing the capacity of Washington Avenue to handle current day conditions (which will only get worse over time) is harmful to the campus. 8. Public perception: is that U of M area is difficult to access now and that numerous U of M access is accomplished by not using Washington Avenue but using side streets 9. Future SEMI Redevelopment Area and U of M Technology Campus would be served by station along University 	<p>Second Priority</p>

(draft) CENTRAL CORRIDOR – LRT ALIGNMENT OPTIONS IN THE U OF M AREA (draft)

Options	Opportunities/Strengths	Constraints/Weaknesses	Staff Ranking
<p>Alignment 3 – Bridge 9 North</p> <p>Northern railroad alignment through Dinkytown railroad area, on Bridge 9, and Mills District north of Dome</p> <p>Five Stations at Dome, 10th Ave Bridge, 14th Ave Bridge, Oak Street extended and near Westgate/City limits</p>	<ol style="list-style-type: none"> 1. More directly serves the SEMI Redevelopment Areas and well as U of M Technology Campus (estimated 4,000 to 6,000 jobs and some residential) 2. University/14th Ave station would directly serve the Dinkytown area and the northwest U of M campus 	<ol style="list-style-type: none"> 1. Does not directly serve southern East Bank destination centers such as Coffman, dorms, medical, etc. 2. Does not directly serve West Bank or Cedar-Riverside patrons (station would be located north of the Law School ball fields near the 10th Ave bridge), 3. Station at University/14th would be at the railroad grade elevation (approx. 20 feet below street elevation) 4. Will likely require significant land acquisition for LRT alignment from 5th Street near Dome to River and from the River to 29th Avenue 5. Would displace or require the replacement of the existing Bridge 9 bike/pedestrian pathway as well as the planned future U of M Trail in the railroad corridor 6. LRT alignment west of River does not serve this area and be a through connection with no station that would not serve the adjacent land uses 7. Impacts to adjacent land uses (Guthrie, Museum, etc) along 2nd Street S and Chicago Avenue due to loss of parking and services needs and is not consistent with recent Mills District Plan Amendment for the Riverfront. The alignment would result in more vehicle/pedestrian and loading conflicts as well as place a complex infrastructure on what is seen as the sole service-oriented street for the new cultural uses. The alignment on Chicago Avenue disrupts the Mills District Plan's vision of a skinny street with direct pedestrian connection to the River. 8. Safety and security issues for area between the Mississippi River and 11th Avenue S 9. Concern about sharp 90 degree turn at Chicago and 2nd Street as well as the grades at the Washington Avenue crossing 	<p>Last (Fourth) Priority</p>

(draft) CENTRAL CORRIDOR – LRT ALIGNMENT OPTIONS IN THE U OF M AREA (draft)

Options	Opportunities/Strengths	Constraints/Weaknesses	Staff Ranking
<p>Alignment 4 – Bridge 9 South</p> <p>Univ/4th alignment through Dinkytown connecting to Bridge 9, and then through the Mills District north of Dome</p> <p>Six Stations at Dome, 10th Ave Bridge, 15th Avenue, Oak Street, 27th Avenue and near Westgate/City limits</p>	<ol style="list-style-type: none"> 1. More directly serves the SEMI Redevelopment Areas and well as U of M Technology Campus (estimated 4,000 to 6,000 jobs and some residential) 2. Directly serves Dinkytown area as campus hub/destination point 	<ol style="list-style-type: none"> 1. One-way LRT trains on University and 4th St creates on-street traffic impacts (loss of one lane of traffic on each street, no parking will be removed) 2. One-way LRT trains on University and 4th St creates confusion about which station to use for each direction 3. Will require additional capital costs to engineer climb and descent from Dinkytown streets to the railroad ROW at adequate grades 4. Could cause permanent changes or limitations to property access fronting on the south side of 4th Street SE at the 15th Avenue station platform location. 5. Does not directly serve West Bank or Cedar-Riverside patrons (station would be located north of the Law School ball fields near the 10th Ave bridge). 6. Does not directly serve southern East Bank destination centers such as Coffman, dorms, medical, etc. 7. Will likely require significant land acquisition for LRT alignment from West Bank to 5th Street near Dome 8. Would displace or require the replacement of the existing Bridge 9 bike/pedestrian pathway as well as the planned future U of M Trail in the railroad corridor 9. LRT alignment west of River does not serve this area and be a through connection with no station that would not serve the adjacent land uses 10. Impacts to adjacent land uses (Guthrie, Mills Museum, etc) along 2nd Street S and Chicago Avenue due to loss of parking and services needs and is not consistent with recent Mills District Plan Amendment for the Riverfront. The alignment would result in more vehicle/pedestrian and loading conflicts as well as place a complex infrastructure on what is seen as the sole service-oriented street for the new cultural uses. The 	<p>Third Priority</p>

(draft) CENTRAL CORRIDOR – LRT ALIGNMENT OPTIONS IN THE U OF M AREA (draft)

		<p>alignment on Chicago Avenue disrupts the Mills District Plan's vision of a skinny street with direct pedestrian connection to the River.</p> <p>11. Safety and security issues for area between the Mississippi River and 11th Avenue S</p> <p>12. Concern about sharp turn at Chicago and 2nd Street and grades at Washington Avenue crossing</p>	
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Gladys Morton, Chair



CITY OF SAINT PAUL

Norm Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6565
Facsimile: 651-228-3314*

July 13, 2001

Mr. Steve Morris, Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota

RE: Planning Commission Comments on the Central Corridor Scoping Booklet

Dear Mr. Morris;

Thank you and the RCRRA for your efforts in improving transit in the Central Corridor and downtown Saint Paul. As in the past, the Planning Commission is concerned and interested in transit improvements and the benefits they may hold for the city in terms of transportation as well as community reinvestment.

The Saint Paul Planning Commission is forwarding to you its comments on the Central Corridor Scoping materials. There is a three-page Planning Commission resolution as well as supporting documentation you may find useful.

The Planning Commission is submitting its comments on Scoping now, due to the impending deadline of July 20, 2001 for comments. The Commission is also forwarding its comments to the Mayor and City Council. It is not clear at this time whether the Mayor and/or City Council will take action beyond the Planning Commission's comments.

Sincerely,

A handwritten signature in cursive script that reads 'Gladys Morton'.

Gladys Morton, Chair
Saint Paul Planning Commission

c.c. Mayor Norm Coleman
Saint Paul City Council

city of saint paul
planning commission resolution
file number _____
date _____

Central Corridor: Response to Preliminary Scoping Work

WHEREAS, the City has a rich and consistent history in transit discussions regarding major transit improvements in the Central Corridor, participating in the discussions of 1981, 1984, 1988, 1995 and 1999; and

WHEREAS, the City also commented on the downtown alignments of Light Rail Transit (LRT) in 1984 and 1990; and

WHEREAS, in 1999 the Planning Commission recommended to the Mayor and City Council that:

- A two-track LRT system connecting downtown Saint Paul and downtown Minneapolis can be accommodated well within the existing University Avenue right-of-way;
- A light rail transit line would likely make a very positive contribution to improvement and development goals for University Avenue;
- With careful planning and management, disruption of business on the Avenue can be kept to a tolerable minimum during the period of construction; and
- The City should play an active role in timely approval of the Environmental Impact Statement, should ensure early initiation of station area planning and ensure early and extensive communication with affected communities; and

WHEREAS, the emergence of the Entertainment District as a major downtown destination represents a significant change in travel pattern that needs to be factored into LRT routing; and

WHEREAS, on December 8, 1999 the City Council adopted Resolution 99-1164 directing PED staff to continue participating in the study of LRT on University Avenue, and recommended that the Ramsey County Regional Railroad Authority (RCRRA) only include consideration of University Avenue in future studies of the Central Corridor; and

moved by _____
seconded by _____
in favor _____
against _____

WHEREAS, in April, 2000 the RCRRA initiated an Environmental Impact Statement process for transit improvements in the Central Corridor; and

WHEREAS, in June, 2001 the RCRRA announced alternatives that are being considered in the Scoping Process and began seeking public input on the adequacy of the alternatives. Such comments are to be made by July 20, 2001. Alternatives being considered between downtown Saint Paul and the City/County line in the west Midway area include:

- "No Build" with no changes to services beyond those already committed
- "Transportation Systems Management" with modest transit improvements
- "Busway/Bus Rapid Transit" with service on exclusive right-of-way on University Avenue
- "LRT" with service on exclusive right-of-way on either University Avenue or I-94; and

WHEREAS, three alternatives for downtown are included:

- "Alternative 1" which uses Cedar and 4th Streets terminating in front of Union Depot
- "Alternative 5" which uses University to Jackson with a one-way split on Sibley south of 7th Street to 4th Street and terminating near Rice Park
- "Busway Alignment", which uses Cedar and Minnesota Streets in a one-way pair configuration, then jogging on Kellogg Boulevard to Robert Street, then south across the bridge to the West Side; and

WHEREAS, based on previous studies of the downtown, the extensive commitment of the community to the Entertainment District and the desire for seamless connections among transit modes, the following are appropriate criteria for optimizing location of stations downtown:

- Main "Office Core" station should be within walking distance (1/4 mile) to as many major employment blocks (500+ employees) as possible
- The Entertainment District station should have convenient connection to the Ordway, RiverCentre, and Arena
- Lowertown station should be within a short walk of both the Union Depot (for connection to commuter rail/high speed rail) and the 5th/6th Streets bus service
- Stations should be placed where connections to the skyway level can be made by escalator
- Stations should be placed and designed such that the historical and architectural character of the surroundings are preserved or enhanced
- Major destinations not served directly by stations should be connected with frequent and attractive shuttle service
- The alignment connecting the stations should avoid impacting major street connections to the Interstate System and Shepard/Warner Road and at intersections with difficult geometrics and high traffic volumes
- In addition, the alignment should avoid major traffic streets and those that carry the bulk of bus routes.

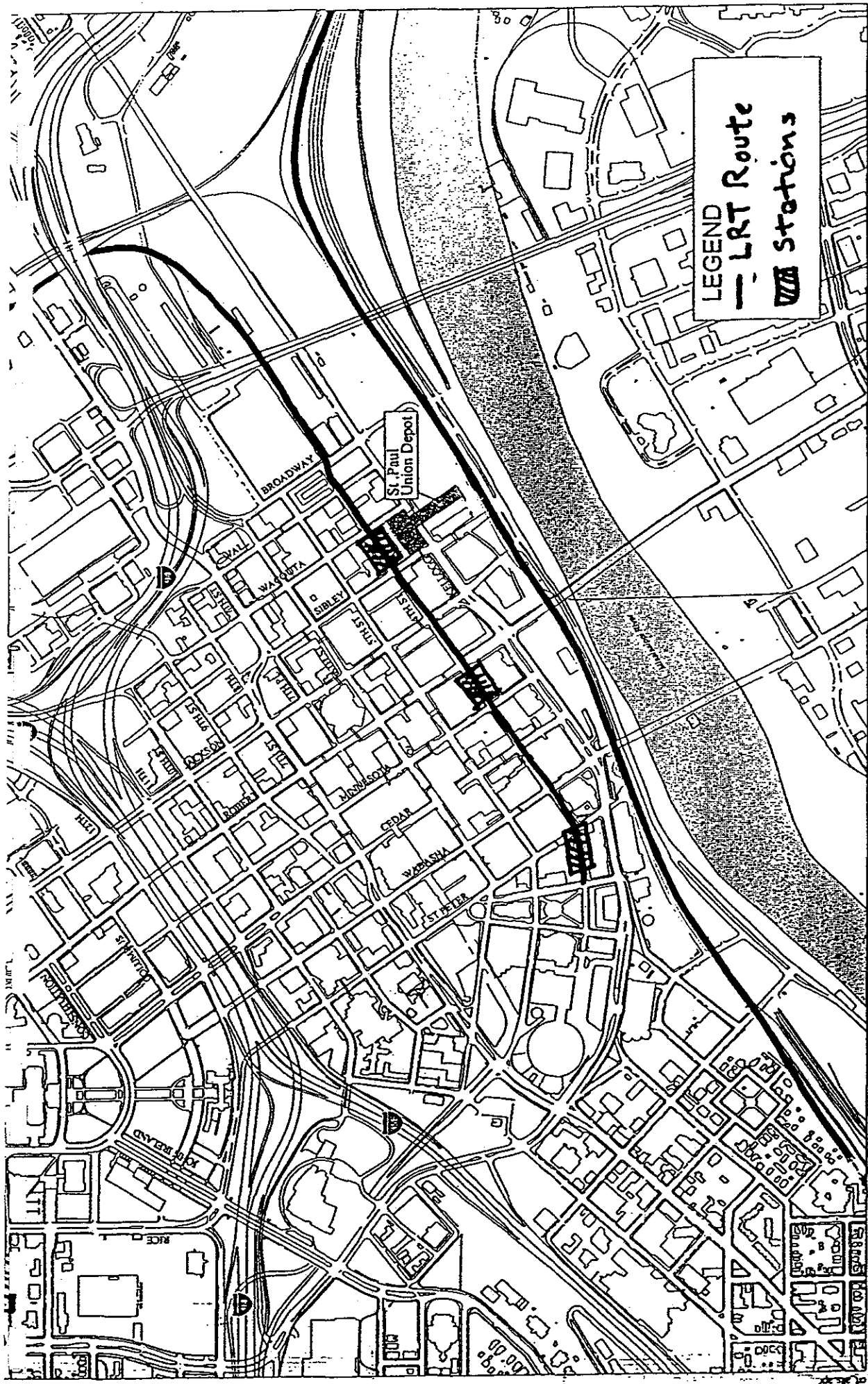
NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds the array of transit alternatives in the Midway portion is sufficient, and recommends proceeding to the Draft EIS phase with that array; and

BE IT FURTHER RESOLVED, that there are three downtown station location/routing options that warrant further analysis and potential inclusion in the Draft EIS phase (draft maps of the routes are attached):

- "Alternative A": University Avenue behind Capitol to Lafayette Road, turning south and adjacent to the mainline railroad tracks, south and west on unused siding behind Diamond Products, west on Prince Street and jogging at Broadway to 4th Street, then west to the Rice Park area. (Directly serves Capitol Area, Regions Hospital, Lafayette Park/Williams Hill, Union Depot, Office Core, and Entertainment District.)
- "Alternative B": University Avenue to Rice Street diagonally south to Constitution, south on John Ireland Boulevard diagonally across a parking lot to 12th Street to St. Peter Street, then south to 4th Street and 4th to the Union Depot then eastward from Union Depot on 4th Street, jogging to Prince Street at Broadway, connecting to the unused railroad spur east of Diamond Products, paralleling the main tracks northward, veering northwest to the east end of University Avenue at Lafayette Road, then westward on University Avenue to Jackson Street. South of 7th Place some combination of Washington Avenue, Market and St. Peter streets should be investigated as potential one-way pairs. (Directly serves Capitol Area, Entertainment District, Office Core, Union Depot, Lafayette Park/Williams Hill, and Regions Hospital.)
- "Alternative C": University Avenue to Robert Street south to 4th, then west terminating just west of Rice Park. (Directly serves Capitol Area, Regions Hospital, Office Core and Entertainment District.); and

BE IT FURTHER RESOLVED, that the City play an active role in the EIS process resulting in 1) timely approval of the EIS, 2) early initiation of station area planning, 3) stations that include excellence in design and quality, and 4) early and extensive communication with affected communities; and

BE IT FINALLY RESOLVED, that, since the end of the comment period for the Scoping Phase is July 20, the Planning Commission action and background information be forwarded directly to the Ramsey County Regional Railroad Authority at the same time it is being forwarded to the Mayor and City Council.



LEGEND
 — LRT Route
 ▨ Stations

St. Paul Union Depot

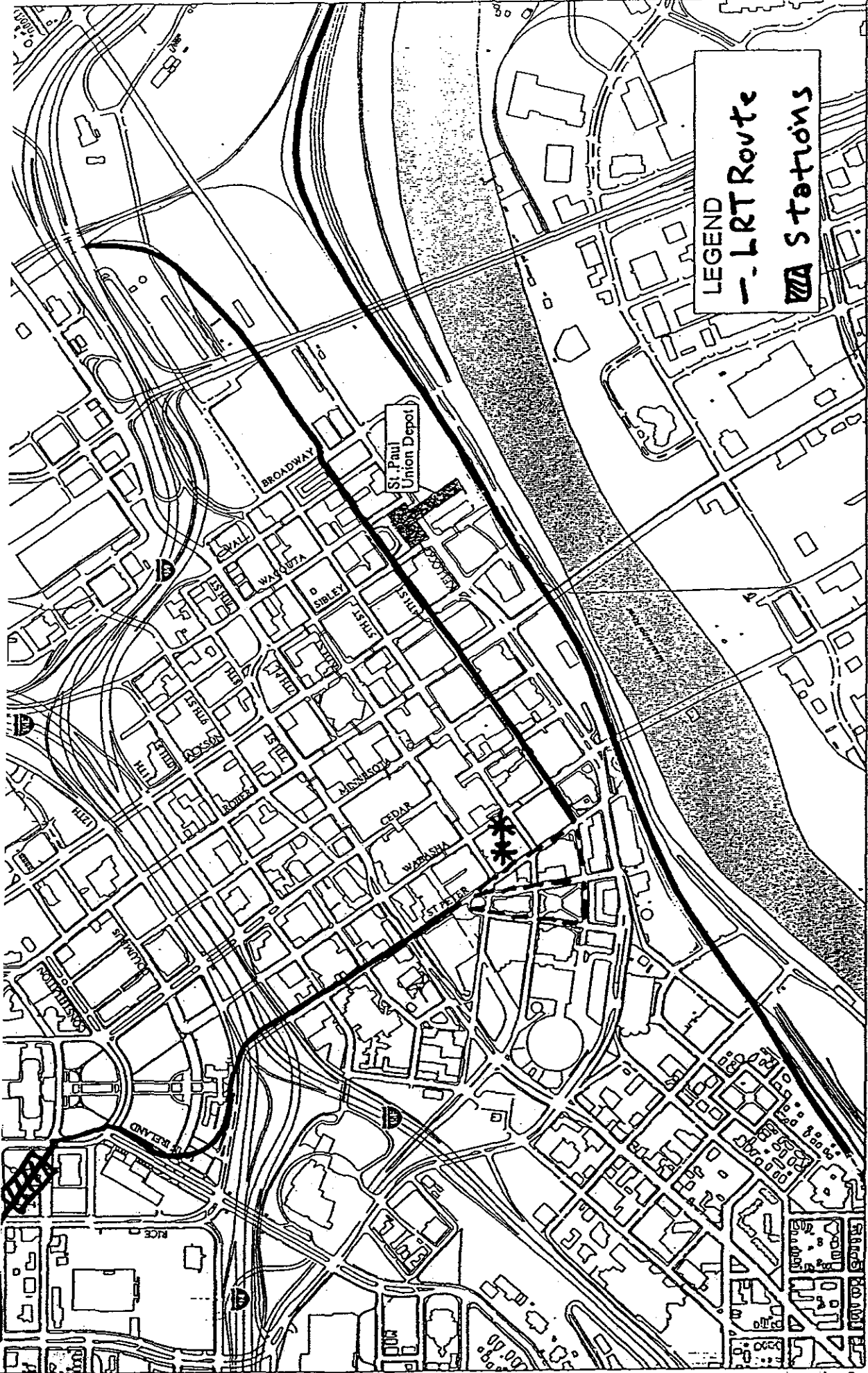
* On University Avenue at
 about John St.

Alternative A

Downtown St. Paul
 2001



BRW



LEGEND
 — LRT Route
 [Shaded Area] Stations

* On University Ave. at about John St.

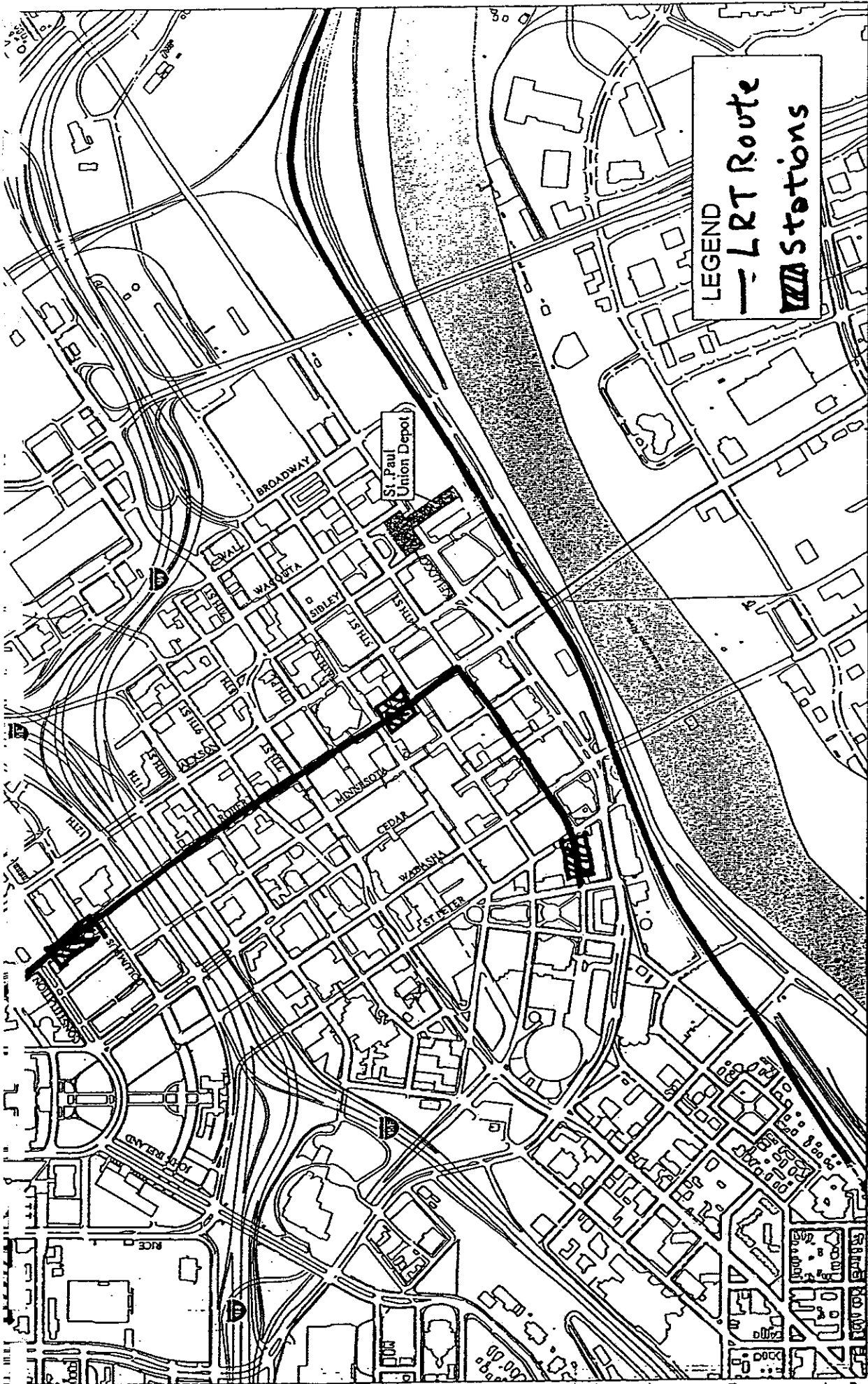
** Station location in Rice Park Area

Alternative B

Downtown St. Paul

2001





LEGEND
 — LRT Route
 ▨ Stations

St. Paul Union Depot



Alternative C

THE **CENTRAL** CORRIDOR
 Downtown St. Paul
 2001

BRW



CITY OF SAINT PAUL
Norm Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

MEMORANDUM

DATE: July 13, 2001
TO: Planning Commission
FROM: Allen Lovejoy *A.L.*
RE: Central Corridor Resolution

Note: As of the Planning Commission mailing, the Committee had not finished its work. The Committee plans to meet again on Wednesday, July 11th, 4:00 p.m., 11th Floor, City Hall Annex. Therefore, materials contained in this mailing are subject to amendment when the Commission meets on July 13th.

The Comprehensive Planning Committee is recommending adoption of the attached resolution on the Central Corridor Environmental Impact Statement (EIS). Also attached is a review of the portions of the Comprehensive Plan that pertain to the Central Corridor.

There is a complex set of issues that prompt such action now. The following Q & A will hopefully address many of your initial questions.

Questions and Answers:

Planning Commission Resolution on the Central Corridor

- 1. The Hiawatha Corridor LRT has not yet broken ground and there are financial commitments on the Riverview Corridor busway. Why are we doing this study of the Central Corridor now?*

For many years the Central Corridor has been the top priority in the region for major transit investment. But for a variety of reasons neither busway nor LRT has been built. However, the top priority status endures. The Metropolitan Council, Minnesota Department of Transportation (MnDOT) and Ramsey County Regional Railroad Authority (RCRRA) concluded that another major study be done on the Central Corridor. And the Planning Commission and City Council concurred in the Fall, 1999.

The immediate target for Central Corridor work is to do the environmental analysis in time for eligibility as a federally-funded project when TEA-21 (the major federal appropriations bill on transit) is reauthorized by Congress in 2003.

2. *What is the City's history with respect to previous analyses of the Central Corridor?*

There is a rich history of City planning and analysis with respect to redevelopment of the Central Corridor. It includes two land use plans (one in the 1980s and the recently adopted Land Use Plan) that recommended the coordination of land use intensification at key intersections along University Avenue in coordination with transit investments. The current Land Use Plan also stresses the coordination of transit and development investments along key corridors (including University Avenue) be the focus for City reinvestment. The current Land Use Plan is bolstered by recommendations of the Transportation Policy Plan which calls the Central Corridor a "primary transit express corridor." [It is important to note here that the TPP (which recommends I-94 as a "primary transit express corridor") followed the recommendation of the RCRRA in the mid-1990s to put LRT/busway on I-94, but the City has since reasserted its preference for University Avenue.]

In addition, the Planning Commission has historically filled a leadership role in analyzing options for transit in this corridor: in 1981, 1984, 1988, 1995 and 1999. In all of these efforts the Planning Commission has remained steadfast in trying to maximize the relationship between transit investments and community reinvestment. The latest analysis was done in the Fall, 1999 when the Planning Commission concluded that University Avenue could accommodate LRT with cautions about the need for on-street parking, minimizing traffic disruptions for businesses along the Avenue and maximizing pedestrian safety. The City Council took the recommendations and went a step further, recommending that LRT/busway analyses in the future **only** consider University Avenue for locating the transit improvements.

As for the downtown alignment, the Planning Commission has been involved in two studies, both of which concluded that Cedar and 4th Streets be the preferred two-way alignments, in the event that LRT be built. However, since the last study, the city has seen enormous changes to the Entertainment District, where in excess of 4 million visitors are expected each year. That creates a critical mass that must be accommodated in LRT station location and routing decisions. In many other LRT systems in the U.S., evening and weekend recreational trips constitute a major proportion of their total weekly ridership. This could also be the case in the Twin Cities. Therefore, it is appropriate to engage in a community discussion regarding downtown routing options that adequately serve the Entertainment District.

3. *Where are we now in the current Central Corridor process?*

This Summer, 2001, the RCRRA environmental process is in the Scoping Phase, a phase that seeks to define all reasonable alternatives. Planning Commission action at this time should

define other reasonable alternatives to those in the current Scoping materials, especially for downtown. Currently, there are two anticipated downtown alignments defined for further analysis in the EIS: one using Cedar and 4th Streets and one using Jackson, Jackson/Sibley and 4th Streets. We believe there are other viable options that improve service to the downtown over the two currently defined.

4. *Capital costs for a busway or LRT in the Central Corridor is likely to cost as much as, if not more than, the Hiawatha Corridor. Is there money for this project and from where would it come?*

At this time it is impossible to tell where the funding might be coming from to build and maintain an LRT/busway link in the Central Corridor. However, there are a few things to keep in mind. First, LRT/busway in the Central Corridor is defined by Federal Transit Administration (FTA) guidelines as a "new start." As such, the project would be eligible for federal funding for the construction. In the past, that would have meant that, if selected, the project would have received up to 80% of construction funding from the federal government. Today, it would likely mean less than 80%, however no one knows for sure what that percentage would be. It is likely the federal contribution would be at least 50%. The rest remains for a combination of the State, region, counties, and cities to produce.

Second, it is not clear what the recent legislative action concerning tax reform and transportation funding will mean for future. However, agreements with federal funders will require a major local contribution.

Third, the operating cost approach will likely take the lead from the Hiawatha LRT financing, which has also not been finalized. The general discussions have focused on folding operations costs into the overall Metro Transit budget. The cities and counties may contribute through maintenance of signals and other traffic devices.

5. *In 1999 the Planning Commission did a brief review of transit in the Central Corridor. What was the scope of the study and what were the City's conclusions?*

In the Fall, 1999 the Planning Commission conducted a study to evaluate the up-to-date information as to whether LRT could fit on University Avenue without major negative impacts on businesses along the Avenue. The Commission focused on six core issues including:

- How would LRT work in the street, accommodating cross-street access, turning traffic and parking?
- What will LRT look like?
- How can construction be managed to maintain access to businesses and residences?
- How can LRT be designed to provide greatest safety?
- What is the current outlook for LRT in the region?
- How can contributions to business and residential development be maximized?

The following conclusions in the report pertain to the current discussion:

1. A two-track LRT can be accommodated well within the existing University Avenue right-of-way.
2. With careful planning and management, disruption of businesses on the Avenue can be kept to a tolerable minimum during the period of construction.
3. If we proceed with steps toward construction, the City should play an active role, ensuring the following:
 - Timely approval for federal reappropriation of TEA-21 in 2003
 - Station area planning initiation as soon as possible
 - Early and extensive communication with communities, property owners and interest groups
 - Sufficient resources to create the greatest positive reinvestment impacts at station areas
 - Strategic station locations, maximizing reinvestment and neighborhood reinforcement.

One overriding assumption was that LRT may work on the Avenue, given the information from consultants with respect to construction impacts, parking and access. If the information collected in 1999 is not accurate in these areas, the Commission would want to reevaluate its position.

6. *What are the primary downtown issues and objectives from a planning perspective?*

Optimize Station Locations -

- a. The main Core station should be within walking distance (1/4 mile) to as many major employment blocks (500+ employees) as possible. We assume there will be a single station with the primary purpose of serving the Core.
- b. Entertainment District station should have convenient connection to the Ordway, RiverCentre and Arena, and be as close to O'Shannessey Plaza as is practical.
- c. The Capitol Area station should connect directly to the tunnel system.
- d. Lowertown station should be within a short walk of both the Union Depot (for connection to commuter trains) and 5th/6th Street bus service.
- e. Place stations where connections to other primary transit lines are optimized.
- f. Place stations where connections to the skyway level can be made by escalator.
- a. Place stations where major urban redevelopment is a possibility in the foreseeable future.

Connecting the Stations - Use of downtown streets for alignments must:

- a. Avoid direct impacts on major street connections to the Interstate System and Shepard/Warner Road, and at atypical intersections with high traffic volumes. See the map entitled "Intersections to Avoid Crossing with LRT."

- b. Avoid direct impacts on major thru streets, especially those that also carry the bulk of the ordinary bus route trips:

Kellogg Boulevard	5 th Street	6 th Street	7 th Street
11 th Street	12 th Street	Wabasha Street	
St. Peter St. (south of 6 th)	Robert Street		

Design Center Considerations - Station location, design and hardware along route should respect urban design considerations. Areas of concern include St. Peter Street, Rice Park and Union Depot.

- 7. *Are there viable alternatives for downtown that serve Regions Hospital, Lafayette Park and Williams Hill, as well as the Capitol Area, downtown Core, civic center/entertainment area and the Union Depot?***

Three additional alternatives have been defined. They are attached, along with notes of possible issues for each one.

- 8. *What is the current approach to community engagement in the EIS process? For the Midway? For downtown?***

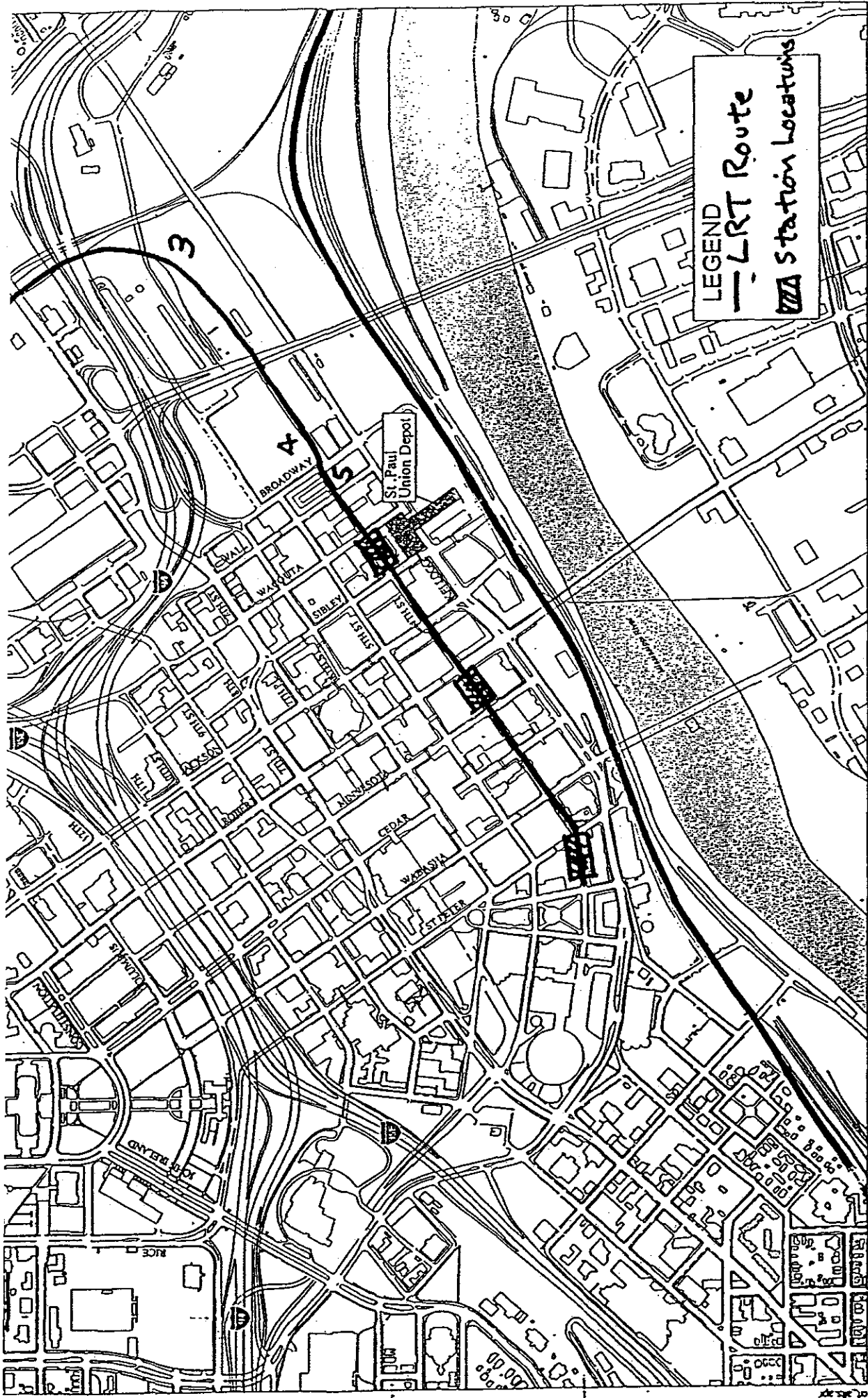
The current approach to community engagement is through the standard EIS reviews: at the Scoping Phase and when the Draft EIS is released. There will also be some sort of process in conjunction with the Station Area Planning work.

In the past, the Planning Commission has had a lead role in ensuring an adequate community discourse. This point was an emphasis in the 1999 study. The Commission's role is particularly important for the upcoming Station Area Planning work and downtown station/alignment locations.

Alternative A

Notes: Alternative that uses St Peter and 4th Streets, Prince Street, railroad siding and University Avenue. It directly serves the Capitol Area, Entertainment District, Office Core, Union Depot, Lafayette Park/Williams Hill, and Regions Hospital

1. Alignment north of the Capitol Building creates problems due to the narrowness of the street and inability to widen. There is a curb cut on the south side to a surface lot serving the Capitol, including some deliveries. There is a large retaining wall on the south side between Cedar and Robert. The turn south to Robert seems doable.
2. Transition to rail corridor likely requires taking some of the surface parking lot at the east end of University Avenue and north of the state office building.
3. Part of site is fenced off and contains parking for truck trailers on the south half and tanks on the north half. A "tail track" proceeds east and then north, merging with the main rail corridor at about I-94.
4. Prince St is fairly narrow; with loading docks (they look inactive) at southwest corner of building, parking for Northern Warehouse on south side and heavy peak hour pedestrian traffic coming from the large surface commuter parking lots to the east.
5. Jog from Prince Street northeast to 4th Street creates some traffic problems, but they are probably not insurmountable.



On University Avenue at about John St.

Alternate A

Downtown St. Paul
2001

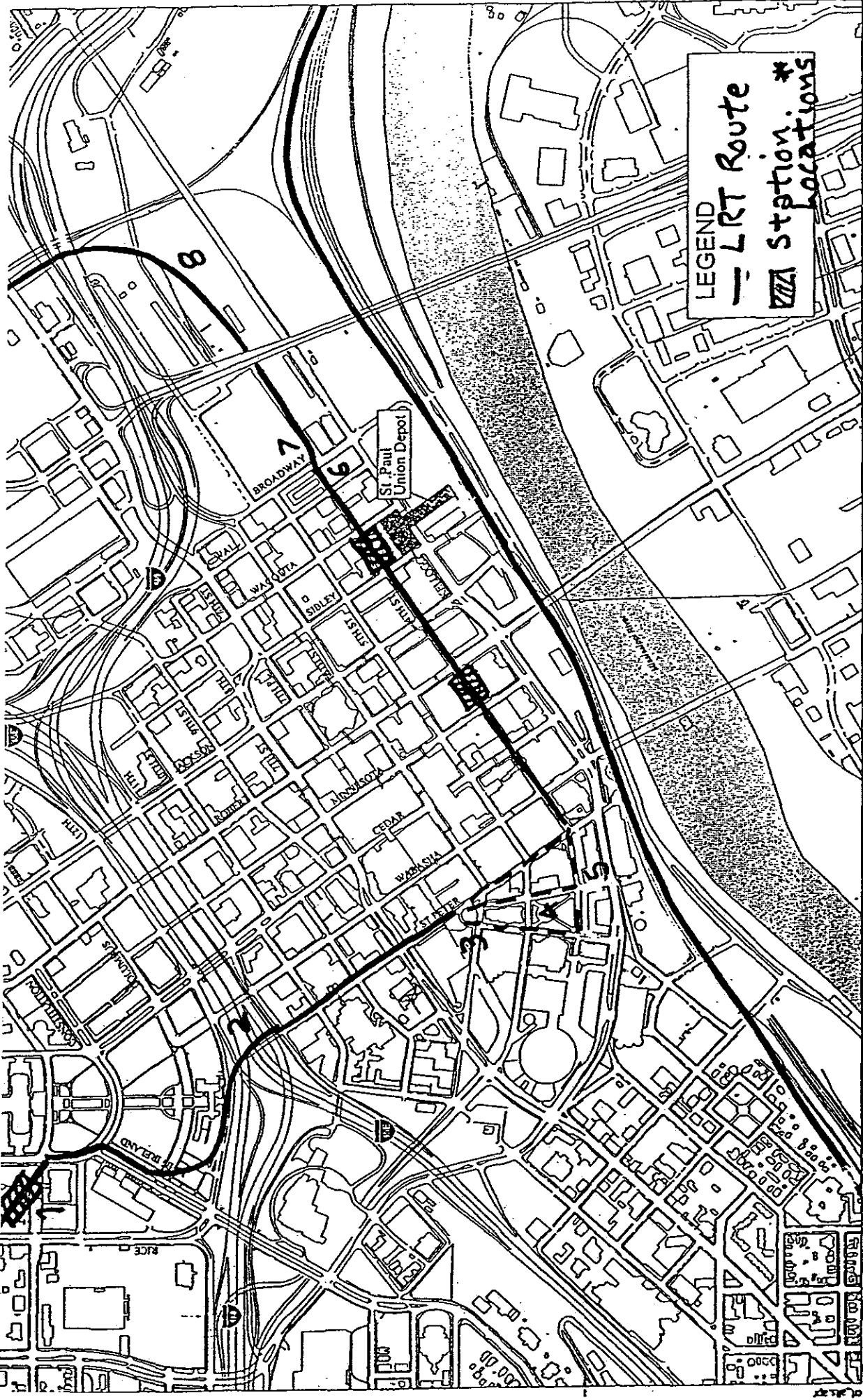


BRW

Alternative B

Notes: Alternative that Uses 4th and St. Peter and Directly Serves the Entertainment District, Office Core, Union Depot, Lafayette Park/Williams Hill and Regions Hospital

1. Putting station in this location requires careful review and approval of Capitol Area Architectural and Planning Board.
2. Requires reconstruction of St. Peter Street bridge.
3. Turns from Washington, Market or St. Peter onto 4th Street is problematic for a double track. Analysis must be done to determine whether splitting tracks onto two of these three options would allow for turns onto 4th.
4. Station for the Entertainment District likely to be either on 4th Street east of Market Street or on either side of the Landmark Center.
5. Aesthetic issues are critical around the Park and on both sides of the Landmark Center. Options would need careful study.
6. Jog from 4th St southeast to Prince St creates some traffic problems, but are probably not insurmountable.
7. Prince St is fairly narrow; with loading docks (they look inactive) at southwest corner of building, parking for Northern Warehouse on south side and heavy peak hour pedestrian traffic coming from the large surface commuter parking lots to the east.
8. Part of site is fenced off and contains parking for truck trailers on the south half and tanks on the north half. A "tail track" proceeds east and then north, merging with the main rail corridor at about I-94.
9. In order to make the grade from the tracks to the Lafayette & University intersection will require using some of the parking lot now used for Lafayette Park northeast of Grove Street.



500 0 500 Feet



Downtown St. Paul
2001

Alternative B

* Station Location
in Rice Park Area
not set

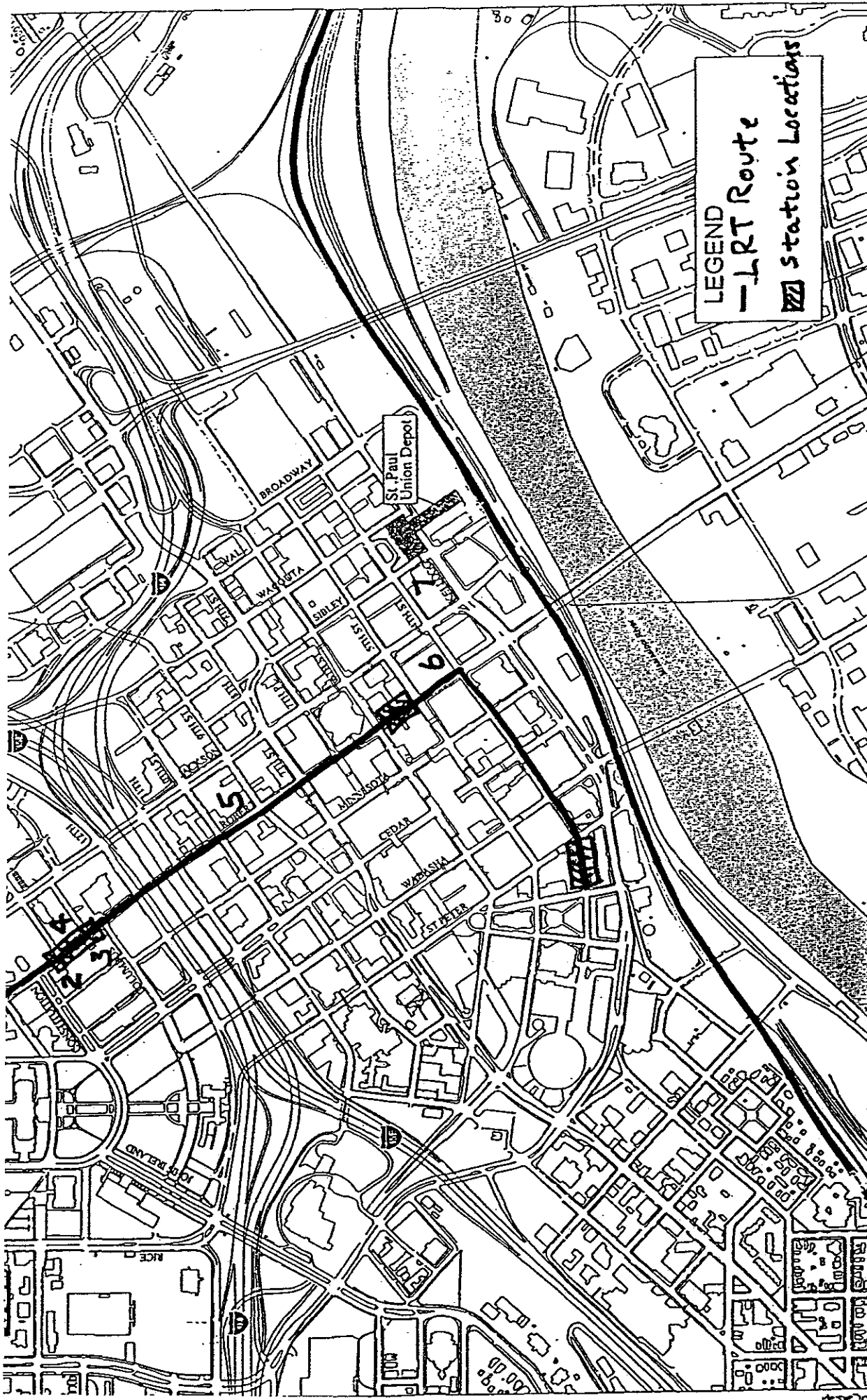
BRW

† On University
Avenue at about
1.1

Alternative C

Notes: Alternative that Uses University, Robert and 4th Streets. Directly serves the Capitol Area, Regions Hospital, Office Core and Entertainment District.

1. Alignment north of the Capitol Building creates problems due to the narrowness of the street and inability to widen. There is a curb cut on the south side to a surface lot serving the Capitol, including some deliveries. There is a large retaining wall on the south side between Cedar and Robert. The turn south to Robert seems doable.
2. Site of the Capitol Area day care center
3. Site of the State motor pool
4. Station location would require closing 14th Street, or moving the station totally onto the block currently used by the State motor pool and day care center.
5. An interim station might be appropriate between 10th Street and 7th Place.
6. Uncertain about ability to make turn at 4th Street.
7. Eliminates Union Depot station. Nearest station is 3 to 4 block walk, but with a fairly good skyway connection.



Alternative C

Downtown St. Paul

2001



BRW

City Plans and the Central Corridor

Compiled July, 2001

Introduction:

The Central Corridor has probably been the most studied corridor in the region, due to its importance in the region and the complexity in linking up the three largest traffic generators in the region. The Corridor connects downtown Saint Paul with the University of Minnesota and downtown Minneapolis. As the Corridor has been studied by the Metropolitan Council and Ramsey County Regional Railroad Authority (RCRRA) it has become clear that reinvestment opportunities and traffic impacts makes Saint Paul the primary stakeholder in these studies. As such the City has been involved in reviewing the series of studies dating back 20 years.

In addition, such studies and ongoing public discussion have had a major impact on recommendations of the current Comprehensive Plan. Due to the size and length of the Corridor there are at least six Plan elements and two other studies that pertain to transportation and redevelopment issues. The following excerpts are, first, from citywide elements of the Comprehensive Plan; second, from Small Area Plans within the Corridor; and third, from other plans and studies. There are additional studies relating to specific sites and market analyses that are not included here. The Saint Paul on the Mississippi Development Framework is also not included--primary recommendations are included in the Land Use Plan..

Citywide Elements:

Land Use Plan: The analysis begins with the Land Use Plan because it "...is the "floor plan" for the City...[which acts to] encourage private investment in the city and to guide public investment within a framework that enhances existing communities and the natural environment."

Three of the four Strategies for the Plan are relevant here:

Strategy 2: Neighborhood and Urban Villages whereby each neighborhood should have a range of housing types, should have transportation alternatives to the automobile, and should preserve streetcar era commercial strips. Specifically, this Strategy designates "Pedestrian Neighborhood Commercial Centers" including area around the intersections of University at: Rice, Western, Dale, Lexington, Snelling and Raymond. In addition, "Potential Housing Development Site" designations include: 6 sites immediately north of University Avenue between Victoria and Western and immediately south at Raymond Avenue. Finally, "Anchoring Institutions and Employers" (which are central to the success of transit) designated in the Plan include: Horner Waldorf and Midway Hospital (now clinic). [It is important to note here that the West Midway is a very large employment center.]

Strategy 3: Corridors for Growth whereby redevelopment efforts over the next 20 years should focus on five corridors, including the University Avenue (aka Central)

Corridor. The corridors include many large redevelopment sites that can link new housing, jobs and transportation. New urban housing near transit services will help support neighborhood business centers as well. Corridor planning and redevelopment seek to work with community and business groups toward a better integration of business and industrial job creation, housing development and overall neighborhood improvement.

The Plan notes the importance of Ramsey County's designation of the **Central Corridor as one of two priority corridors for public transportation improvements.** Since the 1988 University United Plan was developed, "...Midway Marketplace redevelopment has restored the Midway as the city's primary regional shopping center. The Frogtown end of University Avenue has witnessed the growth of Asian businesses. The west end of University Avenue is being revitalized by the Westgate redevelopment and the rehabilitation of buildings near University and Raymond. The Midway now has a strong market for office space. Planning is underway in 1998 for improving bus service on both I-94 and on University Avenue, for beautifying University Avenue and for more redevelopment sites." Those sites include Raymond Urban Village, Fairview commercial, office and mixed use, the bus barn site at Snelling, further infill in the regional shopping area, at Lexington (potentially all four corners), at Dale/Asian Business Cluster, sites at Rice Street and housing infill in the vicinity of Snelling, Lexington and Dale.

Strategy 1: A Vital, Growing City Center whereby the City seeks a complete downtown mix of office, retail, government, arts, entertainment, visitor amenities and housing. The Plan incorporates the main themes of the *Saint Paul on the Mississippi Development Framework*, including "connectivity, or complementarity, of each land use with others nearby," and "designing streets to accommodate transit, bikes, and pedestrians as well as cars." The downtown "...should retain its position as the "capital" of the east Metro region..." including the highest order of infrastructure to serve downtown. Internally, the links among the 14 designated "urban villages" are of significant importance.

Transportation Policy Plan: The Transportation Policy Plan (TPP) is a comprehensive set of policies subsumed under one of three strategies: '1) Travel and System Management: A System that Works Technically'; '2) Neighborhood Quality & Economic Development: A System that Works for the Community'; and '3) Travel Mode Choice: A System that Works for the Individual'.

Generally, the transit recommendations are in the third strategy: 'Travel Mode Choice'. The overriding objective is to: **"Work with regional transit agencies to recapture ridership and serve the transit-dependent by matching transit service with travel need."** Echoing the Land Use Plan, the TPP notes that "...transit complements urban neighborhood development patterns that support safe and cohesive communities and can spur economic growth." Among the policies of the Plan are:

- Support of a significant, long-term commitment by the State to reinvest in the

regional transit system...

- Support of adequate funding of both the bus system and LRT...
- Support for redesign of the bus system to provide excellent service along major corridors (limited stop “spines”) and better intra- and inter-neighborhood service...
- Promote the focus of reverse commuting services on major suburban employers and city neighborhoods with high unemployment...
- **Support the Central Corridor...as the top priority for development of transitways – busways and/or LRT – in the region.**
- Forward Saint Paul interests in economic development, support of neighborhoods, and serious improvement of the bus service in future regional transitway planning...”
- University Avenue is designated as an “A” Minor Arterial (streets that are main access routes to freeways for people beginning or ending their trip within Saint Paul, and are main access routes to employment centers).
- I-94 is designated a Principal Arterial (freeways and highways).
- On the “Proposed Transit Corridors” I-94 is designated a “Primary transit express corridor”, and University Avenue a “Secondary transit corridor for local bus service improvements.” Since adoption of the Plan two changes have occurred. First, Metro Transit has instituted Route 50, which appeals to the client group most likely to use LRT service (longer trips, shorter travel time than the 16A Route). Ridership growth has been very strong. Second, the Plan, drafted in 1996 and adopted in 1997, reflected the current policy of the day – that is, LRT was to be in the I-94 right-of-way. But since then the City Council has declared that should LRT be built in the Central Corridor, University Avenue as its clear preference.
- Within the context of economic development, the Plan states that “The City should promote regional transit investments and operations that maintain good linkages between business and labor and markets, including:
 - focus of high-frequency, large-bus, regular route service on areas with high population and job density, and
 - support of the Central Corridor between downtown Saint Paul and downtown Minneapolis as the top priority for development of transitways busways and/or LRT in the region...”

In summary, the Land Use Plan and Transportation Policy Plan support the close relationship between transit investments and neighborhood redevelopment. Further, there is emphasis on corridor investments, both in terms of transit investments and neighborhood redevelopment. Third, there is a recognition of the importance of access to transit by walking, suggesting that the location of redevelopment activities and transit stops must be in close proximity to be successful. And finally, the TPP sets the Central Corridor as the top priority for development of busways and/or LRT in the region.

Area Plan Portions of the Comprehensive Plan:

Franklin-Emerald Area Plan: Recently adopted, the Franklin-Emerald Area Plan covers an area of sixty five acres on the western border of St. Paul, bounded by University Avenue, Highway 280, I-94 and Emerald Street (Minneapolis/St Paul border). The Plan generally seeks to improve and/or intensify land uses along University Avenue, while creating a more pedestrian-friendly atmosphere and preserving sound residential areas. Two comments concerning transit and parking include: do a study "...for any proposed new development that will significantly increase the amount of traffic"; and "...support Metro Transit's efforts to establish a transit hub in the greater University/280 area to improve bus service to this area."

South St. Anthony Park Small Area Plan: This Plan covers both sides of University Avenue between Highway 280 and Hampden. For the Avenue, the Plan recommends center planted medians, improved intersection at Raymond, sidewalk plantings and upgraded pedestrian amenities. The Plan calls for the retention and rehabilitation of many buildings, with some infill development along the Avenue, and improved pedestrian accommodations, particularly in the commercial areas around Raymond and University. The Plan is also concerned with the shortage of off-street parking. The Plan does not include specific recommendations on transit, other than development of a bicycle route through the area to connect Mississippi River Boulevard and Midway Parkway/Como Park.

Thomas-Dale Small Area Plan: The Plan encompasses an area on the north side of University Avenue between Victoria and Western. The Plan's vision includes housing that is affordable and decent, available employment opportunities and creation of vibrant, productive businesses. The Plan seeks to "...strengthen University Avenue as an attractive and healthy commercial center, serving both as a neighborhood retail area for those who live within the neighborhood and..." as a regional shopping destination. Physical improvements include planting the center median, and building more off-street parking.

Specific to transportation is the objective: "Public or quasi-public transportation should be available to transport area residents to employment centers throughout the metropolitan area" including improved access to suburban employers through reverse commute services, carpools and subsidized bus passes. In addition, "The City and community should continue to advocate for improved transit services throughout the metropolitan area at affordable rates." The Plan calls for improving pedestrian and bicycle amenities; improving access to downtown, the Mississippi River, Como Park and the University of Minnesota.. As for bus service, the Plan calls for maintaining or improving the level of service presently offered by the 16A Route. The Plan states that LRT will not be able to replace the 16A Route which carries people on relatively short trips.

The Plan also advocates regional transportation and land use policies "that ensures that regional transportation systems are supportive of Thomas Dale's redevelopment and renewal efforts." "In the event the light rail transit system is constructed in the freeway corridor and includes a station at Dale Street, the District 7 Planning Council should be involved in its design. The stop should not include a "park and ride" lot."

Lexington-Hamline Small Area Plan: This Plan borders the south side of University Avenue between Hamline Avenue and Lexington Parkway. It seeks to “Improve the overall image of University Avenue by reducing and improving signage, and developing a unified streetscape concept.” Specifically related to transit, the Plan calls for continued monitoring of “...the LRT planning process for the Midway Corridor for its impacts on the study area.” However, the focus of the Plan’s recommendation assumes LRT in the I-94 right-of-way.

Significantly, the Plan has been updated by the *Lexington Hamline Small Area Plan and Lex-Ham Tomorrow Plan*. “University Avenue is another major focus...Redevelopment opportunities exist at the southwest corner of University and Lexington, and in the former 3M building. These sites represent the opportunity to support a range of redevelopment options...Urban design strategies for University Avenue include strengthening the pedestrian edge on University, especially east of Griggs Street...ensuring that new development be located closer to the street edge to strengthen the pedestrian realm.” “Any redevelopment should be pedestrian-scaled...” Further the Plan repeats the previous recommendation to continue monitoring “...the LRT planning process.

In summary, all the small area plans call for improved pedestrian amenities along the Avenue, improvement of the quality of development, infill on vacant/underused parcels, and better/more off-street parking. Collectively, the Plans do not say a lot about transit that gives guidance to LRT/busway investments on University Avenue. However, if it is accepted that major infrastructure investments (such as LRT) do, in fact, affect the pace and location of redevelopment, then LRT on University Avenue could, potentially, help fulfill some of the broader redevelopment visions of the plans.

Other Studies and Plans:

Comprehensive Plan for the Minnesota State Capitol Area: This Plan is the official plan adopted by the Capitol Area Architectural and Planning Board in 1998. The overall purpose of the Plan is “...a Capitol Area that is memorable as the symbolic heart of the State, and as a good and responsive neighbor to those who live and work nearby.” Goals include reinforcing connections to its neighbor, particularly downtown and the Mississippi River, and restoring the continuity of urban fabric that has been disrupted by land clearing, freeway construction and occasional inappropriate developments.

University Avenue, John Ireland Boulevard and Cedar Street are designated as primary view corridors/approaches that should be preserved and reinforced. The Capitol Area is viewed as primarily a pedestrian precinct with heavy landscaping and pastoral spaces on the Capitol lawn. A handful of potential redevelopment sites is designated, including the northeast corner of University and Rice, the northeast corner of University and Robert and along Robert to 12th Street.

The Plan has an entire chapter on transportation management, including parking and auto access

elements. In the "transit" section, the Plan's focus is to "make and keep transit service an integral feature of Capitol Area access." The policy direction is to generally promote use of buses. Specifically the Plan recommends that transit stops have better weather-protected shelters. Wherever possible, provide sheltered walkways to the Capitol pedestrian tunnel system. The Plan recommends that the "primary transit express corridor" be University Avenue to Rice Street to St. Anthony Avenue to Cedar Street.

Specifically related to LRT/busway the Plan recommends:

- "Ensure that any planned high-capacity transit line to the Capitol Area is fully integrated with Campus and neighborhood needs:
- Be flexible as to location until the technology is known (it is now too early to reserve land).
- In general, seek at-grade services using existing surface streets in order to generate maximum redevelopment potential.
- Explore options for University Avenue transitway."

Finally the Plan designates John Ireland Boulevard, Rice Street, Constitution Avenue, St. Anthony Avenue and Cedar Street as "on-street bike lanes."

University Avenue Corridor Study: This 1988 Study is a rich and detailed attempt to develop "...a single, comprehensive plan to guide the redevelopment of University Avenue." The "Study proceeds from a set of basic assumptions about the future of our region and the opportunities and limitations for University Avenue's redevelopment given those assumptions. The first assumption "...is that despite the involvement of the Port Authority and the Housing and Redevelopment Authority, there simply are not any programs or resources available to sponsor large scale redevelopment..." Second, the region will continue to become more congested, making centrally located opportunities for development (such as along University Avenue) much more attractive for investors.

Even though this Study is a complex set of ideas and recommendations, there is a fairly long, cogent discussion of LRT. It is included below in its entirety.

"In the case of this study, there is one major issue that stands out that could not be adequately addressed, given the limitations of its scope. That is the question of whether or not light rail transit (LRT) should be routed along University Avenue. Fortunately, although we believe that the inclusion of LRT on University Avenue would result in improved and expanded commercial opportunities at its major stops, we do not believe that it would result in profound changes to existing land use patterns, or create major new development opportunities. We frankly believe that this issue demands extensive analysis and, unfortunately, that level of analysis falls well beyond the scope of this study. We do, however, offer the following comments and concerns regarding this important topic.

"The first observation that must be made is that the current process for planning and

implementing LRT is fundamentally flawed. The State Legislature has delegated the primary responsibility to plan for LRT to the individual Counties. The issue of LRT demands the ongoing, coordinated involvement of the Metropolitan Council, the Minnesota Department of Transportation, the Counties, the affected cities, as well as the population to be served by it.

“Throughout the current discussion of LRT on University Avenue, it has been stated that ridership projections indicate that the system would be successful on University Avenue. It would displace the only bus route that currently pays for itself. The question that proceeds from these facts is - what advantages would LRT provide over the current bus system? If it simply replaces the current transit system at a cost of 120 million dollars, is it worth it?

“These questions and more have been raised during the review of this issue. Since the decision on feasibility was made due to ridership projections, it would appear that LRT was intended to serve the large, transit dependent population along this corridor. The need to provide access to existing business during construction is a problem, but it could be solved, and we have all been assured that the system could be engineered to accommodate important traffic movements when it is operational.

“The basic problem lies in the fact that we do not have a comprehensive plan to meet the transportation needs of our region which incorporates and coordinates the role of LRT. Without such a plan and a strong regional commitment to its implementation the answers to many of the questions cited above can only be given hypothetically.

“It is one thing to say that a system could be engineered to function in a certain way and have certain characteristics, or appear a certain way. It is quite another matter to explain how the process has been designed with inherent assurances that it will accomplish all of these objectives. In our opinion, this is the greatest failing of the process to date.

“If the proposed LRT installation on University Avenue simply replaces the existing service provided by the MTC buses at a public cost of several million dollars, one must seriously consider its merit. On the other hand, if this proposed link provides the service at a lower operating cost, fits into a comprehensive and coordinate LRT network throughout our region which is, in turn, an integral part of the transportation plan for the Metropolitan Area, it could be well worth it.

“If the current problems with the LRT planning process can be corrected to provide the affected constituency and affected businesses with adequate assurances that the system will be engineered to address access, circulation, aesthetic and functional concerns, it could provide a catalyst for reinvestment along the Corridor. Furthermore, if the detailed design of the system, could be carefully integrated into the redevelopment of the Wards and Midway Shopping Center super-blocks, it could provide an exciting and unique feature that could greatly improve the success of these developments.

“In summary, the issue of whether or not LRT should be routed on University Avenue is complicated and defies simple conclusions. We believe that the potential positive benefits associated with this system demand a complete analysis before any final decision is made.”

In summary, the University Avenue Corridor Study both understands the potential and the issues of developing LRT along University Avenue. And, although somewhat dated, sets a framework of questions that need answering before LRT would be acceptable on the Avenue.



Minnesota Department of Transportation

Office of Passenger Rail Transit

Mail Stop 475
395 John Ireland Blvd.
St. Paul, MN 55155

July 18, 2001

Post-It® Fax Note 7671

To	Steve Morris	Date	7/19/01	# of pages	2
From	Sam Khan				
Co./Dept.	Ramsey Co	Co.	MN/DOT		
Phone #	651 216-2784	Phone #	651 216-4888		
Fax #	651 216-2761	Fax #	651 284-4113		

Steve Morris, Central Corridor Project Manager
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard, Suite 665
St. Paul, MN 55102

Dear Mr. Morris:

The Minnesota Department of Transportation would like to thank you for the opportunity to comment regarding Central Corridor's Scoping process. The Central Corridor plays a significant role in the regional vision of offering alternative transportation options by connecting transportation investments.

The Department is strongly recommending that Central Corridor improvements enhance regional mobility through multi-modal connections. In our view, this means any investment in the Central Corridor needs to connect with the Hiawatha Corridor, Northstar and Red Rock Commuter Rail Corridors, Riverview Corridor, Amtrak and Midwest Regional Rail.

The opportunity to connect with these transportation investments is realized at multi-modal stations. Central Corridor has the opportunity to connect with the Northstar Commuter Rail Corridor, via the Hiawatha LRT Corridor, at the downtown Minneapolis Station. Another opportunity for regional transfers through the Central Corridor is provided at the St. Paul Union Depot. At this multi-modal station location, transit users will have access to seamless connections to the Red Rock Commuter Rail Corridor, Riverview Corridor, Midwest Regional Rail and Amtrak.

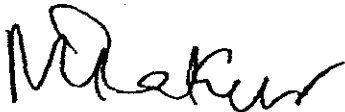
As Central Corridor moves through the scoping and other planning processes, please be keenly aware as to the necessity of providing cost estimates that are reflective of today's transportation environment. This includes providing cost estimates that are in today's dollars as well as escalated to opening day of service dollars. Cost estimates should be inclusive of mitigation measures, utility relocation and carry a contingency that is reasonable, prudent and based on prior local experience for transit projects. Accurate and stable project costs remain an issue for large-scale transit projects.

In addition to cost estimates, impacts on multi-modal stations and other support facilities in terms operations will need to be well coordinated and documented. This is especially true for operational impacts to the Hiawatha LRT Corridor.

As always, the Department is encouraging strong interaction with residents, business owners and other public entities throughout the study process. Within its borders, Central Corridor contains a wide spectrum of viewpoints not only focused on transportation, but of community cohesiveness, economic development and quality of life. The outcome of any investment in the Central Corridor should be the product of an aggressive public education and information sharing campaign.

If you should have any questions, or need to discuss any of the above statements, please feel free to contact me at 651-284-3993.

Sincerely,



Mukhtar Thakur, P.E.
Director
Mn/DOT Office of Passenger Rail Transit

CC Commissioner Myra Peterson, Red Rock Corridor Commission
Commissioner Betsy Wergin, Northstar Development Authority
Richard Stehr, Division Engineer, Mn/DOT Metro Division
Nacho Diaz, Transportation and Transit Development Director,
Metropolitan Council



July 19, 2001

Steve Morris, Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, MN 55102

Dear Mr. Morris:

**Subject: Central Corridor Scoping Comments –
University of Minnesota Alignment Alternatives**

Metro Transit understands that Scoping for the Central Corridor Transit is a first step in initiating the environmental review process. As such, a broad set of alternatives is defined based on input from area jurisdictions and communities; and after a screening process, selected alternatives are identified for further evaluation in the Environmental Impact Statement.

Several Central Corridor major transit capital investment studies have been initiated in the past; these include the 1984 Central Corridor Alternatives Analysis and the 1993 Central Corridor Alternatives Analysis/DEIS. Throughout the years, the Metropolitan Council and Metro Transit have been on record as supporting the Washington Avenue alignment.

During the past few weeks, Metro Transit has participated on a University of Minnesota Taskforce to discuss issues for the following light rail and bus rapid transit (BRT) alignments in the university area:

Alternative 1	Washington Avenue Tunnel,	Light Rail
Alternative 2	Washington Avenue – At Grade,	Light Rail or BRT
Alternative 3	Bridge 9/Railroad,	Light Rail
Alternative 4	Bridge 9/University/4 th Couplet,	Light Rail

Metro Transit recommends that light rail and BRT (Alternatives 1 and 2) along Washington Avenue advance into environmental analysis based on the following considerations:

- Washington Avenue is currently the primary transit axis through the university. Maintaining a Washington Avenue alignment would serve the West and East Banks of the Minneapolis campus, provide transit users more direct access to key university as well as regional destinations, and also allow convenient connections to campus shuttles and other transit routes. This alignment would efficiently connect to the Hiawatha line in downtown Minneapolis.

A service of the Metropolitan Council

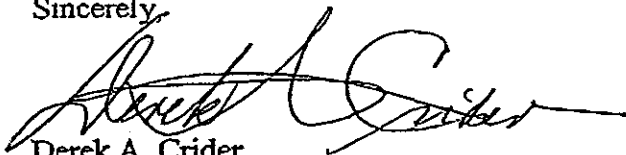
Steve Morris
Ramsey County Regional Railroad Authority
Central Corridor Scoping Comments
July 19, 2001
Page 2 of 2

- While future growth for the university is envisioned to the north of University Avenue, the centroid of transit demand will likely remain along Washington Avenue.
- A Washington Avenue alignment would allow realization of transit operating cost efficiencies in the downtown Minneapolis to U of M corridor segment. Metro Transit would maintain a high level of service to the university while reducing the number of bus trips, and consequently, bus congestion along Washington. Selected Route 16 and 50 trips would be replaced by light rail or BRT service that would provide comparable or significantly increased passenger capacity with fewer trips.
- Selected University of Minnesota route (Route 52) trips could be reoriented to light rail or BRT stations outside the university area. These trips would no longer enter the campus area, thereby further reducing bus volumes along Washington Avenue and Route 52 operating cost.
- The north side of the campus could be served by Metro Transit and campus shuttle buses. These would stop at light rail or BRT stations for transfer passengers and provide access to distant buildings, peripheral parking, and the St. Paul campus.

Transit travel time reliability, pedestrian safety, and traffic are key concerns for the Washington Avenue alignment. Metro Transit suggests that traffic engineering strategies be examined to safely accommodate turn movements and pedestrian crossings, as well as maintain efficient vehicular access along Washington Avenue. Complementary strategies may include restructured traffic circulation/freeway access, mixed-flow operation with other transit or general traffic, time restricted exclusive operation for transit, or traffic restriction/prohibition along segments of Washington Avenue.

Should you have further questions or comments, please feel free to contact me at 612-349-7519.

Sincerely,



Derek A. Crider
Chief of Staff

c: John Haley
Natalio Diaz
Adam Harrington

MIDWAY
CHAMBER *of* COMMERCE



June 28, 2001

Mr. Steve Morris
Central Corridor Project Manager
RCRRA
Suite 665
RCGC-West
50 West Kellogg Boulevard
St. Paul MN 55102

Dear Mr. Morris:

The Midway Chamber of Commerce appreciates the opportunity to provide input in the scoping process for the Central Corridor project. We understand that written comments are welcome and will be included in the report.

The Chamber, which represents more than 550 businesses in the corridor from the St. Paul city limits on the west to the state capitol on the east, is keenly interested in transit issues and the future of light rail transit in the corridor in particular.

In November of 1999 the Chamber endorsed a policy statement regarding the corridor that essentially supports placing light rail transit on University Avenue, provided several specific protections are put in place. For the record, the Chamber's position is as follows:

1. University Avenue is the preferred route for LRT. University Avenue is the spine connecting two major downtown areas; the University of Minnesota; more than 50,000 workers in St. Paul's Midway alone; and one of the most densely populated residential communities in the region. In addition, University Avenue enjoys the highest transit ridership in the region, and has a right-of-way that can easily accommodate LRT. Finally, University Avenue is home to a regional shopping area and an increasing number of high-density office uses. Locating LRT on busy and important commercial streets allows for the greatest positive economic development impact and serves the greatest transit need.
2. The impact of constructing the line on existing University Avenue businesses must be carefully and aggressively managed. All businesses must be consulted early in the planning and construction process to discover special needs. The City must prepare a small business support plan to assist existing businesses that are especially vulnerable to the disruption caused by the LRT construction. We strongly urge that new LRT technologies (LRT light) be carefully considered so as to minimize the impact of construction on existing businesses. Access to existing businesses must be preserved during and after construction and on-street and/or off-street parking must be available for existing businesses during and after construction. Design of left turn options must also be carefully considered to protect the interest of existing businesses.

3. University Avenue LRT should include a \$50 million dedicated economic development fund for University Avenue that focuses on moderate density office and housing development; retains light industrial manufacturing businesses adjacent to the Avenue; supports existing regional shopping uses; and protects the burgeoning Asian business community on the east end of the Avenue.
4. The design of LRT on University Avenue should make the street more pedestrian-friendly and enhance the streetscape through landscaping, street furniture, etc. to add to the aesthetics of the area.
5. LRT must be part of a larger investment and re-design of the public transit system serving the Central Corridor. Bus service on University Avenue must be re-designed to retain high quality local service and service on north/south streets must be expanded.
6. The next regional priority for LRT investment should be University Avenue. This corridor has the strongest potential ridership and the presents the greatest economic development benefits.

This policy statement has recently been reviewed by the Chamber and we believe that it accurately reflects our current thinking on this matter. We would stress, however, that more outreach be done to small businesses along University Avenue to ensure that their specific needs for access, parking and other matters, are fully understood prior to the finalization of the project. While we believe that the interests of those businesses can be protected in planning, construction and operation of a light rail transit line on University Avenue, we believe it is in the best interests of the project to engage in continual dialogue and communication with those parties.

Thank you again for the opportunity to comment on this matter. Please feel free to call me if you have questions or need additional information.

Sincerely,



Ellen Watters
President

18 JUL 01

TO: Steve Morris
FROM: Tony Garmers
PH: HO 612 378-2656
WK 612 332-4229

Hi,

Personal note - but you can share it.

Thank you, personally, for the prompt return of my few calls, and the maps. That helped immeasurably given the limited time. We hammered this out in three meetings over eight days. Nice way to do it.

The hard part is making a document written by a committee coherent. Hope it is. If you have any questions give me a call. I'll find the answers.

A couple of asides -

1] My ideal size for a committee is one (relatively competent); two if views are diverse; three only if you need a tie breaker. (We were over that.)

2] A morbid thought, shared by another "older" member, that if this takes 20 yrs. we shouldn't be involved. We won't be here to see it. Hope we are.

"Aside 2" aside, even the "old guys" around here are anxious to be involved in future planning.

Thanks again, and I wish you an easy process from here on.



16 July, 2001

TO: Steve Morris
Ramsey County Regional Railroad Authority
50 West Kellogg Blvd. - Suite 665
St. Paul, MN 55102

FROM: Prospect Park and East River Road Improvement Association
(PPERRIA) Ad Hoc Light Rail Transit Committee

SUBJECT: Comments on Midway Corridor LRT

Truth in Labeling Statement

These comments do not reflect the official view of PPERRIA, nor of the neighborhood.

Conclusions

The Ad Hoc LRT Committee supports LRT in the Midway Corridor and continued study of two alignments between Hwy 280 and the University of Minnesota.

Background

The committee was broadly based and open. Nine members were chosen by PPERRIA (by its President or Executive Committee ?); six were added by invitation for their diverse views or expertise (by me or other committee members); there were several "walk-ons" (welcomed).

In 1982 Senator Donald N. Moe drafted a bill for "The Union Avenue". He borrowed the title from an 1873 proposal for a "broad avenue" between St. Paul and Minneapolis. This is not new stuff. Others have thought about it before; we are thinking about it again. We look forward to more detailed thinking about it as ridership and build cost numbers become available.

Thank you for the opportunity to comment during the scoping process. We await other opportunities to comment as planning proceeds. Thank you, in advance, for those.

Thanks also to the committee members for their thoughtful comments, contributions, hard work and good humor.

For the committee,



Tony Garmers, Chair/Convener

Prospect Park/East River Road Improvement Association

PPERIA Ad Hoc LRT Committee Report – July 16, 2001

The Prospect Park/East River Road Neighborhood has 35 years experience with the consequences of hosting a major metropolitan transportation artery, I-94, separating East River Road and East River Terrace from the rest. In spite of this separation, the neighborhood remains relatively cohesive. The pressure on the housing stock exerted by the University of Minnesota has eased somewhat with the recent addition of private student housing. The neighborhood remains home to a large long-term population, hopefully permitting the short-term residents to move through with a sense of acceptance if not belonging. We would like to be a residential node that remains viable. The adjacent neighbors of the area are either industrial or institutional. These comments focus on the segment of proposed LRT between Highway 280 on the east and Oak Street on the west.

This neighborhood currently has good bus service: Nos. 16 and 50 on University Avenue, Nos. 8 and 101 on Franklin Avenue. We could be happy with what we have.

However, we are concerned about increasing traffic congestion in the metropolitan area, the increasing pollution of our environment by automobile emissions, and the predicted increase of pressure on our streets and highways.

Therefore, this committee supports LRT in the Midway Corridor as part of a system benefiting the entire metropolitan area.

Many of our residents have concerns about the effect of light rail in this area. We believe there are two possible alternative routes through our neighborhood: (1) turning north of University Avenue just west of Highway 280, either returning to Washington Avenue near Oak Street or proceeding north of the University campus to "Bridge 9"; (2) along University Avenue to Washington Avenue and across the Washington Avenue bridge. (It is our understanding that the University of Minnesota has expressed a preference for a northern route around the campus utilizing Bridge 9.) We find advantages and disadvantages to each of these alternatives:

NORTH OF UNIVERSITY	UNIVERSITY TO WASHINGTON AVE
Less development in neighborhood	Opportunity for attractive development along University Avenue
Opportunity for development and job creation in Southeast Minneapolis Industrial (SEMI) area	Better access to LRT for Prospect Park and East River Road neighborhood residents, Glendale Housing Project residents and users of the Community Ed Programs at Pratt
Avoid possible removal of trees on University Avenue boulevards	Possible discouragement of truck traffic on University Avenue because of loss of traffic lanes
Better chance of retaining bus service and present small neighborhood businesses on University Avenue due to accessibility and parking	Probable increased traffic levels on Franklin Avenue should University lanes be eliminated
Retention of pedestrian access across University Avenue	

We believe there is substantial support for each alternative among our residents. We believe that we have insufficient information on the effect of the alternatives to make a decision with regard to the two alternative routes described above. We urge the planners to keep both alternatives open for further consideration. We look forward to additional information and further involvement in the planning process.

We urge the LRT planning process to focus on the following needs and concerns of our neighborhood:

- Involvement of the Community at all stages of decision-making regarding routes, stations, and development surrounding stops.
- Protection of the residential areas of the neighborhood from increased traffic, noise, and disruption.
- Protection of the existing small neighborhood businesses in the area.
- Attractive landscaping along any developed LRT route.
- LRT stop within easy walking distance of the neighborhood.
- Minimum noise along the LRT route.
- Maintenance of the 16A bus line.
- In the event a route is selected going north of University Avenue, it should turn north immediately west of Highway 280, e.g. Berry Street, NOT further west at, as the maps suggest, at 29th Avenue. S.E.

PPERRIA Ad Hoc LRT Committee
Tony Garmers, Chair



Date: 19 July 2001

To: Steve Morris, Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

Subject: Comments on the proposed Central Corridor Transit Project in the vicinity of the Minneapolis campus of the University of Minnesota

Dear Mr. Morris:

We would like to comment on several issues that could have a significant impact on the planning of the proposed Central Corridor Transit Project in the vicinity of the Minneapolis campus of the University of Minnesota. Because the "Scoping Comment Period" closes on 20 July, 2001, we will be brief with our comments.

We are aware that several proposals exist for either Light Rail Transit (LRT) or Busway/Bus Rapid Transit (BRT) routes in the vicinity of both the East and West banks of the U of M Minneapolis campus. We have recently been informed that the University of Minnesota has stated their preference for the route to be on Bridge # 9 over the Mississippi River. As a community, we would like to be on record stating that, at this time, we believe that the Washington Avenue Bridge route would be more practical and user friendly.

We are concerned about the possible impact of any LRT or BRT route in and around the U of M Minneapolis campus. However, we are particularly concerned about any proposed LRT or BRT route across the Mississippi River on Bridge # 9 and a proposed station that would be located very near the Riverview Tower Condominium and the Tenth Avenue Bridge. Bridge # 9 is a newly renovated commuter (pedestrian and bicycle) bridge that joins the U of M campus near Dinkytown with the land immediately adjacent to Riverview Tower Condominium and River Bluff Townhomes (near the U of M West Bank campus).

Specifically, we would like to state the following issues concerning any proposed LRT or BRT route across the Mississippi River on Bridge # 9 and any proposed station in the vicinity of the Riverview Tower Condominium and the Tenth Avenue Bridge:

Environmental Impact:

- The noise, vibration, emissions, increased automobile traffic, and other environmental impacts of any proposed LRT or BRT route or station would have a very significant and noticeable effect on the quality of life of residents of the Riverview Tower Condominium and River Bluff Townhomes. The structural integrity of Bridge # 9, the Riverview Tower Condominium, and the River Bluff Townhomes may be threatened by vibrations. The Riverview Tower Condominium building is located less than sixty feet from the proposed LRT or BRT route, and only a few hundred feet from the location of a proposed station. Several River Bluff Townhomes residences are located less than fifty feet from the proposed LRT or BRT route.
- The land under and around the proposed Bridge # 9 route and any proposed station is probably contaminated by toxic chemicals from earlier industrial use by Minnegasco. Much of the land in this area has been the focus of major environmental cleanup efforts and is a Federal Superfund cleanup site as designated by the United States Environmental Protection Agency (USEPA).
- Minneapolis would lose a significant section of park land around the proposed Bridge # 9 route.

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Minneapolis
Minnesota
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412-338-1920

Crime:

- Increased transients, pedestrians, and automobile traffic near the station and the route would increase crime because the proposed station would be located in an isolated, out of the way area. Riders would become obvious targets for crime. As noted above, the Riverview Tower Condominium building is located less than sixty feet from the proposed LRT or BRT route, and only a few hundred feet from the location of a proposed station. Some River Bluff Townhomes residences are located less than fifty feet from the proposed LRT or BRT route.

Safety:

- The proposed LRT or BRT route on Bridge # 9 would be located less than fifty feet from several homes in the River Bluff Townhomes community where many children live and play. One designated playground is less than fifty feet away from the proposed route, and two others are located about two hundred feet away from the route. Children frequently play in the streets, parks, and other areas around Bridge # 9.

Efficacy:

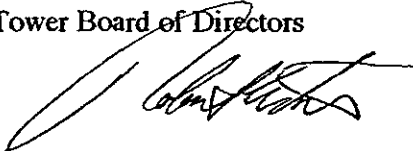
- The proposed LRT or BRT route on Bridge # 9 and through Dinkytown would be out of the way and inconvenient for most U of M community members and the thousands of daily visitors to the Minneapolis East Bank and West Bank campuses.

Alternative LRT or BRT routes proposed for Washington Avenue (near the Academic Health Sciences buildings and the Fairview-University Medical Center hospital and clinics), the Washington Avenue Bridge, and through the center of the West Bank campus would be much closer to the vast majority of East Bank and West Bank campus activity. Also, the many daily visitors to the Fairview-University Medical Center would be much better served.

The residents of Riverview Tower are generally in favor of all forms of mass transportation. Because of the aforementioned issues and concerns, we believe that the Washington Avenue Bridge route is the better choice.

Sincerely,

Riverview Tower Board of Directors

 , President

 , Vice President

 , Secretary

cc: Joan Campbell, Minneapolis City Council
Peter McLaughlin, Hennepin County Commissioner
Dean Zimmerman, Minneapolis Park Board
Jan Morlock, Director of Community Relations, University of Minnesota
Andrew Gittleman, Gittleman Management Corporation

Merriam Park Community Council, Inc.

1573 Selby Avenue • Suite 311 • St. Paul • Minnesota • 55104

Internet: www.tcfreenet.org/org/mpcc.top.html

651.645.6887 • fax 651.917.9991

*Desnoyer Park
Iris Park
Merriam Park
Shadow Falls*



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Managing Editor, Merriam Park Post

Comments to the Central Corridor Coordinating Committee (C4) on Central Corridor Scoping for Major Transit Improvements.

The Central Corridor, at present, contains the second and the third highest bus ridership of all bus lines in the Metro bus system including both Metro Transit lines and other lines. The Central Corridor also contains the highest intercity bus ridership, roughly 16,000-17,000 riders per day on the #16A bus along University Ave. and more than that on the #21A bus along Selby, Marshall and Lake streets. Both the #16A and the #21A are local buses that stops at least every two blocks. The #16A and the #50 (limited stop) buses together accounted for more than six million riders in the year 2000, with ridership growing at about seven percent per year, vs. motor vehicle volumes on University growing at less than three percent per year. Current modal dynamics thus favor transit with a higher growth rate than nontransit trips.

The #16A buses in 2001 and 2000 have frequently run at capacity, with standing passengers unable to find seating. The capacity of a regular Metro Transit bus is 40, and these are the vehicles that serve the route most frequently off-peak. Larger, articulated buses have been steadily added, but these too are at capacity frequently during peak hours.

In July, 1999, the Merriam Park Community Council passed the following language as its official position on Central Corridor transit investments:

THEREFORE BE IT RESOLVED, that the Merriam Park Community Council endorses the recommendations produced by the Saint Paul Transit Vision Task Force, with these additions:

1. *That special efforts be made to secure dedicated right of way for existing bus lines on our streets;*

2. *That a pilot project of fare prepayment be initiated to explore its feasibility for buses;*
4. *That the Merriam Park Community Council requests to Metro Transit, the City of Saint Paul, and area business groups and businesses work together to identify ways of improving the efficiency and safety of transfers between bus lines serving Merriam Park;*
5. *That the Merriam Park Community Council pledges to work closely with Metro Transit, the City of Saint Paul, Ramsey County and the Metropolitan Council to identify and develop main line, high capacity, long distance transit such as LRT in the Midway Corridor.*

Pursuant to the above, we believe that any transit improvements in the Central Corridor should accommodate capacity and attract ridership at least at the level of a good light rail transit system. If light rail is the only option that does this, then light rail should be the recommendation of the Central Coordinating Committee.

In addition, the Merriam Park Community Council's position on Ayd Mill Road is that it should not be connected to I-35E and I-94, but rather should serve at most as a local street and boulevard, with alternative transportation modes included.

Therefore, at the scoping stage in the Committee's process, the Merriam Park Community Council believes both the I-94 and University Ave. alignments, using light rail technology, should be retained for further study. The MPCC also believes that the commuter rail Canadian Pacific ("Short Line") route option should also be retained in the alternatives that receive further study as part of the C4 process.

Attached for reference are various resolutions approved by the Merriam Park Community Council within the past two years regarding transit and traffic in the Central Corridor.

1. Metro Pass Employee Trip Reduction Program

The Merriam Park Community Council is supportive of the City of St. Paul's participation in the Metro Pass Program and further encourages the city to expand the program beyond the downtown area to employees city-wide.

2. Truck weight and number of trailers per rig

WHEREAS the Midway is a significant hub in the metro area's trucking industry;

WHEREAS raising the weight restrictions on trucks could allow triple bottom high capacity hauls onto existing truck routes in the City of St. Paul;

WHEREAS, the above could significantly affect safety and livability along Snelling, University, and other truck routes in or near Merriam Park;

WHEREAS most states, including Minnesota, for these and other reasons have declined to support weight increases in the past;

THEREFORE, BE IT RESOLVED, that the Merriam Park Community Council goes on record opposing any increases in allowed truck weights on our streets and highways, and urges the City, Ramsey County, the Metropolitan Council and the State of Minnesota also to oppose any increases.

3. St. Paul Transit Vision Advisory Task Force

WHEREAS Merriam Park now bears the greatest burden providing freeway access to single occupancy vehicles trips from both Merriam Park and elsewhere south of Merriam Park;

WHEREAS shifting significant trips loads to transit will preserve livability and safety on Merriam Park streets, roads and highways;

WHEREAS increasing transit ridership can result from the recommendations made by the Saint Paul Transit Vision Advisory Task Force;

THEREFORE, BE IT RESOLVED, that the Merriam Park Community Council endorses the recommendations produced by the Vision Task Force, with these additions:

- 1. That special efforts be made to secure dedicated right of way for existing bus lines on our streets;*
- 2. That a pilot project of fare prepayment be initiated to explore its feasibility for buses;*
- 4. That the Merriam Park Community Council requests Metro Transit, the City of Saint Paul, and area business groups and businesses work together to identify ways of improving the efficiency and safety of transfers between bus lines serving Merriam Park;*
- 5. That the Merriam Park Community Council pledges to work closely with Metro Transit, the City of Saint Paul, Ramsey County and the Metropolitan Council to identify and develop main line, high capacity, long distance transit such as LRT in the Midway Corridor.*

The following clause of the above resolution was passed by the Merriam Park Transportation and Economic Development Committee but tabled by the Merriam Park Community Council Board of Directors:

- 3. That opticon technology be installed for bus lines serving Merriam Park, to reduce unnecessary bus waits at stoplights;*

4. Development along the Central Corridor

On May 9th, 2001, the Merriam Park Board of Directors adopted the following position:

"The Merriam Park Community Council opposes the Home Depot Development for University and Lexington as currently proposed and opposes 'III' for same and supports a mixed use, urban village development."

The Council envisions the Central Corridor as one of the regions most important mass transit corridors and expects development to be compatible with which ever mode is ultimately chosen.



Earth Protector, Inc.

622 Lowry Avenue North
Minneapolis, Minnesota, USA 55411-1441
612/522-9433 FAX 612/521-5506
www.EarthProtector.org
Leslie@EarthProtector.org

Fighting for the Earth since 1983

July 20, 2001

FAX 2 pages total, no cover.

Steve Morris, Project Manager
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard, Suite 665
St. Paul, MN 55102

RE: Scoping Comments for the Central Corridor Transit Project Environmental Review

Dear Mr. Morris:

Earth Protector interest in the above referenced project is in keeping with our charter to protect the air, water and land for future generations to enjoy.

We believe that placing a light rail (LRT) line on University Avenue would worsen the traffic situation due to the amount of space taken up by such a project. In addition, 194 cannot handle the traffic it already has so taking space for a rail line and the amount of time that construction would delay use of the highway render both of these proposals unworthy of public support.

Earth Protector suggests, and has suggested in the past, that you look north to the corridors that exist near Pierce Butler Road and the commercial rail lines. From a northern location you could locate your connector lines of clean hydrogen/fuel cell buses and have the best of all worlds including cooperation from the public. Construction would be quicker and less costly. In addition, transportation should always be available along University in a form that presently exists...except with clean fuel buses.

When 194 was built it cut across the Rondo community and destroyed its integrity. A rail line down University Avenue would do the same to the new community. We know the Rail Authority wants rail because their colleagues make more money. LRT is the rip-off of the present and the future and as you promote it you become part of it.

Environmental review should consider noise, parking and especially air pollution from traffic build-up due to LRT congestion along University Avenue. It should also consider emissions from the production of electricity that would likely be used for LRT. The air analysis should consider the most sensitive populations and asthma should be at the top of your list.

In addition, the social impacts of LRT on this re-emerging minority should be reviewed and seriously considered. Thus the environmental racism component of federal review should be given emphasis.

Thank you for the opportunity to comment on this important matter.

Sincerely,



Leslie Davis
President

LD/ck

Morris, Steve

~~From: holly_halverson@urscorp.com
Subject: FW: Central Corridor Coordinating Committee~~

~~Hi y
Are you the right contact person for these types of comments?~~

~~Steve~~

~~-----Original Message-----
From: DeSpiegelaere, Kathryn
Sent: Monday, June 18, 2001 10:46 AM
To: Morris, Steve
Subject: FW: Central Corridor Coordinating Committee~~

~~Please include in the scoping public record and forward to appropriate folks. thanks.~~

~~-----Original Message-----
From: mlhpd@bitstream.net [mailto:mlhpd@bitstream.net]
Sent: Thursday, June 14, 2001 11:28 AM
To: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US
From: thomwell@bitstream.net
Subject: Central Corridor Coordinating Committee~~

Vote in favor of retaining both the University Ave. and I-94 LRT alignments in the outcome of the committee process.

There are legitimate arguments for both.

In University, economic development, local high capacity service, and other points.

In I-94, express intercity service and avoidance of complex, possibly defeating political arrangements. An I-94 choice should include bus interchange stations on bridge decks, park-and-rides (but not free. They should not simply attract those who would otherwise drive downtown) above stations and possibly development air rights, as happened in Boston's central spine with the orange line and the Mass Turnpike.

Think we should retain both options as recommendations and, in the final report, include the differing reasons for both.

Bill Hollinshead
733 Hague Ave.
St. Paul, MN 55104
51-645-4267

Morris, Steve

To: jhulkonen@wbcdc.org
Subject: RE: Central Corridor Transit Scoping Comments

John:

Thank you for your comments. They will be entered into the record.

Steve Morris

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

From: John Hulkonen [SMTP:jhulkonen@wbcdc.org]
Sent: Monday, July 16, 2001 4:37 PM
To: steve.morris@co.ramsey.mn.us
Subject: Central Corridor Transit Scoping Comments

Steve:

I attended the scoping meeting held at the Radisson Hotel on the U of M campus and heard the presentation and comments made orally. I would mainly like to say that the West Bank Community Development Corporation is in support of the Central Corridor Transit Project and feels that mass transit between the downtowns of Minneapolis and St. Paul is critical to an area wide transit system. Further we would like to say that we favor a transit route that goes on Washington Avenue as it traverses the West Bank Neighborhood. The Washington route is more central to the neighborhood as a whole and will better serve the highly dense populations that live, work and study here. Care in planning a station should be made to make a Washington Avenue station user friendly to riders so the grade differential does not pose as a barrier to use.

The northern route is not favored because it skirts the neighborhood on its northern extremities and would fail at making the transit system accessible and convenient. We already have an LRT station that is probably the worst sited station on the entire Hiawatha leg and will require massive amounts of time and resources to make it functional as a real transportation asset. We don't want to repeat that mistake. Expeditious construction of a system should not overshadow good design. If we don't have time to build it right the first time we surely won't have time to build it right a second time...this is a loong term infrastructure.

Thank you for this opportunity to provide input.

John Hulkonen
Economic Development Director

Morris, Steve

From: SalvatoreSFranco@cs.com
Subject: RE: "Scoping" Comment on Possible Central Corridor LRT Proposal

Thank you for your comment. It will be included in the public record.

Steve Morris

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

From: SalvatoreSFranco@cs.com [SMTP:SalvatoreSFranco@cs.com]
Sent: Wednesday, July 18, 2001 11:27 PM
To: steve.morris@co.ramsey.mn.us
Subject: "Scoping" Comment on Possible Central Corridor LRT Proposal

1920 South First Street #106
Minneapolis, Minnesota 55454
July 18, 2001

Mr. Steve Morris, Project Manager
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard, Suite 665
St. Paul, MN 55102

Dear Mr. Morris,

I am a resident of Riverview Tower, 1920 South First Street, Minneapolis, adjacent to the West Bank campus of the University of Minnesota. Before the "scoping comment period" closes on July 20, 2001, I would like to comment on a possible proposal to route a Central Corridor light rail line over Bridge #9 from the West Bank to the University of Minnesota East Bank campus near Dinkytown.

1. I believe that from the viewpoint of those using mass transit to get to the West Bank, that route would be the least convenient one, because it would be at the extreme north end of the West Bank neighborhood, and therefore would maximize the amount of walking people would have to do to get from the transit line to common West Bank destinations, such as University West Bank Campus buildings, Augsburg College, and Cedar Avenue. A transit line located along Washington Avenue would be more centrally located and much more convenient for its passengers to or from the West Bank.

2. A transit line located along Washington Avenue would be far better situated for the many passengers who would be going to or from the University's East Bank campus, especially for those commuting to or from the medical facilities and dormitories in the Stadium Village area.

3. The proposed light rail route across Bridge #9 would be within a few feet of West Bank housing, including River Bluff Townhomes and Riverview Tower, disturbing hundreds of residents with noise and possibly with home damage from vibrations. The proposed route would also pose a substantial safety risk to the many children who live in River Bluff Townhomes adjacent to the proposed rail line.

4. I understand that alternatives being considered for light rail along Washington Avenue include routing it on existing traffic lanes of the Washington Avenue Bridge, or through a tunnel under the Mississippi River. If no one has done so, I would suggest that consideration be given to widening the Washington Avenue Bridge for light rail. That would provide the most convenient route for University-area commuters, minimize the impact of light rail on automobile traffic on the bridge, and conceivably entail less expense than a tunnel.

Sincerely yours,

Salvatore Franco

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build
Comment:

Transportation System Management (TSM)
Comment:

Light Rail Transit (LRT) – University Avenue
Comment:

Light Rail Transit (LRT) – I-94
Comment:

Busway/Bus Rapid Transit (BRT) – University
Comment:

2. Stations:

3. General Comments: (submit additional pages if necessary)

Please see attached.

4. Name (optional) Doreen Bower
Address: _____
E-Mail address: _____
Telephone: _____ Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

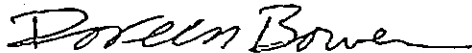


Central Corridor Transit Project Public Scoping Meeting
Comment Sheet

I wish to address the issue of using railroad bridge #9 as a route through the University of Minnesota Campus.

As a resident of the 7 Corners area since 1983, I am familiar with the people and geography.

I object strongly to using that area because it could easily endanger the safety of the approximately 50 children who live in Riverbluff Townhomes. The homes are immediately adjacent to the bridge and the proposed line. The children are already restricted to playing in a very small area comprised of only their yards. The homes are bounded by streets on two sides (no place to play across the streets), a cliff on one side, and an empty lot/dump site on the fourth side along with the bridge. One can readily imagine the allure a track might have for kids looking for fun. The children already spill out into the side street to play ball. These children are from economically disadvantaged families and most are of color. An argument could well be made for environmental justice.



Doreen Bower
1400 2nd Street S. A1008
Minneapolis, MN 55455
Telephone 612-333-3782

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment:

Light Rail Transit (LRT) – I-94

Comment:

Busway/Bus Rapid Transit (BRT) – University

Comment:

2. Stations:

3. General Comments: (submit additional pages if necessary)

4. Name (optional)

Address: 870 Como Av

E-Mail address: _____

Telephone: 651.488.0174 Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment sheet addition pages

3. I believe it is vital for the long term transportation solution of the Metro area to include a light rail connection between Minneapolis and Saint Paul. New transit solutions are always met with apprehension and concern, but if Saint Paul does not become involved now, they will be left behind. The cost of implementing Light Rail will certainly not decrease over the next twenty years, while I believe our need for it will. I therefore support LRT, but have too many questions as to whether the I-94 route or the University route would be best, and leave that option to the experts. It is important that some local service be in place on University.

I have no comments on any bus transit except to say that Metro Transit has made it abundantly clear that even after a public process that took over two years, they still could and did and will continue to move routes wherever and whenever they choose. They do not honor their own process and therefore, any public suggestions are rendered meaningless. In addition, their spokesperson, Bob Gibbons, has publicly stated that Metro Transit isn't required to have a public process.

870 Como HV

Morris, Steve

From: Morris, Steve
Sent: Thursday, July 19, 2001 12:39 PM
To: 'Colette Lund'
Subject: RE: Central Corridor between St. Paul & Downtown Minneapolis

Thanks for your comments. They will be included in the public record.

Steve Morris

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

From: Colette Lund [SMTP:colettelund@colettelundrealty.com]
Sent: Thursday, July 19, 2001 11:54 AM
To: steve.morris@co.ramsey.mn.us
Cc: morlo001@umn.edu
Subject: RE: Central Corridor between St. Paul & Downtown Minneapolis

I live at Riverview Tower (206 Condominiums - All Owner Occupied - No Rentals). I write this memo on behalf of many concerned residents at Riverview Tower.

I attended a meeting on July 18, 2001 presented by Jan Morlock of the University of Minnesota. I am in favor rapid commuter transportation but I am not in favor of one of the proposals concerning the use of #9 Bridge that has just been converted by the City of Minneapolis, Park Board to a walkway/bicycle path. Here are the reasons: Not close enough to the East and West Bank, need to have stops to pick up and drop off passengers to make the system cost efficient, not populous, obstruction, environmental concerns and noise factors are just a few. It is the only walkway/bicycle link between the U of M, East and West Bank other than, Washington Ave Bridge.

It only seems logical that Washington Avenue Bridge should be the area of concentration. WHY? Because, the University of Minnesota needs to have a central light rail transit corridor to move masses of people. University Avenue and Washington Avenue Bridge are the central locations. Considerations, such as underground rail, under the bridge rail or widen the bridge should be the area of concentration, not #9 Bridge.

Number 9 Bridge might be used as a Mini-Bus link (without obstructing the bridge and minimum amount of noise) to connect with the Light Rail Transit systems and the East and West Bank of the University of Minnesota

The purpose of mass transportation is for the convenience of transporting masses of people and eliminating automobiles. So therefore, it only seems logical to build the light rail where the concentration of people are located and will continue to be located. The University of Minnesota area greatly needs a system running through the East and West Bank Campuses, not only today but also for the many years forthcoming. Plan for the future today to eliminate extra expenditures for tomorrow. Submitted by: Colette Lund, 1920 South First St., 906 Riverview Tower, Mpls., MN. 55454 PH: 612-338-7629.

Morris, Steve

F : Wee, David J. non Unisys
Subject: RE: Central Corridor

Thanks for your comments. They will be included in the public record.

Steve Morris

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

From: Wee, David J. non Unisys [SMTP:david.wee@unisys.com]
Sent: Thursday, July 19, 2001 11:32 AM
To: 'Morris, Steve'
Subject: Central Corridor
Importance: Low

Dear Mr. Morris,

Last night I attended an informational meeting at Riverview Tower on the West Bank, U of MN, with my fellow residents and Jan Morley from the U of MN, about alternatives for the Central Corridor. We were surprised that one alternative being considered is a Light Rail Transit system across the recently opened "Bridge 9" connecting the West Bank with Dinkytown in Southeast Mpls. Although Bridge 9 was once a railroad bridge, it was closed and then converted into a bridge to accomodate bicycle and pedestrian traffic across the river, a development that we are all happy about.

However, we would not be happy about Bridge 9 being used to support Light Rail Transit or any other mass transit system, for reasons that we discussed at the meeting. Someone is preparing a list outlining our opposition to such a plan, and I hope you will make known our opposition as well as make it part of the official record of comments. I support the development of a mass transit system along the Central Corridor. Knowing that it should both serve the U of MN community and connect with the Hiawatha Corridor, it seems obvious to me that the Central Corridor should cross the river via the Washington Ave Bridge. If that means that automobiles would no longer be able to cross the river via the Washington Ave Bridge, that is just fine with me. When residents of the Twins Cities come to realize that urban mass transit is a progressive replacement for -- not an addition to -- our beloved automobiles, we will come to love it just as much as Europeans and the Japanese love their public transit systems, and we will be glad we made the switch.

Sincerely yours,
David J. Wee

Morris, Steve

o: Welling Thoman
subject: RE: Comments on Scoping - Cent Corr

hip:
Thanks for your comments. They will be included in the record.

Steve Morris

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

From: Welling Thoman [SMTP:thomwell@bitstream.net]
Sent: Friday, July 20, 2001 6:46 AM
To: Steve Morris
Cc: DeSpiegelaere, Kathryn
Subject: Comments on Scoping - Cent Corr

Steve:

Below is a letter with my comments on the scoping for the Central Corridor. Soe of the formatting may have been lost, but I think this is a minor problem. A hard copy of the letter will follow by regular mail. Would you please send me an email to acknowledge receipt of this message. Thank you.

Chip

//

20 July 2001

Mr. Steve Morris
RCRRA
50 West Kellog Blvd., Suite 665
Saint Paul, MN 55102

Dear Mr. Morris:

I am writing to comment on the Scoping Booklet that was prepared for the Central Corridor. I am a resident of Merriam Park, which is in the study area.

I think that an investment to improve transit service in the Central Corridor is necessary for the reasons described in the Scoping booklet. I currently rely on the bus; it is my family's second car. I rode the 16A to the Scoping meeting that was held on 26 June. I regularly ride the 191 to commute to work. I often ride the 21 and the 63, as well as other routes in the area.

I also have ridden Light Rail Transit in other cities, including Baltimore, Maryland; Dallas, Texas; Portland, Oregon; Cleveland, Ohio; and Calgary, Alberta. Based on this experience, I am especially enthusiastic about the potential benefits that could come from LRT for three reasons.

First, LRT in the Central Corridor would provide faster transit service for many, if not most, of the people who currently ride the bus.

LRT is faster than the bus because

you do not have to wait for riders to clear the fare box, the vehicles have more doors so loading and unloading is faster; and the vehicles accelerate more quickly than the bus

Second, LRT in the Central Corridor would attract more new riders to transit than could any changes to the bus service here.

LRT is more appealing to riders than the bus because

LRT is quieter than the bus,
LRT does not produce smelly diesel exhaust, and
LRT has a smoother ride than does the bus

Third, LRT in the Central Corridor would have more potential to promote and support more pedestrian-friendly development than could any changes to the bus service here.

One of the reasons that I believe this is the auto-dominated nature of recent development in the corridor where all we have now is bus transit. Consider the area near Hamline and University, where big box retail buildings are separated from the streets by vast parking lots that are nearly devoid of vegetation. Here the bus rider is a second class citizen at best. The bus rider is provided minimal shelter by the road. To reach the stores or businesses, the bus rider must hike across the parking lots with little in the way of routes separated from the car traffic.

Comments on alternatives

1. Alternatives

No Build - Hopefully we will move beyond this!

TSM - Am not sure what exactly is included in this alternative. I know it includes some potential improvements in the transit system, presumably meaning expansion of bus service. If the preferred alternative is "bus-only," then I suspect that more service on existing routes in the corridor, including especially more runs of the 50, would probably be better than an expensive BRT project.

LRT on University - I prefer this over LRT on I-94 because this would give better transit service to the large numbers of people who use the 16 and 50, which together have a ridership of about 16,000 per day vs. the 94 B, C, D buses on the freeway, which together have a ridership of about 3,500 per day. Also, I believe that the ridership on University is substantial during much of the day, while I suspect that the ridership on I-94 buses is heaviest during rush hour. In addition, I think the potential to reduce our reliance on the car and promote and support pedestrian-friendly development is much greater with LRT on University than with LRT on I-94.

Also, I recommend that the spacing between stations be longer, i.e., more like the earlier LRT B scheme, than shorter, i.e., the earlier LRT A. I realize that there are inescapable trade-offs between distance between stations and speed. I support a quicker LRT trip, meaning fewer stations, combined with supplemental bus service on University.

LRT on I-94 - I do not prefer this alternative - see discussion above. Hopefully the need for quick service in the corridor, presumably with an emphasis on service during rush hour, would be served better by commuter rail and perhaps supplemented by bus service on the freeway.

Busway/BRT on University - I do not prefer this alternative because of the limitations of the bus by comparison with LRT. See discussion under TSM above and general comments before that.

Under "Communities and the Environment"

? Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

To the end of this point, I think we should specifically add a statement to say that livability increases as the number and percentage of trips made by transit, walking, and to a lesser degree bicycling, increase, and the number of trips by car decrease.

? Support regional goals for cleaner air and water, more efficient energy use, and a safer and healthier environment

I think we should emphasize that "reducing noise created by automobile, bus, and truck traffic" is a key component of a safer and healthier environment.

Under "Transportation and Mobility"

? Create transportation improvements ...

Please substitute "transit" for "transportation" in the first line of the verbiage following the first bullet [see above] and in the in the first line of the verbiage following the third bullet. My understanding was that this project is about transit primarily and I am concerned that use of a more general term may lead in the direction of expansion of road capacity.

I am concerned by the goal of minimization of operating costs. While we should hold costs down where possible, we should be careful to not allow this concern to over-ride the advantages that provision of "... high quality modal alternatives, ..." i.e., improved transit service, may provide. These advantages include attracting more riders, promoting economic development, and creation of pedestrian-friendly environments.

? Expand opportunities for all users to move freely to, through, and within the Central Corridor.

I am very concerned by the statement that we should expand opportunities for all users, because this presumably includes drivers of automobiles. I do not think we should expand highway or road capacity in the corridor. Moreover, if the capacity of the road system is increased, this likely will undermine the potential of transit to attract riders and improve the livability of the area.

I suggest that the statement be revised to read: "Expand opportunities for people to move freely to, through, and within the Central Corridor by modes other than the automobile."

Overall, I believe that the evaluation of possible improvements to transit service in the Central Corridor needs to include a comprehensive comparison of car vs. transit. For example, I was disappointed that the 8 February 2001 draft of the Statement of Purpose and Need presented tables and figures with traffic volumes, but no such tables or figures for ridership on the bus lines in the corridor. I hope that future versions of this document and others produced for the project will include more balanced treatment of transit. I also hope that the evaluation of the corridor will include consideration of the potential costs and environmental effects of possible increases in parking and road capacity.

Thank you very much for the opportunity to comment on the Scoping Booklet that was prepared for the Central Corridor.

Sincerely,

Chip Welling
2157 Roblyn Av.
Saint Paul, MN 55104

651-644-6856
thomwell@bitstream.net

July 19, 2001

Mr. Steve Morris, Project Manager
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard
Saint Paul, Minnesota 55102

Dear Steve,

Enclosed are several documents regarding Light Rail Transit on University Avenue written over the past twelve years. Some of the commentary is dated due to RCRRA and other agency planning changes of how LRT will operate on University Avenue. For example, when some of the attached were written, it was uncertain how many stations would be needed and how far apart the stops would be on University Avenue; your office has now come to final decisions on those issues.

Nevertheless, I still request that my newspaper columns, letters and a report to the East Metro Transit Vision Advisory Task Force be submitted as public testimony in discussion of the route on University Avenue and LRT philosophy in general. Furthermore, I request that a route two/three blocks south of University— along the north slope/St Anthony Avenue access road of I-94— be considered as a replacement route. To my knowledge this alternative never has been seriously studied. An earlier RCRRA Midway Corridor Task Force recommendation, which has been overturned, called for an eventual light rail line to be placed in the middle of I-94. I am not in favor of that alignment.

Among my documents is a letter to Kathy DeSpiegelaere in 1990 requesting that my ideas on the North Slope alignment to be included for further study. They never were. I would be happy to share my vision for how this alignment will serve both the needs of commuters as well as the nearby community on University Avenue.

I speak for and with a large number of people in the Midway and along University Avenue, a few of whom you heard at your recent public meetings, when I request a more in-depth study of the downside to LRT construction and operation on University Avenue. We believe that the RCRRA, Met Council and St. Paul City Planners are not considering the full impact of the changes to area transit users, business owners, employees, residents, and shoppers. The North Slope option will still serve the Midway but is less intrusive to the communities it traverses, while it provides a visible (to potential commuters stuck in traffic on I-94) alternative to automobiles.

Sincerely,



Robert L. Wicker
1538 Englewood Avenue
St. Paul, MN 55104

Ms. Kathy DeSpiegelaere
RCRRA - 316 Courthouse
15 West Kellogg Boulevard
Saint Paul, MN 55102

March 28, 1990

Dear Ms. DeSpiegelaere:

Please include these comments in the public record of the Scoping Meeting. It is my request that the following ideas be considered for further study for the Midway LRT Corridor.

Before making my specific recommendations for possible variations to the existing three "build" alternatives, I'd like to state briefly some reasons for them:

- Light rail must be *avisi*ble transit alternative to commuters.
- Light rail transit must be faster than existing public transportation.
- Light rail should follow existing commuter corridors.
- Light rail should be built where it can serve long term development.
- Our light rail system, should it be built, must serve the entire Metro

Area and connect other modes of transportation, i.e. airport, AMTRAK station, major connecting bus routes, etc.

I wish the RCRRA to study variations on the Soo Line/I-94 alignment. First, if it hasn't been done already, I'd like to see an engineering feasibility study done on the north slope of the freeway along with the existing one done down the middle of I-94.

Next I'd like the following variations studied:

- LRT west on University from the Capitol to about Dale, then south to the I-94 corridor.

- LRT leaving the I-94/Soo Line just west of Prior, heading north over Short Line tracks over University Avenue with a stop at the AMTRAK station.

- LRT proceeding north from either the AMTRAK station, or from the I-94/Soo Line corridor at Fairview, Transfer Road, Raymond Avenue, or Hwy. 280 north to the U of M busway soon to be built north of the BN main line.

- LRT following the existing BN tracks (stopping at the University of Minnesota - Mpls., Main Campus at University Ave. S.E. and 15th Ave. S.E.), which would enter downtown Minneapolis via the stone arch bridge.

Thank you for this opportunity. If more clarification is needed, I'd be pleased to expand on the reasons I believe these variations warrant further study.

Sincerely,

R. L. Wicker
1538 Englewood Av
St. Paul, MN 55104

East Metro 20-Year Transit Vision

Bob Wicker, Midway Chamber of Commerce representative
January 23, 1999

General Comments:

- I believe we have to plan for and build two public transit systems... or at least, recognize that we have two distinct constituencies to serve: public-transit dependent passengers and those for whom public transit is optional. The "two" systems must be seamlessly integrated.
- Funding for Metro area transit must be more rationally based. Common sense calls for a share of Metro area gas tax receipts and yearly license tabs be dedicated to public transit. Above that, minimum investment levels for public transportation maintenance and new capacity infrastructure need to be set and financed through the general fund.
- More proactive reality-based planning and service building must be pursued. In order to assure we have the right routes going to the proper destinations at proper times, we should regularly survey current passengers and conduct research with all car owners every two or three years as a condition of receiving their new license tabs. This will give us "real life"-based transit preferences, and will also raise non-public transit public awareness to transit options.
- After using public input to improve routes and service, aggressive sector/segment marketing will be imperative. Public-private incentives for employee commuting should continue and be expanded.
- We must consider a wider range of bus sizes and types. We must also be open to private operators contracting for certain types of routes.
- Regarding the LRT discussion, rail modes of mass transit must evolve to move large numbers of passengers more efficiently and with greater speed than local buses; and NOT primarily as an economic development tool as is increasingly being presented as a primary rationale for it. (This also calls into question the concept of using light rail as a modern-day street car on main streets over the short term, although this may be a strategy for later on in a 20-year plan.)
- The primary goal of rail transit must be to alleviate the need to build more highways and to lessen the crush of autos on freeways during rush hours by attracting more (and new) transit passengers to higher speed alternatives.

(continued next page)

Transit Vision — based on hub concept:

Our vision for a fully-integrated, multi-modal public transit system should begin with a bus system that spreads out through the Metro area like a spider web. It should be based on the concept of a series of transit hubs that connect to each other by express buses. Each hub would be serviced by a network of local buses and circulators.

- The development of such a network/system must take precedence over LRT expenditures at this point.
- The goal of this system should be to allow transit passengers the ability to reach every corner of the Metro area by public transit in a timely fashion. It also recognizes the fact that many trips — perhaps most trips — in the Metro area do not begin in the suburbs (or in city neighborhoods) and end in either downtown.
- These hubs might be readily placed or expanded in shopping centers. For instance, in the East Metro, a hub might be expanded at Rosedale, with express routes going north to a hub around 35W and 694; west to downtown Minneapolis via the proposed 280/University Ave hub; east to Maplewood Mall; or south to the proposed hub at University & Snelling and/or directly to downtown St. Paul.
- Suburban circulators and local Metro Transit routes will continue to serve these hubs, bringing commuters, shoppers and employees to each hub. Park and ride lots should be incorporated into this concept, with center management being reimbursed for space used for this purpose IF commuter parking becomes a problem.
- The key part of this hub concept is to provide suburban commuters a user-friendly alternative to single-use auto travel. Therefore, incentives and passenger conveniences are necessary to change this culture. One way to accomplish our goal of limiting the freeway crush is to build “super hubs” around the 694/494 beltway.
- These “super hubs” will offer safe parking ramps at costs lower than average downtown ramps and lots, say \$4 or \$5 a day. And, for this parking fee, passengers receive a round-trip bus pass, with transfers, to anywhere within the network. We should consider building these hubs on the airspace above freeways (like an “Oasis” on the Northwest Toll Road in Illinois) for user convenience and to lessen the cost of land acquisition. The “super hubs” could have convenience shops, coffee shops, auto services and even day care incorporated into them.
- This concept is not “unfriendly” to LRT and commuter rail. It simply prioritizes action in order to build consumer demand and actual passenger counts through an existing bus infrastructure so that HOV lanes, busways and rail fit naturally into the system. Market demand and ridership patterns will clearly indicate where transitways and rail are needed to improve service. This passenger growth/demand also will make the rail investment more cost-effective immediately.

What's the name of your streetcar?

Desire?

Or it is *Pride?* ... or perhaps *Envy?*

Light rail fever has hit St. Paul harder than the Hong Kong flu in February — at least with a certain segment of our populace.

Any number of public officials, city planners, civic boosters, rail buffs and ardent transit supporters are preparing for light rail transit to become a reality in East Metro. In St. Paul. And down the middle of University Avenue.

To them, the question of whether we need it or not has already been answered. "Yes, most assuredly," they say. "And the sooner, the better."

"Why?" a timid few of us dare to ask, thinking about the awesome expense versus the rather small transit benefit...the squandering of precious funds on one LRT line adequately served by buses that could be used to build a real transit system in East Metro... the emphasis on "development-on-the-come" in the inner city rather than attacking congestion to and from the suburbs...and the disruption, dislocation and inconveniencing of Midway residents, transit riders, truck and car drivers, shoppers and workers for no real corresponding price benefit.

"Well...because," they say.

They mention Sacramento and San Diego and Dallas and Toronto. They talk about congestion. They point to development. They whisper about the availability of federal funds. They remind us that West Metro is pulling ahead of us in rail transit.

The little detail of where it's going to travel between the two downtowns has also been resolved, at least to them: "University Avenue...no other place makes sense," we're told smugly.

So another series of meetings and task forces and hearings is taking place, ostensibly to figure out where LRT should go. But it's a formality, folks. The "washed" have told the "unwashed" that's it must go on University Avenue. Period. "Because we say so."

Well, I hate bring up a few of the details that are being swept under the tracks, so to speak. I've got some real problems with the cheerleaders' planning, particularly as they relate to LRT on University Avenue, and so should readers of this opinion. When these details are honestly addressed, answered and factored into planning, perhaps I'll pass over to the "washed" side...in the meantime, watch your wallets; we're being taken for a ride.

The first seeming inanity to be explained is what's LRT supposed to do? There must be a clear statement of LRT's mission, both in the Metro region and in St. Paul. Is it to provide an alternative to buses, get people off the freeways, and move passengers faster between limited stops? Or it is to be a modern streetcar, stopping every couple blocks, moving with local traffic, and being as unobtrusive on the streetscape as possible? Let's compare Minneapolis' LRT with the proposed University Avenue Line:

- In Minneapolis, the Hiawatha Line will have its own corridor adjacent to a new expressway. The LRT stations are spread out along the route, off the street, and will be fed by local buses. In St. Paul, they want to put it down the middle of the street with slower, local traffic around it, while LRT zips through at 40 or 45 miles per hour. Stops (or will they be stations?) will be in the middle too.

- Along Hiawatha, the highway and the rail line are designed for higher speeds; on University Avenue it will be super-imposed on local traffic with lower speeds.

- On the Hiawatha Line the stops are spaced a mile or so apart; on University Avenue, the question remains just how far they will be; some would like them a mile apart here also. But it's clear LRT in Minneapolis is, outside of downtown, designed to offer faster, separated public transit. Not so in St. Paul.

- The Hiawatha line is, without doubt, being built for tourists, airline passengers and Minneapolis Convention Center visitors. The University Avenue line is said to be more for locals (and, of course, all the new residents and employees attracted by new development by LRT, not to mention Minneapolis tourists traveling from their hotels to our downtown Cultural Corridor.)

- Whereas the Hiawatha line will disrupt traffic by blocking traditional neighborhood access to Hiawatha Avenue, most of the corridor is adjacent to residential neighborhoods and the affect will be minimal. But on University Avenue, virtually the entire corridor is commercial, industrial or retail — with much heavier traffic flows. The new line will block left turns for two or three blocks at a time, narrow already jammed lanes, reduce parking either significantly or just a little depending upon who you believe, and will force many more pedestrians into the street for LRT.

- Hiawatha Corridor passengers, it is said by its planners, will use LRT for commuting and from going to one power destination or another: the Mall, the airport, the West Bank or downtown Minneapolis. But University Avenue passengers, at least the current ones, use their bus line for local travel, shopping and entertainment along the entire street. And currently the local buses stop on demand at every block right at the curb. When queried how the transit-dependent might be affected by this severely curtailed level of service, the boosters suggest that we'll still run the 16A for the local people. (That's great...narrow the traffic lanes, increase the amount of cars, trucks and buses because of fewer left turn lanes, remove parking and make LRT passengers cross this mess — in the winter — to stand in the middle of the street. Who thinks up this kind of stuff?)

Four or five years ago I wrote in this space that the Hiawatha Line, then touted to cost about \$460 million, would ultimately add up to \$1 billion. Latest figures show that it's approaching \$800 million and it's not in yet; we've got a serious expense to move utilities in downtown Minneapolis. Just wait...it'll make it yet.

How this relates to University Avenue is this: it'll cost even more than Minneapolis' streetcar. So the problem is, nobody really knows how to accurately estimate these things, and the constant assurances of one firm cost followed by the need for ever more funding, leads me to think, at best, there's incompetence at work here, and at worst, that our public types are deliberately lying to us as part of a strategy to get the darn thing built.

I don't know how it's going to turn out. To me, this is a boondoggle of preposterous proportions, especially when you figure in the human costs directed toward the so-called "little people": small businesses cast aside; low income, transit-dependent residents threatened with diminished service; and the very young, old and disabled made to trek to a more inconvenient — and perhaps hazardous— venue. If the darn thing goes through on University Avenue, there may be higher property values immediately around each stop/station, while everything else takes on a Third World quality.

No, I don't like what the planners and boosters are pushing. Call it paranoia, but I can't get past the feeling that, once again, the downtowners of both cities are willing to sacrifice the liveability of the Midway for their own commercial benefit.

Don't get too close to any of these folks — a sell-out doesn't smell very pretty.

November 19, 1999

Board of Directors
MIDWAY CHAMBER OF COMMERCE
1600 University Avenue
St. Paul, MN 55104

Re: Reply to Bob Straughn's "LRT on University Avenue" letter (11/16/99)

Dear Fellow Board Members:

My good friend, Bob Straughn, sent us a very well-conceived, extremely well-written letter asking our support for light rail transit on University Avenue. Bob has studied this issue as much as I and, until recently, our vision for LRT and other public transit in the Midway and East Metro was quite similar.

Although it is not readily apparent in Bob's letter, I believe that the under-lying reason for his now staunch support for LRT on University Avenue is his fear that, if we on this side of the river dawdle over corridor or alignment decisions, Minneapolis and West Metro will seize the opportunity given by our delays and jump ahead of us here, as they did on the building of the Interstate highway system.

There is much truth to this; and I believe this is what is leading so many parties in St. Paul to jump on this trolley — excuse me — bandwagon.

However, there are some huge problems with University Avenue LRT and LRT in general. My own fear is that, by wanting to stay in the LRT arena, we will act hastily into accepting a system that neither serves metro area transit needs nor the Midway's.

Let's look at some on Bob's rationale:

- *"Provides best public access for workers coming to Midway from other parts of the metropolitan region"*

I disagree thoroughly. The new system would operate in a near vacuum. It would go from downtown to downtown, period. Where's the total metro transit plan? Where is the feeder network?

- *"Provides the best public transit access to residents of the area who work beyond the two central business districts."*

I disagree even *more* thoroughly. How will tracks going from downtown to downtown help our residents any more than the existing bus system get people out to Oakdale, Little Canada, Burnsville or Eagan? Again, there is no comprehensive plan.

- *"It will increase pedestrian traffic and commercial activity on the Avenue."*

Okay, I agree with this one, but for opposite reasons than Bob's. There will be more pedestrian traffic because the LRT stops will be blocks apart and transit dependent people and other passengers will have to walk longer to get to a station. Rather than be served in the current block by block, curb to curb fashion, stations will be placed either a mile or half mile apart. (In answer to this problem, Metro Transit says it will keep running a version of 16A. . . so we get both LRT *and* a bus line — for hundreds of millions of tax dollars.)

- *"But perhaps most importantly, light rail transit on University Avenue will encourage long-term commercial and residential redevelopment and reinvestment in the Midway."*

We don't need LRT for redevelopment in the Midway, already one of the hottest areas of the metro area, although LRT somewhere in the Central Corridor certainly won't hurt us. However, Downtown interests need LRT to stay up with Minneapolis and, as usual, are willing to "use" the Midway to bolster its own agenda. Our central question is: How much are we willing to be "used," willing to surrender of University Avenue, to help the larger issue of getting LRT in East Metro?

In truth, I agree with Bob on many factors dealing with LRT. The Midway Corridor makes more sense than the Riverview Corridor. A line between the two downtowns is a good idea. And, in time and for the right reasons, LRT will be a fine addition to public transit.

But, in the meantime, must we sign up, as the leading commercial organization in the Midway, for a flawed, rushed, incredibly expensive system that will not serve the Midway as well as current buses.

I urge you to stand firm for (a) a total transit system plan first, based on customer needs and not those of the planners and politicians; and (b) a greater look at the alternatives to University Avenue, rather than agreeing hastily with those with vested interests, which may not be compatible with our own interests.

Sincerely,

Bob Wicker
MCC Board

The Conundrum of Light Rail Transit

PART 1

What must come first... the whole Transit System "chicken" or a Light Rail "egg"?

That seems to be the million dollar question — make that "*billion* dollar question" — because that's what's we're talking about here.

To use basketball parlance, there's a full court press on these days for light rail in the Twin Cities and especially in St. Paul. There are many rationales for this. Some of them are:

- Minneapolis appears to be getting its own line, from downtown to the Mall of America via the airport, so many here figure it's our turn. (The "We don't want to be left out in the cold" Argument.)
- There is widespread recognition that congestion on area freeways is reaching a serious level that cannot be rectified through additional highway construction. (The "We can't build ourselves out of congestion" Argument.)
- Among many light rail advocates, there is the feeling that federal and state surpluses translate to a greater willingness by elected officials to fund light rail projects. (The "It's now or never...let's push hard" Argument; a corollary to this argument relating to federal funds is "Those are our tax dollars, too...if we don't use them, then someone else — less deserving — will.")
- It's a fact that it takes about five years to plan and construct a light rail line, so we ought to start planning and lining up funding today. (The "Let's try for the money now and worry about the details later" Argument.)
- Many espouse building LRT and commuter rail now to create the transit system backbone in the central cities, with buses used as feeders. (The "LRT 'spine' first master plan" Argument.)
- Some enthusiastic advocates point out that all the important cities of the United States and world have LRT and/or commuter rail. (The "If we really want to be considered a Big League city, we'd better have LRT" Argument. Its corollary is: "Because it works in Portland, San Diego, and Toronto, it'll work just the same here.")
- There's the philosophy of building LRT in a heavily used transit corridor to attract passengers who wouldn't ordinarily be caught dead on a bus. (The "Build it and they will come" Argument.)
- And finally, many planners and public officials stress the importance of building LRT primarily for economic development purposes, reasoning that passenger usage will follow jobs and housing built along a line. (The "Build it, they will come" Argument - Part 2.)

Having read this far, you might conclude that I am avidly against light rail transit and commuter rail. You'd be wrong. I strongly support light rail...just eventually and for the right reasons. Of the above arguments, several ring very true with me. Alleviating congestion, moving large numbers of passengers quickly and

efficiently, providing an alternative to individual auto use, stimulating economic development along rail lines — these all are important factors that will be enhanced through the appropriate implementation of LRT. Although staggeringly expensive to build and operate, rail transit can still be a wise and proper expenditure of public funds for the common good. And, when compared to the \$2 billion that automatically goes to Minnesota highways every two years, LRT costs can be put into perspective.

Where I differ with many LRT supporters, planners and politicians is in the timing, location and rationale for its construction. When I began this column with the "chicken and egg" conundrum, I think I fairly well identified the heart of the problem, or at least my problem, with light rail.

The "egg" people want to have LRT now. Right now! While they readily subscribe to the idea of an expanded and improved bus system, they want to move ahead with LRT immediately so that: (a) St. Paul, and not Anoka County, gets the next corridor after the Hiawatha Corridor; (b) we won't lose our place in the funding line with the feds, which some think could happen if we don't advocate strongly with a solid proposal this year; and (c) having the rail infrastructure in place first will result in more use of the entire system. I have a certain amount of understanding and sympathy with each of those opinions.

But the "chicken" folks, and I number myself solidly in that camp, think that's putting the cart way before the horse (and the egg before the chicken). We think that making such an investment before we have a solid vision of and concrete plans for how our total transit system will operate is not prudent stewardship of public resources, even if about half of rail funding could come from the feds. The egg people haven't finalized plans for how suburban commuters will easily get into the city to use light rail; nor have they determined how city people will utilize public transit to travel to various suburban locations. They also seem ready to sacrifice service to transit dependent riders in order to get LRT in place. They're selling it on "congestion," but building it for "economic development." All of this is unacceptable. It's very poor public policy.

We chicken types demand that fundamental improvements to our existing bus system be made before we lay a single piece of track in St. Paul. It must be enhanced, it must be expanded, it must lead to the rational placement and use of light rail as part of a total system that serves transit passengers, not planners and politicians. First things first...then LRT.

If you come down on the chicken side of this equation, you'd better pay very close attention. There are a lot of egg people about these days.

(To be continued in next column.)

Light rail conundrum solved

Part 2

Last month I presented you with a fundamental question involving important public policy: What comes first — a whole transit system “chicken” or a light rail transit “egg”?

The reason you should care about this puzzle is because of the astronomical costs involved in the decision and how its implementation will affect the future direction and success of public transit in the Twin Cities. To refresh your memory, I came down strongly on the side of light rail AFTER we have designed and begun implementing a total transit system first.

It's incredible — as well as very disheartening — that it has taken over two decades of studying, planning, debating and infighting, and still our leaders haven't figured this out. To solve this once and for all, we have to agree on some basic goals of Metro-wide public transit and then move forward. How about these:

- A primary goal must be to provide the greatest mobility in return for public dollars spent, (which rules out LRT at this juncture). Our system should strive for transit passengers' ability to reach every corner of the Metro area by public transit in a timely fashion.
- Another goal should be to alleviate the need to build more highways and to lessen the crush of autos on freeways during rush hours by attracting more (and new) transit passengers to higher speed/greater vehicle occupancy alternatives.
- Still another must be to design a transit system that is based on passenger needs and market demand rather than the planning bureaucracy and legislative fiat.
- Finally, dramatically improved ridership goals must be based on enhanced service, lower fares and improved opportunities for “door to door” and “point to point” transportation with the fewest transfers possible.

Looking at these goals, which certainly are valid and achievable, one wonders why the current feeding frenzy for light rail transit totally ignores this kind of thinking. It's as if building LRT has become an end unto itself, a kind of bureaucratic icon of civic pride and community self-esteem. It's a solution in search of a problem, “form” way over “substance.”

So, how do we get to that system-wide vision? How do we finally surpass the barriers that have frozen transit all these years? My suggestion for solving the conundrum is to lay out a viable 20-year incremental plan, line up total Metropolitan-wide legislative, county and city support for the grand vision, and then budget for its implementation in sensible steps. That will sell.

First, let's recognize that the solution lies in developing creative and alluring ways to attract highway-clogging suburbanites to public transit alternatives for their daily commute. Our biggest problem is over 80% of area jobs are not in either downtown, so we must change the paradigm of transit planning.

So our new vision for a fully-integrated, multi-modal public transit system should begin with a bus system that spreads out through the Metro area like a spider web. It should be based on the concept of a series of transit hubs that connect to each other by express buses. Each hub would be serviced by a network of local buses and circulators.

- **Years 1 through 3** — To see how this web of hubs will be established — while we're fine-tuning existing bus routes and improving service for current passengers — let's start surveying Metro area car owners when they apply for their new license tags. To get their tags, they must complete a questionnaire seeking input into what kinds of service, fares, park and ride facilities and, most importantly, destinations they'd need to choose public transit. During this period we should begin experimenting with different types and sizes of buses, expanding shelters, and perhaps adding more express routes going from point to point.

- **Years 4 through 6** — While we're establishing bus hubs and/or park and ride facilities at critical pressure points identified from the survey, we should begin actively planning and acquiring land for high occupancy vehicle (HOV) lanes and dedicated busways in corridors that show most promise for high ridership. At this point, marketing the new hub system will become very important. These hubs might be readily placed or expanded in shopping centers. For instance, in the East Metro, a hub might be expanded at Rosedale, with express routes going north to a hub around 35W and 694; west to downtown Minneapolis via the proposed 280/University Ave hub; east to Maplewood Mall; or south to the proposed hub at University & Snelling and/or directly to downtown St. Paul. Circulator and suburban routes should be contracted out to private operators on a controlled bid basis. No matter which operator, the buses all will have the same identity and fares, a single image.

- **Years 7 through 10** — Although still not ready to start building LRT, we are now building our busways and additional HOV lanes from major hubs to both downtowns, and we can see more clearly how eventual rail lines will fit into a total system; planning for some LRT corridors adaptable from certain busways should begin in earnest. Fare collection is computerized and state-of-the-art electronic bus information is widely available throughout the system. Many companies subsidize their employees' transit fares in return for property tax savings. City buses on arterial routes are equipped with devices that hold traffic signals open for them for smoother, quicker rides.

A key part of our hub concept is to provide suburban commuters a user-friendly alternative to single-use auto travel. One way to accomplish our goal of limiting the freeway crush is to build "super hubs" around the 694/494 beltway. These "super hubs" will offer safe parking ramps at costs lower than average downtown ramps and lots, say \$4 or \$5 a day. And, for this parking fee, passengers receive a round-trip bus pass, with transfers, to anywhere within the network. We should consider building these hubs on the airspace above freeways (like an "Oasis" on the Northwest Toll Road in Illinois) for user convenience and to lessen the cost of land acquisition. The "super hubs" could have convenience shops, coffee shops, auto services and even day care incorporated into them.

- **Years 11 through 15** — By now our fully-functioning transit system is ready to accommodate light and commuter rail in corridors that have been prepared by busway construction and market demand built over the previous five to seven years. Passengers can transfer seamlessly between circulator, local and express buses, light rail and commuter rail. Ticketing by credit or debit cards is common. Busways and light rail carry thousands of passengers daily at a high speed on exclusive transit corridors.

- **Years 15 through 20** — The final phase of our transit vision is completed. Light rail lines are extended out busways to the second and third tier suburbs. New light rail plans include encircling the Metro area near the 694/494 beltway, connecting super hubs. Freeways are still jammed, but at least transit riders have a viable, visible alternative.

Now, look...we can quibble on the above timetable and adjust particulars of the concept, but we absolutely, positively ought to agree on how LRT will fit in our whole transit system before we start laying any track. Explain this matter to your mayor, councilmember, county commissioner, state representative and senator, and U.S. congressman and senators.

April 20, 1989

Mr. Jim Martin, Editor
METRO MONITOR - Metropolitan Council
Mears Park Center
230 E. 5th St.
St. Paul, MN 55101

Dear Mr. Martin:

Regarding last issue's article describing the results of a light rail transit (LRT) poll conducted for the Regional Transit Board (RTB), it appears its most notable finding was that, while the majority of citizens polled favored the idea of LRT, most of these same people did not expect to ride it themselves. Rather, they hoped others would, so they could continue to drive on less congested highways. Obviously, we've got a major problem.

However, in the same article, RTB Chairman Elliott Perovich said the RTB is using the survey data to develop a *public education program* that addresses the planning, design, construction and ridership phases of light rail. This disingenuous P. R. response won't solve the basic flaw of LRT planning done to date.

What Mr. Perovich, his board and staff must do instead is to survey the public as to what kind of LRT system they *will* use. The RTB and Met Council must determine from the public -- not from the planning bureaucracy -- what sort of routes, stations, fares, schedules and parking facilities will persuade commuters and other riders to forsake their cars for LRT. Anything less amounts to improper planning, bad marketing, unsound public policy, and a serious misuse of public funds and trust.

Sincerely,

Bob Wicker, Jr.
1538 Englewood Avenue
St. Paul, MN 55104

March 28, 1989

Mr. Ron Clark, Editor- Editorial Page
ST. PAUL PIONEER PRESS DISPATCH
345 Cedar Street
St. Paul, MN 55102

Dear Ron,

This is not a "letter to the editor". I read with interest -- and guarded approval -- your paper's recent editorial favoring Senator Novak's and Representative Kelly's proposals to ensure a total metropolitan approach to light rail transit. I applaud this overall approach, particularly when those making far-reaching decisions will be elected officials.

My reason for writing you about light rail is to ask you and your staff to watch carefully all discussions and decisions regarding the so-called Midway Corridor. Whereas a total metropolitan approach to planning will better serve the entire area, a legislative oversight group comprised of people from around the Twin Cities can make decisions negatively affecting St. Paul that couldn't be as easily made by St. Paul and Ramsey County officials.

Mayor Latimer, some of his planning staff, Elliott Perovich of the RTB, Doug Kelm (Op-Ed, PPD 12/15/88), Sen. Don Moe, LRT aficionado George Isaacs and others have strongly urged that the eventual light rail connection between the two downtowns be placed on University Avenue. Strangely enough, the two officials most closely identified with light rail locally -- Comrs. Finley and Derus -- do not favor that route, for very good reason. Still, there seems to be an all-out push to force light rail onto this street. That flawed reasoning could infect the oversight group, particularly given the way appointments are made.

It's particularly galling that so-called experts, such as Doug Kelm, Peggy Reichert of Planning and Economic Development, and Mr. Perovich, are such fierce advocates of the University Avenue placement even before the objectives of the project have been decided. I believe this rush for University Avenue is an unprofessional combination of political expediency, competition with Minneapolis, manipulation of rider statistics for additional public grants, and an unrealistic approach to redevelopment. It's almost "build for build's sake."

Although University Avenue is not the cheapest line to build, nor the fastest route, nor the most convenient for park-ride customers, nor the route with the least disruption to its neighbors, nor the most convenient for local, transit-dependent users, its supporters remain adamant for it. We must ask "why?" "Who is going to ride it?" "Who is going to pay for it?" "What if it fails?"

There is a danger their deafening roar will intimidate necessary thought,

discussions, and alternative ideas. I'm not asking you folks necessarily to agree with my views, but rather to monitor the process closely and ensure that hard questions are asked... and thoroughly, thoughtfully answered.

Here are some reasons why I disagree with placing the line on University Avenue:

- **Fuzzy Market Planning** -- If the main reason for adding light rail to the total transportation mix is to make it faster, more convenient and pleasant for commuters to forsake their autos, then we must design routes, stations and parking facilities that fit their needs, not force them into an ill-considered plan based on current ridership of transit-dependent users. If the light rail powers force this half-baked solution to an extremely complicated problem onto University Avenue, we're assured of a colossal failure.
- **Penalizing the Dependent Users** -- LRT plans call for fast, medium and slow service on University Avenue, depending upon the distance between stops. But no matter which one is selected, the little guy gets stepped on! MTC studies show that lots of riders going east and west on the 16A route are not traveling from one downtown to the other; downtown passengers often use the express route on I-94. Rather, many trips on this most heavily-travelled bus route begin from the middle out, and these passengers don't always travel to either downtown... instead, they go to destinations on University Avenue itself. Currently they stop at every block -- not at stations 1/4, 1/2 or 1 mile apart. Also, they are let out at the curb -- not at a platform in the middle of the street. Who are of these riders? Often they are public transit dependent: elderly, poor, handicapped, young. Who among those screaming for light rail on University Avenue currently takes public transportation and/or specifically rides the 16A line? If they did, they might have more heart for these folks. Why cripple a successful line with inferior service for a wild bet on the future?
- **Sabotaging existing business** -- Perhaps the greatest distortion by the pro-University Avenue clique is how a streetcar (excuse me, light rail) line will speed redevelopment on the street. First, redevelopment comes here from natural market forces. A quick look at Westgate Industrial Center, Court International, Twin City Testing, Spruce Tree Center, proposed Midway Shopping Center changes, the new Ward/Trammel Crow development, Target, U. S. Sports & Fitness, and so on already demonstrates the willingness of private parties to invest in our area. More will happen as the Port Authority further sets its sights on the Midway. And it will happen without LRT.

But what about existing shops, offices, institutions and nearby homes? For customers, employees and residents trying to get to these locations between stations, light rail will provide nothing but an outrageous, unnecessary inconvenience. And parking? Already a serious problem, particularly between Snelling and Lexington, parking difficulties will be exacerbated around each

station, as commuters vie for spots currently used by customers, employees, tenants, and residents. Adding to the chaos, valuable parking will be eliminated to make way for light rail facilities. It's a miserable vision that is too casually dismissed by the University Avenue line proponents.

- **Exacerbating traffic congestion** -- Already, between 280 and Lexington, University Avenue is handling traffic it was never designed to carry. Proponents of light rail blithely suggest that the removal of many left turn lanes and narrowing of the roadway will not significantly hinder vehicular traffic. It's just not true, especially during a snowy winter. In fact, in the years to come, we'll see even more cars and trucks using University Avenue and adjacent streets as redevelopment continues. On top of the vehicular traffic, how about the pedestrian traffic to the stations in the middle of the street? Picture the elderly and infirm (transit-dependent users all) scurrying to cross before the light changes, all the while walking through slush or ice (if they are able to get to the street at all through the snow mounds at each corner). At least buses wait at the corner for these riders; will a streetcar sit at a station through a green light waiting for the signal to change for an elderly passenger? Not likely... we'll have to get the "important people" downtown quickly!

- **Creating an aesthetic monster** -- Agreed, University Avenue isn't much to look at now. Signs screaming for attention, billboards, traffic lights, tacky decors, deteriorating buildings, ugly car lots... it's all pretty demoralizing. But running two sets of tracks down the middle of the street in their own lanes? With wires supporting more wires overhead? With either two 100 foot platforms or a 4 foot deep trench at each station? And two rider shelters popping up in the middle of the street at each stop? Come on! We can eventually spruce up the businesses, but -- once it's in place -- we'll *always* have the streetcars and their paraphernalia.

Some Reasonable Alternatives

- If our goal is to lessen pollution, it would be far better and cheaper to legislate fuel changes and financially assist Twin City citizens and commercial operators retrofit more stringent pollution control devices on their vehicles. Or pay part of car poolers' and van drivers' parking fees.

- If our goal is to lessen freeway congestion, it has to be cheaper to greatly subsidize fares for existing public transportation. Try giving express bus rides away for free or practically so. Scores of millions of rides could be given out annually for the initial cost and ongoing maintenance of a light rail system.

- If further study mandates the use of light rail to reduce congestion and move people speedily from one terminus to another, then I suggest that the Midway Corridor be placed on the BN right-of-way adjacent to Pierce Butler Road (with stations at the Capitol, Energy Park, Hwy 280 -- with a bus shuttle to the St. Paul

campus, and two stops at the Minneapolis campus). Park and ride facilities can be more readily built and operated up there. That's the fastest, least expensive route... and easiest to repair if LRT is a failure.

- If redevelopment and proximity to University Avenue remain major goals, then reason dictates a line running along the north side of I-94, with possible stops at Dale, Lexington, Snelling, and the Cretin-Vandalia/280 area within St. Paul. It would make great sense to build park-ride lots over the freeway. University Avenue is only a short walk away, too; many commuters walk farther in both downtowns to reach their offices. Once on University, passengers could transfer as needed to the 16A bus to reach their Midway destinations.

- Probably the best way to accomplish all these goals is to build giant park and ride facilities at 694/94, 694/35E, 694/35W, 494/Hwy 3, 494/35E, and on the near north and east sides of downtown St. Paul. Then give everybody free bus rides for the price of parking. The Minneapolis side would have a comparable system. We could even have express buses travel up and down University Avenue as one route option, stopping at either 1/4, 1/2 or 1 mile intervals. Of course, 16A will continue to serve its clientele, too.

In summary, not only is the intense lobbying for University Avenue premature, but it seems these people are just too willing to sacrifice both current riders and existing businesses, simply in the hope of someday attracting new LRT ridership. It's not good marketing, it's not good public policy, and it's not just. Ron, I hope you will give my concerns due consideration. Thank you.

Sincerely,

Bob Wicker
1538 Englewood Avenue
St. Paul, MN 55104

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment:

Light Rail Transit (LRT) – I-94

Comment:

Busway/Bus Rapid Transit (BRT) – University

Comment:

2. Stations:

3. General Comments: (submit additional pages if necessary)

A Personal Rapid Transit (PRT) circulator is the best option. It would pollute the least, use the least land, and be the safest & most convenient source of transportation.

4. Name (optional) _____

Address: _____

E-Mail address: _____

Telephone: _____ Fax: _____

See www.taxi2000.com

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

Personal Rapid Transit (PRT):

The Best New Transportation Investment

Cheaper:

- ❖ PRT would cost approximately \$7-9 million per one-way mile to construct, including all stations and vehicles. This compares to approximately \$40 million per two-way mile for Light Rail. We can build new PRT systems for less than **one-quarter the cost** of Light Rail.
- ❖ PRT would have an operating cost of **15 cents per passenger-mile**, as compared to over **50 cents per passenger mile** for Light Rail or buses, and far more for Commuter Rail.
- ❖ PRT systems could be run **without subsidy** in many applications. They could even be built with private funds and operated at a profit.

Faster:

- ❖ **Vehicles wait for passengers.** During most of the day – and the night – travelers would walk into a station and get into a vehicle immediately. During peak hours, the maximum wait would be no more than 3 minutes.
- ❖ PRT delivers **non-stop service.** All the stations are off the main lines, so each vehicle trip goes from origin to destination without stopping. At a constant metro speed of 30 mph, for most trips this would be faster than an automobile.
- ❖ **No transfers** on the network. PRT would take you from any station on a PRT network directly to any other station.

Better:

- ❖ PRT systems would operate **24 hours a day**, seven days a week. A “taxi” would always be ready for you at any and every station.
- ❖ PRT would **not interfere** with existing street traffic, because it would be an elevated system. Road capacity would not have to be sacrificed, and traffic would not have to be diverted.
- ❖ PRT **does not require a lane** of right-of-way – only 2-foot diameter support poles every 60 feet, plus stations every half-mile or so.
- ❖ The electric PRT vehicles **use far less energy** than those of other systems – the electrical equivalent of over 80 miles to the gallon.

Safer:

- ❖ Because PRT is **separated from normal traffic**, it cannot collide with it; and dual redundant control systems make the possibility of system failures virtually zero.
- ❖ Pedestrians, children and pets are **not at risk** from an elevated system as they are from surface-level cars, busses or trains.
- ❖ **Personal security is higher** in PRT, because riders are not forced to ride together and are not made to wait on empty station platforms.

PRT – the sensible transit alternative

Prepared by Citizens for PRT, PO Box 24311, Minneapolis MN 55424-0311

612-335-1025

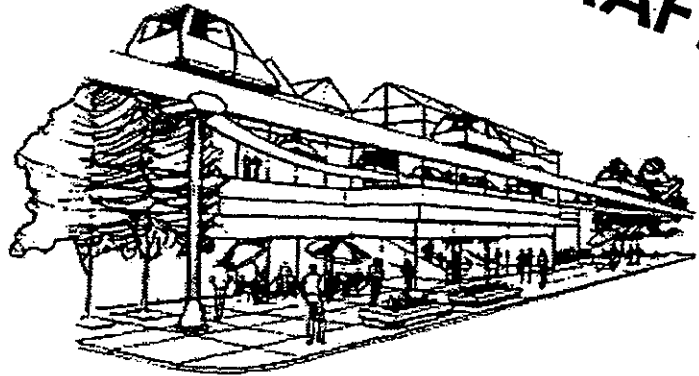
<http://www.cprt.org>

What Is PRT?

A quick overview of Personal Rapid Transit

DRAFT

Personal rapid transit is a network of small, lightweight transit vehicles on raised rails. The small vehicle design gives us two key advantages: the light weight of each vehicle allows construction of the guideways and cars economically, while the "personal" size allows each transit rider to have his or her own ride.



Shown at the right is a PRT station. You'll notice that the rail going into the station building is separate from the main line.

PRT vehicles don't have to stop at any station until they reach their destination. This allows fast, energy efficient travel between any two stations on the network.

PRT technology has been continually refined since its initial conception in the 1950's. Key researchers in the transportation field, such as Minnesota's own Dr. Ed Anderson, have designed and redesigned every part, from the U of M's patented vehicle switches to the guideways to the control software. The material and expertise to build the system is available today – and much of it can be found in Minnesota.

PRT also has the capacity to be a transportation system that will grow with our world into the 21st Century. Each 3-foot square guideway can transport as many persons per hour as a 3-lane freeway. As a network of urban and suburban guideways grows, the flexibility and reliability of the system will increase by providing more routes to more destinations from your "home" station. It has the capability to support cargo shipments on the same rails, offering a new way to meet the growing delivery needs of our metro area. Since the level of security in the stations and vehicles is strong, schoolchildren may one day use the system to get to the school of their choice, saving school districts bus money. PRT is already fully handicap accessible.

But most importantly, PRT has the potential to get commuters and other travelers out of their cars – not by asking them to make a sacrifice, but by simply giving them a public transit system that meets their needs as well as cars do. Personal Rapid Transit would be an efficient and affordable transit investment for the entire Twin Cities area.

PRT – the sensible transit alternative.

Prepared by Citizens for PRT, PO Box 24311, Minneapolis MN 55424-0311

612-335-1025

<http://www.cprt.org>

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment:

Too expensive; not enough riders.

Light Rail Transit (LRT) – I-94

Comment:

Too expensive; not enough riders.

Busway/Bus Rapid Transit (BRT) – University

Comment:

I prefer this option the most.

2. Stations:

3. General Comments: (submit additional pages if necessary)

All of this LRT nonsense should be stopped. It's too expensive!

4. Name (optional) _____

Address: _____

E-Mail address: _____

Telephone: _____ Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.

If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

That would be ok.

Transportation System Management (TSM)

Comment:

That would be great.

Light Rail Transit (LRT) - University Avenue

Comment:

I would NOT like that, it doesn't help.

Light Rail Transit (LRT) - I-94

Comment:

I would NOT like ~~that~~ that, it doesn't help

Busway/Bus Rapid Transit (BRT) - University

Comment:

(same as above)

2. Stations:

3. General Comments: (submit additional pages if necessary)

I think we should try Personal Rapid transit (PRT)

4. Name (optional)

Address: _____

E-Mail address: ST. PAUL

Telephone: _____

Fax: _____

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Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) - University Avenue

Comment: *my choice. consistent neighborhood involvement needed as part of EIS.*

Light Rail Transit (LRT) - I-94

Comment:

Busway/Bus Rapid Transit (BRT) - University

Comment: *5*

2. Stations:

*Should they be at major intersections or near them
Congestion, safety issues. Downtown, one is needed
at Union Depot, not near it!*

3. General Comments: (submit additional pages if necessary)

*SPVD should be an intermodal center for transit.
District 17 supports the Jackson/Sibley LRT
alignment into downtown. 4th Street utilities move
must be worked out with nonprofit District Energy.
Terminus in Rice Park area should be in coordination
with Rice Park Assn.*

4. Name (optional)

PAUL MOHRBACHER
Address: *120 W. Kellogg St Paul 55102*
E-Mail address: *mohrbacher@smm.org*
Telephone: *651-221-4745* Fax: *651-221-4777*

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Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

not feasible, the corridor needs a transportation alternative. There is not enough political commitment to Transportation System Management (TSM) transit, ~~and~~

Transportation System Management (TSM)

Comment:

This type of system works for a while, but then Dick Day will get word of it and take away its effectiveness (legislature) in one form or another.

Light Rail Transit (LRT) - University Avenue

Comment:

I think that this is the best option as long as stations are not too closely spaced.

Light Rail Transit (LRT) - I-94

Comment:

This may be faster than the U. Ave route, but it doesn't seem to be as convenient. I wonder how it would really serve the areas population.

Busway/Bus Rapid Transit (BRT) - University

Comment:

Advantage of crossing the river into the St. Paul River Flats area.

2. Stations:

Stations on east side of U of M seem close together. LRT/BRT stations need to be paired down, there just seems to be too many.

3. General Comments: (submit additional pages if necessary)

U of M alignment should not follow rail tracks after crossing the river. Even ~~with~~ ^{w. th} a shuttle bus, it is too far from campus. I think a subway type set up, while it may cost more, will be the best fit for the University area.

4. Name (optional) Mike

Address: 6873 Ashwood Rd #304

E-Mail address: seethwest78@yahoo.com

Telephone: _____ Fax: _____

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Comment:

Light Rail Transit (LRT) – I-94

Comment:

Busway/Bus Rapid Transit (BRT) – University

Comment:

Appropriate for
EIS
Not
Scoping

2. Stations:

3. General Comments: (submit additional pages if necessary)

On my experience as a student of planning & environmental analysis (BA Env. S/Planning Auth at UCSB) this is my first ~~or true~~ seeing a "screening" process narrowing the analysis of the required scoping under NEPA!

4. Name (optional) Bill Kahn
Address: 5 Dillin Ave. SE Mpls 55414
E-Mail address: wjkahn@aol.com
Telephone: 612-378-5287 Fax: _____

I consider this narrowing of alternatives for mode and alignment to be analyzed in scoping not only unwise, but illegal.

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

P.S. I would like BRW's "Screening" report.

Thank you for attending this Public Scoping Meeting!

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment: SHOULD BE IMPLEMENTED - ACAP

Light Rail Transit (LRT) - University Avenue

Comment: SERIOUS CONCERNS REGARDING IMPACTS ON LOCAL BUSINESSES
TRANSIT SERVICE ON UNIVERSITY WILL BE NEGATIVELY IMPACTED

Light Rail Transit (LRT) - I-94

Comment:

Busway/Bus Rapid Transit (BRT) - University

Comment: LESS COSTLY
WOULD LIKE TO SEE BLEND OF BUS SERVICE THAT IS NOT
ON FIXED SYSTEM

2. Stations:

3. General Comments: (submit additional pages if necessary)

CONSIDERING CURRENT STATE FUNDING ISSUES ESTABLISH
IMPROVE BUS SERVICE & STREET SCENE IMPROVEMENTS

4. Name (optional) _____

Address: _____

E-Mail address: _____

Telephone: _____

Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
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TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

No build or TSM is best

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) - University Avenue

Comment:

will take over two lanes and cause congestion.

Light Rail Transit (LRT) - I-94

Comment:

will require widening the equivalent of four lanes and cause

Busway/Bus Rapid Transit (BRT) - University

Comment:

Better to just run demolition of property.
more limited stop buses than taking

2. Stations:

over 2 lanes - do no-build
or TSM

3. General Comments: (submit additional pages if necessary)

If time limit is put on speakers, they should be allowed to speak again at the end if there is time.

4. Name (optional)

Lisa Lee

Address:

181 Sherburne Ave, Saint Paul

E-Mail address:

leelt@tcfreenet.org MN 55103-

Telephone:

Fax:

(651) 222-6023

2038

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Include in analysis.

Transportation System Management (TSM)

Comment:

This should be part of any alternative. Include fares + north/south routes as part of plan.

Light Rail Transit (LRT) - University Avenue

Comment:

Need to analyze under different construction schedules + paradigms
Analyze with retention of local 16 bus services

Light Rail Transit (LRT) - I-94

Comment:

This alternative would draw customers off University - undermine roadway development.

Busway/Bus Rapid Transit (BRT) - University

Comment:

Analyze how much roadway this consumes as compared to LRT. How much faster than current express buses.

2. Stations:

Analyze as part of development, not in isolation.
Stations need to be close enough together to foster development,
not just a through-way to downtown

3. General Comments: (submit additional pages if necessary)

Public meetings should permit public to speak sooner.

Presentations are overly long, leave little time

for input. Problem is most people have already made up mind in this group
make sure to take into account redemptive plans increasing density

Look at cleaner buses -
CNG, biodiesel, hybrid
engines.

4. Name (optional)

Paula Maccabey

Address: 1961 Selby St Paul 55109

E-Mail address: pmaccabey@aol.com

Telephone: 651-646-8890 Fax: 651-646-5754

Need to look at what a
multi-modal system
looks like - plan for

BUS, BIKE, LRT INTEGRATE
WHAT OVERALL PLAN
WORKS WORK?
HOW CREATE PUBLIC
INTEREST IN USING IT?

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Thank you for attending this Public Scoping Meeting!

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment: *wrong.*

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) - University Avenue

Comment: *Second best, but most affordable; also the East/West
Onis - Ave is most suitable because of*

Light Rail Transit (LRT) - I-94

Comment: *Best, but I am afraid too expensive.*

Busway/Bus Rapid Transit (BRT) - University

Comment: *Not ideal because of worsening traffic volume
on Univ Avenue and growing problem with bus
stops near businesses*

2. Stations:

Parking is crucial!! Also neighborhood involvement.

3. General Comments: (submit additional pages if necessary)

*You scheduled your meeting for Jan. But chose
to wait to start it until 8:15. The message you
sent to those of us who get here a time to let you know is
not valued by you. Start your meeting when you scheduled
them, or at most 5 min late.*

4. Name (optional)

DAVE GAGNE, HAMLINE MIDWAY COALITION

Address: 1564 CAHONO ST. PAUL, MN 55104

E-Mail address: DISTRICT 11 @ gofast.net

Telephone: 651-646-1986 Fax: 651-641-6123

- See Over -

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.

If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



6) repeat my summary.

You need to set up a small business tool
force, or contract with someone to do so, to
ensure better info - getting rid of a way to
deal with rumors and a mechanism to obtain
small business info - on construction impacts.
This should be done immediately.

Fold Here

Fold Here

Attach First
Class Postage
Here

Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

Attn: Steve Morris

Tape Here

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) - University Avenue

Comment:

Light Rail Transit (LRT) - I-94

Comment:

~~Can you send~~

Busway/Bus Rapid Transit (BRT) - University

Comment:

The speed estimate of 25mph is too high - needs to be recalculated.

2. Stations:

Hiawatha LRT is 32 min. over 11.6 miles or 21.75 mph and

3. General Comments: (submit additional pages if necessary)

It has stops further apart than the 1/4 - 1/2 mile listed

4. Name (optional)

Address:

E-Mail address:

Telephone:

Lisa Lee
61 Sherburne Ave. Saint Paul MN for
leelt@tcfreenet.org
(651) 222-6023 Fax: 2038 Central Corridor

Central Corridor also has more

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TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

intersections to cross.

Thank you for attending this Public Scoping Meeting!

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build
Comment:

BA

Transportation System Management (TSM)
Comment:

Light Rail Transit (LRT) – University Avenue
Comment:

Light Rail Transit (LRT) – I-94
Comment:

I would like a copy of the comments from the scoping meetings.

Busway/Bus Rapid Transit (BRT) – University
Comment:

2. Stations:

I would like to get Central Corridor newsletter mailed to me.

3. General Comments: (submit additional pages if necessary)

I would like copies of all the information on the large posters and the visuals of the presentation.

4. Name (optional)

Lisa Fee

Address: *61 Sherburne Ave, Saint Paul MN*

E-Mail address: *LEELH@TCFreednet* 55103-

Telephone: *(651) 222-6023* Fax: *2038*

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.

If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build
Comment:

To be fairly compared
with LRT, no build, TSM,

Transportation System Management (TSM)
Comment:

and busway
should be modeled to

Light Rail Transit (LRT) - University Avenue
Comment:

go east on
Ath St. in

Light Rail Transit (LRT) - I-94
Comment:

downtown St. Paul.

Busway/Bus Rapid Transit (BRT) - University
Comment:

Also the busway
should take the same
route through U of M
as LRT, instead of

2. Stations:

3. General Comments: (submit additional pages if necessary)

going through Dinkytown.
I would like to receive
Central Corridor newsletter.

4. Name (optional)

Lisa Lee
Address: 181 Sherburne Ave.

E-Mail address: LeeLH@tcfree.net.org

Telephone: _____ Fax: _____

(651) 222-6023

Saint Paul
MN
55103-
2038

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Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment:

Light Rail Transit (LRT) – I-94

Comment:

Busway/Bus Rapid Transit (BRT) – University

Comment:

2. Stations: *Raymond and Stadium Village*

3. General Comments: (submit additional pages if necessary)

- 1/ L.R.T. should go to the north of Prospect Park along the University Transit Way
- 2/ The Scoping Booklet states on page 4 that the period for comments will be open until August and on page 5 it says July 20?

4. Name (optional) Joseph W. Ring
Address: 101 Belknap Ave. S.E. Maple Sta 55414
E-Mail address: _____
Telephone: 612-379-4587 Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) - University Avenue

Comment:

Best route. Pedestrian and business-oriented!

Light Rail Transit (LRT) - I-94

Comment:

Busway/Bus Rapid Transit (BRT) - University

Comment:

2. Stations:

3. General Comments: (submit additional pages if necessary)

Please consider routes to Hennepin Ave. along 4th and along University Ave. This route would connect Old St. Anthony, St Anthony main area, then across river to downtown.
Thanks!

4. Name (optional)

Bill Hoffmann

Address:

306 9th St. SE, WPA 55414

E-Mail address:

Telephone:

612 331-3766

Fax:

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
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TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment:

Light Rail Transit (LRT) – I-94

Comment:

Busway/Bus Rapid Transit (BRT) – University

Comment:

As a user of buses 16 & 8,
- This would be my preferred route.
It is really to serve residents of Prospect
Park, the 27th St. station should
be moved further east - perhaps to
Malcolm, I don't take the 50 bus
because I can't safely cross University
at Westgate and 27th is too
far west.

2. Stations:

3. General Comments: (submit additional pages if necessary)

4. Name (optional)

Ruthann Ovenshire

Address: 201 Bedford St, SE Mpls 55414

E-Mail address: ruthann@world.oberlin.edu

Telephone: 612-362-0449 Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment:

Light Rail Transit (LRT) – I-94

Comment:

Busway/Bus Rapid Transit (BRT) – University

Comment:

2. Stations:

3. General Comments: (submit additional pages if necessary)

THE SHOULD BE A BICYCLE COMPONENT TO THE CENTRAL CORRIDOR. I SUGGEST STRIPING AYD MILL ROAD NOW FOR BICYCLES NOW TO KEEP IT FROM BECOMING A FOUR LANE ROAD. THIS WILL PRESERVE TRANSIT OPTIONS FOR THAT CORRIDOR.

4. Name (optional)

STEVEN HAUSER

Address:

20

ST. PAUL

E-Mail address:

~~1814~~

STEVEN@SOFBOT.COM

Telephone:

Fax:

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment: *University Ave. would be the most useful route for me. And I would use it.*

Light Rail Transit (LRT) – I-94

Comment:

Busway/Bus Rapid Transit (BRT) – University

Comment:

2. Stations: *Station location is critical. Too many stations and travel time is too slow. Too few stations and walking distance may discourage potential riders.*

3. General Comments: (submit additional pages if necessary)

4. Name (optional) IVAN MAIDEN

Address: 309 S.E. 6th Street, Mpls. MN 55414

E-Mail address: _____

Telephone: (612) 331-8511 Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.

If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

Recommendations of St. Paul Transit Vision Advisory Task Force

January 28, 1999

Thoughtful and searching discussions by the St. Paul Transit Vision Advisory Task Force have resulted in conclusions that are encompassing, bold and stem from a few simple precepts.

1. Transit is an integral part of the regional transportation system.

Transit is defined as a public share ride system. It includes buses, shuttles, trolleys, commuter rail and light rail as technology suitable to the region.

There is finite space on roads and highways. Transit is consistent with Livable Communities vision and priorities. It has an ecologically prudent outcome. It reduces congestion on existing roads and highways. It can help preserve the quality of life in congestion-threatened areas. Larger numbers of people can use transportation systems if transit is part of the system. Transit makes more efficient use of existing infrastructure.

2. Transit is essential.

East metro residents, employees and visitors need to get to jobs, recreation and shopping. We need to have choices about how to get to our destinations. Those who can't drive need transit. Those who can drive need transit too. Transit benefits economically diverse residents of the region, even those who don't use it.

Transit can reduce highway congestion by reducing the number of vehicles on our highways. No other alternative has proven to be an effective, long-term solution for highway congestion in a metro area. It also significantly reduces the need for downtown parking which has a positive effect on downtown areas and allows people to come downtown without personal vehicles.

Transit helps our economy. Adequate transit allows employees to get to jobs in reduced times and it reduces travel costs. Adequate transit provides employers with a larger potential number of employees. Transit supports redevelopment and reinvestment in cities.

We want those small town qualities. We want the comfort of community, the security cemented in enduring relationships, the responsibility inspired by a sense of belonging. But, we want those small town qualities with access to big city opportunities: the excellent parks, walkable neighborhoods, good restaurants, the museums. We want easy access to the games, the shows, the attractions.

3. Transit priorities need to be part of a master plan.

The recommendations being made by the St. Paul Transit Vision Advisory Task Force are being forwarded to the St. Paul City Council and Ramsey County Board of Commissioners. These recommendations should be considered as part of the city's and county's comprehensive plans. They should also be part of the larger regional long-range transit plan. The master plan should describe the relationship of land use and transportation. It should describe development in stages we can manage. The plan needs to start with the central cities. It should be bold and visionary.

4. Transit, land use and urban design need to go hand in hand.

Major investments in transit need to be made with economic development and urban design in mind. Selecting technology and locations where economic development can be stimulated by transit is an important consideration. Attention must be paid to the impacts on existing businesses during construction and operation of major transit investments. City, regional and state policies need to support the land use relationship with transit and promote

transit developments in core areas of the region. Zoning laws, design standards, land use policies and development incentives must complement transit and our neighborhoods.

5. Transit needs a dedicated source of stable funding in addition to property tax revenues.

Transit is worthy of substantial and sustainable public funding support. The benefits are borne out in great urban centers such as Toronto, Vancouver, Portland, New York, Washington, D.C. and Boston and can be realized here as well. Transit is an important tool in economic development.

Unlike highways, which are funded in this region by a constitutionally dedicated gas tax, transit has no guaranteed funding source. Currently, the Twin Cities transit system relies heavily on property tax revenues and on state funds allocated by the Legislature. It has been underfunded in this region in comparison to comparable U.S. cities.

6. There are exceptional opportunities for federal funding for this region.

The major federal transportation funding bill, TEA-21, offers opportunities for federal funding for transit initiatives. Although the federal allocation process is extremely competitive, with requests far outpacing available funding, this region has a strong congressional delegation and has an opportunity to maximize the federal dollars coming to this region, rather than having them spent elsewhere. There is an urgency to this issue because of the great need in this region and because current opportunities may not continue for a lengthy period of time. Federal dollars are our tax dollars too. They must be spent wisely on good transit projects.

7. The region needs a transit system that includes bus and rail.

Buses are the backbone of our current transit system. Buses provide service and coverage that are essential to our region and need to be expanded. As light rail and commuter rail choices become available here, the necessity for good bus service increases. Buses and rail are complementary, not competitive. Funding of other transit alternatives must not be done at the expense of regular route bus operations.

8. The commitment to transit needs to be substantially increased.

The marketplace is demanding more transit services than are currently available. Recent bus ridership increases have outpaced small increases in service. There is an unmet demand for transit in this region.

Transit services in this region need to be doubled in the next five to ten years.

9. Investment in rail components as part of a regional transit system must be initiated now.

Rail transit can enhance transit systems, as has been demonstrated in other cities. The land use impacts, operating efficiencies, permanence and image of the transit system are positively impacted by rail transit. Rail transit is a tangible commitment to improved transit choices and service for the region.

10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.

Light rail transit in the Hiawatha Corridor is a priority for Hennepin County, Minneapolis and the region. Resources are being sought to complete this project. St. Paul and Ramsey County need to advocate for better transit for the east metro region.

11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.

The Hiawatha Corridor is moving forward as a light rail transit line connecting downtown Minneapolis, the Minneapolis/St. Paul International Airport and the Mall of America. The Riverview and Central Corridors complete the connection to downtown St. Paul. Both should be locations for major transit improvements.

Transit investments must be made with sensitivity to and involvement of the neighborhoods, residents, institutions and businesses where they are located.

12. The optimum transit solution should be sought for each corridor.

A transit corridor is the geographic spine where transit is located. No single transit solution fits every corridor. Bus improvements may be appropriate in one corridor. Another corridor may warrant a busway, with buses operating on dedicated right of way. Yet another corridor may be the ideal location for light rail transit or commuter rail.

13. Transit enhancements, in addition to major investments, need to occur now.

In addition to undertaking major investments in transit, there are other transit improvements that should be initiated now. They include:

Service Levels

Endorse a 100% increase in transit service (including new routes and more frequent service on existing routes) for this region in five to ten years.

Planning

Make the community (cities, neighborhoods, district councils) aware of the importance of addressing land use issues for any future transit improvements and technologies.

Serious consideration of LRT for the east metro should not precede the building of an expanded network of transit services as a logical part of a greater scheme. This could be in tandem with the development of LRT, which takes a longer period of time to plan and construct than implementing a new bus route.

Facilities

Build park and ride hubs at strategic suburban locations, on each main highway near the 494/694 ring.

Provide super bus hubs where transit service is coordinated with shuttles.

Provide pedestrian amenities at service centers for bus patrons - more options, longer hours, more services, such as coffee/retail convenience outlets with light food and beverage service.

Create pedestrian and bicycle friendly environments in coordination with land use.

Improve bus amenities such as signage, schedules and more frequent cleaning of buses and shelters. Build more partnerships between business, neighborhoods and Metro Transit.

Funding

Metro Transit must get a dedicated piece of the gas tax because transit reduces congestion and improves the usability of highways for personal vehicles.

Incentives

Create incentives for employers to subsidize transit use.

Have options for bus passes for days, weekends and for families on weekends.

14. The benefits of transit and the need for transit must be communicated.

Better communication tools need to be implemented to make the case for transit. The communication tools should focus on funders, employers and existing and potential transit users.

15. A complementary balance must be found among transportation modes.

Letting aside old conflicts and building coalitions of transit and highway interests are essential components of providing better mobility for the region. Coalitions need to find a way to balance funding priorities for transportation projects so that the region's needs are met.

We are asking policy makers to collaborate. We are asking policy makers to get this done. The time to implement is now.

St. Paul Transit Vision Advisory Task Force Members

Ruby Hunt, Co-Chair, Macalester-Groveland area resident, former Saint Paul City Council member and Ramsey County Board of Commissioners member

John Labosky, Co-Chair, Capitol City Partnership

Art Leahy, Co-Chair, Metro Transit general manager

David Burley, Highland Business Association

Buzz Cummins, St. Paul Transportation Management Organization

Natalio Diaz, Metropolitan Council

Carol Frey, New Brighton Chamber of Commerce

Linda Jungwirth, Assistant to Commissioner Janice Rettman

Corbin Kidder, Senior Federation

Mat Hollinshead, University United

Brian Merchant, Highland District Council

Richard Miller, West Seventh Federation

Paul Mohrbacher, Capital River Council

Al Shetka, City of St. Paul

Bill Smith, Phalen Initiative, East Side Area Business Association

Barb Thoman, Transit for Livable Communities

Larry Vanden Plas, Suburban Chamber of Commerce

Bob Wicker, Midway Chamber of Commerce

Robert Wider, St. Paul Area Chamber of Commerce

Members' votes on recommendations were a consensus. Consensus means that a strong majority agreed. In some instances, the organizations appointing members may not have taken a position on these issues and therefore the member voted his or her own opinions based on many hours of presentations and discussion.

7-19-01

Comments for the Central Corridor Scoping Document

I believe the focus of transportation policy should be on mass transit and alternative modes. We must reduce the regions dependence on the automobile as it has proven harmful to air and water quality, wasteful of fossil fuel, eroded urban quality of life, and exacerbates sprawl. I further believe future development should be mixed use and concentrated along transit corridors.

I expect transit improvements in the Central Corridor to serve people and businesses within the area rather than simply move them through the area. I expect carrying capacity to be enhanced and I expect vehicles to be quiet, comfortable, and less polluting.

I recently travelled to Dallas, a sprawling region with traffic problems similar to ours, and experience firsthand their initial LRT line. I was very impressed, the line is very popular with the people of Dallas, and with a dedicated source of funding (sales tax), plans for expansion are well under way.

At this early stage, I believe LRT with a

University Avenue alignment is the best choice
for our region.

Thank you for the opportunity to comment.

Mike Madden

1768 Iglehart

St. Paul, MN 55104

651-644-2288

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build

Comment:

Transportation System Management (TSM)

Comment:

Light Rail Transit (LRT) – University Avenue

Comment:

Light Rail Transit (LRT) – I-94

Comment:

This seems to be the most logical and efficient route with a minimal impact on the University businesses,

Busway/Bus Rapid Transit (BRT) – University

Comment:

2. Stations:

3. General Comments: (submit additional pages if necessary)

It is important you follow and respect public participation procedures since, as stated in the St. Paul Pioneer Press, June 8, 2001, by Metro Transit officials, "there is no public process for putting mass transit buses on a road. The decision was ours to make," said Bob Gibbons, Metro Transit spokesman. Please continue to solicit and respect the opinion of those directly affected by these proposed changes. People do have a right to have input on these types of decisions. Thank you

4. Name (optional) David & Kay Erickson
Address: 860 Corbo Avenue
E-Mail address: _____
Telephone: 484-3439 Fax: _____

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build
Comment:

Transportation System Management (TSM)
Comment:

Light Rail Transit (LRT) - University Avenue
Comment:

Light Rail Transit (LRT) - I-94
Comment:

I would support anythin
besides these two

Busway/Bus Rapid Transit (BRT) - University
Comment:

In the "SMART-GROWTH" workshop that I attended over-whelmingly supported walkable communities. These ~~communities~~ communities will not come about by tearing up existing infrastructure to make way for light rail. LET US USE & IMPROVE ON WHAT WE ALREADY HAVE

3. General Comments: (submit additional pages if necessary) instead of trying to predict &/or shape the future by forcing our transportation & development needs, let's base those needs ~~on one~~ & initiatives on one factor: preservation of our natural resources - specifically wetlands, water ways, water sheds, etc.

4. Name (optional) COREY PLATH
Address: 1065 CHATSWORTH ST ST PAUL MN 55103
E-Mail address: _____
Telephone: _____ Fax: _____

I requested my name be put on your mailing li for CENTRAL CORRIDOR correspondence at a meeting at TAMLINE a several months ago, WHY is it not ??

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!



Hennepin County Administration

Sandra L. Vargas, County Administrator
A-2303 Government Center
300 South Sixth Street
Minneapolis, MN 55487-0233

612-348-7574
FAX: 612-348-8228
TDD: 612-348-7367
www.co.hennepin.mn.us

July 19, 2001

Mr. Steve Morris
Project Manager - Central Corridor
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Boulevard
St. Paul, MN 55102

Re: **Hennepin County Comments regarding the Scoping Process for the Central Corridor Alignments through the University of Minnesota Area.**

Dear Mr. Morris:

Hennepin County would like to thank the Ramsey County Regional Railroad Authority for the opportunity to provide comments on the above-stated project. We feel that this corridor has the potential to develop into a successful transit corridor.

In our understanding, the four alignment alternatives that are currently being considered are:

- Alternative 1 – Washington Ave. Tunnel
- Alternative 2 – Washington Ave. At-Grade
- Alternative 3 – Railroad R/W
- Alternative 4 – University Ave./4th Street

Hennepin County has been involved to some degree in studying the Central Corridor for over 10 years. We feel that we have a good understanding of the issues and the alignment alternatives currently being considered.

Hennepin County has two primary goals in which we would like to achieve with the alignment selected:

1. Roadway System: The integrity of the County Highway system must be maintained. Serious degradation of the capacity or safety of a county highway may result in the reversion of the subject roadway to the city.
2. Transit System: The transit system must serve the greatest number of passengers at reasonable capital and operating costs.

With keeping these goals in mind, we have summarized our comments regarding the alignment alternatives below:

Washington Avenue Alternatives

A *Washington Avenue alignment is preferred* for the following reasons:

- To serve the high-density areas which would create the highest potential ridership.
- Provides convenient connections to other transit services and shuttle busses.
- Serves the primary transit through the University area, including the East and West Bank areas.

Mr. Steve Morris
July 20, 2001
Page 2

- Allows Metro Transit to maintain a high level of service to the University while minimizing the number of bus trips along Washington Avenue.
- The North side of the campus could be served by Metro Transit busses and shuttle busses.
- Reroute express busses to the Central Corridor Transitway stations outside the campus area to reduce traffic in the campus area.

In order for the Central Corridor Transitway to become a success, pedestrian safety and transit travel time reliability must be maintained. The tunnel alternate is preferred. In order to facilitate LRT or BRT on the surface of Washington Avenue, traffic-engineering solutions for safe left turns and pedestrian crossings must be analyzed, as well as mixed-flow operation with other transit vehicles or with general traffic. Both surface alignments and tunnel alignments should be analyzed.

Railroad R/W and University Ave./4th Street Alternatives

A Railroad R/W or University Ave./4th Street Alternative is not preferred for the following reasons:

- Impacts to traffic and development plans along the River Parkway and S. 2nd St. in Minneapolis, as well as challenges in the connection to the Hiawatha LRT alignment.
- The core area of the University would not be served by the Central Corridor Transitway. An additional transfer would be required (to a shuttle) in order to reach the core area of the University.
- Impacts to the U of M bicycle trail on Bridge 9.
- Access between the depressed Bridge 9 and the University Ave./4th St. may impact adjacent houses and businesses, as well as the planned development of the Dinkytown bypass and the Main Street Connector.
- Loss of traffic lanes will significantly reduce the capacity of University and 4th Street unless LRT/BRT rights of way are provided by elimination of parking and acquisition of property.

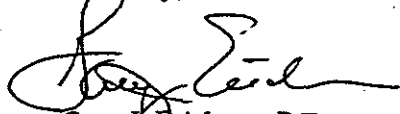
Hennepin County Recommendation

In conclusion, Hennepin County recommends further study of the Washington Avenue Alternatives. If the University of Minnesota wants to explore the Railroad R/W and University Ave./4th Street Alternatives, we would look to them to help cover the costs of those studies.

Our belief is that the next step should be a ridership study of the four alternatives to see if the Railroad R/W and University Ave./4th Street Alternatives should be studied any further.

If you have any questions regarding these comments, please feel free to contact me.

Sincerely,



Gary J. Erickson, P.E.
Assistant County Administrator, Public Works
and County Engineer



CITY OF SAINT PAUL

Norm Coleman, Mayor

*390 City Hall
15 West Kellogg Boulevard
Saint Paul, MN 55102*

*Telephone: 651-266-8510
Facsimile: 651-266-8513*

July 19, 2001

Mr. Steve Morris
RCRRA
Central Corridor Project Manager
665 Ramsey County Government Center West
Saint Paul, Minnesota 55102

RE: Central Corridor Transit Improvements

Dear Mr. Morris:

As you know, the deadline for comments on the Central Corridor Scoping Decision is this Friday. Due to the lateness of the hour, the City's Planning Commission has made comments directly to the RCRRA, and the City Council is being briefed next week on the issues. They may make recommendations in another week or two. However, as Friday approaches, I want to make clear four critical needs the City has for a successful project in downtown:

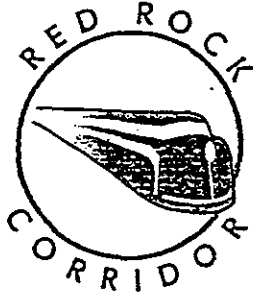
- First:** There must be LRT stations that directly serve the key downtown service areas that include the RiverCentre Entertainment District, the Central Business District, and the Saint Paul Union Depot Super Hub. Only serving one or two of the three is not acceptable.
- Second:** The LRT must not compromise traffic capacities on critical streets and intersections downtown.
- Third:** Access to parking ramps must be maintained.
- Fourth:** The LRT must not compromise pedestrian access to key visitor venues.

I am confident that we can collectively craft an alignment that meets these criteria as well as those previously defined in the project. To that end, the Planning Commission has recommended and prioritized three alternate downtown alignments that merit consideration, and I generally support their recommendations. My staff stands ready to assist in analyzing the alternatives, working with the downtown community and coming to a mutually acceptable solution.

Sincerely,

Norm Coleman
Mayor

c: Dick Zehring, Chair



11660 Myeron Road
Stillwater, MN 55082

DRAFT
June 29, 2001

Denny Probst, Chair
Central Corridor Coordination Committee
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Probst:

On behalf of the Red Rock Corridor Commission, this letter is in response to the Central Corridor's scoping process. We understand and support your efforts in studying additional opportunities for transit in the Central Corridor. We also understand and support your decision to analyze commuter rail through a separate process from the evaluation of TSM, BRT and LRT alternatives. We would like to partner with Central Corridor to address commuter rail as the regional system it is planned to be (as per the Metropolitan Council's Transportation Policy Plan) between downtown Minneapolis and Hastings, connecting to the Northstar Corridor.

It is imperative that the Central Corridor plan for a transit system that provides fast and convenient connections between all modes of transit. Alternatives that are being considered must link together the modes at station locations being planned in other corridors. Specifically, we understand initial planning and alternative alignments make major considerations for fast and convenient transfers between the Hiawatha, Northstar and Riverview Corridors. It is also essential that this type of "seamless" connection be considered for the Red Rock Corridor in downtown St. Paul at the Union Depot.

The Red Rock Corridor Commission is committed to working with the Central Corridor and Ramsey County towards implementing a seamless regional transit system. To address this issue, I propose a meeting to discuss options for

collaboration in commuter rail planning. Thank you for your considerations of these comments, and I look forward to meeting with you.

Sincerely,

Myra Peterson
Chair, Red Rock Corridor Commission

cc: Red Rock Corridor Commission members
Sandy Cullen, Red Rock Corridor Project Manager
Steve Morris, Central Corridor Project Manager
Muhktar Thakur, MnDOT

Morris, Steve

To: Mathews Hollinshead
Subject: RE: More apologies, but please use this instead.

Mat:
That's fine. We'll use the last submittal.
Steve Morris

—Original Message—

From: Mathews Hollinshead [SMTP:mlhpd@bitstream.net]
Sent: Sunday, July 22, 2001 8:32 PM
To: Morris, Steve
Subject: More apologies, but please use this instead.

Steve, yet again my apologies, but upon reading my last version, I discovered many comments that still should not be left unchanged to appear in the Scoping EIS. So please us this in place of all previous, if you can still accept it, which I hope you can. The two attachments are identical, but with alternative digital formats, if you find those easier to import.

Mat

=====
Comments to the Central Corridor Coordinating Committee (C4) on Central Corridor Scoping for Major Transit Improvements

Mathews Hollinshead, 1728 Hague Ave., St. Paul MN 55104. 651-645-4267. July 20, 2001

It is a sad joke that we crawl through serial EIS's for years about our most promising potential rail transit corridor while driving, growing at three percent annually, relentlessly pushes asphalt skin across farms, forests and wetlands at the edge of the Metro that we need to sustain ourselves, our children and generations to come. The air we breath and lungs with which we breath it, as well, are victim to our broadly denied addiction to driving. Studies show air inside motor vehicles to contain up to 10 times the amount of air toxics as the air immediately outside.

And because of traffic congestion which, in the city at least, cannot even look forward to road expansions, the time we sit in cars without moving, breathing that inside air that has so many toxins, grows and grows with no good transit alternative to offer those who want to switch.

While we study and study transit, there is no reciprocal EIS process slowing down sprawl, or polluted air, or the steady growth of driving.

Salesmen, not voters or elected officials, are sanctioned, under the myth of "free speech", to determine public policy through the overwhelming power of saturational consumer advertising. Car ads currently pay for more media than any other revenue source [Alvord, Katie, Divorce your Car!. (Gabriola Island BC, Canada, New Society Publishers, 2000), 45].

As a result, all large newspapers have regular auto sections. None give other modes anything like equal editorial space, and cannot conceive any reason to. Talk radio focuses on driving because that is when listeners are captive with little else to do. Right in the Midway the best known talk radio program in our market, "Garage Logic", casts its entire image through the lense of the connection between life in general and the garage, a building with no other purpose than storing a car.

All this content, paid and unpaid, constantly reaffirms, with soothing or challenging words and seductive, staged and attractive images, through stories that never question driving as a free, nondeterministic choice, that cars and SUVs actually produce the exact things they have in fact eliminated from our increasingly fleeting open air lives-safety, quiet, convenience, mental health, clean air and beauty.

In less than a century urban corridors such as University Avenue, created by and for transit-that is to say, pedestrians-have been signed over to the usually speeding, noisy, isolating and polluting motor vehicle. In less than a century streets built with buildings lining the sidewalks, signaling the primacy of the pedestrian, have become nothing more than scaling spines between the expanding scar tissue of parking lots, that same asphalt skin eating up the Metro edge. Car storage is euphemistically called "parking", as if all the cars are just temporary. But they are not.

For all these and other reasons, it is essential we build rail transit, couple it with measures to reduce driving, and do it now.

The Central Corridor includes the second and the third busiest bus lines in the Metro: 14,000-17,000 riders daily on #16A along University Ave. and 15,000-19,000 on #21A along Selby, Marshall and Lake. Both are local buses that have stops at least every two blocks and often every block. Currently transit trips in the area have a higher growth rate than nontransit trips. The #16A and the #50/limited stop buses together accounted for more than six million riders in the year 2000, with ridership growing at about seven percent per year, vs. motor vehicle volumes in the area growing at less than three percent per year. Both #16A and #21A buses frequently run at capacity, off-peak as well as peak.

We ought to have built transit capacity long ago to encourage and increase that ridership growth and focus development so that both sprawl and driving are treated for what they are—major public health and ecological disasters. Hours and hours of talk radio, which has no internal culture of objectivity, is labeled "drive time" and is often virulently anti-transit, especially rail transit.

When imposed in the 1960s, I-94 in the Central Corridor should have come with a rail transit line as mitigation. It should have come with enabling legislation and incentives to replace ripped out neighborhoods with newly developed housing and stores and businesses in the air rights, like in Boston, for example. It should have come with noise and sound abatements far beyond the elimination of two exits and the submergence of the freeway below grade.

In the early 1970s, what was then the Metropolitan Transit Commission (MTC) wrote a plan titled, "A Family of Vehicles", which among other things proposed an east-west subway through the Central Corridor, connecting downtown St. Paul and downtown Minneapolis. The plan was killed by a small and determined pro-road, anti-transit lobby in the Legislature. The result has been 30 years of discrimination against nondrivers and those who seek neighborhoods not dominated by traffic.

I urge the following be included in scoping for the Central Corridor:

(1) Study the option of a light rail subway underneath Washington Avenue through the heart of the University campus and perhaps in selected other areas of the Central Corridor. The Twin Cities, because of climatological and geological characteristics, has long been acknowledged as a logical environment for subways.

But retain as well the surface option for those same segments. Unfortunately, over time, the Federal Transit Administration has validated as conventional wisdom that America cannot afford subways. This is absurd, given the tens of Federal billions that go for highways that do more social, and often more economic, harm than good. At the University and perhaps elsewhere, we could team underground transit with underground arcades, such as exist in Toronto and Montreal and in parts of subways in other cities of the world. These places would be for pedestrians only, since drivers could not access them directly. In some areas, neighborhood open space and low density could be preserved on the surface and density could be developed around stations underground.

Subways most likely will not be competitive in applying for federal funding, however, so we must also retain the surface options. In Washington Avenue, which is natural for subway routing, a careful weighing of all the factors may force the EIS committee to disregard the University of Minnesota, which favors subway. Unfortunate, but perhaps necessary.

(2) Related to tunnels, include in the study the idea of separating streets at busy intersections such as Snelling and University. This is done in many cities without the ugly results that are typical of the American low-bid public project system. If designed with as much emphasis on aesthetics as on function, an underpass intersection can enhance rather than detract from urban beauty and business viability. Such a configuration might even provide new curbside parking along surface side lanes free of turn lanes, for small retail businesses, a big source of potential concern without such solutions. It depends on the width of the right-of-way. Through traffic lanes for Snelling could be separated below grade and University Ave. continued at grade at that intersection. There is already the beginning of a ring road there. Northwest Washington, D.C. is among the attractive urban areas of the U.S. that have one or more examples of this technique.

(3) Commuter rail EIS should be closely linked with light rail recommendations. Regional rail that stops in the heart of the Midway and connects directly to University Avenue light rail has compelling logic. The CP rail line along Ayd Mill would allow stops in both the Midway and downtown St. Paul without the backing in and running out of Union Depot that would delay St. Cloud/Hastings trains for up to 20 minutes in both directions. There are stringent speed restrictions on Minnesota Commercial Railroad right of way, but those can be eliminated.

(4) Retain the I-94 light rail alternative only if it can be built on stilts one level above the I-94 street overpasses such as Snelling, Pascal, Lexington, Victoria and Dale. MNDOT has indicated it won't rebuild I-94 to accommodate light rail, but an elevated line could be installed with minimal disruption and would provide the committee with an express downtown-to-downtown alternative to study.

(5) Since capital and operating costs are to be rigorously quantified criteria of the benefit/cost

analyses of transit alternatives they must also be rigorously quantified for the road and motor vehicle system that provides nontransit trips and private vehicle storage such as structured parking. Any EIS study of prospective transit investments should include the amortization of the thousands of motor vehicles that carry nontransit trips, etc. When I as a bus patron stand at a stop and observe hundreds of private vehicles go by with only one seat filled, the idle capital investment in that unused capacity is crystal clear to me and it should be made equally clear to those who rate transit capital proposals for funding and to voters, since private media never do that. While those costs are not covered by public spending, we all would acknowledge that they still are costs. Private spending that is economically wasteful or environmentally damaging should never be considered more virtuous than public spending just because it is private. Insisting that economic benefit/cost ratios only be applied to expenditures that are directly public is profoundly dishonest.

In general, I also endorse the following, except where they may conflict with the above.

Recommendations of St. Paul Transit Vision Advisory Task Force

January 28, 1999

Thoughtful and searching discussions by the St. Paul Transit Vision Advisory Task Force have resulted in conclusions that are encompassing, bold and stem from a few simple precepts.

1. Transit is an integral part of the regional transportation system.

Transit is defined as a public share ride system. It includes buses, shuttles, trolleys, commuter rail and light rail as technology suitable to the region.

There is finite space on roads and highways. Transit is consistent with Livable Communities vision and priorities. It has an ecologically prudent outcome. It reduces congestion on existing roads and highways. It can help preserve the quality of life in congestion-threatened areas. Larger numbers of people can use transportation systems if transit is part of the system. Transit makes more efficient use of existing infrastructure.

2. Transit is essential.

East metro residents, employees and visitors need to get to jobs, recreation and shopping. We need to have choices about how to get to our destinations. Those who can't drive need transit. Those who can drive need transit too. Transit benefits economically diverse residents of the region, even those who don't use it.

Transit can reduce highway congestion by reducing the number of vehicles on our highways. No other alternative has proven to be an effective, long-term solution for highway congestion in a metro area. It also significantly reduces the need for downtown parking which has a positive effect on downtown areas and allows people to come downtown without personal vehicles.

Transit helps our economy. Adequate transit allows employees to get to jobs in reduced times and it reduces travel costs. Adequate transit provides employers with a larger potential number of employees. Transit supports redevelopment and reinvestment in cities.

We want those small town qualities. We want the comfort of community, the security cemented in enduring relationships, the responsibility inspired by a sense of belonging. But, we want those small town qualities with access to big city opportunities: the excellent parks, walkable neighborhoods, good restaurants, the museums. We want easy access to the games, the shows, the attractions.

3. Transit priorities need to be part of a master plan.

The recommendations being made by the St. Paul Transit Vision Advisory Task Force are being forwarded to the St. Paul City Council and Ramsey County Board of Commissioners. These recommendations should be considered as part of the city's and county's comprehensive plans. They should also be part of the larger regional long-range transit plan. The master plan should describe the relationship of land use and transportation. It should describe development in stages we can manage. The plan needs to start with the central cities. It should be bold and visionary.

4. Transit, land use and urban design need to go hand in hand.

Major investments in transit need to be made with economic development and urban design in mind. Selecting technology and locations where economic development can be stimulated by transit is an important consideration. Attention must be paid to the impacts on existing businesses during construction and operation of major transit investments. City, regional and state policies need to support the land use relationship with transit and promote transit developments in core areas of the

region. Zoning laws, design standards, land use policies and development incentives must complement transit and our neighborhoods.

5. Transit needs a dedicated source of stable funding in addition to property tax revenues.

Transit is worthy of substantial and sustainable public funding support. The benefits are borne out in great urban centers such as Toronto, Vancouver, Portland, New York, Washington, D.C. and Boston and can be realized here as well. Transit is an important tool in economic development.

Unlike highways, which are funded in this region by a constitutionally dedicated gas tax, transit has no guaranteed funding source. Currently, the Twin Cities transit system relies heavily on property tax revenues and on state funds allocated by the Legislature. It has been underfunded in this region in comparison to comparable U.S. cities.

6. There are exceptional opportunities for federal funding for this region.

The major federal transportation funding bill, TEA-21, offers opportunities for federal funding for transit initiatives. Although the federal allocation process is extremely competitive, with requests far outpacing available funding, this region has a strong congressional delegation and has an opportunity to maximize the federal dollars coming to this region, rather than having them spent elsewhere. There is an urgency to this issue because of the great need in this region and because current opportunities may not continue for a lengthy period of time. Federal dollars are our tax dollars too. They must be spent wisely on good transit projects.

7. The region needs a transit system that includes bus and rail.

Buses are the backbone of our current transit system. Buses provide service and coverage that are essential to our region and need to be expanded. As light rail and commuter rail choices become available here, the necessity for good bus service increases. Buses and rail are complementary, not competitive. Funding of other transit alternatives must not be done at the expense of regular route bus operations.

8. The commitment to transit needs to be substantially increased.

The marketplace is demanding more transit services than are currently available. Recent bus ridership increases have outpaced small increases in service. There is an unmet demand for transit in this region.

Transit services in this region need to be doubled in the next five to ten years.

9. Investment in rail components as part of a regional transit system must be initiated now.

Rail transit can enhance transit systems, as has been demonstrated in other cities. The land use impacts, operating efficiencies, permanence and image of the transit system are positively impacted by rail transit. Rail transit is a tangible commitment to improved transit choices and service for the region.

10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.

Light rail transit in the Hiawatha Corridor is a priority for Hennepin County, Minneapolis and the region. Resources are being sought to complete this project. St. Paul and Ramsey County need to advocate for better transit for the east metro region.

11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.

The Hiawatha Corridor is moving forward as a light rail transit line connecting downtown Minneapolis, the Minneapolis/St. Paul International Airport and the Mall of America. The Riverview and Central Corridors complete the connection to downtown St. Paul. Both should be locations for major transit improvements.

Transit investments must be made with sensitivity to and involvement of the neighborhoods, residents, institutions and businesses where they are located.

12. The optimum transit solution should be sought for each corridor.

A transit corridor is the geographic spine where transit is located. No single transit solution fits every corridor. Bus improvements may be appropriate in one corridor. Another corridor may warrant a busway, with buses operating on dedicated right of way. Yet another corridor may be the ideal location for light rail transit or commuter rail.

13. Transit enhancements, in addition to major investments, need to occur now.

In addition to undertaking major investments in transit, there are other transit improvements that should be initiated now. They include:

Service Levels

Endorse a 100% increase in transit service (including new routes and more frequent service on existing routes) for this region in five to ten years.

Planning

Make the community (cities, neighborhoods, district councils) aware of the importance of addressing land use issues for any future transit improvements and technologies.

Serious consideration of LRT for the east metro should not precede the building of an expanded network of transit services as a logical part of a greater scheme. This could be in tandem with the development of LRT, which takes a longer period of time to plan and construct than implementing a new bus route.

Facilities

Build park and ride hubs at strategic suburban locations, on each main highway near the 494/694 ring.

Provide super bus hubs where transit service is coordinated with shuttles.

Provide pedestrian amenities at service centers for bus patrons - more options, longer hours, more services, such as coffee/retail convenience outlets with light food and beverage service.

Create pedestrian and bicycle friendly environments in coordination with land use.

Improve bus amenities such as signage, schedules and more frequent cleaning of buses and shelters. Build more partnerships between business, neighborhoods and Metro Transit.

Funding

Metro Transit must get a dedicated piece of the gas tax because transit reduces congestion and improves the usability of highways for personal vehicles.

Incentives

Create incentives for employers to subsidize transit use.

Have options for bus passes for days, weekends and for families on weekends.

14. The benefits of transit and the need for transit must be communicated.

Better communication tools need to be implemented to make the case for transit. The communication tools should focus on funders, employers and existing and potential transit users.

15. A complementary balance must be found among transportation modes.

Setting aside old conflicts and building coalitions of transit and highway interests are essential components of providing better mobility for the region. Coalitions need to find a way to balance funding priorities for transportation projects so that the region's needs are met.

We are asking policy makers to collaborate. We are asking policy makers to get this done. The time to implement is now.

St. Paul Transit Vision Advisory Task Force Members

Ruby Hunt, Co-Chair, Macalester-Groveland area resident, former Saint Paul City Council member and Ramsey County Board of Commissioners member

John Labosky, Co-Chair, Capitol City Partnership

Art Leahy, Co-Chair, Metro Transit general manager

David Burley, Highland Business Association
Buzz Cummins, St. Paul Transportation Management Organization
Natalio Diaz, Metropolitan Council
Carol Frey, New Brighton Chamber of Commerce
Linda Jungwirth, Assistant to Commissioner Janice Rettman
Corbin Kidder, Senior Federation
Mat Hollinshead, University United
Brian Merchant, Highland District Council
Richard Miller, West Seventh Federation
Paul Mohrbacher, Capital River Council
Al Shetka, City of St. Paul
Jill Smith, Phalen Initiative, East Side Area Business Association
Barb Thoman, Transit for Livable Communities
Larry Vanden Plas, Suburban Chamber of Commerce
Bob Wicker, Midway Chamber of Commerce
Robert Wider, St. Paul Area Chamber of Commerce

Members' votes on recommendations were a consensus. Consensus means that a strong majority agreed. In some instances, the organizations appointing members may not have taken a position on these issues and therefore the member voted his or her own opinions based on many hours of presentations and discussion.

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Morris, Steve

From: Morris, Steve
Sent: Friday, July 20, 2001 2:58 PM
To: 'Scott Heiderich'
Subject: RE: Central Corridor Scoping Document

Thank you for your comments. They will be included in the public record.
Steve Morris

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

From: Scott Heiderich [SMTP:scott.heiderich@ci.stpaul.mn.us]
Sent: Friday, July 20, 2001 2:56 PM
To: mlhpd@bitstream.net; Kathryn.DeSpiegelaere@co.ramsey.mn.us; steve.morris@co.ramsey.mn.us
Subject: Central Corridor Scoping Document

I am not sure if the following two areas are covered satisfactorily in the planned Central Corridor Scoping Document. I urge that they be part of this document and thoroughly studied and considered.

1. Because of the heavy traffic at the intersection of University Avenue and Snelling Street, including motor vehicles as well as pedestrians, I recommend that the grades of the above two streets be separated with the introduction of either LRT or a dedicated busway. I think that University Avenue should be the thru street at grade, allowing the transit stations to be located right on the intersection. The Snelling thru traffic would go below grade at this intersection and of course there would be only north/south traffic on Snelling..... no turns onto or off Snelling. the City of St. Paul (Michael Klassan) has already done some studying of how to route traffic in the Midway without turning at University, and more could be done. The surface intersection would allow for a larger station platform, and also extended pedestrian/shop areas for a short distance north and south of University Avenue.

This treatment could also be considered for other locations along University Avenue, but I think that at Snelling it is most important.

2. In considering LRT, I hope that the scoping document will allow for a thorough study of all possible means of operating trains. I think it is important that we study local trains and express trains and the resultant mix. Of course the continuance of at least a truncated MTCO #16A bus is part of this discussion as well.

In general, my experience with scoping documents in the past is that everything is NOT studied or considered in order to save money and a statement is made that after the EIS, we can pick parts of one alternative and put them into parts of another alternative in order to plan the best possible product. However, this almost never happens, and the preferred alternative is chosen in it's original form with a resultant lose in effectiveness. It is my hope that this EIS will be different.

Finally, I do not believe that the commuter rail alternative should be considered as one of the alternatives along with LRT and busways. Although a certain coordination between these very separate modes is of value, studying them is really apples and oranges and they should be considered completely separately for EIS purposes.

Respectfully submitted: Scott Heiderich
1966 Portland Avenue
St. Paul, Mn. 55104
651-645-3333

Central Corridor Transit Project Public Scoping Meeting

Comment Sheet

1. Alternatives:

No Build
Comment: *No.*

referred
Transportation System Management (TSM)

Comment:

With Personal Rapid Transit (PRT) included TSM is the most cost-effective alternative.

Light Rail Transit (LRT) - University Avenue

Comment:

No.

Light Rail Transit (LRT) - I-94

Comment:

No.

Busway/Bus Rapid Transit (BRT) - University

Comment:

No, except as a temporary transition to TSM with PRT. Current Route #50 is essentially BRT already.

2. Stations:

PRT stations only. Much more convenient for passengers and freight.

3. General Comments: (submit additional pages if necessary)

Rename and ~~repurpose~~ repurpose the ^{MN} Dept. of Transportation to the "MN Dept. of Logistics Management". Same with Metro Transit - rename and repurpose to "Metro Logistics Management".

4. Name (optional)

Eddie Maddox

EDDIE MADDUX

Address:

651-222-8222

E-Mail address:

eddie@mngenvsci.com

Telephone:

Fax:

532 SHERBURNE AVE.

ST. PAUL MN 55103-1945

20 JUL 2001

Please put your comments in the comment box tonight or Submit by July 20, 2001 to:
Steve Morris, RCRRA, 50 West Kellogg Boulevard, Suite 665, St. Paul, Minnesota 55102.
If you have any questions please contact Steve Morris at Phone: (651) 266-2784,
TDD 1(800) 627-3529, Fax: (651) 266-2761 or via e-mail at steve.morris@co.ramsey.mn.us

Thank you for attending this Public Scoping Meeting!

Morris, Steve

To: Jack
Subject: RE: Scoping document

Thanks for your comments. They will be included in the public record.
I understand overhead maps can be obtained from the Metropolitan Council's data center 651 602-1140. Information is at www.datafinder.org

Steve Morris

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

From: Jack [SMTP:jack2ros@pro-ns.net]
Sent: Friday, July 20, 2001 5:47 PM
To: steve.morris@co.ramsey.mn.us
Subject: Scoping document

Hi Steve Morris, I have attached two files here that I feel are reasonable comments on the Scope of the Environmental Impact Statement. Did you find out if the maps of the five St. Paul Colleges were available? Hope thing are going well. Transity yours Jack Rossback << File: Scoping Report.doc >> << File: Otoole.doc >>

I will attempt to state clearly what I believe are the qualities of each of the proposed possibilities and what I perceive as their shortcomings. I have tremendous experience in transportation and the transit system in the metro area. I've had family in this area for about 150 years so there has always been an oral tradition. My father was for a time a streetcar operator and used the transit system all his life to go to work. I have ridden the transit system for likely 45 years and continue to do so. I believe in positive values and would like to thank all those individuals who helped to provide me transit over all the years. I commuted to the University of Minnesota in the later 60's and early 70's some of the time by bicycle. Some of the time by ride sharing, some of the time by buses and some of the time a combination of these modes. I've worked for the Mn Transportation Department, I've driven trucks, cars, motorcycles, and taxi. I feel I have a great deal of experience to share and contribute to this scoping document.

No build The bus system on University Ave. is as I understand it the only bus system that pays for itself in the metro area. Most of the users that I have talked to feel that they get adequate service and that the transportation times and waiting times are acceptable. Unless some dramatic improvement in cost saving or safety or waiting times or comfort can be made certainly this should be the choice made. Certainly neither LRT or the dedicated busway offer any significant improvements over the current system. Much Economic Development is taking place on University Ave without any new transit incentive. As demand on this route increases more or larger buses can be added.

There are significant problems with the buses that probably would not be corrected by any of the proposals. Tom Ostoff MN State Representative told me that he would not wait for a bus on University Ave. The inference was that he did not feel safe. I recently got on a 16 bus from downtown and the entire rear window was covered with spit. On the 4th of July, my 13 year old son, my 9 year old daughter, my friend and I rode the 3 (was the 5 in May) bus to the capital to see the fire works. The bus was racially split front and back and we occupied seats in the middle of the bus. One man who I believe was drunk behind me continually in a very loud voice swore every 3rd word and one of those other 2 words was a racial epithet not used by white people. 2 teenage boys got on free with flags on a on a stick. One boy was very provocative with the stick waving it in peoples faces, He proceeded to poke a young man harshly in the neck with the stick and then hide it quickly. He was about to poke my son in the neck in the same

manner so I was forced to watch him for every second the rest of the trip, hoping that the escalation would not occur, thankfully it did not. All four of our party agreed that the ride was extremely risky and not at all enjoyable- this from individuals that ride the bus often and for many years. My daughter does not really want to ride the bus again since the circumstances really frightened her. The bus went right into the worst of the grid lock so we all got out and walked. Other years the bus route was changed for the fireworks on the 4th and worked OK. On the way home we were unable to catch a bus since the bus snuck through just as the fireworks were over and we walked the 3 miles to our home seeing no other bus. Walking was better than the bus on this occasion.

It should be clear that there is no solution to these problems and potential riders with cars are not going to tolerate these conditions. For wheel chair riders the on or off time is about 1-2 minutes and so any bus route could not accommodate more than a couple of wheel chair riders without its schedule being useless. Buses are stinky, noisy, generate dangerous soot particulates and re-entrain dirt and other particles in the air. Buses travel at about the same speed as bicycles and create a dangerous interaction that can be repeated for blocks or miles. Every bus includes a pedestrian trip but buses and pedestrians are actually in conflict for space and direction. Buses undoubtedly contribute to the congestion in our metro area. Buses are dangerous to walkers, bikers, motorcyclists, cars, trucks and other buses. Buses require large subsidies at a time where contention for resources by cars, trains and others is significant and the legislature is not fully for transit. Buses do not meet the intent of the ADA. Buses in and of themselves do not spur development. Buses are indeed old technology. A complete public health assessment including comfort of movement needs to be done on buses. A serious cost benefit study needs to be done. Worst of all is that the community does not believe that Metro Transit is their bus system. In the absolutely contemptuous way in which the bus routes were changed in the Northeast Quadrant without ever including riders in any of the development stages no wonder this is true. See the complaints that the Como Ave residents have about buses on their streets.

Transportation System Management. This is in fact a very intriguing model. As was mentioned by a person who testified that a proper naming would be **Logistics Management** to allow the total complexity of movement in our central corridor be known. This is the sole component of all of the proposals that allow new ideas and technology to at least be

evaluated for the possibility of transportation improvement in a very complex environment. Imaging Sensing System (ISS) is located in the Sprucetree Building on the corner of Snelling Ave and University Ave . ISS provides traffic management services and technology in many parts of the world and the US. ISS basic technology is a series of cameras that provide images to a central computer and then analysis with or without management of traffic is decided by the computer based on algorithms in the programs. Anyone can go to the intersection of Snelling and University and see the cameras and visit the offices. Unfortunately the cameras are only for experimental services. ISS made a presentation to Carol Molnau's House committee on transportation as an example of the bringing of technology from the U of M to a successful private venture from which the U of M benefits.

There is a second group of technologies that have come from the U of M and are now ready to make their contribution to the logistical problems of transit and perhaps freight. This technology company is called Taxi2000 and its technology is call Personal Rapid Transit (PRT). I have followed the development of many new technologies including laser beams and nowhere has a technology been more ready to be built that Taxi2000 PRT. The improved public health affect in our community alone cries out for this most important attempt to combine transit with livability. I refer individuals to the The Longitude Prize by Joan Dash for comparison. This technology is such a perfect fit for the central corridor. I believe that this is the only system that the community can participate as owners as well as users. Traffic engineers are continually learning new ways in which to manage auto-truck-bus traffic and apply this knowledge in administrative as well as material form. The Electric Fuel Corporation has just completed a test where a bus completed more that 90 miles using only zinc-air batteries.

Certainly this category offers the most improvements as they come available for vehicles, bicycles, electric tricycles, and pedestrians as they negotiate the central corridor. An ongoing public health evaluation can show great improvement in the deaths and injuries that do occur in the central corridor. Benefit to cost ratios can be derived before any new technologies are added. Surveys of the individuals as to their mobile needs can be ongoing as would the collection of the assembled wisdom from those that inhabit the central corridor. It is advisable for the metro region to invest their transportation dollars wisely and in this area or conversely the no-build proposal.

Light Rail Transit(LRT) – University Avenue. There is absolutely no valid reason for building LRT on University Avenue unless one wishes to worsen the already difficult traffic problems or be a part of a huge exchange of money from taxpayers pockets to the cadre of takers that surround such a project. Why someone would want to build a 19th century train that travels at virtually freeway speeds down the middle of University Ave. is beyond me.

The Public Health effects are incredibly large. The LRT of this countries are much more deadly than autos per 100 million passenger miles; double the urban average and triple the freeway average. The high speeds re-entrain particulates into the air, that's last thing you want in an urban environment. Police are concerned about the yielding to emergency vehicles. Pedestrians and Bicyclists are concerned about encountering such huge high speed trains on a 30 mph urban street. Certainly this violates environmental justice considerations. There would be increased pollution from the increased congestion as LRT takes the center 2 lanes of University Ave.

During the lengthy construction period conditions in large urban area will be awful. There will be increased pollution from noise, congestion, diesel exhaust, particulates and other construction materials. The hidden costs of these additional burdens result in a tax on local inhabitants, individuals in transit, and local businesses. These costs are significant and are rarely calculated as part of a project.

Because the current ration of dollars of GDP to Carbon Equivalents of global warming gases is one dollar to one pound. So the initial cost of 500 million dollars(which everyone knows will at least double) gives a value of 500 million pounds of carbon equivalents(a huge pile) added to the atmosphere from construction costs. A full public health assessment must be done and added to the benefit cost ration. As a retired Certified Industrial Hygienist and Member of the Ramsey County Citizens Public Health Advisory Board, I have a very acute understanding of the public health issues involved here.

The problems with LRT go far from here. LRT will further divide neighborhoods . LRT does not promote development. LRT does not promote alternative transportation. LRT will continue to rely on huge subsidies. Rather than going into all of the details I'll attach Randal O'toole's information as attachment 1. LRT is not really ADA compatible.

Light Rail Transit (LRT) – I-94. Having just traveled the freeways through Chicago all one would have to do is spend a day at one of the center of the freeways trains to understand why you do not build on the freeway. It's tough to get passengers to go down to the freeway and the conditions are really bad. The 94 freeways which were saturated both ways on last Wednesday evening could not give up space to the LRT without total gridlock.

Busway/Bus Rapid Transit (BRT) –University Avenue. I cannot see this as any improvement over the current bus system. This in my view would generate increased pollution, cause increased congestion, greater safety and public health risks, and construction problems associated with such a project. The Metro Transit is currently running \$200 million deficits with no dedicated funding sources and this project like the LRT project would only cause them to increase. This is indeed a century old technology which has been but no longer is adaptable to the urban environment. This system would not be conducive to handicap travel

Stations Stations must be as numerous as bus stops to make a transit system work.

General comments. I greatly appreciated all of the people that have provided me and others with safe and inexpensive transportation over a great deal of my life. I feel I have a responsibility to try to in a sense payback with my abilities to improve further safe and sensible transit opportunities. I believe the reason there is much damage done on the buses and riding in urban areas becomes dangerous is that the community does not feel like the bus system belongs to them. I know that there is to be increased security for the bus system but this can only be a partial remedy as I see it. I have felt that the transit users are the last people that are included in the process of transit. That is I feel that information about meetings and public hearings in the EIS study does not include the individuals that will be most affected by the decisions made here. I feel that the invitation must be made over and over again in those location where the community comes together to gain the

best knowledge about the proposed Transit Alternatives. I consider it a tragic flaw that the input of riders, drivers, residents, pedestrians, business people, associations, schools and other entities were not contacted in the initial stages of this process.

I also feel that the criteria that was selected for evaluating the best options was incredibly prejudicial in pre-selecting outcomes. I feel that the criteria needs to be developed by the various components of the community including those elements which have virtually no political power or influence. The number one criteria should have been the effect on public health, other criteria could be; the attractiveness of the transit to riders; benefit cost ratios estimates; reduction in congestion; etc. I have no faith in the criteria used and believe their selection to be faulty.

It has been very nice interacting with all of the individuals in the scoping process.

Transiently Yours Jack Rossbach 987 Como Place St. Paul, 55103 651-488-0524

New Secretary of Transportation Norman Mineta may be one of the costliest appointments to George Bush's cabinet. A strong enthusiast of light-rail transit, as congressman from San Jose Mineta funneled hundreds of millions of dollars into that region's light-rail system.

San Jose's light rail has turned out to be an even more spectacular failure than the ones in Sacramento, Portland, and Los Angeles. Yet regions all over the country, including Houston, Seattle, and Orange County, suffer from light-rail envy and are eagerly planning new rail systems.

That Mineta remains a proponent of light rail shows that he hasn't learned the most important lesson from those cities that have already built light rail. That lesson is that this nineteenth-century technology completely fails to meet the transportation needs of twenty-first-century cities.

Does light rail improve transit? No, most cities that built light rail experienced a decline in transit's share of travel. This is partly because the expense of light rail forced transit agencies to increase fares, as Minneapolis is about to do.

Is light rail faster and more attractive to transit riders than buses? No, transit riders are sensitive to frequencies and speed, and buses can easily run on schedules more frequent and faster than light rail. Where most light rail lines average just 20 miles per hour, many express bus routes average better than 30 miles per hour.

Does light rail reduce congestion? No, it increases congestion whenever the rail lines occupy former street space and also because it is such an ineffective form of transit. Traffic growth on the freeways paralleling Portland's light-rail lines accelerated after the light rail replaced faster express bus routes.

Is light rail cost effective? No. The average light-rail line planned or under construction will cost more per mile than a four-lane freeway. Yet no light-rail system in the nation carries as many people (in passenger miles per route mile) as a single lane mile of typical urban freeway.

Nor is light rail cost-effective when compared with bus transit. One dollar spent on bus transit can provide the same benefits as \$10 to \$100 spent on light rail. Light rail is so expensive that most cities that have built it lacked the funds to make needed bus improvements.

Does light rail revitalize neighborhoods? No. Ten years after Portland's light-rail line opened, city officials were dismayed to find none of the redevelopment they expected along the line. They now offer millions of dollars of tax waivers and other subsidies to attract developers to the area. Los Angeles, San Diego, and other cities have had similar experiences.

Is light rail safe? Absolutely not. Fatalities -- mostly to pedestrians -- per million passenger miles are much higher from light rail than from buses or automobiles.

So why did Portland, Sacramento, and other cities build light rail?
One word: Pork. The federal government has given cities billions of dollars to build useless rail lines. This generates a powerful lobby of engineering firms, building contractors, unions, rail car builders, and others to promote rail construction.

The construction lobby is joined by the banks that will sell the bonds used to finance local shares of construction. Light rail is also supported by downtown businesses that want to see federal dollars spent in their districts rather than in the fast-growing suburbs where new transportation facilities are truly needed.

In short, light rail is simply one more way to take money from the pockets of ordinary taxpayers and put it in the pockets of wealthy businesses. If you don't believe this, take a look at the political campaigns where light rail has come before voters. The vast majority of contributions for light rail come from engineering firms, contractors, unions, banks, and downtown business interests.

Subways and other heavy-rail transit work well in cities with high-density urban cores, such as New York and Chicago. Yet even in dense cities light rail is not the answer: New Jersey's Bergen-Hudson light rail is one of the biggest failures in the country.

If Mineta encourages more cities to build light-rail lines, it will cost more than the federal and local dollars wasted on these boondoggles. It will also reduce the livability of those cities by increasing urban congestion, reducing pedestrian safety, and promoting more corporate welfare such as tax breaks for developments along the light-rail lines.

Randal O'Toole (rot@ti.org) is senior economist with the Thoreau Institute (www.ti.org) and author of *The Vanishing Automobile and Other Urban Myths*.

Randal O'Toole
rot@ti.org

The Thoreau Institute
<http://www.ti.o>

Morris, Steve

From: Morris, Steve
Sent: Friday, July 20, 2001 4:37 PM
To: 'dbrunnermn@aol.com'
Subject: RE: scoping comment from Riverbluff

thanks for your comments. They will be included in the public record.

Steve Morris

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

From: dbrunnermn@aol.com [SMTP:dbrunnermn@aol.com]
Sent: Friday, July 20, 2001 4:35 PM
To: steve.morris@co.ramsey.mn.us
Subject: scoping comment from Riverbluff

Steve Morris
Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

Dear Mr. Morris:

On July 9, 2001 Riverbluff Co-op's, a housing Cooperative that borders the bike path on Bridge 9, Board of Directors heard Jan Morlock, Director of Community Relations at the University, present a briefing on Central Corridor proposals. Specifically, she focused on the two proposals the University plans to promote. The LRT route option involving Bridge 9 raised several significant concerns from our BOD; our Co-op membership is only now being informed.

Our community is sandwiched between the Minnegasco Superfund Cleanup site and the University's athletic field (slated for polluted related clean up procedures). The area involved with the LRT proposal was involved with a Community Action Committee (CAC) and construction on this site is a violation of the final CAC recommendation and community contract. We'd be glad to send you a full report, but will include decisive conclusion of this lengthy investment by the stakeholders.

A critical concern to our Co-op, a community of 57 children and 33 adults, was the evident lack of timely notice offered to precariously placed stakeholders. The Midway Como Monitor, a St. Paul community newspaper, lists Central Corridor transit public hearings (2/26 & 27) and does not mention Bridge 9 as a route under consideration, although four other routes are published. How would our Co-op have known plans were in the works to transform the wonderful new bike path into a LRT route?

Not one word of notice arrived prior to the misdated meeting with Joan Campbell and Jan Morlock at Seven Corner's Apartment, July 4th. So by restricting notice of this LRT route under consideration the public hearings precede conflict free and do not inform the people most affected by the planning committees decisions. How pleasant for the RCCRA and unfortunate for us. This strategy, to misinform or simply not inform major stakeholders was inappropriate politics in the Hiawatha LRT; moreover it needs to end altogether.

Here are some of Riverbluff Co-op BOD concerns:

- Community Action Committee restrictions on this superfund clean up site, recommendations based on underground pollution the remains in this area
- Noise and safety issues involved with placing a LRT line and station so near our family based housing Co-op
- Possible displacement of Co-op members if Riverbluff land is required employed for the LRT plans

Riverbluff BOD is requesting your written acknowledgment, of our community concerns, so we can be assured our concerns have become part of the LRT

planning record and environmental impact study. We would like to hear back from you by our August 13, 2001 meeting. . Thank you for your consideration

Sincerely,

N.J. Plath - secretary and
Riverbluff Board of Directors

Morris, Steve

To: Michael McLaughlin
Subject: RE: Central Corridor Environmental Impact Statement Scope

Thanks for your comments. They will be included in the public record.

Steve Morris

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

From: Michael McLaughlin [SMTP:michael@urbanworks.com]
Sent: Friday, July 20, 2001 3:26 PM
To: steve.morris@co.ramsey.mn.us
Cc: Jan Morlock; peter.mclaughlin@co.hennepin.mn.us; joan.campbell@ci.minneapolis.mn.us
Subject: Central Corridor Environmental Impact Statement Scope

VIA EMAIL

Stadium Village Commercial Association
PO Box 14738
Minneapolis, Minnesota 55414

20 July 2001

Steve Morris, Project Manager
Ramsey County Regional Rail Authority
50 West Kellogg Boulevard
Suite 665
Saint Paul, Minnesota 55102

RE: Central Corridor Environmental Impact Statement Scope

Dear Mr. Morris:

The Stadium Village Commercial Association Board of Directors has reviewed and discussed alignment options for a light rail transit line/bus rapid transit line through the Stadium Village area on the University of Minnesota's east bank. While we share the overall vision that a LRT/BRT line is a needed transit option, we have concluded that a Washington Avenue alignment as proposed in previous planning studies is not acceptable.

We feel the short and long term impacts of a Washington Avenue alignment - either at grade or below grade - would be too substantial for our community. The likelihood of significant disruption for an extended period during construction of such a line, and the presumed loss of on-street parking and traffic-handling capacity would have severe consequences for our small retail and commercial area which has Washington Avenue as its spine.

With the preparation of a new Environmental Impact Statement for the Central Corridor, we strongly urge consideration of a University Avenue alignment through the University area linking up to the Hiawatha Line via Bridge #9. We feel this alignment would provide better access to Stadium Village, Dinkytown, the University of Minnesota's athletic facilities, the Southeast Minneapolis Industrial (SEMI) area, and would be closer in proximity to a potential commuter rail station in the area.

Again, we support the vision of a transit line through the University area and look forward to participating as the project moves forward.

Sincerely,

Brad Mateer
President
Stadium Village Commercial Association

cc: Council Member Joan Campbell, City of Minneapolis
Commissioner Peter McLaughlin, Hennepin County
Jan Morlock, University of Minnesota

Saint Paul
TMO
Transportation Management Organization

Central Corridor's Light Rail Transit (LRT) Option

Saint Paul Transportation Management Organization's (TMO) Position

Resolved, that the Saint Paul Transportation Management Organization (TMO), in its endorsement for the entire Central Corridor project, supports the Central Corridor's Light Rail Transit (LRT) alignment alternative 5.

Alternative 5 runs on University Avenue behind the Capitol, to Jackson, jogging east at 7th Street to Sibley, and thence down to the Saint Paul Union Depot, turning west on 4th Street and ending in the Rice Park area. This option allows for an efficient and effective land use development pattern in the major activity centers in downtown Saint Paul; connecting the neighborhoods and businesses on University Avenue with the Capitol, Ramsey Hospital, the Union Depot and the entertainment district.

The Central Corridor is a critical link in regional transit plans. Stretching 11 miles, this corridor would not only connect the region's two downtowns, but also connect the east metro area with the Hiawatha LRT line. Improved transit in the Central Corridor will make the entire community stronger and more livable - now and in the future.

The Saint Paul TMO believes that an effective, convenient, and safe public transit system with widespread and substantial ridership is essential to the long-term viability and continued high quality of life in Saint Paul. We further believe that a mix of public transit options will likely be required to satisfy the commuting needs of Saint Paul employees and residents.

Specifically, improving transit options in the Central Corridor would:

- Expand opportunities for commuters to move freely to, through and within the corridor
- Support local development and encourage redevelopment
- Strengthen communities
- Reinforce the region's transportation system
- Promote a healthy environment and sustainable future
- Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the corridor

* * *

The Saint Paul Transportation Management Organization (TMO) is a private/public partnership dedicated to alternative forms of transportation. Our mission is to promote and coordinate efficient and environmentally sound transportation networks to assure the continued growth and prosperity of Saint Paul and the East Metro Area.

First National Bank Building, N-205 • 332 Minnesota Street • Saint Paul, Minnesota 55101
main line • 651.223.5000 •• direct line • 651.265.2782 •• fax line • 651.223.5119

Our purpose is to provide commuter transportation information, education and services to employers, commuters and residents in the downtown area. Serving as a coordinating board, the Saint Paul TMO will use its public and private partners and their expertise, networks, and resources to engage downtown employers' support and active participation in the implementation of workplace commuter transportation programs to reduce congestion and make downtown more accessible.

To that end, the Saint Paul TMO supports and encourages those transportation projects and programs that reduce traffic congestion and offer commuters viable options to driving alone including transit, car/vanpooling, and bicycling.



Capitol Area Architectural and Planning Board

204 Administration Building
50 Sherburne Avenue
Saint Paul, Minnesota 55155
Phone: 651.296.7138
Fax: 651.296.6718
TTY: 800.627.3529

March 26, 2001

Mr. Steve Morris
Ramsey County Regional Rail Authority
RCGC West, Suite 665
50 West Kellogg Boulevard
Saint Paul MN 55102

Dear Steve:

I am writing to summarize the current Capitol Area Architectural and Planning Board's (CAAPB) position regarding LRT alignments in the Capitol Area, as part of the Central Corridor.

As a result of our joint discussions this week involving CAAPB Board members, one of our Architectural Advisors, and your consultants, and after a follow-up meeting of CAAPB staff with all three Architectural Advisors, the preferred CAAPB alignments would be as follows (in no particular order):

- Option 1: A station under a new plaza in the Upper Mall in front of the Capitol.
- Option 4: Along University Avenue, behind the Capitol and down Jackson Street, with a station near the Ford Building on University Avenue and another between the Revenue Building and Regions Hospital on Jackson. An alternative to Option 4 is south from University on Rice Street with a station near Leif Erickson Park on the corner, then running east on Twelfth Street along the frontage of the Mall Commons area to Jackson, with a stop in the east campus area as Jackson turns to downtown Saint Paul.

A strong consensus was that there should be two stops in the Capitol Area, one in the northwest serving needs of the session and general public, and the second in the east campus area serving Regions Hospital and the growth potential of the state offices.

Our office looks forward to continued development and refinement of these alignments, anticipating a CAAP Board discussion in late May or June.

Sincerely,

Nancy Stark
Executive Secretary

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TRANSCRIPTS OF SCOPING MEETINGS

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ORIGINAL

CENTRAL CORRIDOR TRANSIT PROJECT
PUBLIC SCOPING MEETING

JUNE 26, 2001

8:15 A.M.

Sheraton Midway
400 North Hamline Avenue
St. Paul MN 55104

APPEARANCES

Steve Morris, Project Manager
 Ramsey County Regional Railroad Authority
 John Bednarczyk
 URS-BRW
 Barry Gore
 URS-BRW

PRESENTATIONS

Steve Morris 3
 John Bednarczyk 9
 Barry Gore 15

SPEAKERS

Jack Rossbach 22
 Dave Gagne 26
 Mat Hollinshead 28, 53
 Lisa Lee 29, 48
 Paula Maccabee 37
 Eddie Maddox 42
 Margaret Martin 47

1 [Slides shown during the presentation.]

2 MR. MORRIS: Good morning. I'd like to
3 thank you all for coming this morning. I'm filling in for
4 Lee Pao Xiong, the vice chair of the Central Corridor
5 Coordinating Committee, who, unfortunately, has one of
6 those lovely summer colds that we all dread this time of
7 year. But on his behalf and on behalf of the whole
8 committee, I'm glad you're here this morning.

9 We're going to hold three of these public scoping
10 meetings. We will have the same presentation at all three
11 meetings. There will be meetings this evening and also
12 tomorrow evening.

13 I'm going to moderate the meeting, and we'll have
14 about 30 minutes of presentations, and then we'll be happy
15 to accept your comments and suggestions.

16 If you'd like to speak and haven't signed up on the
17 speakers' list, please check with Holly Halverson at the
18 table in back. Holly, could you raise your hand?

19 Everybody saw you on the way in.

20 Here's (indicating) the agenda for this morning's
21 meeting. The first couple of agenda items, "Introduction"
22 and "How We Got Here," I'm going to talk about; and then
23 we'll go to John Bednarczyk who will present the
24 Environmental Review portion of the agenda and describe the
25 process, the alternatives that will be considered, and the

1 issues that have to be addressed.

2 Following John's presentation, Barry Gore will
3 conclude the formal presentation with a description of the
4 build alternatives that are being considered and the
5 Station Area Review portion of the agenda. This will
6 include the design guidelines and the proposed station site
7 locations.

8 We're going to keep the presentation brief because
9 we'd like to save most of the time for your comments.

10 You'll notice a number of displays have been set up in
11 an effort to inform you about the project. If you haven't
12 done so, we'd invite you to have a look at them after the
13 presentation, and we will be around to answer your
14 questions. We also have Scoping Booklets and comment
15 sheets for today's meeting. If you don't have the items,
16 again, they're with Holly there in the back.

17 This morning's public scoping meeting has several
18 purposes. First, it provides an opportunity for the
19 Central Corridor Coordinating Committee to bring you up to
20 date by providing a history of the project and to seek your
21 input on the alternatives currently being studied.

22 Second, we want to hear your comments and any concerns
23 you may have about potential impacts due to implementation
24 of the Central Corridor Project.

25 Third, we want to inform you about how you can be

1 involved in this decision-making process.

2 The comment period following the formal presentations
3 provides an opportunity to enter into the public record
4 your comments on the project. A court reporter is present
5 this morning to prepare an official transcript of each of
6 these scoping meetings, and we value any of your comments.

7 In addition, you can submit written comments by
8 filling out one of the forms that are available at the
9 registration desk. You can either submit them today or you
10 can mail them or E-mail them directly to me.

11 This slide shows the contact information, but the same
12 information is also in the Scoping Booklets. So anything
13 that is submitted by July 20th will end up in the public
14 record for the project.

15 Policy direction for the Central Corridor Transit
16 Study is being provided by the Central Corridor
17 Coordinating Committee. As you can see, there's broad
18 representation on the committee including two from Mn/DOT
19 including the chair, City of St. Paul, City of Minneapolis,
20 Hennepin County, Ramsey County, Metropolitan Council,
21 University of Minnesota, the Red Rock and Northstar
22 Commuter Rail Corridors.

23 Now I'd like to describe a little bit of the history
24 of how we got to where we are today. Citizens and
25 policymakers throughout the Twin Cities have long

1 recognized the need for strong transit service and
2 investment in the Central Corridor, the heart of the Twin
3 Cities-Metropolitan area.

4 This slide shows previous studies which included the
5 Central Corridor from 1984 through 2000. We have, it's
6 fair to say, studied this project quite a few times.

7 Two of the previous studies specifically identified
8 Light Rail Transit as the preferred transportation
9 improvement for the Central Corridor. The Midway Corridor
10 Light Rail Transit Draft Environmental Impact Statement was
11 prepared in 1990, and the Central Corridor Alternatives
12 Analysis and Draft Environmental Impact Statement was
13 prepared in 1993.

14 Given the importance of the Corridor and the number of
15 transit modes and alignment options, the participating
16 agencies initiated this study to determine the current
17 preferred transit option for the Corridor.

18 The environment has changed in many ways and we can't
19 assume that the old studies still represent the best
20 solution, but they do provide a good baseline for today's
21 work.

22 The transit study methodology used a tiered approach
23 to provide a comprehensive study to identify potential
24 transit improvements in the Corridor. The main elements of
25 the study are shown here:

1 Review and evaluate previous studies; define goals and
2 objectives; define the options to meet those goals and
3 objectives; provide a screening process to refine the
4 options; prepare an Environmental Impact Statement for
5 regulatory agency review; and then, finally, to develop a
6 Central Corridor financial plan.

7 We have now completed the screening process and have
8 entered the scoping process for the Environmental Impact
9 Statement, as John Bednarczyk will explain later.

10 At the beginning of the process we have identified
11 future transportation needs and developed a set of goals
12 for the project as follows:

13 We put mobility and accessibility, economic
14 development, communities and the environment, and financial
15 considerations.

16 The mobility and accessibility: Performance was
17 assessed in terms of nine criteria, one being proven
18 technology, support of previous transportation investments
19 in the Corridor, support of previous development
20 investments, service to major markets, intermodal
21 connectivity, regional connectivity, travel time savings,
22 residential population served, and major employment centers
23 served.

24 Economic development: We assessed performance in
25 terms of consistency with local plans and consistency with

1 regional plans, consistency with land use, potential to
2 support smart growth and livable communities, business
3 community sentiment, proximity to planned development and
4 developable and redevelopable lands.

5 Communities and the environment: There are four
6 criteria: Compatibility with the character of the
7 communities, existing right-of-way utilization, diversity
8 of the population served -- that would include things like
9 special needs populations, minority and low income -- and
10 community sentiment.

11 Financial considerations: Performance under this goal
12 was assessed in terms of two evaluation criteria, capital
13 cost and right-of-way costs.

14 As indicated in the next slides, we've identified the
15 needs of the Corridor and determined goals to satisfy those
16 needs. This is the Purpose and Need Statement for the
17 Central Corridor. I think I won't read through those.
18 They, in essence, support the goals that I just described.

19 Based on the planning process described, we retained
20 the build alternatives -- it's shown on the next slide. I
21 think I'm making life difficult. (Pause) There we go.

22 They include the Light Rail Transit on University
23 Avenue, Bus Rapid Transit on University Avenue, and Light
24 Rail Transit along Interstate-94. Each of these
25 alternatives has been described in your Scoping Booklet and

1 will be presented in greater detail near the end of the
2 presentation.

3 Although two commuter rail options are being
4 considered as part of the Central Corridor Transit Study,
5 the evaluation of the commuter rail options will be
6 deferred to a separate environmental document based on
7 regional commuter rail connections and system planning,
8 funding, and operating agency responsibility. The
9 technical evaluation of the available commuter rail options
10 in the Central Corridor is underway.

11 This concludes my part of the formal presentation,
12 John Bednarczyk of BRW will now talk about the third agenda
13 item, Environmental Review. John.

14 MR. BEDNARCZYK: Thank you, Steve, and good
15 morning. My name is John Bednarczyk. I'm a professional
16 engineer and I'm the BRW Environmental Task Manager for the
17 Central Corridor Project.

18 The Central Corridor Scoping Process is part of a
19 prescribed planning process to assist decision-makers and
20 the public in the assessment of potential impacts
21 associated with the proposed Central Corridor alternatives.
22 The process is required by the Federal Transit
23 Administration and the National Environmental Policy Act.

24 The purpose of the Environmental Impact Statement
25 process is to identify the potential impacts associated

1 with the proposed Central Corridor alternatives. In doing
2 so, we also determine the scope required for the
3 Environmental Impact Statement documentation. An overview
4 of the Environmental Impact Statement is shown on this
5 slide.

6 The EIS will refine the alternatives, document the
7 decision-making process and the assessment of potential
8 impacts; will identify appropriate mitigation measures for
9 the impacts; and it involves the public in the decision-
10 making process.

11 As Steve Morris mentioned, the next two slides show
12 the modes considered during the screening process to select
13 the best alternatives to serve the purpose and needs of the
14 Central Corridor.

15 The screening process began with the definition of the
16 universe of alternatives shown here. You can see that the
17 universe of alternatives considered all possible transit
18 options available from a wide range of technologies from
19 conventional bus service to Personal Rapid Transit and
20 Magnetic Levitation.

21 This universe of alternatives was carried into the
22 screening process and evaluated in terms of the goals of
23 the Central Corridor Project; namely, mobility and
24 accessibility, economic development, community and the
25 environment, and financial considerations.

1 Three alternatives had the best performance when
2 evaluated by the goals of the Central Corridor Transit
3 Project, and they're shown here: University Avenue Light
4 Rail Transit, University Avenue Busway/Bus Rapid Transit,
5 and I-94 Light Rail Transit.

6 Again, each of the build alternatives has been
7 described in your Scoping Booklets. Although the I-94
8 Light Rail Transit alternative has been included here, we
9 wish to note that it did not compare favorably with the
10 other alternatives, and we anticipate that it may be
11 eliminated during the scoping process.

12 Notice that along with the three build alternatives
13 which were selected during the screening process, we are
14 also studying a No-Build alternative and the Transportation
15 System Management alternative. This gives us a baseline
16 for comparison.

17 The No-Build alternative is defined as the existing
18 roadways and bus service along with transportation
19 improvements for which funding has been committed to
20 through the year 2020.

21 The Transportation System Management alternative
22 provides a framework for strategies that provide lower cost
23 improvements to the existing transportation network and
24 includes infrastructure improvements that will benefit
25 transportation operations and minor roadway improvements.

1 The Locally Preferred Investment Strategy will be
2 identified based on the assessment and documentation of the
3 relevant social, economic, and environmental issues in the
4 Environmental Impact Statement.

5 The purpose of the Environmental Impact Statement
6 which follows the scoping process is indicated here. The
7 EIS will refine the proposed transportation improvements;
8 assess social, economic, and environmental impacts; analyze
9 transportation system impacts; prepare capital cost
10 estimates; and estimate and analyze operating and
11 maintenance costs, ridership, and revenue.

12 The following four slides provides a listing of the
13 areas that will be assessed to determine social, economic,
14 natural or environmental, and transportation impacts.

15 The social impact analysis includes these areas: Land
16 use, neighborhood cohesion, displacements and relocations,
17 community facilities and services, visual and aesthetic
18 considerations, cultural resources, public land/parkland,
19 environmental justice, safety and security, and
20 construction impact.

21 Note that the social impact analysis includes
22 potential impacts to historic resources including
23 archaeological and architectural resources. This process
24 is known as the Section 106 process and includes
25 identifying and evaluating historic properties; assessing

1 the effects of the undertaking on the historic properties;
2 and consultation for methods to avoid, minimize, or
3 mitigate adverse effects.

4 Also included is the evaluation of the potential for
5 disproportionate impacts to low-income and minority
6 populations. This evaluation is termed "Environmental
7 Justice."

8 The economic impact analysis includes these areas:
9 Fiscal impacts, capital and operating costs, effect on
10 employment, utilities, secondary development, improved
11 access to jobs, and funding options.

12 The environmental or natural impact analysis includes
13 these areas: Hydrologic and natural features, wetlands,
14 biological assessment, air quality, noise and vibration,
15 contaminated and hazardous materials, water quality,
16 energy, traffic, and construction impacts.

17 The transportation impact analysis includes these
18 areas: Roadways, transit, and travel time savings.

19 The Coordinating Committee seeks your help to refine
20 the alternatives, to identify local issues and concerns,
21 and to identify how you would like to get involved.

22 And, once again, the comment period ends July 20th,
23 2001. All written comments received by July 20th and the
24 verbal transcripts received at these meetings will be
25 included in the Scoping Summary Report.

1 Your participation is important. The Coordinating
2 Committee values your input now and throughout the process.
3 Please make sure that you have signed in at the
4 registration table in the back. You will receive project
5 newsletters and upcoming meeting announcements if you ask
6 that your name be included on the mailing list.

7 The environmental review time line is shown on these
8 next two slides. First, if you will notice across the
9 bottom of both slides that public involvement has been
10 included throughout the environmental review process
11 including workshops, public meetings, web site,
12 newsletters, and public outreach activities.

13 The first graphic on the time line indicates that the
14 Notice of Intent has been published in the Federal
15 Register, and notice for these scoping meetings have been
16 published in local newspapers. These activities were
17 completed May 2001.

18 The circled graphic indicates that we are now in the
19 scoping period. We are currently conducting public
20 meetings and receiving written comments through July 20,
21 2001. Those will be included in the public record for the
22 project. The scoping period will result in the selection
23 of the alternatives to be evaluated in the Draft
24 Environmental Impact Statement.

25 Following the scoping period, we will begin

1 preparation of the Draft Environmental Impact Statement,
2 addressing those alternatives selected during the scoping
3 period. This activity will occur from summer 2001 through
4 winter 2002.

5 The Draft Environmental Impact Statement will be
6 completed and distributed during the winter of 2002.
7 Copies will be provided to regulatory agencies and made
8 available to the public.

9 In the winter of 2002, the Draft Environmental Impact
10 Statement will be submitted for review and comments will be
11 received from the public. The preferred alternative for
12 the Central Corridor will be selected based on this review.

13 The preparation of the Final Environmental Impact
14 Statement with the preferred alternative will be completed
15 in the spring of 2002. It's anticipated that the Federal
16 Transit Administration will sign the Record of Decision for
17 the Central Corridor Environmental Impact Statement during
18 the summer 2002.

19 That concludes my part of the formal presentation.
20 Barry Gore will now present the fourth agenda item,
21 Alignment and Station Area Review. Barry.

22 MR. GORE: Thanks, John. I'm Barry Gore.
23 I'm a planner with BRW. I'm working on the Central
24 Corridor Project, and I'm going to describe the alignment
25 alternatives and station locations that are currently under

1 consideration.

2 As John mentioned, there are two general alignments;
3 one following University Avenue and the other utilizing
4 I-94.

5 I'll begin with the LRT alignment in downtown
6 Minneapolis. Central Corridor vehicles will meet up with
7 Hiawatha and run on the Hiawatha line that's currently
8 being constructed on Fifth Street. The first joint station
9 will be Downtown East. The BRT option would operate on
10 Fourth Street.

11 There are two proposed options for proceeding east
12 from downtown Minneapolis. The first crosses the
13 Mississippi on the Washington Avenue bridge. It continues
14 through the East Bank on Washington either in a tunnel or
15 at-grade, and then onto University Avenue.

16 The second option goes north on Chicago, east on
17 Second Street, under the I-35W bridge, and across Bridge 9.
18 The Bridge 9 South option uses a pair of tracks on Fourth
19 Avenue and University Avenue. The Bridge 9 North option
20 stays in the railroad corridor.

21 The Interstate-94 LRT option east of the University
22 campus is aligned north of Fourth Street Southeast in the
23 railroad corridor, then crosses University Avenue onto
24 Curfew Street, runs on the north bank of the I-94 Corridor,
25 and then enters, descends into the middle of the freeway

1 before Snelling Avenue.

2 The alignment remains in the middle of the freeway
3 until Rice Street where it turns north to the State
4 Capitol, and then south to downtown St. Paul where it would
5 follow Cedar to Fourth.

6 The proposed University Avenue alignment would place
7 double track in the middle of the existing right-of-way
8 from the University of Minnesota campus to Rice Street.

9 There are two LRT options under consideration for
10 serving the State Capitol and downtown St. Paul. The first
11 option passes in front of the Capitol -- the Capitol is
12 here (indicating). In front of the Capitol, and then down
13 Cedar to Fourth Street and the Union Depot.

14 The second option stays on University Avenue behind
15 the Capitol to Jackson Street. It enters downtown on
16 Jackson with a single-track pair on Sibley and Jackson,
17 then proceeds west on Fourth Street to Rice Park.

18 The BRT option is essentially the same as the LRT from
19 the campus to Rice Street. BRT vehicles proceed south on
20 Cedar, east on Kellogg, and south across the Robert Street
21 bridge. Northbound buses would use Minnesota Street, back
22 to Cedar, and then east on University.

23 Now I'll describe some of the proposed station -- I'll
24 describe the proposed station locations. Stations, of
25 course, are where riders interact with the proposed transit

1 facility, and the locations of stations is, therefore, an
2 important factor in evaluating alignment alternatives.

3 Specifically we're considering how the proposed
4 transit facility will relate to the existing and planned
5 land uses and how proposed stations can be integrated into
6 community settings.

7 Station planning criteria include corridor scale
8 issues as well as site-specific analysis. This slide
9 summarizes this evaluation into three key criteria:
10 Corridor fit, station function, and development potential.

11 The first category of corridor fit looks at the broad-
12 scale land use patterns. By definition, the Central
13 Corridor links the three major activity centers of downtown
14 Minneapolis, the University of Minnesota Minneapolis
15 campus, and Downtown St. Paul.

16 This link is made through the Midway area which has a
17 mix of commercial, industrial, and residential uses and
18 smaller scale community nodes within it. An important
19 consideration is the urban environment along the various
20 alignments in the Corridor.

21 Station function criteria consider more local and
22 site-specific issues relating to station location and
23 design. The first and primary criterion is that of
24 ridership, with land use intensities, patterns, and types
25 commonly referred to as Transit-Oriented Development or TOD

1 as an indicator of ridership potential.

2 Access is a key part of evaluating station locations
3 both in regard to surrounding land uses and circulation
4 issues such as intersections, crosswalks, bridges, and
5 bicycle facilities. The converse of access is barriers,
6 and we will look at urban design and traffic issues that
7 may impair access to or egress from stations.

8 Station locations and designs must meet the standards
9 set by the Americans with Disabilities Act. The interface
10 with other modes of transport, especially bus service, is
11 another criterion used when considering station function.

12 Development Potential: In addition to evaluating
13 existing conditions, the process to select station
14 locations will also consider the potential for the proposed
15 transit facility to act as a catalyst for new development.
16 This evaluation will consider current land use patterns
17 around proposed station sites, the availability of
18 underutilized land, and a general consideration of the real
19 estate market.

20 This evaluation will focus on planned development
21 projects as recognized by city planning departments and
22 published reports.

23 The next four slides provide an idea of station
24 prototypes currently under consideration. University
25 Avenue LRT or Bus Rapid Transit places the new transit

1 facility in the center of the existing right-of-way, and
2 this is where the stations would also be located for the
3 majority of the Corridor.

4 Many of the stations in the University Avenue
5 alignment would be configured as split platforms with the
6 transit vehicles meeting platforms located on the far side
7 of intersections.

8 Another potential configuration is with a single-
9 center platform which we're evaluating in the University
10 campus locations and downtown St. Paul in proposed mid-
11 block locations.

12 The third prototype is a curbside platform with direct
13 loading from sidewalks with these proposed stations to be
14 used in areas where the transit facility is a single
15 guideway running next to curbs; for instance, on the
16 University Avenue and Fourth Street alignment.

17 The proposed Interstate-94 stations are located in the
18 middle of the freeway right-of-way with vertical access
19 from the existing cross streets.

20 Location-specific designs will be evaluated for each
21 of the alternatives to understand how stations can be
22 integrated into neighborhoods and special areas such as the
23 State Capitol.

24 The next two slides show the proposed station -- well,
25 the next slide, I believe, shows the proposed station

1 locations under consideration.

2 Station locations being evaluated on the University
3 Avenue alignment -- that's this alignment (indicating) --
4 include, from downtown Minneapolis, Downtown East, West
5 Bank, East Bank, Stadium Village; or if we take the Bridge
6 9 option we have stations on the pairs, University and
7 Fourth, and proceeding east to 27th Avenue Southeast,
8 Westgate, Raymond Avenue, Fairview, Snelling, Lexington,
9 Dale Street, Western, Rice Street; and if we continue on
10 the option that goes behind the Capitol we would have a
11 station at 12th, at Lowertown, Union Depot, and Rice Park;
12 or the option in front of the Capitol, a station at the
13 Capitol, Cedar Street, Fourth Street to Union Depot.

14 The Interstate-94 station locations are the same
15 except where it diverges to the freeway right-of-way with a
16 station at Merriam Park, Snelling Avenue, Lexington, Dale,
17 and then back up to the other alignments.

18 That concludes my part of the formal presentation.
19 I'll turn the podium back over to Steve. Okay.

20 UNIDENTIFIED SPEAKER: I have a question for
21 you. Can I ask you one question?

22 MR. MORRIS: Yeah. Go ahead,

23 UNIDENTIFIED SPEAKER: You mentioned that
24 one of the options included crossing the Mississippi River
25 in southeast Minneapolis, Bridge 9. What is Bridge 9?

1 MR. GORE: Yes, sir. Bridge 9 -- well, we
2 can see it here (indicating) as well. Here's the
3 Washington Avenue bridge.

4 UNIDENTIFIED SPEAKER: Is that an existing
5 bridge or --

6 MR. GORE: Bridge 9 is a -- it's an old
7 railroad bridge that was recently converted to a pedestrian
8 and bicycle facility.

9 MR. MORRIS: Thanks, Barry. This concludes
10 the formal presentation, and now we'd like to ask you for
11 your comments. Those of you that have signed in and asked
12 to comment, I've got the list here and we'll call your
13 names in the order in which you signed in.

14 Your comments will become part of the official
15 transcript; and, again, as we said earlier, if later on
16 you'd like to make comments, please send them to me. Thank
17 you for attending the meeting.

18 The first person to sign up asking to comment is Jack
19 Rossbach, and my apologies for names that I mispronounce.

20 MR. ROSSBACH: Do we go to this microphone?

21 MR. MORRIS: This microphone is fine.

22 MR. ROSSBACH: Good morning. I'm kind of
23 surprised about this meeting, but I was just thinking about
24 the number of people who couldn't get here to be included
25 because of the difficulty in the way they just scrambled

1 the St. Paul bus routes. How would anybody get to these
2 meetings if they had some handicap that was significant?

3 I am definitely opposed to building any LRT or Busway
4 down University Avenue. I would select a No-Build
5 alternative at this time.

6 We're just beginning to evolve into a new type -- new
7 types of transportation systems, and it would be absolutely
8 foolish to waste a huge amount of money that is required on
9 light rail which often costs, if you include all of the
10 hidden taxes, a hundred miles -- or a hundred million
11 dollars per mile.

12 I was interested in seeing up here that the stations
13 would be -- one station in this neighborhood would be
14 located at Lexington Avenue and the other station would be
15 located at Snelling, and how would somebody that had any
16 type of walking disability get to this meeting from that
17 light rail station? It would be impossible.

18 I want to comment on a few of the things that are not
19 clearly understood about light rail, and first is safety.
20 Light rail is not safe. It is very dangerous to those
21 people who are outside of it, particularly pedestrians.

22 In Portland, Oregon, in the past year six people have
23 died due to light rail. I believe that they are all
24 pedestrians. The accident rate per million passenger miles
25 that is usually used as a statistic in doing the accident

1 rates for light rail are double what they are for
2 automobiles and buses, and for -- if you take freeways and
3 compare it, they're three times it. So it's an extremely
4 unsafe system.

5 They talk about reduction in pollution. If you look
6 at how much carbon dioxide is generated per dollar of
7 economy, it's just about a pound per dollar, and if you
8 look at the up-front money that's spent on light rail
9 systems -- you know, Minneapolis when it's done, you know,
10 the numbers -- we don't know what they're going to be yet.
11 They're going to be very significant, but it might -- it
12 might be a billion dollars. So that equates to a billion
13 pounds of carbon dioxide spit up in front.

14 And why would we invest in a system that is not going
15 to really give anything back? It is not going to return
16 that up-front investment back to us at all.

17 Light rail costs so much that it absolutely decimates
18 the bus systems. Currently we can't even afford to pay for
19 our bus system in the Twin Cities, and how are we going to
20 pay for a light rail? The hope is that the federal
21 government and the state government and some of the other
22 funding authorities will give huge amounts of money.

23 So there are other significant problems with it. It's
24 always sold as we will build developments around light
25 rail. Well, in Portland in ten years this hasn't happened.

1 These developments do not -- do not build up around these
2 stations. This is not like the major train station that
3 was proposed for the Midway area way back when and then
4 ended up in downtown Minneapolis and did spur development.
5 Light rail does not have that same impact that other things
6 do.

7 The construction. This construction process is
8 incredibly grueling. They're talking about 2004 in
9 Minneapolis on the Fifth Street location. If anybody read
10 the paper in St. Paul recently, you know, they're asking
11 NSP and the communications companies to move huge amounts
12 of material, and that's in the courts, and nobody knows
13 when that's going to be solved.

14 I walked part of the Corridor that they're building
15 and, you know, it is very unsightly, and the construction
16 is going to be two to three years. Huge amounts of
17 problems.

18 So I think for right now, until we find a reasonable
19 transit alternative that people will actually like, that
20 the community actually needs that we should not build
21 anything.

22 I had one other thought that I wanted to get out, and
23 then I thank you for your time. This process, I always
24 wonder why it's built in the way it is, that the public is
25 invited in after all these decisions by the political

1 bodies have been made, and we're invited in later rather
2 than a survey isn't done that said, you know, what do you
3 need? What would work for you? And have these discussions
4 around the city over and over and over again.

5 So I find the process extremely flawed for, you know,
6 individuals because we don't get to participate until it's
7 already chosen for us, and I think that's a very bad
8 decision. Thank you so much.

9 MR. MORRIS: Thanks for your comments. The
10 second person that signed up is Dave Gagne. Did I get that
11 close?

12 MR. GAGNE: That's close enough.

13 MR. MORRIS: Okay.

14 MR. GAGNE: Good morning. My name is Dave
15 Gagne, and I work with the Hamline Midway Coalition here in
16 the Midway area. I had three points that I wanted to make
17 quickly.

18 One is that in the overview of the assessment and
19 impact on this project, there was very little mention made
20 of the small and medium-size businesses, and I'm very, very
21 concerned.

22 Out on University Avenue there's a lot of concern
23 within the small businesses about the construction impact,
24 about many other questions they have about it. At this
25 point they don't trust you or us to have that information

1 for them.

2 I think a small business task force needs to be set up
3 by you or by an organization with the capacity to organize
4 up and down the avenue like University United to bring
5 those businesses in early, not to wait till 2002 when we
6 finally have the first draft of the EIS statement.

7 Those businesses today are highly distrustful of the
8 planning around this process in terms of the construction
9 impact, the impact on their parking, and the other impacts
10 on the customers who are trying to get to the businesses.

11 I did notice that as you talked about assessment and
12 impact, both in the social impact and even more
13 surprisingly in the economic assessment, you didn't mention
14 small and medium-size businesses.

15 I suspect the businesses that you have participating
16 are the businesses that can afford to let CEOs or middle
17 management get away to meetings. That does not include the
18 small and medium-size businesses.

19 I think a special task force should be set up
20 immediately -- we shouldn't wait until the EIS statement is
21 done -- to bring those small businesses on board. They're
22 the ones who are going to be feeling the impact most
23 severely as the construction begins if they choose a
24 University Avenue alignment.

25 Secondly, in terms of the alignment and station

1 location, I just noticed that there was no mention of
2 parking, and there was no mention of interlinking bus stops
3 in that area.

4 In the winter in Minnesota riders going either from
5 buses to LRT or from LRT to buses are going to be waiting
6 periods of time, and I think both of those things, both
7 parking availability and -- which, by the way, I know it
8 raises many issues about land availability, but it has to
9 be dealt with; it can't be ignored -- and also the bus stop
10 existing.

11 Finally, I don't know if any of you ride your bikes
12 down University Avenue. I do periodically. It's kind of a
13 death trap right now, and I fear that the presence of LRT
14 is going to worsen that. I didn't see any mention of that.
15 I did see mention of some other bus alternatives, but no
16 mention of bikeways and potential impact on biking on
17 University Avenue.

18 Whether we want to admit it or not, more and more
19 people are going to be using their bicycles and choosing to
20 ride down the avenue, and LRT may worsen that rather than
21 making it safer. Thank you.

22 MR. MORRIS: Thank you very much. Next
23 individual is Mat Hollinshead.

24 MR. HOLLINSHEAD: Good morning. Thank you,
25 everyone, for coming. I am working on establishing a

1 Midway Transportation Management Organization. There's
2 some 200 to 250 of these throughout the world. We already
3 have one in downtown St. Paul, one in downtown Minneapolis,
4 and three others in the metro area.

5 What I want to say is that at least the first year
6 funding and second and third year to some extent will be
7 provided by congestion mitigation, air quality funds,
8 federal funds plus matching funds from foundations and
9 elsewhere.

10 One of the missions of this organization will be to
11 address, to track, and to participate in the dissemination
12 and mediation of the issues surrounding this planning
13 process.

14 Other major missions of the Midway TMO will be to
15 address questions of congestion and pollution in general
16 regardless of what this planning process recommends.

17 A phone number for contact is through University
18 United at present which is 651-647-6711. We welcome
19 anybody calling, inquiring, participating. We are eager to
20 assist in this process and all the related issues. So
21 thanks again for coming.

22 MR. MORRIS: Thanks. The next person that
23 signed up is Lisa Lee.

24 MS. LEE: Thank you, Mr. Morris, and members
25 of this planning process for allowing us this chance for

1 public input. I was originally in favor of light rail. I
2 lived 12 years a block and a half from the Chicago Congress
3 Subway.

4 However, in 1988 I got a flyer in my railing about a
5 public meeting which sort of changed my life, and in this
6 12-year process I've learned a lot of things about Light
7 Rail Transit that for obvious reasons are not highlighted.

8 I don't know how many people in this room know the
9 things that had to be done to make light rail even go down
10 Hiawatha. For example, dozens -- actually I think it was
11 hundreds of homes were torn down in the space that was
12 needed for light rail. They were torn down for the
13 freeway. Light rail was put there, but if it hadn't been
14 torn down for the freeway they would have had it been torn
15 down by light rail.

16 The Star Tribune -- yeah, along Hiawatha, Paula
17 Maccabee. If they hadn't been torn down for the freeway,
18 that space would have been cleared for light rail.

19 A parking lot with -- a 249-space parking lot was
20 moved in downtown St. Paul, a couple of buildings were torn
21 down in Fort Snelling, the Korean vegetable garden at
22 Cedar-Riverside had to be relocated for light rail.

23 If light rail were built on I-94 it would take up the
24 right-of-way of the equivalent of four freeway lanes. This
25 means widening the freeway by four lanes, and it would also

1 mean moving the entrance and exit ramps. So there would be
2 demolition.

3 In the earlier go-round of light rail in 1990 and 1993
4 in the Environmental Impact Statements, among the buildings
5 that would be taken was a church designed by a black
6 architect at I-94 and Dale, and the -- so there would be
7 property takes if it were built on I-94.

8 If it were built on University Avenue it would take up
9 the space of two lanes. If you can imagine taking out two
10 traffic lanes on University Avenue. I took the bus here to
11 get to this meeting. The street was already congested. So
12 you'd be taking out half of the traffic capacity.

13 Now, if you didn't take out half of the traffic
14 capacity you'd have to take out two parking lanes. Then
15 you have the pressure to demolish homes and businesses to
16 create off-street parking.

17 The Bus Rapid Transit does not look to me too great
18 either because we'd have fewer stops than the present bus
19 and it would also create many of the present -- the same
20 traffic congestion problems and even potentially the same
21 property take as Light Rail Transit.

22 There is a mistaken notion that light rail is a
23 technology that is better than the bus. The bus has one
24 huge technological advantage over light rail. It has many
25 technological, but the biggest technological advantage is

1 the ability of one bus to pass another.

2 The ability of the bus to maneuver, an ability that
3 light rail hasn't, means that the people that were killed
4 in Portland by light rail, if a bus had been coming, a lot
5 of those people wouldn't have been killed because a bus
6 could have swerved to avoid them. I read about a person
7 killed in Portland. The light rail was going less than 25
8 miles an hour, but it couldn't swerve to avoid a passenger.

9 Because buses cannot swerve to get around cars -- I
10 mean because light rail cannot swerve to get around cars,
11 that's why you need to have two lanes for light rail in the
12 middle of University Avenue, because if light rail didn't
13 have those two lanes and the cars were crossing its tracks,
14 it would slow down to a crawl and be much, much slower than
15 the bus.

16 The ability of the bus to pass enables you to have
17 options. With light rail there's no options. At Hiawatha
18 you're locked into the same 17 spots -- slots 24 hours a
19 day. They aren't going to have any variations. If you had
20 used that right-of-way for bus you could have had some
21 buses stopping every block, some buses not stopping at all
22 until they got to Mall of America, and many other
23 combinations funneling out into the neighborhoods.

24 Light rail doesn't have that maneuverability. You
25 have to transfer every time you want to do something. You

1 have to demolish a building or a parking lot just to turn a
2 corner. Light rail can't turn a corner. That's why the
3 Star Tribune employee parking lot was demolished, so light
4 rail could cross -- diagonally cross the street. It's too
5 large and too clumsy.

6 So the bus can actually offer higher speeds than light
7 rail. I took the bus yesterday from downtown Minneapolis
8 to Mounds -- downtown St. Paul to Mounds View, and it took
9 about 20 minutes; much faster than light rail would have
10 done for the same trip.

11 The bus also has more capacity than light rail. Mr.
12 Rossbach mentioned the utility relocation for light rail.
13 For the price of that utility relocation you could buy
14 dozens of buses, more capacity than a Hiawatha light rail
15 which will have 26 vehicles. In other words, for the
16 relocation cost alone we're talking about \$30 million. The
17 whole light rail project, the official cost is \$675
18 million, but the cost is higher than that because of
19 relocation. Right now we're talking about approximately
20 \$700 million. There would be maybe, you know, more cost
21 overruns.

22 The bus has higher speed than light rail. The buses
23 running on I-94 now are running much faster than light rail
24 on I-94 would run. The planners know this. I have seen
25 figures that the average speed of light rail on I-94 --

1 this was back in 1990 so it would be about 18 miles per
2 hour.

3 The bus has a higher capacity than light rail. The
4 bus doesn't have the disruption of light rail. The bus
5 offers more options than light rail. The bus has lower
6 capital costs than light rail because even when the capital
7 costs of light rail are amortized over the lifetime, the
8 bus still has a lower cost. The planners know all of this.

9 Would I lie about this? I've never owned a car in my
10 life. I've been taking a bus here since 1975.

11 And the bus has a lower operating cost than light
12 rail. The operating cost of Hiawatha alone would be enough
13 to trigger two or three fare increases, and we are having a
14 bus fare increase here July 1st.

15 So it seems to me that the planning on Riverview and
16 the University Corridor should actually be put on hold
17 until you see what the capital and operating cost impact of
18 Hiawatha is.

19 When we hear economic development we're all supposed
20 to, you know, roll over and beg. The economic development
21 is occurring on University Avenue anyway without light
22 rail.

23 The light rail nodes that are planned for Lexington
24 and Dale, I've been to meetings on those and they involve
25 tax increment financing. Tax increment financing is no

1 property tax increase for new development. The money that
2 would have gone into the increase goes back paying for the
3 development. In the meantime, with inflation, the property
4 tax of other people has to go up to accommodate the tax
5 increase that didn't occur to this.

6 So we are paying for these developments with our
7 taxes. These are not inspired by light rail. These are
8 inspired by homeowners' property taxes.

9 Furthermore, I found out to my shock that Minnesota is
10 now the largest transit bus manufacturing state in the
11 nation. I knew that a bus plant had opened in St. Cloud.
12 With the opening of that 300,000-square-foot plant,
13 Minnesota now is the largest bus manufacturing state in the
14 nation.

15 The buses made in Crookston and St. Cloud are New
16 Flyer buses which is a Canadian company. All the St. Cloud
17 buses are going to New York City. These buses range from
18 30 feet to 60 feet in length. They include ones powered by
19 natural gas. They include electric trolley buses which are
20 powered by overhead electric lines like light rail.

21 A lot of people don't even know that light rail has
22 its own set of power lines wherever it goes. These power
23 lines have been a source of some controversy among some
24 people who consider them to be unsightly.

25 MR. MORRIS: Excuse me, Lisa. Could we --

1 we've got a couple more people. If they could speak and
2 then you could finish up, that might be --

3 MS. LEE: Okay. Yes, I would like to speak
4 after the people speak. The reason I have a lot to say is
5 because I do ride the bus, and I have been following this
6 for 12 years.

7 Mr. Rossbach had mentioned that there was no stop at
8 Hamline. I got off at Hamline and University and walked
9 here. The bus was detoured Saturday for the classic cars.
10 It took me 25 minutes to walk from I-94 and Hamline, from
11 the Pearson Theatre which is really close to here, to
12 Lexington and University. We're talking about a 25-minute
13 walk for an able-bodied person. Someone on crutches or in
14 a wheelchair, nonmotorized wheelchair, it would take
15 longer.

16 I'll finish up here, Mr. Morris, but I would probably
17 like to speak after the other people. So when we have the
18 largest bus manufacturing -- we are the largest bus
19 manufacturer in the nation. We do not buy any Minnesota
20 buses, and the bus has so many costs and technology
21 advantages over light rail, I think it would behoove us to
22 invest in the bus technology and spur Minnesota
23 manufacturing and provide living-wage jobs for people that
24 could work as drivers either permanently or saving money to
25 go to school and better their lives rather than this

1 enormous construction disruption that will put some small
2 businesses out of business because of the lack of access
3 during the construction process.

4 So, again, thank you for letting me speak, and if
5 there is time afterwards I probably would like to say some
6 more.

7 MR. MORRIS: Thank you. The next person
8 that signed up is Paula Maccabee.

9 (Mr. Bednarczyk adjusts microphone.)

10 MS. MACCABEE: It's okay. I can stand on my
11 toes. My name is Paula Maccabee, and I'm an independent
12 consultant. I represented a number of businesses who had
13 remediated pollution on University Avenue and done
14 developments including St. Anthony Bank in the Midway
15 Shopping Center and the owners at Raymond and University.
16 I also work with the Sierra Club on reducing air pollution
17 in Minnesota.

18 I'm not speaking for any of my specific clients, but
19 using what I've learned working with them to explain my
20 point of view.

21 First, people think that the reason we don't have LRT
22 is due to some great planning decision that buses would be
23 better. That is a lie. My husband wrote the landmark book
24 on gangsters in St. Paul, and the reason we don't have LRT,
25 which used to be called streetcars, anymore is because the

1 gangsters took it apart. They did it for their own profit.
2 They did not do it for policy reasons or because buses are
3 better.

4 So what we're doing in some sense is -- Minneapolis
5 and St. Paul used to have a great LRT system. It was
6 called the streetcar. It went up and down University. It
7 went up and down Grand. It went up and down Summit. And
8 because of crooks in our area, we did not keep that system.

9 So our current multi -- our current system is not
10 multimodal. It's not based on streetcars and buses and
11 bikes. One piece of that is missing, and it's missing
12 because of the gangsters and not because somebody made an
13 intelligent policy decision.

14 I looked at the scoping document, and from my
15 perspective I think the EIS has to be more systemic. We
16 can't just look at what are we going to do with one route
17 of LRT because if transportation is going to work in
18 Minnesota, we can't say LRT is going to replace buses or
19 that we're going to do nothing about buses.

20 It is a travesty that they are increasing the fares
21 for buses this year. It is a travesty that they are
22 reducing routes, and the only way that any kind of LRT,
23 whether it's up and down University or anywhere else, is
24 going to be the least bit successful is if the investments
25 in buses increase rather than go down, and that means

1 keeping the local service on 16 so that people can get
2 off -- you know, take the LRT in from Minneapolis and then
3 get off, get on the bus and go a couple blocks if they want
4 to.

5 Put bicycle racks on more of the buses than they have
6 now and on LRT so that people -- both of my daughters are
7 primarily bus transit users, but you need to be able to
8 bike your six or nine blocks so it doesn't take a half an
9 hour, and then put the bike on the bus and put the bike on
10 LRT.

11 If we continue to have fare increases we are pushing
12 people off the bus. We are reducing people's ability to
13 ride on public transit. And so unless we make this part of
14 any plan, I think the plan is going to be unsuccessful.

15 The other thing that I think we need to talk about is
16 if we're going to have buses, our buses in Minnesota are
17 not clean enough. Metro Transit has made some improvements
18 in buses. There are fewer dirty diesel buses on the road
19 now, but we do not have hybrid buses; we do not use
20 biodiesel fuels; and we do not use compressed natural gas.

21 So to the extent that we're going to continue -- even
22 if we had LRT we're going to continue to have buses running
23 north and south, local routes. We need to make part of
24 this environmental assessment how do we get cleaner buses
25 because if anyone's ever sat on a bus and had the diesel

1 fumes come in those windows or sat behind the bus and had
2 the black smoke in their face, it is the biggest
3 disincentive for the use of public transit that there is.

4 So part of this plan should look at how do we make our
5 buses as little of an air impact as possible, and Metro
6 Transit -- maybe there needs to be more money from the
7 Legislature; we're moving too slowly.

8 From the perspective of my clients on University, some
9 of the alternatives for buses may work. LRT on University
10 Avenue may work. LRT on 94 is a disaster.

11 I've talked to my clients. They say what that would
12 do is undo the degree of investment that's been made in
13 everything from offices, renovations, retail, and now
14 housing.

15 University Avenue has been a corridor that draws
16 people where employees can get on the bus and where
17 customers can see the businesses and see the housing.
18 Pulling those customers off University Avenue with LRT
19 would be a negative impact and a negative impact on
20 investment and redevelopment. We're not going to get
21 redevelopment down the middle of 94.

22 So whether we look at improving bus service or faster
23 bus service on University or LRT, from the perspective of
24 people who spent millions of dollars investing, LRT on 94
25 is a bad idea.

1 The other thing is that I didn't notice in your
2 scoping that you were going to talk about the differential
3 impact of various construction schedules. When I was on
4 the council, Elin Skinner worked very closely with the
5 Department of Transportation when they were redoing Highway
6 280, and construction schedule was really the most
7 important thing in determining how much business was going
8 to suffer.

9 So in addition to looking at do we do Busways, do we
10 do LRT, construction schedule is critical for the survival
11 of small, medium, and actually the larger businesses
12 because the larger businesses like Midway Shopping Center,
13 our tenants are not necessarily big businesses. Not
14 everybody can hold on, dig in, and wait for a year and a
15 half while the construction mess gets sorted out. So in
16 any EIS scoping we need to talk about construction
17 schedules; otherwise it's not responsible to businesses.

18 And, finally, I just want to say that it would be much
19 more helpful in the EIS and also in these meetings if we
20 stop talking about it as LRT versus bus versus bike. We're
21 only going to reduce congestion and reduce pollution if we
22 start talking about what is the multimodal system going to
23 look like? How do we integrate the buses that are there
24 with the bicycles that people need to use? How do we make
25 whatever system, whether it's LRT or buses, pedestrian-

1 friendly so people can cross over safely?

2 And so what I'm hoping in making these comments is
3 that what comes out of this EIS, whether it looks like we
4 ought to be strengthening buses or adding LRT into the mix,
5 is that it's a multimodal transit system. If not, we're
6 going to put a whole lot of money in LRT and disinvest in
7 the bus system and the bike system that we have today.
8 Thank you.

9 MR. MORRIS: Thank you. Next speaker who
10 signed up is Eddie Maddox.

11 MR. MADDOX: Thank you very much. Eddie
12 Maddox. I, too, got off of the 16 at Hamline Avenue and
13 walked up here.

14 Some very, very interesting comments to follow on, so
15 I don't know if what I'll say will be remembered past
16 today, but some very -- some very disturbing things have
17 caught my attention, and some of the comments that have
18 been made have raised some of those disturbing issues.

19 I notice, to begin with, that this whole process
20 started back in February of 2000 at a private meeting --
21 open to the public, of course, but still not an official
22 public involvement process type meeting like today is.

23 "The Ramsey County Regional Rail Authority initiated
24 the Central Corridor Transit Study to identify the mass
25 transit options for the Central Corridor," et cetera, but

1 yet I noticed on your time line it wasn't until May of this
2 year that they bothered publishing a Notice of Intent.

3 In the meantime, during that whole greater than a year
4 time frame from their February 2000 meeting at which they
5 initiated the transit study and publishing the Notice of
6 Intent in May of this year, they followed a multiphase
7 screening process, determining what options would address
8 the purpose and need.

9 Okay. So we had a public involvement process to
10 determine, first, what is the purpose of transit, and,
11 second, what is the need for those purposes.

12 And then following the determination with public
13 involvement of what the purpose and the need of transit is
14 in the Central Corridor, then we had a public involvement
15 process to determine the potential options to meet the need
16 for those purposes.

17 Two of the purposes that I've heard -- and I've been
18 lobbying, more so in the past than recently, for over a
19 decade on logistics management issues, especially where
20 transit is concerned, and I hear two basic purposes for
21 transit offered up by the local authorities.

22 And the first purpose they mention is for economic
23 development like you would have with a stadium or a
24 shopping center or a theme park. Okay. To provide some
25 fun. It provides some token amount of services, but the

1 basic thing is to draw money for the proprietors, not to
2 make an economic impact of a revenue-generating nature
3 necessarily for the local government services such as
4 maintaining the streets and roads.

5 The second purpose offered up by the local authorities
6 besides econ development is logistics management. Wait. I
7 take that back. I'm sorry. I misspoke. They never
8 offered up logistics management. Oh, they may have to move
9 a few people around, but not in a serious way that meets
10 the sort of dynamic travel needs that we have.

11 They did do a study back in 1990 I believe it was
12 showing the traffic patterns that we typically follow in
13 the Twin Cities area when we get to work each morning, and
14 it goes every which way, all over, and it's work -- I mean
15 the worst part of it is down in the southwestern corner
16 like Hopkins and Edina and those kind of places.

17 So the purpose and need. Is the purpose for just
18 promoting more business, more development, or is the
19 purpose to manage the logistics of us getting around to do
20 our errands and for the goods that we have to purchase and
21 use, to get to stores and the like.

22 And until we have a public input process including
23 input from learned people such as J. Edward Anderson at the
24 University of Minnesota, then it's kind of pointless to be
25 discussing technical alternatives for a purpose and a need

1 that we have yet to be involved with as a public in
2 determining.

3 And J. Edward Anderson has spent his lifetime with his
4 technical skills that he learned from the University of
5 Minnesota that we as taxpayers support to determining what
6 are the purposes and needs of a transit system, and it's
7 logistics management; people and freight getting around and
8 the goods that we have to purchase, getting them around as
9 well.

10 And then what is the best theoretical understanding
11 offered by the laws of physics and mathematics and
12 technology that would address the logistics management
13 purposes of a transit system, and that -- not the
14 mathematical model that he developed that models the cost
15 and performance behaviors of transit systems generically
16 has been worked over by many of his colleagues the world
17 over in the last two or three decades, and it's very well
18 defined -- refined now, and it shows that if you want the
19 most cost-effective logistics management technology then
20 you need a configuration that is completely different than
21 these options that have been preselected by these
22 authorities that have sponsored the meeting today.

23 And that optimum mathematical and theoretical model is
24 called Personal Rapid Transit, and it has been developed
25 into a ready-to-implement technology, and the University of

1 Minnesota has a mechanism for taking theoretical concepts
2 that comes out of this institution, which is what the
3 Personal Rapid Transit concept has done -- it came out of
4 its institutional mechanisms and J. Edward Anderson just
5 happened to play a key role in that.

6 They have a way of taking those ideas and making
7 patents on them, and Personal Rapid Transit has about five
8 patents on it, and developing a company to take those ideas
9 and patents to market, and that company right now is called
10 Taxi 2000, and it's headquartered right here in the Twin
11 Cities area. J. Edward Anderson is still teaching at the
12 University of Minnesota.

13 And that is the technology and the company that can
14 implement it that will address the needs of security and
15 construction schedule.

16 MR. MORRIS: Could we --

17 MR. MADDOX: That's all I have to say.

18 MR. MORRIS: Oh. Okay. All right. I was
19 going to say we're nearing the end of the time. I wondered
20 if it would --

21 MR. MADDOX: Thank you very much for your
22 patience.

23 MR. MORRIS: Thank you. Anybody else that
24 hasn't spoken want to speak? Yes, ma'am. Could you
25 identify yourself?

1 MS. MARTIN: My name is Margaret Martin.
2 I live at 1366 Selby, in the Midway area, and I'd like
3 first to say that if we're going to make changes in our
4 transportation system that are expensive, then we need to
5 be sure that they're going to be appreciably better than
6 what we now have.

7 And I feel that what we have at the present is pretty
8 good. For example, if one is going between the Cities or
9 between Snelling and one of the cities, the I-94 express
10 buses are very satisfactory. They take you directly
11 downtown in a short time; no parking worries.

12 Then in terms of local transportation, the 16 bus on
13 University Avenue also does a pretty good job. It could be
14 improved by having a dedicated traffic lane, but other than
15 that it has frequent service and takes people where they
16 want to go and stops every block or so.

17 Also on University Avenue there is an express bus, the
18 Number 50 bus, which makes better time and fewer stops.

19 So I feel very strongly that we have to be sure that
20 any changes we make, particularly changes at high cost, are
21 actually tremendous improvements.

22 I'd like to see more traffic management options
23 studied because I think they're an opportunity to reduce
24 congestion, and things like the bus system at the
25 University which goes throughout the city and picks up

1 students and takes them directly to the University or the
2 van system that 3M has and they pick up people, their
3 employees, from throughout the city in vans which are
4 driven by an employee and take people directly to their
5 facility, and, again, it saves transportation and also
6 parking. So I'd like to see those things also considered.
7 Thank you.

8 MR. MORRIS: Thank you very much. Okay.
9 With that -- yeah, we have Lisa Lee we said we would let
10 make some more comments. If possible I'd like to limit it
11 to, say, five minutes or so.

12 MS. LEE: Hello. Thank you for letting me
13 have the chance to speak again. Ms. Maccabee made a
14 comment that we shouldn't sacrifice the bus for LRT, but
15 the problem is the cost of LRT, capital and operating, is
16 so extreme and the political visibility is so high, that is
17 exactly what tends to happen in all the cities that it was,
18 you know, built.

19 I talked to a guy from Sacramento who used to take an
20 express bus, but after LRT was put in he had to go
21 multimodal which is meaning instead of being able to take
22 one vehicle you have to take two. It was less convenient
23 and took him longer, but there was no choice because the
24 express bus was eliminated.

25 It would be like if you had a household of pets and

1 you brought home a new pet gorilla and you said to the dog
2 and cat and canary "Oh, we're going to have more food for
3 you because we're increasing our food budget. You know,
4 we're getting more money for food now, for pet food,
5 because we brought this gorilla in."

6 The trouble is the gorilla eats so much pounds of food
7 a day -- I was at the Brookfield Zoo in the Chicago area,
8 and gorillas eat a lot a day -- that the dog, cat, and
9 canary still get less to eat, and that's what happens to
10 the bus system.

11 People talk of multimodal, but if you think about it
12 people that drive, they don't want to take a shuttle to the
13 parking lot and then drive home or have to walk a long
14 distance, so on. They just want to be able to drive. And
15 in this weather -- every time you have to transfer in the
16 winter it's another exposure to, you know, possibly minus
17 70 windchill, possibly standing oftentimes at these bus
18 stops without any protection from the elements, and if you
19 were carrying groceries or buying a TV, as I've seen people
20 do and carry it on the bus, you have to haul that around.

21 The other comment I would like to address is the
22 gangsters getting rid of the streetcars. If you try to put
23 the streetcars back in right now, they would be stuck in
24 traffic because the streetcars were running down the middle
25 of the street and at that time cars were allowed to cross

1 the tracks.

2 So it would be very difficult to put the streetcars
3 back in, especially since, as mentioned with LRT, people
4 are going to have to go to the middle of the street to get
5 their ride, and when the streetcars were in their heyday
6 there weren't as many cars as now. So there wasn't the
7 degree of hazard there would be to crossing to the middle
8 of the street and getting on.

9 And the woman from Selby Avenue, I appreciate her
10 clear and courteous manner. I think I've been in this
11 light rail thing so long that I'm oftentimes sort of very
12 angry and maybe also long-winded.

13 She said that if you're going to spend a lot of money
14 that, you know, you should see a clear improvement, and
15 from everything I've been able to learn about light rail,
16 you would actually spend more money and ultimately have
17 worse service because of the cuts that would be made to the
18 bus routes.

19 Ms. Maccabee mentioned that the 16-A should be
20 maintained if light rail ran down University, but that
21 would be almost impossible to do because the 16-A has to
22 pull over and if light rail was taking two lanes, how would
23 it be able to pull over to let people off? It would be --
24 if it let people off in the lane that it was already
25 driving in, then it would be blocking traffic. So it

1 would -- you know, it would be very difficult to maintain.

2 Again, light rail -- if you just think of this meeting
3 alone, light rail or busway will have no stop at Hamline
4 and University. I wrote down how long -- it's back in my
5 purse there -- how long it took me to walk from University
6 Avenue. Part of the time walking was having to cross at
7 the streetlight. It was probably around seven minutes or
8 so. But to walk from Lexington and University Avenue to
9 here would be close to 25 minutes.

10 So we're not talking about better service. If you had
11 this -- I missed the presentation on Transportation System
12 Management, but if that means improved bus, you could have
13 the 16-A running down University Avenue. You could put
14 buses in with soundproofing the walls which -- I read some
15 of the specifications for light rail. They will have
16 soundproofing of walls which indicates to me light rail may
17 not be all that quiet if they need soundproofing of the
18 walls.

19 You could have more of these Route 50 buses which have
20 limited stops which mimic the light rail stops except the
21 Route 50 does have a stop at Hamline and University, and
22 you could be running the I-94 bus between the two
23 downtowns, you could be running it every few minutes from
24 5 a.m. to 2 a.m. Right now that bus is less frequent than
25 it was a few years ago.

1 MR. MORRIS: Excuse me, Lisa. We have one
2 more person who wanted things to say.

3 MS. LEE: Okay. Sure. I'll finish up. The
4 bus service of the 16-A and 94 is less frequent than it was
5 a few years ago, and with all the money we're spending on
6 light rail, we can make that service more frequent. We
7 could have really deluxe buses. We could be buying buses
8 from Minnesota. We could increase the service throughout
9 the area.

10 You know, I had said light rail costs about 700
11 million. That's almost twice the cost of the entire bus
12 system. We're talking about buses that not only go between
13 Minneapolis and the Mall of America and the airport, but
14 we're talking about the whole bus system; buses going to
15 New Brighton, White Bear Lake, Inver Grove Heights, all
16 throughout St. Paul and Minneapolis.

17 So the cost of light rail is just staggering, and the
18 benefits are very questionable. I will end here. I did
19 not even have a chance to say about what they would have to
20 do to the Capitol area to make it run in front of and
21 behind the Capitol which are sloping areas because light
22 rail needs flat land to run. So because of time, you know,
23 I can't even go into that, but massive -- a massive
24 disruption to that geographic -- you know, geography of
25 that area.

1 MR. MORRIS: Okay.

2 MS. LEE: So thank you very much.

3 MR. MORRIS: And the last person is Mat
4 Hollinshead. While he's coming down, again, we'll also
5 take written comments, and we will put those of you who are
6 in attendance on the mailing list for future newsletters
7 and try to keep you up to date as the study progresses.

8 MR. HOLLINSHEAD: I think we need a couple
9 of points on perspective here. The funding system we have
10 in this country, for good or ill, is a dedicated funding
11 system overwhelmingly devoted to the building of roads. In
12 over half our states gas taxes cannot go for anything else.

13 When you talk about a budget of 500 million or 600
14 million for a light rail line, most of that comes from gas
15 taxes and most of it will go to another light rail line
16 someplace else or to a road if not to this. It will not go
17 into social services. It will not go to education. That
18 is just a political fact of life.

19 We have worked for years to change that dedication
20 without success. The lobbyists down at the Legislature are
21 simply too strong.

22 So I think in terms of perspective, we all need to
23 understand that when people talk about the sticker shock of
24 light rail or any other transit investment, those moneys
25 are not going to an alternative government service. Those

1 moneys are going to transportation, whether it's a road or
2 transit. It may be either, but it's not going to be
3 something else.

4 I would also like to say that there was a comment
5 about development. There are statistics that show clearly
6 without doubt that in many cities where major transit
7 investments have had time to prove themselves there have
8 been billions of dollars of development near those transit
9 lines including light rail. So I think we should also make
10 sure that we have accurate data on that level.

11 Another point I would like to make, and I just -- this
12 is on the process. I hope as we go on with these and other
13 meetings in the future that we will have some kind of time
14 limits on individual speakers because, as I've observed
15 over the years, there are some speakers who are able to
16 take up a half an hour of time. There are others who are
17 able to be very concise. I think it's only fair to all the
18 speakers that we have a uniform time limit and that that
19 time limit be enforced and disciplined so --

20 MR. MORRIS: We had planned to do that, Mat,
21 and it was my error to not say it on the --

22 MR. HOLLINSHEAD: Well, I hope to see it in
23 the future because I would be disappointed to see the time
24 used by a small number of speakers who have
25 characteristically used a large amount of time in the past.

1 Thank you.

2 MR. MORRIS: Thank you all. Thank you all
3 for coming.

4 (The meeting concluded at 9:30 a.m.)

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CERTIFICATION

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I hereby certify that I reported the Central Corridor Transit Project Public Scoping Meeting on the 26th day of June 2001, commencing at 8:15 a.m., in St. Paul, Minnesota;

That the stenographic recording was transcribed under my direction, and that the foregoing transcript is a true record of the proceedings.

7/9/01

Linda G. Oman
Linda G. Oman, Court Reporter

ORIGINAL

CENTRAL CORRIDOR TRANSIT PROJECT
INTERAGENCY SCOPING MEETING

JUNE 26, 2001

2:30 P.M.

Sheraton Midway
400 North Hamline Avenue
St. Paul MN 55104

APPEARANCES

Steve Morris, Project Manager
 Ramsey County Regional Railroad Authority
 John Bednarczyk
 URS-BRW
 Barry Gore
 URS-BRW

PRESENTATIONS

Steve Morris	3
John Bednarczyk	8
Barry Gore	14

SPEAKERS

Virginia Laszewski	20
Kathryn DeSpiegelaere	24
Jack Rossbach	33

1 [Slides shown during the presentation.]

2 MR. MORRIS: I think we'll go ahead and get
3 started. Thank you for coming this afternoon. I'm Steve
4 Morris, project manager for the Central Corridor Transit
5 Study. I would like to welcome you here for this meeting
6 for the agencies regarding the Central Corridor Project.

7 We're having this meeting this afternoon. We had a
8 public meeting this morning covering the same material.
9 Then we have two more public meetings, one this evening and
10 one tomorrow night.

11 First, to go over the agenda quickly, I'll be talking
12 about how we got here, kind of the history of the Central
13 Corridor Project; the purpose of today's meeting; and the
14 need for public involvement on the project.

15 Then John Bednarczyk with URS-BRW will do the
16 Environmental Review; and Barry Gore will then conclude the
17 formal presentation with a description of the build
18 alternatives that are under consideration, the Station Area
19 Review portion which will talk about the design guidelines
20 of the proposed station locations; and then we'll be happy
21 to open it for any comments from the agencies on issues
22 that you want us to consider.

23 You'll notice that we've got some displays set up out
24 front, and after the formal part of the meeting, if you
25 have any questions or comments, please feel free to let us

1 know. Also, we've got additional copies of the Scoping
2 Booklet and comment sheets.

3 First, to bring you up to date on the project. Then
4 we have the history of the Central Corridor. Second, we
5 want to hear any of your concerns; and then, third, we want
6 to tell you how you can make sure that you stay involved as
7 the project develops.

8 The comment period for this scoping will close on July
9 20th, and we will have the court reporter prepare the
10 comments for anything that comes up today.

11 Let me move on to the Central Corridor Coordinating
12 Committee. That's the group that is providing policy
13 direction for the study. It has broad representation of
14 all of the agencies along the Corridor. It is chaired by
15 one of the Mn/DOT representatives. It has representation
16 from the cities, the counties along the route; Metropolitan
17 Council; University of Minnesota; and then commuter rail
18 representation for both the Red Rock Corridor and
19 Northstar.

20 For the next part of the presentation I'll describe
21 how we got to where we are today. Many of you have
22 probably seen efforts of this Corridor in the past.

23 Citizens and policymakers throughout the Twin Cities
24 have long recognized the need for improvements of the
25 transit service and other investments in the Central

1 Corridor. It's the heart of the Twin Cities-Metropolitan
2 area.

3 This slide lists some of the previous studies that
4 have been done on the Central Corridor from 1984 through
5 2000. Two of the previous studies specifically identified
6 Light Rail Transit as the preferred transportation
7 alternative in the Corridor. The Midway Corridor Light
8 Rail Transit Draft Environmental Impact Statement was
9 prepared in 1990, and the Central Corridor Alternatives
10 Analysis and Draft Environmental Impact Statement was
11 prepared in 1993.

12 Given the importance of the Corridor and the number of
13 transit modes and alignment options, participating agencies
14 initiated this study to determine the current preferred
15 transit options for the Corridor.

16 The environment has changed in many ways, and we're
17 not assuming that the old studies still represent the best
18 solutions, but they do provide a good starting point.

19 The study methodology is using a tiered approach to
20 provide a comprehensive study to identify potential
21 improvements in the Corridor. The main elements of the
22 study are shown here:

23 Review and evaluate previous studies and recommend
24 technology, define goals and objectives for the Corridor,
25 define options to meet the identified goals and objectives,

1 provide a tiered screening process to refine options and
2 identify the preferred transit option, prepare an
3 Environmental Impact Statement for regulatory agency
4 review, and develop a Central Corridor financial plan.

5 We've completed the screening process and have entered
6 the scoping process for the Environmental Impact Statement,
7 as John Bednarczyk will explain later.

8 Through this part of the planning process we've
9 identified future transportation needs of the Corridor and
10 developed the goals of the Central Corridor Project as
11 follows:

12 First, mobility and accessibility. Performance under
13 this goal has been assessed in terms of nine evaluation
14 criteria including proven technology, support of previous
15 transportation investments, support of previous development
16 investments, service to major markets, intermodal
17 connectivity, regional connectivity, travel time savings,
18 residential population served, and major employment centers
19 served.

20 In the area of economic development, performance was
21 assessed in terms of seven criteria including consistency
22 with local plans, regional plans; land use patterns;
23 potential to support smart growth and livable communities;
24 business community sentiment; proximity to planned
25 development; and proximity to developable and redevelopable

1 land.

2 In the area of communities and environment, the
3 performance was assessed in terms of four criteria:
4 Compatibility with community character, utilization of
5 existing right-of-ways, diversity of the population served,
6 and community sentiment.

7 Financial considerations are assessed in terms of
8 capital cost without vehicles and right-of-way costs.

9 As indicated in the next three slides, we identified
10 the needs for the Corridor and determined the goals to
11 satisfy those needs. This is the resulting Purpose and
12 Need Statement for the Central Corridor. I guess I won't
13 read it. You can read those.

14 The build alternatives that are currently to be
15 evaluated in the Environmental Impact Statement are Light
16 Rail Transit on University Avenue, a Busway or Bus Rapid
17 Transit on University Avenue, and Light Rail Transit on
18 I-94; and each of these alternatives is described in your
19 Scoping Booklet and will be presented in greater detail
20 later in this presentation.

21 Although two commuter rail options are being
22 considered as part of the Central Corridor Transit Study,
23 the evaluation of commuter rail options will be deferred to
24 a separate environmental document based on regional
25 commuter rail connections and system planning, funding, and

1 operating agency responsibility. Technical evaluation of
2 the available commuter rail options is underway.

3 That concludes my part of the formal presentation, and
4 John Bednarczyk will now present the third agenda item,
5 Environmental Review.

6 MR. BEDNARCZYK: Thank you, Steve. I'm John
7 Bednarczyk. I'm a professional engineer, and I'm managing
8 the environmental documentation task.

9 The Central Corridor Scoping Process is part of a
10 prescribed planning process to assist decision-makers and
11 the public in the assessment of potential impacts
12 associated with the proposed Central Corridor alternatives.
13 The process, as you know, is required by the Federal
14 Transit Administration and the National Environmental
15 Policy Act.

16 The purpose of the Environmental Impact Statement is
17 to identify potential impacts associated with the proposed
18 Central Corridor alternatives. In doing so, we're
19 determining the scope required for the Environmental Impact
20 Statement documentation. An overview of the Environmental
21 Impact Statement is shown on this slide.

22 EIS will refine the alternatives. It will document
23 the decision-making process and the assessment of potential
24 impacts. It will identify appropriate mitigation measures
25 for the impacts, and it will involve the public in the

1 decision-making process.

2 As Steve Morris mentioned, these next two slides show
3 the modes considered during the screening process to select
4 the best alternatives to serve the purpose and needs
5 identified for the Central Corridor.

6 The screening process began with the definition of
7 alternatives shown here. You can see that the universe of
8 alternatives considered all possible transit options.
9 These were available from a wide range of technologies
10 which ranged from conventional bus service to Personal
11 Rapid Transit and Magnetic Levitation.

12 The universe of alternatives was carried into the
13 screening process and evaluated in terms of the goals of
14 the Central Corridor Project; namely, mobility and
15 accessibility, economic development, community and the
16 environment, and financial considerations.

17 This next slide shows how we approached the screening
18 process. We used a two-tiered screening process to
19 consider the universe of alternatives and reduce the number
20 of modes to be retained.

21 This slide shows how the screening process worked. We
22 applied an increasing number of measures of effectiveness
23 to a reducing number of modal alternatives.

24 Three alternatives had the best performance when
25 evaluated by the goals of the Central Corridor Transit

1 Project. These are University Avenue Light Rail Transit,
2 University Avenue Busway/Bus Rapid Transit, and the I-94
3 Light Rail Transit. Again, as Steve mentioned, each of
4 these is described in your Scoping Booklet.

5 Although the I-94 alternative has been included here,
6 we wish to note that it did not compare favorably with the
7 other alternatives, and we anticipate that it may be
8 eliminated during the scoping process.

9 Note that along with the three build alternatives
10 which were selected during the screening process, we also
11 studied a No-Build alternative and a Transportation Systems
12 Management alternative. This will give us a baseline for
13 comparison.

14 The No-Build alternative is defined as the existing
15 roadways and bus service along with transportation
16 improvements for which funding has been committed through
17 the year 2020.

18 The Transportation System Management alternative
19 provides a framework for strategies that provides lower
20 cost improvements to the existing transportation network
21 and includes infrastructure improvements that will benefit
22 transportation operations and minor roadway improvements.

23 The Locally Preferred Investment Strategy will be
24 identified based on the assessment and documentation of the
25 relevant social, economic, and environmental issues within

1 this Environmental Impact Statement.

2 The purpose of the Environmental Impact Statement
3 which follows this scoping process is indicated here. It
4 is to refine the proposed transportation improvements; to
5 assess social, economic, and environmental impacts; to
6 analyze transportation system impacts; to prepare capital
7 cost estimates; and to estimate and analyze operating and
8 maintenance costs, ridership, and revenue.

9 The following four slides provide a listing of the
10 areas that would be assessed to determine social, economic,
11 natural or environmental, and transportation impacts.

12 The social impacts include these areas: Land use,
13 neighborhood cohesion, displacements and relocations,
14 community facilities and services, visual and aesthetic
15 considerations, cultural resources, parkland/public land,
16 environmental justice, safety and security, and
17 construction impact.

18 Note that the social impact analysis includes
19 potential impacts to historic resources including
20 archaeological and structural resources. This process is
21 known as the Section 106 process and includes identifying
22 and evaluating historic properties; assessing the effects
23 of the undertaking on those historic properties; and
24 consultations for methods to avoid, minimize, and mitigate
25 adverse effects.

DRAFT

1 Also included is the evaluation of the potential for
2 disproportionate impacts to low-income and minority
3 populations. This evaluation is termed "Environmental
4 Justice."

5 The economic impact analysis includes these areas:
6 Fiscal impacts, capital and operating costs, effect on
7 employment, utilities, secondary development, improved
8 access to jobs, and funding options.

9 The environmental or natural impact analysis includes
10 these areas shown here: Hydrologic and natural features,
11 wetlands, biological assessment, air quality, noise and
12 vibration, contaminated and hazardous materials, water
13 quality, energy, traffic, and construction impacts.

14 The transportation impact analysis would include these
15 elements: Roadway, transit, and travel time savings.

16 The Coordinating Committee seeks your help, seeks your
17 help to refine the alternatives, to identify local issues
18 and concerns, and to identify how your agency would like to
19 be involved in our project.

20 Again, the comment period ends July 20, 2001. All
21 written comments received by July 20 and the verbal
22 transcripts received of these meetings will be included in
23 our Scoping Summary Report.

24 Your participation is important. The Coordinating
25 Committee values your input now and throughout the process.

1 Please make sure that you signed in at the registration
2 table. You, your agency, will receive project newsletters
3 and upcoming meeting announcements.

4 The environmental review time line is shown on these
5 next two slides. You'll notice that along the bottom of
6 both slides public involvement has been included throughout
7 the environmental review process including workshops,
8 public meetings, web site, newsletters, and public outreach
9 activities.

10 The first graphic on the time line indicates that the
11 Notice of Intent has been published in the Federal Register
12 and notice for these scoping meetings has been published in
13 local newspapers.

14 The circled graphic indicates that we are now in the
15 scoping period. We are currently conducting these public
16 meetings. We're receiving written comments through July
17 20th, 2001. All of these will be included in the public
18 record for the project.

19 The scoping period will result in the selection of the
20 alternatives to be evaluated in the Draft Environmental
21 Impact Statement. Following the scoping period, we will
22 begin the preparation of the Draft Environmental Impact
23 Statement, addressing those alternatives selected during
24 the scoping period. This activity will occur from summer
25 2001 through winter 2002.

1 The Draft Environmental Impact Statement will be
2 completed and distributed during the winter of 2002.
3 Copies will be provided to regulatory agencies and made
4 available to the public.

5 In the winter of 2002, the Draft Environmental Impact
6 Statement will be submitted for review and comments will be
7 received from the public. The preferred alternative for
8 the Central Corridor will be selected based on this review.

9 The preparation of the Final Environmental Impact
10 Statement with the preferred alternative will be completed
11 in the spring of 2002. It's anticipated that the Federal
12 Transit Administration will sign the Record of Decision for
13 the Central Corridor Environmental Impact Statement during
14 the summer of 2002.

15 That concludes my part of the presentation. Barry
16 Gore of BRW will now present the fourth agenda item.

17 MR. GORE: Thanks, John. I'm Barry Gore.
18 I'm a planner with BRW. I've been working on the Central
19 Corridor Project. I'm going to describe the alignment
20 alternatives and station locations that are currently under
21 consideration.

22 As John mentioned, there are two general alignment
23 alternatives; one following University Avenue and the other
24 utilizing Interstate-94.

25 I'll begin the description with the LRT alignment in

1 downtown Minneapolis. Central Corridor vehicles will
2 utilize the Hiawatha lines, stations, and tracks that are
3 now being constructed on Fifth. A Bus Rapid Transit would
4 operate on Fourth.

5 There are two proposed options for proceeding east
6 from downtown Minneapolis. The first crosses the
7 Mississippi on the Washington Avenue bridge, continues
8 through the East Bank of the campus to University Avenue.

9 The second option is to proceed north on Chicago, east
10 on Second, under the 35 bridge, and then to utilize what is
11 called Bridge 9 to the East Bank. We have a couple options
12 for the Bridge 9; one is at University Avenue and Fourth
13 Street Southeast pair, or the other Bridge 9 North option
14 stays in the railroad corridor.

15 The I-94 LRT alignment is essentially the same through
16 the campus area, and then it proceeds across University
17 Avenue to Fourth Street Southeast in basically the railroad
18 yard. It crosses University Avenue into Curfew Street,
19 then proceeds along the north side of the interstate
20 right-of-way and descends into the median of the freeway
21 right-of-way before Snelling Avenue, and then on to the
22 Capitol.

23 The proposed University Avenue LRT alignment will
24 place double track in the middle of the existing right-of-
25 way from the University of Minnesota campus to Rice Street.

1 There are two LRT options under consideration for
2 serving the State Capitol and downtown St. Paul. The first
3 option passes in front of the Capitol, then down Cedar
4 Street to Fourth Street and the Union Depot. The second
5 option stays on University Avenue behind the Capitol,
6 proceeds into downtown on Jackson Street. There is a pair
7 on Jackson and Sibley, and then it takes Fourth Street west
8 to Rice Park.

9 University Avenue BRT option is essentially the same
10 as the LRT from the campus to Rice Street. The BRT
11 vehicles proceed south on Cedar, east on Kellogg, and then
12 cross the Robert Street bridge to the west side. Going
13 back east -- west, excuse me, they would utilize Minnesota
14 back to Cedar, and then east out on University Avenue.

15 Now I'm going to describe the proposed station
16 locations. Stations, of course, are where riders interact
17 with the proposed transit facility, and the location of
18 stations is an important factor in evaluating alignment
19 alternatives.

20 Specifically we were considering how the proposed
21 transit facility will relate to existing and planned land
22 uses and how proposed stations can be integrated into
23 community settings.

24 Station planning criteria include corridor scale
25 issues as well as more site-specific analysis. This slide

1 summarizes this evaluation of three key criteria: Corridor
2 fit, station function, and development potential.

3 The first category of corridor fit was the broad-scale
4 land use patterns. By definition, the Central Corridor
5 links the three major activity centers of downtown
6 Minneapolis, the University of Minnesota Minneapolis
7 campus, and downtown St. Paul.

8 This link is made through the Midway area which has a
9 mix of commercial, industrial, residential uses, and
10 smaller scale community nodes within it. An important
11 consideration is the environment along the various
12 alignments in the Corridor.

13 Station function criteria considered more local and
14 site-specific issues relating to station location and
15 design. The first and primary criterion is that of
16 ridership, with land use intensities, patterns, and types,
17 commonly referred to as Transit-Oriented Development or
18 TOD, as an indicator of ridership potential.

19 Access is a key part of evaluating station locations
20 both in regard to surrounding land uses and circulation
21 issues such as intersections, crosswalks, bridges, and
22 bicycle facilities. The converse of access is barriers,
23 and we will look at urban design and traffic issues that
24 may impair access or egress from stations.

25 Station locations and designs must meet the standards

1 of the Americans with Disabilities Act.

2 The interface with other modes of transit, especially
3 bus service, is another criterion used in considering
4 station function. The 16-A service on University Avenue
5 would remain, but probably at longer headways.

6 In addition to evaluating existing conditions, the
7 process to select station locations will also consider the
8 potential for the proposed transit facility to act as a
9 catalyst for new development. This evaluation will
10 consider current land use patterns around proposed station
11 sites, the availability of underutilized land, general real
12 estate market, and planned development.

13 The evaluation will focus on planned development
14 projects as recognized by the city planning departments and
15 published reports.

16 The next four slides show an idea about the station
17 prototypes that are currently under consideration. This
18 first one, the University Avenue LRT or Bus Rapid Transit,
19 places the new transit facility in the center of the
20 existing right-of-way, and this is where the stations would
21 also be located for the majority of the Corridor.

22 Many of the stations in the University Avenue
23 alignment would be configured as split-platform stations
24 with the transit vehicles meeting platforms located on the
25 far sides of intersections.

1 Another potential configuration is with a single-
2 center platform which we are evaluating at the University
3 campus locations and downtown St. Paul in proposed
4 mid-block locations.

5 The third prototype is a curbside platform with direct
6 loading from sidewalks. These proposed stations will be
7 used in areas where the transit facility is a single
8 guideway running next to curbs; for instance, on the
9 University Avenue and Fourth Street alignment.

10 The proposed Interstate-94 stations are located in the
11 middle of the freeway right-of-way with vertical access
12 from existing cross street bridges. There are no
13 park-and-ride lots under consideration for any of the
14 alternatives.

15 Location-specific designs will be evaluated for each
16 of the alternatives to understand how stations can be
17 integrated into neighborhoods and special areas such as the
18 State Capitol.

19 The next slide shows the proposed station locations
20 currently under consideration, and I'll list those from
21 Minneapolis. We start with the first joint station,
22 Downtown East. There's a West Bank Station at the campus,
23 East Bank, Stadium Village, 27th Avenue Southeast,
24 Westgate, Raymond Avenue, Fairview Avenue, Snelling Avenue,
25 Lexington, Dale, Western, Rice Street, 12th Street on the

1 Jackson Street alignment down to Lowertown, to Fourth
2 Street, and then Rice Park, or the other alignment in front
3 of the Capitol to Cedar Street, to Fourth Street and the
4 Union Depot.

5 On the I-94 alignment the station locations are
6 basically in the same areas except for where it diverges
7 into the freeway right-of-way. The first station there
8 would be Merriam Park and then down into the median at
9 Snelling, Lexington, and Dale.

10 That concludes my part of the presentation, and Steve
11 Morris will come back up here to make the conclusion.

12 MR. MORRIS: Thanks, Barry. With that, I
13 guess we'd like to just open it up to any of the agencies
14 represented. If you have any comments or issues that you
15 want to make sure that we consider that are part of or a
16 concern to your agency, please feel free to let us know, or
17 if you want to ask any questions, we'll try and answer
18 those.

19 With that, do any of the agencies have anything that
20 they care to offer?

21 MS. LASZEWSKI: Well, I have questions if
22 nobody else does.

23 MR. MORRIS: Okay.

24 MS. LASZEWSKI: Do you have any scoping
25 documents --

1 THE COURT REPORTER: Excuse me. Can she
2 come up here? Wait. Can you come up here?

3 MR. MORRIS: Could you --

4 MS. LASZEWSKI: Oh. Sure.

5 MR. MORRIS: It's easier for the court
6 reporter.

7 THE COURT REPORTER: Thank you.

8 MS. LASZEWSKI: I'm Virginia Laszewski. I'm
9 with the United States Environmental Protection Agency in
10 Region 5 office in Chicago. I'm the person who will
11 actually be reviewing the Federal Environmental Impact
12 Statement and rating it to see if it complies with NEPA or
13 not.

14 I was wondering if you folks have put out a scoping
15 document with all this information in for us to review so
16 that we could actually give some intelligent comments?

17 MR. MORRIS: Well, what we're in the process
18 of doing now is developing that. These are kind of the
19 public meetings to get input from the public. We have a
20 Scoping Booklet that talks about the --

21 MS. LASZEWSKI: This one (indicating)?

22 MR. MORRIS: -- alignments and things
23 that -- yes. Of where we're at. But we will be then
24 developing -- taking the input from these meetings and
25 finalizing the alignments that we're taking to the EIS.

1 MS. LASZEWSKI: So you'll be putting out a
2 Scoping Booklet after the comment period closes?

3 MR. BEDNARCZYK: A scoping summary.

4 MR. MORRIS: A summary.

5 MS. LASZEWSKI: Okay. Do you have any of
6 the information in more detail that you can -- do you have
7 any slides that I can take back with me to look at?
8 Because this thing just doesn't do it for me.

9 MR. BEDNARCZYK: Social, economic,
10 environmental information? No. We're beginning that
11 process.

12 MS. LASZEWSKI: I also am just wondering
13 what is the underlying problem you folks are trying to
14 solve in terms of what is the underlying need for this
15 project?

16 Because I'm looking at your Purpose and Need
17 Statement, your goals. I'm going, oh, boy. You are all
18 over the place. And if -- I don't know how you're going to
19 evaluate all this stuff.

20 I need to know what the underlying problem is you're
21 trying to solve which is the need for the project, and then
22 the measurable objectives which are the purpose for the
23 project.

24 If you're talking economic development, I can think of
25 all sorts of alternatives you should be looking at. You

1 know, tax incentives for businesses should be part of your
2 alternatives.

3 So I just want to caution you that you might want to
4 think about what your underlying problem is, focus on that,
5 and focus on getting some measurable objectives that
6 actually will serve to solve your underlying problem.

7 MR. MORRIS: This is kind of the major
8 transportation corridor in our area, and it has been
9 analyzed and worked over on numerous occasions, and for one
10 reason or another there's never been an end. There's never
11 been a final decision that says this is what we need to do
12 for transportation in this Corridor.

13 And there are other pieces, obviously, that are
14 impacted by transportation improvements, but the main
15 driving thrust of the thing is the transportation future of
16 the Corridor.

17 MS. LASZEWSKI: I don't understand. Why put
18 in a Light Rail Transit? That's what the study seems to be
19 focusing on. I mean it seems like the decision's been
20 made. It's just like where is it going to go.

21 What I would be looking for in the need-for document,
22 in the Purpose and Need Statement is, first of all,
23 identification of the underlying problem that you're trying
24 to solve, and is that going to be identified in the
25 need-for document; substantiate that need with traffic

1 studies, whatever studies you may have.

2 Am I right in understanding -- maybe I misunderstood.
3 There was an old Draft Environmental Impact Statement on
4 this Corridor?

5 MS. DeSPIEGELAERE: Yes.

6 MR. MORRIS: Yes.

7 MS. LASZEWSKI: And what was -- is the
8 purpose and need the same? Has it changed since then or --

9 MR. MORRIS: The details probably state it a
10 little differently, but -- Kathy, I don't know. You may
11 know more about that than I do or do you know about that?

12 MS. DeSPIEGELAERE: Hi. I'm Kathy
13 DeSpiegelaere, director of the Regional Rail Authority for
14 Ramsey County. I think you have some detailed questions we
15 can talk about separately, but I think your points are well
16 taken. The purpose and need for the project does need to
17 be clearly stated, as we know.

18 There is an Environmental Impact Statement -- a Draft
19 Environmental Impact Statement that was completed for this
20 project by the Minnesota Department of Transportation,
21 Hennepin and Ramsey Counties in about 1993 or '94. There
22 have been some changes in the Corridor, although the basic
23 reasons for the project would be fairly consistent.

24 MS. LASZEWSKI: I guess what I'm just trying
25 to caution you is I have to read these documents all the

1 time, and I barely ever run across one that makes logical
2 sense, and I am -- you know, it just drives me crazy that
3 they're yay big and I have to go all through these
4 documents all over the place to see if there's any
5 information that substantiates what the Purpose and Need
6 Statement is in this document and there isn't.

7 Well, how can you make reasonable, logical decisions
8 if you don't have a good Purpose and Need Statement? You
9 really have to identify the underlying problem,
10 substantiate why it's the problem -- this is what we're
11 trying to solve with this particular process -- and come up
12 with measurable objectives.

13 I mean when you talk about economic development, how
14 are you going to measure that?

15 MR. MORRIS: We do have a document that has
16 been prepared that's on the Purpose and Need Statement, but
17 it's not, obviously, a part of that.

18 MS. LASZEWSKI: I don't mean to be --

19 MR. MORRIS: No. I --

20 MS. LASZEWSKI: -- mean and nasty here. I'm
21 just telling you what I can sort of foresee, some of the
22 problems coming down the line, and then I'm going to have
23 to write this really long letter and, you know, object --
24 you know, give a bad rating, whatever, and that's why I
25 just -- I was really wondering what is the need.

1 If it is that roadway systems are congested, they
2 can't handle the traffic, then, hey, you know, there's
3 probably the whole service type information you can
4 substantiate that with. I mean that makes -- hey, that's
5 great. But --

6 MR. MORRIS: And that all either has been or
7 is being worked on today.

8 MS. LASZEWSKI: The problem is I need to see
9 that in the document. I need to see that information
10 because NEPA -- the NEPA document, the EIS, is actually
11 documenting the NEPA process which is a planning process.

12 So I just wanted to bring that one out because one of
13 the first things after I read this Scoping Booklet is what
14 is the purpose and need really, and why are you doing this
15 here? Why now? That sort of question needs to be
16 answered.

17 Some other things that -- you know, based on the
18 Scoping Booklet that I just had questions on. Was there
19 some major transit study done by a metropolitan planning
20 area organization that actually sort of identifies which
21 routes needed to be done and which should be done first,
22 second, third, fourth, and fifth?

23 MR. MORRIS: This is one of the corridors
24 that's in the Metropolitan Council's 2020 plan as the
25 priority corridor for the area, yeah. It's -- in fact, I

1 think we've got that on one of the boards out front.

2 MS. LASZEWSKI: Because I think that's real
3 important for, you know, justifying why you're doing this
4 now and why --

5 MR. MORRIS: Sure.

6 MS. LASZEWSKI: -- here, the former study.
7 You mentioned some studies, but I didn't know what they
8 were.

9 Once again, what's the underlying problem you're
10 trying to solve? Can these problems or whatever problems
11 you come up with be, you know, substantiated in the
12 document?

13 Each need or underlying problem or need for action
14 that you have should have associated measurable objectives
15 and purposes, and your goal is then the need for action and
16 its associated measurable objectives. It's that simple.

17 And then alternatives. If there were any alternatives
18 that were already dismissed, just if that could go in the
19 document, an explanation why, substantiation as to why they
20 were dismissed, that would be great.

21 It looks like you've already talked about EJ
22 communities being important. I'm just wondering, are there
23 EJ communities along any of the alternative routes you have
24 right now?

25 MR. MORRIS: Yes.

1 MS. LASZEWSKI: There are. And are you
2 doing anything special to get those people involved in this
3 public process?

4 MR. MORRIS: Yes, we have.

5 MS. LASZEWSKI: Okay. Good for you. That's
6 good to hear. Then I just wanted to make sure you're
7 covering air and water quality, if you are.

8 I was also wondering why you're only looking at two
9 locations for the Light Rail Transit, why you picked the
10 study area you picked. Is it based on the old Draft EIS?

11 MR. MORRIS: Generally. Generally it is,
12 yes.

13 MS. LASZEWSKI: And do both alternative
14 lines actually follow railroad tracks?

15 MR. MORRIS: No. They follow major --

16 MS. LASZEWSKI: Just --

17 MR. MORRIS: -- substantial major arterials,
18 Interstate-94 and University Avenue generally.

19 MS. LASZEWSKI: And I was wondering why the
20 commuter rail project was being deferred to a separate
21 Environmental Impact Statement.

22 MR. MORRIS: Because we did some analysis, a
23 quick analysis of ridership of commuter rail, and it serves
24 different modes, and there doesn't appear -- they were a
25 different customer base and it doesn't appear that one

1 affects the other from a ridership standpoint.

2 Also, and perhaps more importantly, we are talking in
3 the Twin Cities about having our first commuter rail
4 alignment up to the northwest, Minneapolis to St. Cloud,
5 and if that happens as the beginnings of a commuter rail
6 system, certainly there needs to be a commuter rail link in
7 the Central Corridor that ties the two downtowns together
8 as part of that commuter rail network.

9 If, on the other hand, that doesn't happen, then it
10 probably doesn't make sense to do a stand-alone commuter
11 rail link.

12 The other issue or the other part of the issue is that
13 trying to look at those two different modes serving
14 different customers and trying to measure one against the
15 other doesn't seem to give us an answer that makes any
16 sense.

17 As I said, if there is a commuter rail system, this
18 link needs to exist and we need to figure out where to put
19 it, but it won't do much of anything for the kind of trips
20 that Bus Rapid Transit or light rail might attract.

21 MS. LASZEWSKI: So the commuter rail
22 probably goes further out.

23 MR. MORRIS: Yes.

24 MS. LASZEWSKI: Is that it? I don't know.
25 I would think that you'd want to consider that any of the

1 alternatives you are considering for your project, you
2 know, doesn't have an adverse impact on perhaps the future
3 commuter rail project down through the study area. Just --

4 MR. MORRIS: We're very --

5 MS. LASZEWSKI: -- want a public sense of
6 that.

7 MR. MORRIS: We're very concerned about the
8 modal connectivity between the possible commuter rail.

9 MS. LASZEWSKI: I wasn't sure. The
10 Mississippi River crossing -- I know there was one bridge,
11 and one of the alternatives would utilize or be next to
12 that bridge. Is the second one -- is there a bridge there
13 as well?

14 MR. MORRIS: It's currently a pedestrian/
15 bicycle bridge. It used to be a railroad bridge, I
16 believe, but it has not been used in that way in some
17 years, but it is a possible river crossing depending
18 largely on how you end up serving the University area.

19 MS. LASZEWSKI: Does it have historic value?

20 MR. MORRIS: I don't believe it does. It's
21 not --

22 UNIDENTIFIED SPEAKER: It does.

23 MS. LASZEWSKI: It doesn't?

24 MR. MORRIS: Does it?

25 UNIDENTIFIED SPEAKER: The Stone Arch is

1 right there.

2 MR. MORRIS: Oh, no. That's not the bridge.

3 UNIDENTIFIED SPEAKER: That's not it.

4 MR. MORRIS: No.

5 MS. LASZEWSKI: You might run into problems
6 with that one.

7 MR. MORRIS: No, it's not the Stone Arch.

8 UNIDENTIFIED SPEAKER: It's the other
9 railroad one.

10 MS. LASZEWSKI: And I guess, you know,
11 because I -- you know, I don't see a real solid Purpose and
12 Need Statement. I'm just wondering why -- you know, if I
13 had to guess -- and it would be a guess -- you know, you're
14 trying to solve some congestion problems; perhaps people
15 who don't own cars needing to get around, get to jobs,
16 whatever. Why couldn't one of your alternatives be a
17 combination of bus routes and transit and --

18 MR. MORRIS: That is indeed what the TSM or
19 Transportation Systems Management piece will be.

20 MS. LASZEWSKI: The TSM. But the TSM seems
21 to stand alone. Will TSM aspects also be incorporated into
22 the light rail alternative?

23 MR. MORRIS: Oh, sure. We're working with
24 Metro Transit to develop the bus network for any of the
25 build alternatives that support and work together, sure.

1 MS. LASZEWSKI: I think that's all I had.

2 MR. MORRIS: Thank you.

3 MS. LASZEWSKI: Do you have any questions
4 for me?

5 MR. MORRIS: No. You know, is it useful for
6 us to go ahead and send you the Purpose and Need document
7 we then develop and some of those things at this stage of
8 the game? We can certainly do that.

9 MS. LASZEWSKI: If you think it's helpful or
10 if you think that you want to do something else with that,
11 I'm happy --

12 MR. MORRIS: It's just however -- whatever
13 works best for you, we'd be happy to do that.

14 MS. LASZEWSKI: Yeah. Sure. That would be
15 great.

16 MR. BEDNARCZYK: How about the screening
17 documentation during the planning process?

18 MS. LASZEWSKI: How big is it? All I'm
19 looking for is to make sure that when you stick this
20 information in the document it all makes sense and there's
21 justification for what you're doing.

22 MR. MORRIS: We'll pull together some of the
23 technical memos and reports and things like that in the
24 context of your comments and send them off to you.

25 MS. LASZEWSKI: Okay.

1 MR. MORRIS: Thank you. Kathy?

2 MS. DeSPIEGELAERE: I just wanted to say
3 that in a process like this there are just reams of
4 technical information that's available. For this meeting
5 and the meeting this morning, the one tonight and tomorrow
6 night, we're giving you a very general overview, and so the
7 kind of detail that you're asking for, we do have some, we
8 will have more, but we simply didn't think it was suitable
9 for this type of meeting, but we do have a whole lot of
10 detail on purpose and need and the technical aspects of the
11 project.

12 MR. MORRIS: Anybody else? Yes.

13 MR. ROSSBACH: My name is Jack Rossbach, and
14 I'm with the Ramsey County Public Health Advisory Board,
15 and I noticed as the presentation on -- I'm particularly
16 interested in environmental health.

17 I'm an industrial hygiene engineer, and I'm a
18 certified industrial hygienist, although I'm retired from
19 that certification right at the present moment.

20 Particularly interested in the public health aspects,
21 and they look like they were spread out fairly all over in
22 the presentation. There were some -- some safety and
23 security issues. There was hazardous materials, water and
24 air quality, and then construction impacts.

25 What I was wondering and I thought a separate category

1 should exist that is called public health assessment. I
2 think this is primary to any model of this magnitude, and I
3 think that if you do it piecemeal all over the place,
4 little pieces here and there, that you never get an overall
5 view of what the public health assessment would be of the
6 impact of putting such a high-speed type of transportation
7 system in the middle of a hugely, hugely complex both
8 pedestrian, bicycle, cars, motorcycles, buses, trucks,
9 whatever on University Avenue. I mean it's the most
10 complex environment, transit environment that we have
11 anywhere in the city. So at least that would be my
12 suggestion.

13 MR. MORRIS: There's kind of a -- and people
14 more expert on Environmental Impact Statements than I might
15 want to add to this, but I think there's kind of a set of
16 criteria that you have to evaluate as part of the
17 Environmental Impact Statement, and I don't know how much
18 flexibility exists to kind of regroup and reorder that.
19 John, do you want to --

20 MR. BEDNARCZYK: Sure. Jack, thank you for
21 your comment. We are following the NEPA requirements for
22 the environmental documentation. Some of the things that
23 you mentioned are being handled as separate and distinct
24 items. We're not considering public health as one element,
25 but we are considering things like air quality, water

1 quality, you know, and, as you added as well, personal
2 safety, public safety, and whatnot.

3 So it's all there. It's maybe not in the form that
4 you'd like to see, but this is a public document where
5 we've got a prescribed protocol and elements that need to
6 be addressed. Does that answer your question?

7 MR. ROSSBACH: Well, it does in a sense, but
8 I certainly would like to see a section devoted to it,
9 although it may not be part -- directly part of the
10 submission under NEPA. Is there any reason why you could
11 not do that as your research went on, bring everything
12 together that affects the public health?

13 You know, for example, let me say about --
14 tuberculosis is becoming a very big problem, and when we
15 talk about light rail cars, you're putting up to, I think,
16 over 200 people in some cars and they're standing in very
17 close proximity to each other, and do we look at the
18 tuberculosis risk of those people in those conditions?
19 That kind of stuff. I'm wondering how we get to look at
20 that.

21 MR. MORRIS: I guess that's kind of my point
22 is I think you can't go to the level of detail that
23 everybody might --

24 MR. BEDNARCZYK: We will --

25 MR. MORRIS: -- think is an issue.

1 MR. BEDNARCZYK: We will be addressing air
2 quality per federal protocol in the NEPA documentation
3 process. It does not deal with, you know, potential
4 tuberculosis risk from having multiple people in single
5 vehicles.

6 MR. MORRIS: Anybody else have any -- yes.

7 MS. LASZEWSKI: Well, I have a thought on
8 that. I don't -- you know, how difficult or time consuming
9 would it be to just -- I don't know if there are, you know,
10 any studies that were done on other transit systems around
11 the country, around the world that shows that, you know, a
12 particular type of transit has "X" percentage of increase
13 in the probability that people could carry tuberculosis or
14 get tuberculosis or -- I don't even know if Minnesota or
15 Minneapolis has been having tuberculosis cases. I don't
16 know. I haven't --

17 MR. MORRIS: Just -- it did have. I don't
18 know about recent ones. But I guess that's kind of my
19 point. Once you get beyond kind of the stuff that's
20 defined, it's -- I'm not sure how you define it or how you
21 package it or how you measure it

22 MR. BEDNARCZYK: That's the point, how would
23 we measure it? You know, it's not normally part -- you
24 know, tuberculosis due to multiple ridership in automobiles
25 is not one thing that we typically look at. I don't know

1 of any publications having to do with tuberculosis from
2 that source. Please?

3 UNIDENTIFIED SPEAKER: Well, I was just
4 going to interject that the comment doesn't seem to be
5 aimed specifically at tuberculosis, but rather the kind of
6 particulates that are floating around when there are mass
7 amounts of people within a confined -- contained space.

8 MR. BEDNARCZYK: We're dealing with air
9 quality issues as required by federal protocol. If there
10 is a spin-off there in that those air quality regulations
11 might, if exceeded, have negative impact and cause
12 tuberculosis, then, yes, it is covered, but are we
13 specifically dealing with a tuberculosis issue? No, we're
14 not. We're following federal and state air quality
15 regulations.

16 MR. ROSSBACH: I used to work for the
17 Occupational Safety & Health Administration and do
18 workplace analysis for health and safety, and it is
19 occurring to me that that was much more comprehensive than
20 this evaluation of health and safety when you're doing
21 transit out in the public areas, and, you know, I would
22 think that as part of the equal justice issue, since we are
23 going to be going through communities where that is a very
24 major issue, I mean where people don't have transportation,
25 have to cross those roads, have to live in the particulate

1 environment, have to be crowded into vehicles, I think that
2 really the -- you know, it would be advisable for us to
3 address those issues, and I would be happy to go along with
4 helping with that since I think that's that important, and,
5 you know, give what knowledge I can from my experience and
6 background and with my position with the advisory board.

7 MR. MORRIS: I think that's why the NEPA
8 rules talk about things like air quality and environmental
9 justice, but if you've got any information that we could
10 take a look at, we'd be happy to look at it, but I think
11 the point of our undertaking is to meet the NEPA rules and
12 not to try and create new approaches.

13 MR. BEDNARCZYK: May I just add that
14 environmental justice is going to be very thoroughly
15 covered per federal protocol for the economic, social,
16 environmental, and transportation issues.

17 You raise the issue of air quality. Will we be
18 addressing disproportionate negative air quality in lower
19 income neighborhoods? Yes, we will.

20 MR. MORRIS: Okay. Anybody else have
21 anything? If not, we thank you very much for coming. If
22 any comments come up later, feel free to send them in.
23 With that, the meeting is adjourned. Thank you.

24 (The meeting concluded at 3:05 p.m.)

25 * * *

CERTIFICATION

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I hereby certify that I reported the Central Corridor Transit Project Interagency Scoping Meeting on the 26th day of June 2001, commencing at 2:30 p.m., in St. Paul, Minnesota;

That the stenographic recording was transcribed under my direction, and that the foregoing transcript is a true record of the proceedings.

7/9/01

Linda G. Oman
Linda G. Oman, Court Reporter



ORIGINAL

CENTRAL CORRIDOR TRANSIT PROJECT
PUBLIC SCOPING MEETING

JUNE 26, 2001

5:30 P.M.

Lifetrack Resources Job Search Center
709 University Avenue West
St. Paul MN 55104

APPEARANCES

Dennis Probst, Chair
 Central Corridor Coordinating Committee
 Steve Morris, Project Manager
 Ramsey County Regional Railroad Authority
 John Bednarczyk
 URS-BRW
 Barry Gore
 URS-BRW

PRESENTATIONS

Dennis Probst	3
Steve Morris	6
John Bednarczyk	12
Barry Gore	18

SPEAKERS

Bruce Gaarder	26
Eddie Maddox	27
Jack Rossbach	30, 60
Lisa Lee	34
Bonita Warms	40
Mat Hollinshead	44
Chip Welling	48
Paul Chramosta	51
Daniel Kelley	52
Corey Plath	54
Don Ludemann	58

1 [Slides shown during the presentation.]

2 MR. PROBST: I think we'll go ahead and
3 get started. We had advertised a 5:30 start to the
4 presentation, and I think we are at the appointed hour.

5 Good afternoon. I guess it's almost good evening
6 today. I'm here on behalf of the Central Corridor
7 Coordinating Committee, and I'd like to welcome you to
8 today's Public Scoping Meeting for the Central Corridor
9 Transit Project.

10 I'm Dennis Probst, and I am the chair of the
11 Coordinating Committee, and we will be doing -- there's
12 actually three public scoping meetings. One was held this
13 morning. There is this one. There will be another
14 tomorrow evening at the Radisson Metrodome at the
15 University.

16 My job this evening is to moderate this scoping
17 meeting. There will be a presentation following this
18 little welcome this evening that will take about 30
19 minutes, and after we've completed that presentation then
20 we'll take public testimony.

21 You will be able to speak to us this evening, give
22 oral comment, or if you'd like to do a written comment,
23 there's an opportunity to do that as well.

24 I'll be facilitating that discussion once we get to
25 it, and if you haven't signed up on the speakers' list and

1 would like to speak, Holly Halverson back at the table is
2 running a list of names, and we'll use that to at least
3 begin hearing from you.

4 And I guess I'd like to reinforce here -- I think it's
5 been said, probably reiterated in the written information,
6 we want to hear what you think. So, please, if you have
7 some thoughts or some comments you'd like to make, please
8 do so as we move forward.

9 The agenda for this evening is up on the screen. The
10 first two items, the Introduction and How We Got Here, will
11 be presented by Steve Morris from the Ramsey County
12 Regional Rail Authority. He'll address the purpose of
13 tonight's meeting and provide a history of the project and
14 the public involvement that has proceeded so far and the
15 purpose and need for the project.

16 Following Steve's presentation, John Bednarczyk will
17 present the Environmental Review portion of the agenda this
18 evening. John will describe the environmental review
19 process, the alternatives considered to address the purpose
20 and need for the Corridor, and the issues to be addressed
21 in the environmental process, public involvement, and the
22 project schedule.

23 Following John's presentation, Barry Gore -- where's
24 Barry? -- will conclude the formal presentation with a
25 description of the build alternatives that are under

1 consideration and the Station Area Review portion of the
2 agenda including the design guidelines and the proposed
3 station locations.

4 We're going to try and keep the presentation brief
5 this evening so that there's plenty of time to hear from
6 anyone who would like to speak.

7 If there's anyone for whom we are moving too quickly
8 or using acronyms that you don't understand, please speak
9 up or raise your hand and we'll slow down or embellish the
10 presentation as needed so that everything is clear. Please
11 feel free to interrupt us as we go if that does become an
12 issue.

13 And I guess the handouts. If you haven't seen them,
14 at the table back, again, where Holly is there is an agenda
15 on the green; the Scoping Booklet, the colored publication;
16 and then there's also a white comment sheet.

17 So, again, if you'd like to speak this evening, that
18 would great. If not, you can provide written comment. I
19 believe written comment will be accepted through July 20th
20 for the project, and if you haven't gotten copies, please
21 feel free either now or as you leave to pick those up on
22 your way out.

23 Before I introduce Mr. Morris, I would like to mention
24 that Commissioner Jan Wiessner from Ramsey County is here
25 with us this evening, and -- I'll put my glasses back on to

1 see if anybody else -- I guess at this point yet we don't
2 have any of the other members of the committee with us this
3 evening.

4 So thank you all for coming, and let me turn the
5 presentation over to Mr. Morris, and we will go forward
6 from there.

7 MR. MORRIS: Thanks, Mr. Probst. I'm Steve
8 Morris, and I'm the project manager for the Central
9 Corridor Transit Project. Tonight's scoping meeting has
10 several purposes. First, it provides an opportunity for
11 the Central Corridor Coordinating Committee to bring you up
12 to date by providing a history of the project and to seek
13 your input on the alternatives being studied.

14 Second, we want to hear your comments and any concerns
15 you may have about potential impacts due to implementation
16 of the project.

17 Third, we want to inform you as to how you can
18 continue to be involved in the decision-making process.

19 The comment period following this formal presentation
20 provides an opportunity to enter into the public record
21 your comments on the project. A court reporter is present
22 this evening and will be preparing an official transcript
23 of each of the scoping meetings, and, again, we value all
24 of your comments.

25 In addition, as Denny mentioned earlier, written

1 comments can be submitted by filling out one of the comment
2 forms available at the registration table or by E-mail. My
3 address and contact information is in the Scoping Booklet.
4 Once again, please see Holly if you'd like to sign up on
5 the speakers' list.

6 I want to stress again that the comments are
7 important. There's the contact information; and July 20th,
8 again, is the cutoff date for comments.

9 Policy direction for this study is provided by the
10 Central Corridor Coordinating Committee of which Mr. Probst
11 is chair. As you can see, there's broad representation of
12 the committee including two members from Mn/DOT, one from
13 the City of St. Paul and Minneapolis, one from Hennepin
14 County, two from Ramsey County, two from the Metropolitan
15 Council, a representative of the University of Minnesota,
16 and representatives from both the Red Rock and the
17 Northstar Commuter Rail Corridors.

18 For the next part of the presentation I'd like to
19 spend a moment talking about how we got to this point in
20 the process. Citizens and policymakers throughout the Twin
21 Cities have long recognized the need for strong transit
22 service and investment in the Central Corridor, the heart
23 of the Twin Cities-Metropolitan area.

24 This slide shows previous studies which included the
25 Central Corridor from 1984 through 2000, and I won't spend

1 much time on most of them, but two of the previous studies
2 specifically identified Light Rail Transit as the preferred
3 transportation improvement for the Central Corridor.

4 The Midway Corridor Light Rail Transit Draft
5 Environmental Impact Statement was prepared in 1990, and
6 the Central Corridor Alternatives Analysis and Draft
7 Environmental Impact Statement was prepared in 1993.

8 Given the importance of the Corridor and the number of
9 transit modes and alignment options, participating agencies
10 initiated this current Central Corridor Transit Study to
11 determine the preferred option for the Corridor. The
12 environment has changed in many ways, and we can't assume
13 that the old studies still represent the best solutions.

14 The transit study methodology uses a tiered approach
15 to provide a comprehensive study to identify potential
16 transit improvements for the Corridor.

17 The main elements of the Central Corridor Transit
18 Study are shown here: To review and evaluate previous
19 studies, define goals and objectives for the Central
20 Corridor, define options to meet those identified goals and
21 objectives, provide a tiered screening process to refine
22 options and identify the preferred option, prepare an
23 Environmental Impact Statement for regulatory agency
24 review, and develop a Central Corridor financial plan.

25 We've now completed the screening process and have

1 entered the scoping process for the Environmental Impact
2 Statement, as John Bednarczyk will explain in a moment.

3 Through this part of the planning process we've
4 identified the future transportation needs of the Corridor
5 and have developed goals for the Central Corridor Project
6 as follows: Mobility and accessibility. I'll just go
7 through these quickly, but the issues under this category
8 are proven technology, previous transportation investments
9 in the Corridor, previous development investments, service
10 to major markets, intermodal regional connectivity, travel
11 time savings, and residential populations and major
12 employment centers served.

13 The next category is economic development. It
14 includes consistency with local plans in evaluating the
15 project and the alternatives, consistency with regional
16 plans, land use patterns, potential to support smart growth
17 and good livable communities, business community sentiment,
18 proximity to currently planned development, and proximity
19 to developable and redevelopable land.

20 The third category, communities and the environment,
21 they were evaluated on the basis of compatibility with
22 community character, existing right-of-way utilization,
23 diversity of the population served, community sentiment.

24 Lastly, financial considerations. We looked at
25 capital cost and right-of-way costs.

1 As indicated in the next three slides, we've
2 identified the needs of the Corridor and determined goals
3 to satisfy those needs. This is the resulting Purpose and
4 Need Statement for the Central Corridor. I might add this
5 is sort of the bullet points out of a larger document that
6 was prepared as part of the study.

7 The first category really is communities and the
8 environment. The important idea is to facilitate the
9 preservation and enhancement of neighborhoods in the
10 Corridor; acknowledge the character and aspirations of the
11 places served and of the region; support regional goals for
12 clean air and water, more efficient energy use, and a safer
13 and healthier environment.

14 In the areas of economic opportunity and investment,
15 we wanted to evaluate the project's alternatives that
16 support investments in infrastructure that will sustain the
17 heart of the region; promote a reliable transit system that
18 allows efficient, effective land use development,
19 particularly in the major activity centers around the
20 Corridor; minimize parking demand; facilitate highest and
21 best use of properties; and give employers confidence that
22 their employees can travel to work.

23 In the area of transportation and mobility, we kind of
24 intentionally put that last because transportation, I
25 guess, in the view of most of us is a tool to help the

1 community develop as much as it exists for its own right,
2 but the purposes are to create transportation improvements
3 that add people-carrying capacity, minimize operating cost,
4 improve efficiency, provide high-quality alternatives, and
5 reinforce the regional transportation system; also to
6 expand opportunities for all users to move freely to,
7 through, and within the Corridor; and enhance the existing
8 transportation infrastructure to serve the large number of
9 transit-dependent people who live in the Corridor.

10 The build alternatives that are to be evaluated in the
11 EIS include Light Rail Transit on University Avenue, Bus
12 Rapid Transit or Busway approach on University Avenue, and
13 Light Rail Transit along Interstate-94. Each of these
14 alternatives has been described briefly in your Scoping
15 Booklet and will be presented in greater detail later on in
16 the presentation.

17 Although two commuter rail options are being
18 considered as part of the Central Corridor Transit Study,
19 the evaluation of commuter rail options will be deferred to
20 a separate environmental document based on regional
21 commuter rail connections and system planning, funding, and
22 operating agency responsibility. Technical evaluation of
23 the available commuter rail options is underway for the
24 Corridor.

25 That concludes my part of the formal presentation this

1 evening. John Bednarczyk of BRW will now present the third
2 agenda item, Environmental Review.

3 MR. BEDNARCZYK: Thank you, Steve, and good
4 evening. I'm John Bednarczyk. I'm a professional
5 engineer, and my responsibilities are the management of the
6 Environmental Impact Statement document.

7 The Central Corridor Scoping Process is part of a
8 prescribed planning process to assist the decision-makers
9 and the public in the assessment of the potential impacts
10 associated with the Central Corridor Project alternatives.
11 The process is required by the Federal Transit
12 Administration and the National Environmental Policy Act.

13 The purpose of the Environmental Impact Statement is
14 to identify the potential impacts associated with the
15 proposed Central Corridor alternatives. In doing so, we
16 determine the scope required for the Environmental Impact
17 Statement document.

18 An overview of the Environmental Impact Statement is
19 shown on this slide. The purpose of the Environmental
20 Impact Statement is to refine the alternatives, to document
21 the decision-making process and the assessment of potential
22 impacts, to identify appropriate mitigation measures for
23 those impacts, and it involves the public in the decision-
24 making process.

25 As Steve mentioned, these next two slides show the

1 modes that we considered during the screening process to
2 select the best alternatives to serve the purpose and needs
3 of the Central Corridor.

4 This screening process began with the definition of
5 the universe of alternatives shown here. You can see that
6 this universe of alternatives considered all possible
7 transit options, all those that were available, from a wide
8 range of technologies from conventional bus service to
9 Personal Rapid Transit and Magnetic Levitation.

10 This universe of alternatives was carried into the
11 screening process and evaluated in terms of the goals of
12 the Central Corridor Project, as Steve previously
13 mentioned.

14 This next slide depicts how the screening process took
15 place. We used a two-tiered screening process to consider,
16 in the beginning, the universe of alternatives and using
17 that process to reduce the number of modes to be retained
18 for subsequent study.

19 This slide shows how the tiered screening process
20 worked. We applied an increasing number of measures of
21 effectiveness to a reducing number of modal alternatives.

22 Can I get to your question when we're done?

23 MR. ROSSBACH: Yes.

24 MR. BEDNARCZYK: The next slide. This slide
25 shows the alternatives that had the best performance when

1 evaluated in accordance with the goals of the Central
2 Corridor Transit Project, and they are: University Avenue
3 Light Rail Transit, University Avenue Busway/Bus Rapid
4 Transit, and I-94 Light Rail Transit. Again, each of these
5 build alternatives has been described in your Scoping
6 Booklets.

7 Although the I-94 alternative has been included here,
8 we wish to note that it did not compare favorably with the
9 other alternatives, and we anticipate that it may be
10 eliminated during this scoping process.

11 Notice that along with the three build alternatives
12 which were selected during the screening process, we also
13 are going to study a No-Build alternative and a
14 Transportation Systems Management alternative, and what
15 this does is it gives us a baseline for comparing the other
16 build alternatives.

17 The No-Build alternative is defined as the existing
18 roadways and bus service along with transportation
19 improvements for which funding has been committed through
20 the year 2020.

21 The Transportation System Management alternative
22 provides a framework for strategies that provide lower cost
23 and improvements to the existing transportation network and
24 includes infrastructure improvements that will benefit
25 transportation operations and minor roadway improvements.

1 The Locally Preferred Investment Strategy will be
2 identified based on the assessment and documentation of the
3 relevant social, economic, and environmental issues during
4 the Environmental Impact Statement.

5 Issues to be evaluated in the Environmental Impact
6 Statement. The purpose of the EIS which follows the
7 scoping process is indicated here. We're to refine the
8 proposed transportation improvements; assess social,
9 economic, and environmental impacts; analyze transportation
10 system impacts; prepare capital cost estimates; and
11 estimate and analyze operating and maintenance costs,
12 ridership, and revenue.

13 These following four slides provide a listing of the
14 areas that will be assessed to determine social, economic,
15 natural or environmental, and transportation impacts.

16 The social impact analysis includes these areas: Land
17 use, neighborhood cohesion, displacements and relocation,
18 community facilities and services, visual and aesthetic
19 consideration, cultural resources, parkland/public land,
20 environmental justice, safety and security, and
21 construction impact.

22 Note that the social impacts includes potential
23 impacts to historic resources including archaeological and
24 structural resources. This process is known as a Section
25 106 process and includes identifying and evaluating

1 historic properties; assessing the effects of the
2 undertaking on those historic properties; and consultation
3 for methods to avoid, minimize, or mitigate adverse
4 cultural resource impacts.

5 Also included is the evaluation of the potential for
6 disproportionate impacts to low-income and minority
7 populations. This evaluation is termed "Environmental
8 Justice."

9 The economic impact analysis includes these areas:
10 Fiscal impacts, capital and operating costs, effects on
11 employment, utilities, secondary development, improved
12 access to jobs, and funding options.

13 The environmental or natural impact analysis includes
14 these areas: Hydrologic and natural features, wetlands,
15 biological assessment, air quality, noise and vibration,
16 contaminated and hazardous materials, water quality,
17 energy, traffic, and construction impact.

18 The transportation impact analysis includes the
19 following areas: Roadway, transit, and travel time
20 savings.

21 The Coordinating Committee seeks your help to refine
22 the alternatives, to identify local issues and concerns,
23 and to identify how you would like to get involved.

24 Again, the comment period ends July 20th, 2001. All
25 written comments received by July 20th and the verbal

1 transcripts received of these meetings will be included in
2 the Scoping Summary Report.

3 Your participation is important. The Coordinating
4 Committee values your input now and throughout the process.
5 Please make sure that you have signed in at the
6 registration table. You will receive project newsletters
7 and upcoming meeting announcements if you want to be on the
8 mailing list.

9 The environmental review time line is shown on these
10 next two slides. You'll notice that along the bottom of
11 both slides public involvement has been included throughout
12 the environmental review process. Public involvement
13 includes workshops, public meetings, web site, newsletters,
14 and public outreach activities.

15 The first graphic on the time line indicates that the
16 Notice of Intent has been published in the Federal Register
17 and notice for these scoping meetings have been published
18 in local newspapers. This activity was completed in June.

19 The circled graphic indicates that we are now in the
20 scoping period. We are currently conducting these public
21 meetings and receiving written comments through July 20th,
22 and all of these will be included in the public record for
23 the project.

24 The scoping period will result in the selection of the
25 alternatives to be evaluated in the Draft Environmental

1 Impact Statement. Following the scoping period we will
2 begin the preparation of the Draft Environmental Impact
3 Statement. We will address those alternatives selected
4 during the scoping period. This activity will occur from
5 summer 2001 through winter 2002.

6 The Draft Environmental Impact Statement will be
7 completed and distributed during the winter of 2002.
8 Copies will be provided to regulatory agencies and made
9 available to the public.

10 In the winter of 2002, the Draft Environmental Impact
11 Statement will be submitted for review and comments will be
12 received from the public. The preferred alternative for
13 the Central Corridor will be selected based on this review.

14 The preparation of the final Environmental Impact
15 Statement with the preferred alternative will be completed
16 in the spring of 2002. It's anticipated that the Federal
17 Transit Administration will sign the Record of Decision for
18 the Central Corridor Environmental Impact Statement during
19 the summer of 2002.

20 That concludes my part of the formal presentation.
21 Barry Gore of BRW will now present the fourth agenda item,
22 Alignment and Station Review.

23 MR. GORE: Thank you, John. I'm Barry Gore.
24 I'm a planner with BRW. I've been working on the Central
25 Corridor. I'm going to describe the alignment alternatives

1 and station locations that are currently under
2 consideration.

3 As John mentioned, there are two general alignments;
4 one on University Avenue and the other utilizing
5 Interstate-94.

6 To begin the description of the LRT alignment in
7 downtown Minneapolis, Central Corridor vehicles would use
8 the Hiawatha tracks and stations currently under
9 construction on Fifth Street, with the Downtown East
10 Station being the first joint station. The BRT option
11 would operate on Fourth Street.

12 There are two proposed options for proceeding east
13 from downtown Minneapolis. The first crosses the
14 Mississippi and the Washington Avenue bridge into the East
15 Bank of the University campus, continues through the East
16 Bank either in a tunnel or at-grade, and then onto
17 University Avenue.

18 The second option goes north on Chicago, east on
19 Second Street, under the 35 bridge, and then crosses the
20 river on a former railroad bridge that is called Bridge 9.
21 The Bridge 9 South option uses a pair on Fourth Avenue
22 Southeast or University Avenue, and then the Bridge 9 North
23 option stays in the railroad corridor.

24 The Interstate-94 Light Rail Transit option east of
25 the University campus is aligned north of Fourth Street

1 Southeast, and then crosses University Avenue onto Curfew
2 Street, runs on the north bank of the I-94 expressway
3 corridor, then descends into the median of the expressway
4 before Snelling Avenue, continues in the median, and then
5 up to the State Capitol at Rice Street.

6 The proposed University Avenue LRT alignment places
7 double track in the middle of the existing right-of-way
8 from the University of Minnesota campus to Rice Street.

9 There are two LRT options under consideration for
10 serving the State Capitol and downtown St. Paul. The first
11 option passes in front of the Capitol, then south on Cedar,
12 to Fourth, to the Union Depot. The second option passes
13 behind the State Capitol to Jackson Street, enters downtown
14 on Jackson, has a pair on Jackson and Sibley, and then
15 proceeds west to Rice Park.

16 The University Avenue Bus Rapid Transit option is
17 essentially the same as the LRT option from the campus to
18 Rice Street. BRT vehicles would proceed south on Cedar.
19 They would proceed east on Kellogg, and then cross the
20 Robert Street bridge to the west side. Vehicles returning
21 back to Minneapolis would proceed on Minnesota and back out
22 to University Avenue.

23 Now I'll describe the proposed station locations.
24 Stations are, of course, where riders interact with the
25 proposed transit facility, and location of stations is an

1 important factor in evaluating alignment alternatives.

2 Specifically we are considering how a proposed transit
3 facility will relate to existing and planned land uses and
4 how proposed stations can be integrated into community
5 settings.

6 Station planning criteria include corridor scale
7 issues as well as more site-specific analysis. This slide
8 summarizes the evaluation of three key criteria: Corridor
9 fit, station function, and development potential.

10 The first category of corridor fit looks at broad-
11 scale land use patterns. By definition, the Central
12 Corridor links the three major activity centers: Downtown
13 Minneapolis, the University of Minnesota Minneapolis
14 campus, and downtown St. Paul. This link is made through
15 the Midway area which is a mix of commercial, industrial,
16 residential uses, and smaller scale community nodes.

17 An important consideration is the urban environment
18 along the various alignments in the Corridor.

19 Station function criteria considered more local and
20 site-specific issues relating to station location and
21 design. First, a primary criterion is that of ridership,
22 land use intensities, patterns and types, commonly referred
23 as Transit-Oriented Development or TOD, as an indicator of
24 ridership potential.

25 Access is a key part of evaluating station locations

1 both in regard to surrounding land uses and circulation
2 issues such as intersections, crosswalks, bridges, and
3 bicycle facilities. Converse to access is barriers, and we
4 will look at urban designs and traffic issues that may
5 impair access to or egress from stations.

6 Station locations and designs must meet the standards
7 set by the Americans with Disabilities Act.

8 Interface with other modes of transport, especially
9 bus service, is another criterion used when considering
10 station function. The 16-A service on University Avenue
11 would remain, but at longer headways.

12 In addition to evaluating existing conditions, the
13 process to select station locations will also consider the
14 potential for the proposed transit facility to act as a
15 catalyst for new development.

16 This evaluation will consider current land use
17 patterns around proposed station sites, availability of
18 underutilized land, and a general consideration of the real
19 estate market. The evaluation will focus on planned
20 development projects as recognized by the city planning
21 departments and published reports.

22 The next four slides provide an idea of the station
23 prototypes currently under consideration. The University
24 Avenue Light Rail Transit or Bus Rapid Transit places the
25 new transit facility in the center of the existing right-

1 of-way, and this is where the stations would also be
2 located for the majority of the Corridor.

3 Many of the stations on the University Avenue
4 alignment would be configured as split-platform stations
5 with the transit vehicles meeting platforms located on the
6 far of intersections.

7 Another potential configuration is with a single-
8 center platform which we are evaluating at the University
9 campus locations, Downtown St. Paul in proposed mid-block.

10 The third prototype is a curbside platform with direct
11 loading from sidewalks. These proposed stations will be
12 used in areas where the transit facility is a single
13 guideway running next to curbs; for instance, on the
14 University Avenue and Fourth Street alignment.

15 Proposed Interstate-94 stations are located in the
16 middle of the freeway right-of-way with vertical access
17 from existing cross street bridges.

18 There are no park-and-ride lots under consideration
19 for any of the alternatives.

20 Location-specific designs will be evaluated for each
21 of the alternatives to understand how stations can be
22 integrated into neighborhoods and special areas such as the
23 State Capitol.

24 The next slide shows the proposed station locations,
25 and I will identify those from Minneapolis. First one is

1 Downtown East, West Bank campus, East Bank, Stadium
2 Village, 27th Avenue Southeast, Westgate, Raymond Avenue,
3 Fairview Avenue, Snelling, Lexington, Dale, Western, Rice
4 Street.

5 Taking the Jackson option to downtown we have a
6 station at 12th Street, Lowertown, Fourth Street, and Rice
7 Park; or taking the Cedar Avenue option we have a station
8 at the Capitol, Cedar, Fourth Street, and Union Depot.

9 That concludes my part of the formal presentation, and
10 Mr. Probst will take your comments.

11 MR. PROBST: Thanks, Barry. That does
12 conclude the formal presentation. We will now begin with
13 public comment. Holly, if you'd bring the list up.

14 Before we do, I would like to recognize one of my
15 colleagues from the Central Corridor Committee, Ramsey
16 County Commissioner Susan Haigh has joined us.

17 COMMISSIONER HAIGH: Hello. Hi.

18 MR. PROBST: And I would also like to note
19 that Representative Phyllis Kahn was here and has -- unless
20 she's going to rejoin us has already left us,
21 unfortunately.

22 We will be using the list based on the order in which
23 people signed up to invite you to speak. I would ask you
24 to limit your comments to a maximum of five minutes
25 relative to any issues you may have or comments you'd like

1 to make about the Corridor.

2 I am also going to go down the list and invite those
3 who have not had a chance to speak previously first. I
4 understand there are several people who did attend the
5 earlier scoping meeting today and had a chance to speak
6 there. We will allow you to speak again, but I'm going to
7 invite others who have not yet had a chance to offer
8 comments to come first.

9 And if you are in the audience and would like to speak
10 and didn't sign up, we'll still offer you an opportunity to
11 do so if you'd just either give Holly your name or as we
12 get through the list raise your hand and we'll recognize
13 you.

14 We think the room is small enough that we can take
15 comments. They will be recorded by the microphone that is
16 being used for the camera here as well, I believe, but we
17 will invite you to just -- if you want to just stand where
18 you are, and hopefully we'll be able to catch everyone.

19 If we can't then we'll have you come up here and take
20 this microphone and speak, but we'll at least try it asking
21 you to stand where you are and let us know what's on your
22 mind. And I'd like to begin with Jane McClure.

23 MS. McCLURE: No.

24 MR. PROBST: I'm sorry.

25 MS. DeSPIEGELAERE: The list of attendees

1 has an area for speakers.

2 MR. PROBST: I'm sorry. Then Bruce Gaarder
3 would be the first person.

4 MR. GAARDER: What do you need? Name?
5 Rank? Serial number?

6 MR. PROBST: We'd like name and address if
7 you would, please.

8 MR. GAARDER: I live in Highland Park. I'm
9 on the river -- attend the Riverview Corridor meetings, and
10 not representing an organization right now.

11 As far as the thing we're talking about here, the one
12 thing I want to make -- a couple things I want to make sure
13 get properly taken care of in the comparison with TSM is
14 the rapid bus type situation such as is running in Los
15 Angeles are properly compared with BRT and LRT.

16 Just so people who don't know, LA is one of many
17 cities who are going in with opportunistic, let's call it,
18 approaches to BRT. They are using new distinctive local
19 buses in a BRT, LRT type station pattern a half mile to a
20 mile apart, relatively close headways.

21 In less than three months they increased ridership in
22 the Whittier-Wilshire Corridor by 27 percent, the Ventura
23 Corridor by 33 percent. The total time to travel the route
24 just dropped by 25 percent or more.

25 As far as cost goes, the -- outside of the cost of

1 buying buses which is only about 400,000 a bus, the cost
2 per mile is running 200,000 -- not 10 to 40 million --
3 200,000 a mile and about half of that is going for the
4 stations that are associated, fare collection, et cetera.

5 So given that the Met Council in their 2020 plan had
6 said that if they spend \$440 million bus ridership goes up
7 by 41 percent, we, therefore, have the official Met Council
8 baseline that says you should get one thousand -- a
9 ridership increase of 1,000 people per day for every
10 \$4.4 million you spend.

11 Let's use that to compare this. If this is a 15-mile
12 stretch at, let's call it, 40 million a mile, we should,
13 therefore, be about a hundred thousand, I believe, in extra
14 ridership. I don't think we're going to see it.

15 So I think we need to go with just running more buses
16 and serve the transit riders rather than trying to get some
17 mythical increases in land use due to the stations.

18 I'll also note that there is no objective research
19 study that will support the idea that a high-quality, fast
20 type BRT, et cetera alternative will not be treated equally
21 in preference by riders to an LRT.

22 MR. PROBST: Thank you for your comments.
23 They will be included in the transcript. The next speaker
24 then would be Eddie Maddox.

25 MR. MADDOX: Okay. My name is Eddie Maddox,

1 and I live in the Frogtown area, and I walked down here
2 actually, and it was kind of a nice, pleasant walk.

3 Okay. I notice there are some -- I didn't place them
4 myself, but I noticed as you came in, in the window sill
5 somebody had placed some materials about Personal Rapid
6 Transit. I'd urge you to take a look at those; take some
7 home if you wish. I don't know who placed them there, but
8 I'm glad to see that they were there because my comments
9 concern Logistics System Management, the second
10 alternative.

11 You know, No-Build is not an option. You know, we
12 need something. We're a growing community. Right? So we
13 need growing infrastructure to service those who are going
14 to come after us in our life. And Busway and Light Rail
15 Transit have enormous problems and costs and questionable
16 ability to address our needs in the future.

17 That leaves the second alternative, Logistics System
18 Management. They call it Transportation System Management,
19 but I think we ought to realize that transportation is just
20 one part of the piece of logistics, logistics management,
21 and that's a whole science. It's a whole occupation. It's
22 a whole career field.

23 And, you know, we used to call the Department of
24 Transportation the Highway Department. We realized they
25 work with more than just highways. They deal with

1 transportation in general. Okay. Well, transportation in
2 general is part of logistics in general. So I think we
3 should have Mn/DOT change its name to Department of
4 Logistics Management, and then a transportation system
5 would be a logistics system which would include
6 transportation in that.

7 And so our second alternative would be Logistics
8 System Management, and included in that, besides the bus
9 improvements -- and I've heard many suggestions this
10 morning as well as the one this evening. Some things can
11 be done with the buses. No doubt about it. I'm not an
12 expert on that. Some of you know much more about what can
13 be done than I.

14 But there's another aspect to Logistics System
15 Management and that is intelligent transportation systems
16 or I suppose we should call them intelligent logistics
17 systems.

18 Now, within intelligent logistics systems you have
19 both current technology, old technology, and forthcoming
20 technology. Some of that technology is pretty ripe for
21 building, and one of those technologies that is ripe for
22 building as an intelligent logistics system is Personal
23 Rapid Transit. It's great for moving people, great for
24 moving products, and low cost and low impacts of an adverse
25 nature.

1 Of course, there is the challenge of how do you manage
2 the risk of being the first to build something that's never
3 been built before. Well, that, again, is a whole new -- a
4 whole science unto itself, and there are professionals,
5 even whole organizations that will tell you exactly how you
6 have to manage a project to reduce the risk of being the
7 first to build a new technology so that you know it will
8 work when you get done.

9 But I've been told tonight that that's not the
10 business of the people that are sponsoring this meeting
11 tonight or sponsoring the whole project of the Central
12 Corridor and what to do about it.

13 So whose business is it? If it's not the business of
14 those who are just giving us these other two alternatives,
15 then are these people the right ones that we have to be
16 working with or do we need someone else whose business it
17 is to include managing the risk of building new technology
18 so that we do address the building of intelligent logistics
19 systems as a part of Logistics System Management. Thank
20 you very much.

21 MR. PROBST: Thank you, Mr. Maddox. Those
22 comments will also be included. Next person to speak is
23 Jack Rossbach. I hope I'm pronouncing your name close to
24 correctly.

25 MR. ROSSBACH: Yes. I'll come up there so

1 that I can look at the people. I'm more comfortable that
2 way. I'm Jack Rossbach, and I do a lot of things, but I'm
3 also a neighborhood resident and even my children were
4 growing up within, oh, say half a mile of this
5 intersection.

6 One time Tom Osthoff, who's a local representative at
7 the House of Representatives, told me as sort of an
8 offhanded comment that he would never wait for a bus on
9 University Avenue, and some other people say that. I mean
10 I've waited for lots of buses, my friends have waited for
11 lots of buses, and we travel University Avenue.

12 I was thinking of incidences that I find fairly
13 frightening, and one was when I -- they started
14 construction down by Lexington on the north -- sort of the
15 northwest corner there, and I usually take my bicycle left
16 turns, and I can't take it into that construction area
17 because it's too hard.

18 So I was just a little bit -- got into early rush
19 hour, and I was trying to take that left-hand turn, and
20 there was seven lanes of traffic on my bicycle knowing that
21 if anybody nicks me, you know, that I'm going right to the
22 hospital. And so I was thinking you really don't want to
23 be here on a bicycle, and I've been riding since I've been
24 a kid in St. Paul, and so -- that bicycle-pedestrian stuff.

25 I crossed over by the White Castle during rush hour

1 one time. I got on one of those little islands, and I was
2 going to cross back over, and I'm just feeling this traffic
3 going by me at 40 miles an hour, 45 miles an hour as
4 they're zooming down, and I'm going -- I've seen some awful
5 accidents. I'm thinking about how unsafe this is, and if
6 you add light rail or bus-dedicated transit to this, you
7 create a whole new set of what I believe is a public health
8 hazard along with it, and that concerns me greatly, that
9 that may be some of the outcomes of putting even more
10 stuff.

11 The Snelling-University intersection is the highest
12 traveled intersection in the state of Minnesota. It's the
13 biggest one, you know. You have huge lags in crossing
14 that. It's just so difficult to have a community with that
15 kind of stuff going on there. So public health and public
16 safety in these issues is a great concern.

17 The cost. The cost of light rail is so huge, and, as
18 we see it in Minneapolis, the problems with building it are
19 just gigantic. I mean it is a huge construction project.
20 I've walked part of that construction project and saw the
21 massive change to the environment that that has to make,
22 and the impact if that was to happen on this avenue, it
23 would just be terrible.

24 I mean I know why they don't want to put it on 94
25 because you've got no stations on 94. You wouldn't get any

1 passengers. You can't build it there. It wouldn't make
2 any sense.

3 But as a neighborhood resident, this is what concerns
4 me most, and that is this meeting is not reaching the
5 neighborhood people. It reached Eddie. It reached me.
6 Lisa Lee's over there. And we watch for stuff.

7 I barely found out about this meeting. I called. Oh,
8 I called City Hall. I called my local city representative,
9 and I called Met Council, and I called somebody else, and
10 then I called Janice Rettman's office and, sure enough,
11 they had the information and they told me where it was, and
12 that's where -- that's how I found it.

13 But this room does not represent my community, and
14 this is the problem that I think is happening is we're not
15 inviting the community in the proper way to participate in
16 this discussion. This doesn't seem like a proper
17 discussion to me; that we need to take this discussion to
18 the community all around here.

19 I think the community should have been enjoined into
20 this process far earlier, and I would ask that continued
21 attempts be made to bring this community in.

22 I will personally put my efforts into bringing the
23 community into this as much as I can. I don't have that
24 broad of a relationship, you know, with some of the
25 community activist organizations. I know there's somebody

1 here from District 6 and a few other places, but I will try
2 to invite them as best I can to participate in this
3 process, but I would ask that as part of this environmental
4 assessment statement that we go to the community, we talk
5 to them and see what they need and feel about this
6 development and provide them with information so they can
7 have an open discussion. Thank you.

8 MR. PROBST: Thank you, Mr. Rossbach. The
9 next speaker is Lisa Lee.

10 MS. LEE: Thank you, Mr. Probst, and members
11 of the Central Corridor staff for this opportunity for
12 public comment.

13 I notice that the Bus Rapid Transit was taking a
14 different route than the LRT, a route which might lead to
15 lower ridership and would skew the results of the
16 comparison, and I have a concern then about knowing more
17 details of the No-Build and Transportation System
18 Management so that the comparison not be skewed in favor of
19 a certain result.

20 Bus Rapid Transit is not going through the core of the
21 U of M. It's going through the upper part in Dinkytown.
22 Likewise, the Bus Rapid Transit is not going east on Fourth
23 Street like light rail would. So, you know, I do have some
24 concerns about the methodology here, and I would like some
25 documents on what the No-Build and Transportation System

1 Management involve.

2 There was a woman this morning that spoke something to
3 the effect that if there is a great cost involved there
4 should be a benefit. She didn't exactly say a benefit to
5 the same degree, but I would argue that the cost should
6 have some benefit commensurate with the cost. If not,
7 there may be better things to do with the money.

8 The Metropolitan Council has given sort of a standard
9 cost of Light Rail Transit as being \$500 million. That's
10 half a billion dollars. Mr. Bruce Gaarder here, I noticed,
11 mentioned the Metropolitan Council had also given a figure
12 of 440 million, which I've also seen, to double the bus
13 system.

14 Now, what you get for 500 million with the light rail
15 is just one route, and all these light rail routes have
16 been planned actually to duplicate what the bus service is
17 now, whereas the 440 million to double the bus system would
18 be adding more service. You could have new routes, routes
19 going places they aren't going before.

20 This Central Corridor route would just go between the
21 two downtowns. It would not provide service as versatile
22 and convenient as what we have now.

23 Did anyone in this room take the bus to get to this
24 meeting besides me? (Pause) For the record, for the court
25 reporter here, I will state that I am the only one in this

1 room of 20 or 30 people that took the bus to get here. So
2 I think I need to explain, you know, for those that maybe
3 have never seen a bus or don't know what a bus looks like
4 or never been on one what we have in the Central Corridor
5 right now. Okay?

6 We have the University Avenue bus that makes more
7 stops in downtown Minneapolis and in downtown St. Paul than
8 the Light Rail or Bus Rapid Transit would do. It makes
9 stops approximately once a block on University Avenue. At
10 night, of course, that's theoretical stops. The actual
11 stops are much fewer because there are fewer people riding
12 at night.

13 Then we have a Route 50 that makes stops about every
14 mile or so, and it includes a stop at Hamline and
15 University. The Light Rail and Bus Rapid Transit will only
16 stop at Lexington and Snelling and will not make the stop
17 in between at Hamline.

18 Now, the meeting this morning on the Central Corridor
19 was at the Sheraton Midway at I-94 and Hamline. I looked
20 up -- because I've been keeping records of my bus riding
21 times knowing what may be coming around the bend here with
22 light rail -- and it took me six minutes to walk from
23 Hamline and University to the Sheraton Midway at I-94 and
24 Hamline.

25 Now, just this Saturday, because of the classic cars,

1 the buses were detoured, and there were so many classic
2 cars driving down the street I was afraid to cross
3 University Avenue, and I walked from Hamline and I-94, from
4 the Concordia College theatre to Lexington and University,
5 similar to what I'd have to do to walk from the Sheraton
6 Midway to the light rail stop, and it took me 25 minutes.

7 For someone in a nonmotorized wheelchair or someone on
8 crutches, a senior citizen, that would be quite a hardship
9 to walk that distance, particularly in the winter, and
10 particularly because our bus stops tend to be very windy in
11 the winter.

12 The third route directly serving the Corridor downtown
13 to downtown is Route 94-B-C-D. It runs between downtown
14 St. Paul and downtown Minneapolis making more stops in the
15 downtowns than the Light Rail or Bus Rapid Transit with
16 fewer on the freeway than light rail, and so this bus
17 travels much faster than light rail in the freeway, on
18 I-94. It makes the trip in about 20 minutes, 15 depending
19 on whether it makes a stop on Snelling, from the edge of
20 downtown to the edge.

21 I would say that before any construction -- as you may
22 guess, I'm in favor of the Transportation System Management
23 option. For the money we could have much more service,
24 more frequent, more versatile; less negative impact on
25 neighborhoods, on small businesses; and potentially less

1 pollution created because the Light Rail or Bus Rapid
2 Transit would take over two lanes in the center of the
3 street.

4 Those two lanes now in the center of the street are
5 taken over by moving cars. So you would put the moving
6 cars in that much less space, and the more congested
7 conditions are, the more air pollution you have. So you're
8 creating a congested situation.

9 If there is at all any suggestion to build light rail
10 or busway, I would say put up barriers on those middle two
11 lanes and test out what will happen to the traffic patterns
12 before actually digging up any ground.

13 The other thing that you could test out is one way
14 that people get on light rail so quickly is not that it is
15 quick, but light rail is done using the honor system of
16 payment. This is how it's done in San Jose, San Diego, St.
17 Louis, et cetera. People do not pay as they get on the
18 light rail vehicle. They get on with just a receipt, a
19 receipt that they either have got from a bus or they got
20 from the station.

21 I rode the entire length of the San Jose Light Rail
22 from one end to the other at rush hour, you know, round
23 trip from one extreme end to the other extreme end and
24 back, and I never saw the so-called fare monitors which are
25 supposed to check for if you pay.

1 So a cheaper way to make transit faster would be just
2 to designate some special buses as honor-system buses and,
3 you know, put up little machines at certain stops and
4 people could get their little receipts and just step on the
5 bus.

6 And I see he's hovering over me so I will try to
7 finish up here. Anyway, as I did mention this morning --
8 and you will note, all of you that heard me this morning,
9 that I am saying different things to try to keep you from
10 being too overly bored.

11 Mr. Morris corrected me and said that we do buy some
12 Minnesota-made buses here. I learned from the Pioneer
13 Press "Business Section" that Minnesota is the largest
14 transit bus manufacturing state in the nation, and I would
15 think it would behoove us to buy hundreds of these buses
16 and -- which include some compressed natural gas and some
17 hybrid electric -- hybrid electric are the type that get
18 better gas mileage and fewer emissions by having an
19 electric motor as well as a diesel engine -- to get a lot
20 of these buses, and we can have service that is much more
21 convenient and faster and will reach more regions of the
22 metro area for the same money as light rail or even less
23 money.

24 One last comment. There was a speaker this morning
25 that said if we didn't use the money for light rail it

1 couldn't be used for social programs, but he was talking
2 about the federal money.

3 The local money, even if it is designated for
4 transportation, when people are taxed a certain amount
5 there's less capacity in those people to tax them more, and
6 I would argue that the local share of money that we are
7 spending on Hiawatha would have gone much farther with the
8 bus, provided people with better transportation, and been
9 more neighborhood-friendly.

10 So I thank all of you for letting me speak, and I'm
11 just marveling at this court reporter here who's just
12 churning out this mysterious looking -- it reminds me of a
13 piano roll sort of with the little dots on it.

14 MR. PROBST: Thank you, Ms. Lee. The next
15 speaker is -- I hope I'm pronouncing her name correctly --
16 Bonita Warms.

17 MS. WARMS: Good evening. I'm sorry that I
18 wasn't able to be here a little sooner for some of the
19 presentations and that, although I am somewhat familiar
20 with the material. I also -- I have a funeral that I need
21 to go to yet tonight, and so I won't be able to stay;
22 however, my feelings are this:

23 University Avenue and the public transportation that
24 serves it right now is highly localized. The need is
25 highly localized along University Avenue.

1 Now, I do believe that we do need to find some faster
2 ways to get people from one downtown to the other; however,
3 I don't believe that putting a light rail line on
4 University Avenue is the right thing to do.

5 Here's why: A couple of the speakers alluded to
6 handicapped people. I picture myself if I were
7 handicapped; then I ride the light rail line so far and
8 then get off and then I'm supposed to get on the city bus
9 to take me the rest of the way.

10 I picture myself as a mother who's trying to get off
11 welfare and with two or three children maybe and trying to
12 get my children to day care and trying to get my children
13 back and forth. Light rail will not do me a whole lot of
14 good.

15 If we are going to have an express corridor, the
16 express corridor needs to be either in the middle of the
17 freeway or up along the railroad tracks because those are
18 places that the thing can go directly through without
19 having to make an intensive number of stops.

20 On University Avenue we need localized transportation
21 that can stop at every block if necessary because that's
22 the way that the majority of people who ride the 16 bus use
23 the 16 bus, and if we really are serious about welfare-to-
24 work and about expecting people to use public
25 transportation for those purposes, then we need to make

1 sure that that's there.

2 They say that there will be just as much bus service
3 if light rail is on University Avenue. I don't believe
4 that. I really don't. I don't see how that possibly could
5 happen. I'm very, very concerned.

6 I also am concerned about being able to travel north
7 and south in an appropriate manner. North-south
8 transportation routes are difficult at best, and it's
9 difficult to cross a street.

10 I plan on living in the Midway area for the rest of my
11 life. I'm not making plans to move. Now, maybe my plans
12 will change for some other reason, but my immediate plans
13 are to retire in eight years right here in the Midway area
14 and continue running our family business and to work part-
15 time and to enjoy my life.

16 I want to be able to walk to the store. I want to be
17 able to get to the places I need to go when I'm 80 years
18 old, and I want to stay in my home and be independent as
19 long as I can, and I don't know how much longer -- you
20 know, what life holds for me, but I do know that having
21 that thing down the middle of University Avenue is only
22 going to create a bigger divide than the divide we already
23 have with 94 with people who live north of it and the
24 people who live south of it. Let's not create another
25 barrier here. But I do honestly believe that it needs to

1 be localized.

2 One other thing. Whatever is built, you must
3 accommodate bicycles. Many, many city transportation
4 systems don't allow bicycles during rush hours or, you
5 know, they maybe have bike racks on some buses which is a
6 good thing, but there are a lot of -- you know, not every
7 bus has them, and I know like in Washington, D.C., you
8 cannot use the Metro system during rush hour with a
9 bicycle.

10 And if you really are trying to achieve integration of
11 the different modes of transportation, you have to consider
12 being -- you know, bicycles have to have access at all
13 times, not just during the off-peak periods, so to speak.

14 But I'm very concerned that we spend the money wisely,
15 and I agree with Ms. Lee that said that we would be better
16 served spending our money on enhancing the bus system we
17 have.

18 It's ridiculous that -- I work in Eagan 11 miles away,
19 and it would take me an hour and 45 minutes to take a bus
20 to work, and I can ride my bicycle to work faster than I
21 can take a bus. That is pathetic, just pathetic.

22 And I think that we need to be looking at
23 strengthening our bus system and creating a really good bus
24 system first before we spend money on creating something
25 else that's only going to destroy the bus system even more.

1 Thank you very much.

2 MR. PROBST: Thank you for your comments.
3 The last speaker that I have signed up is Mat Hollinshead.

4 MR. HOLLINSHEAD: Good evening. First I
5 want to make you aware of something that is developing in
6 the Midway which is the Midway Transportation Management
7 Organization, MTMO. We, I believe, have just gotten some
8 funding authorized from the Met Council for start-up of
9 that.

10 TMOs and TMAs -- the "A" stands for "Association"
11 which means membership; "Organization" means not formal
12 membership, but a variety of funding.

13 TMAs have been around for about 20 years. There's
14 somewhere between 200 and 250 of them in the world. Most
15 of them are here in the U.S. They originally started in
16 central business districts and in suburban office parks,
17 and the more recent ones have been addressing more diverse
18 communities such as ours where we have large employers,
19 small businesses, large and small retail, and a great deal
20 of residential.

21 So I welcome thoughts, input, involvement,
22 participation. The number to call, if you're interested,
23 is 651-647-6711. That's the number of University United
24 with which the MTMO will office.

25 The funding and the primary purpose is to address

1 congestion and air pollution, but also in our mission will
2 be to track this process and to play whatever constructive
3 role as possible as a convener, as a forum, as a
4 disseminator of information. So I would urge all of you to
5 use this as a tool if you so choose.

6 I just want to make two or three comments as specific
7 as I can. Three years ago -- I'll speak personally now,
8 not in affiliation with the MTMO. Two or three years ago I
9 sold my car. My wife and I had two cars. Now we have one
10 car. We think we drive less than 5,000 miles a year.

11 Our remaining car has sat in the garage now, I think,
12 for seven days straight, and that's very typical with the
13 exception of one trip to the grocery store. I am a full-
14 time bicycler and bus rider and pedestrian. My wife
15 commutes to work on a bus in downtown Minneapolis every
16 day.

17 I rode my bike here, so I'll put that on the record.
18 If there had been a bus with a bike rack I would have been
19 on the bus. So today I rode, I think, three different
20 buses with bike racks on them with my bike, and also the
21 driver has the discretion to let you on board with your
22 bike if there's room. So just referring to the capacity
23 question, when there's room there's the possibility of
24 putting more than the two bikes that the rack typically
25 holds on a bus for someone.

1 To just mention a couple points about cost. The
2 amount that is usually identified in relation to light rail
3 is very large. It's typically a sticker shock whether
4 you're a supporter or an opponent, but I think there are
5 opportunity costs which would take place otherwise which
6 need to be counted in the balance.

7 We need to count the road capacity that does not have
8 to be built when we build high-capacity transit. We need
9 to count the added and different kinds of development that
10 can take place with fixed high-capacity transit. We need
11 to take into account all the environmental costs, the
12 health costs if we do not change our paradigm from an
13 exclusive reliance on vehicles that use roads.

14 And buses are high pollution, diesel fuel is high
15 pollution. Yes, we're going to get better diesel. We're
16 going to get hybrid. We may get electric. There are
17 climate considerations with that. It's not clear yet
18 whether we can do that in this climate. There are other
19 considerations.

20 So I think that this is a complicated issue, and it
21 cannot be reduced to sound bites or oversimplified. It
22 must be considered in a very sophisticated way.

23 I want to touch on the honor system since it was
24 mentioned here. I think the proper measurement of the
25 performance of an honor system is receipts. One of the

1 purposes of having monitors is so that they're not visible,
2 so that they're random, so that people don't know when to
3 expect them, but to me the greatest benefit of the honor
4 system is, as was somewhat alluded to, that you avoid the
5 sometimes very lengthy delays of linear boarding with each
6 rider making a fare transaction as he or she gets on the
7 bus, sometimes taking several minutes at a corner which
8 otherwise does not have a red light or any other reason for
9 the bus to stop. The honor system and the prepaid which is
10 also the same as the prepay system in many cases eliminates
11 that and makes things much faster.

12 So if Bus Rapid Transit or light rail were built and
13 an honor system instituted and the platforms were properly
14 done as in other cities and in good systems, I think the
15 receipts would show that it works. I think the headways
16 and the times would reflect the efficiencies gained through
17 the prepay and the honor system. So I think that's an
18 example of one tool that, again, has many dimensions and
19 needs to be looked at very carefully.

20 I want to say something about traffic and induced
21 demand because more than one speaker has referred to the
22 effect of essentially removing two traffic lanes from
23 University. I think the most recent studies that are
24 authoritative and respected have shown that actually
25 reducing road capacity and narrowing roads actually reduces

1 the total traffic volume in many cases.

2 Thirty years ago we put in I-94. That, of course, was
3 designed and functions as the express motor vehicle route
4 between the downtowns. That is where the volume can go,
5 that is where it should go, and that is where it will go if
6 the capacity on University Avenue is reduced.

7 So I think that, again, this is one of those questions
8 that has several complexities to it. You cannot just
9 assume that taking two lanes from University Avenue is
10 going to retain all the rest of the traffic in the
11 remaining space. There is a very dynamic relationship
12 between capacity and traffic volume.

13 So I'm just going to cover those points. There's many
14 other responses, but I think we have limited time. So
15 thank you.

16 MR. PROBST: Thank you. Thank you for your
17 comments, Mr. Hollinshead. I have another speaker, Chip
18 Welling.

19 MR. WELLING: My name is Chip Welling, and
20 I'm a resident of Merriam Park which is in the study area.
21 I'm very pleased to have an opportunity to comment on the
22 scoping process for the Central Corridor, and the comments
23 I can offer today are as a resident of Merriam Park.

24 I want to thank you people for all the work you've put
25 in on this process. I've attended a number of the meetings

1 of the Central Corridor Coordinating Committee and so
2 forth, and I know it takes a lot of time. It's hard to
3 make it sometimes, but I really appreciate the effort
4 that's been made by staff and officials who are here.

5 I currently rely on the bus myself. It's my family's
6 second car. I came here on the 16-A, and I regularly ride
7 the 191 from Merriam Park to my job in downtown St. Paul.
8 I also ride the 21 and 63 which are also bus routes that
9 are in the Corridor. I've also ridden Light Rail Transit
10 in a number of other cities including Baltimore, Maryland;
11 Dallas, Texas; Portland, Oregon; Cleveland, Ohio; and
12 Calgary, Alberta.

13 Based on this experience, I'm really enthusiastic
14 about the potential benefits that could come to the Central
15 Corridor if LRT were built here, and I believe this for
16 three principal reasons.

17 First, LRT in the Central Corridor would provide
18 better transit service. It's better transit service for
19 many, if not most, of the people who currently ride the bus
20 here, and there were several reasons I say this.

21 First, LRT is faster than the bus. It's faster
22 because you don't have to clear the riders through a fare
23 box. In addition, LRT vehicles have more doors than does a
24 bus so you can load and unload passengers more rapidly;
25 and, lastly, the vehicles accelerate more quickly than does

1 the bus.

2 A second major reason why I think LRT in the Central
3 Corridor would be a significant improvement is that this
4 type of transit service has the potential to attract more
5 new riders than I believe we could get with any changes to
6 the bus service currently here.

7 Some of the reasons I believe this are that, one, LRT
8 is quieter than the bus; LRT does not produce smelly diesel
9 exhaust; and, lastly, LRT provides a smoother ride than
10 does the bus.

11 And the third main reason why I think LRT in the
12 Central Corridor is important is it would have potential to
13 promote and support more pedestrian-friendly development
14 than could any changes in the bus service in this Corridor.

15 One of the reasons why I believe that is so is looking
16 at some of the recent development we've seen along
17 University Avenue, particularly in the vicinity of Hamline,
18 and here we have big box retail that's separated from the
19 streets generally by vast parking lots that are nearly
20 devoid of vegetation.

21 Here the car is king. Here the bus rider is a
22 second-class citizen at best. The bus rider is provided
23 with minimal shelter by the road. To reach the stores or
24 businesses the bus rider typically has to hike across these
25 vast parking lots with little in the way of routes -- you

1 know, sidewalks -- that are separated from the car traffic.
2 So it's neither a pleasant nor a safe trip to go from the
3 bus stops to the stores and businesses there.

4 With LRT as opposed to bus-only transit, I believe we
5 would have a strong incentive to build transit-friendly --
6 meaning pedestrian-friendly -- development that would be
7 appealing here on University Avenue.

8 And I have some more comments I'll provide later in
9 writing. My understanding is that the record's open until
10 the 20th of July?

11 MR. PROBST: July.

12 MR. WELLING: Thank you very much.

13 MR. PROBST: Thank you, Mr. Welling. That
14 concludes the list of people that signed up to speak. Is
15 there anyone who has not spoken yet that wishes to? If
16 you'd come forward, sir.

17 MR. CHRAMOSTA: I can speak from here. I'm
18 Paul Chramosta. I'm the executive director of the
19 Minnesota Bicycle & Pedestrian Alliance, and I'm also a
20 full-time bike and transit user. I rode my bike tonight
21 down University. Unlike Mat, I prefer to ride alongside
22 the bus, either BRT or LRT, as opposed to putting it on the
23 bus.

24 I think that in order to create a truly sustainable
25 multimodal transit corridor along University -- and I'm a

1 proponent of either BRT or LRT running down University. I
2 especially like the Sibley-Jackson pair regarding BRT down
3 past some old Army offices and shops down there.

4 I think that we need full implementation of bicycle
5 and pedestrian facilities both along and accessible to the
6 Corridor except, of course, if it's on 94, and I don't
7 think that we should sacrifice safe, fast, and pleasant
8 pedestrian and bicycle facilities and infrastructure in
9 order to fully accommodate the current level of automobile
10 use.

11 The idea of a modern transit corridor use is to reduce
12 air toxins, to reduce congestion via these alternatives. I
13 think we have to -- we should expect that to fulfill
14 whether it's BRT or LRT and not that we're going to
15 continue with the automobile use on the street.

16 MR. PROBST: Thank you for your comments.
17 Anyone else who hasn't -- yes, sir.

18 MR. KELLEY: Yes. My name is Daniel Kelley.
19 I do use the bus, but I didn't use it coming here today. I
20 take the bus from my home near St. Clair and Victoria to
21 work at the airport. I used the bus basically all my life
22 until 1996, and then I obtained a car which I now use
23 sometimes.

24 Ideally when this car goes out -- with the public
25 transit system, say, as good as -- unless we were not car-

1 dependent I'd just as soon never have an automobile. It's
2 simply the structure of the city which makes it necessary
3 for me to have a car.

4 In the early '90s I not only didn't have a car, but I
5 was unemployed. I was working through temporary agencies,
6 and I found working through temporary employment agencies
7 that about 40 percent of the jobs of these agencies require
8 that you have an automobile, and not having a stable
9 employment I couldn't afford an automobile, and not having
10 an automobile I was unable to get any type of a job which
11 would give me stable employment at that time.

12 Nevertheless, when I look at the cost of LRT, its cost
13 per passenger mile and so forth, they are extending the
14 service precisely to areas which are already served by
15 buses and so forth. What I would need to never be
16 dependent upon a car again is primarily to expand bus
17 services or the transit services to areas where it is
18 presently not being served.

19 So, for instance, I would be interested in having a
20 greater amount of transit expanded to areas such as, oh,
21 Eden Prairie I'm just saying off the top of my head, places
22 where there's a lot of job expansion where you need a car
23 to get to.

24 And based on my conversations with many of my
25 co-workers at the airport, they find that the light rail

1 system going out there down the Hiawatha Corridor out to
2 the Mall of America is not extending any available transit
3 service to themselves. What they need -- and many of these
4 people, the majority of them do not have cars -- I think
5 what they desire is greater level of transit service to new
6 areas which presently can't be reached by the present
7 transit system.

8 I do not see LRT as doing anything to solve this
9 problem. I perceive it as making the situation worse
10 because it's putting a lot of money into areas that are
11 presently serviced by the bus system.

12 I read an article once -- this will have to be double
13 checked, but Los Angeles has recently built a subway
14 system, and the subway system has -- if I read this article
15 in the St. Paul paper correctly, has taken -- drained the
16 money for the system, a lot of financial resources, and
17 hence their bus services have deteriorated. I fear that
18 the same thing would happen if we put our efforts into LRT
19 here. Thank you.

20 MR. PROBST: Thank you for your comments.
21 Is there anyone else who would like to make any formal
22 verbal comments? Yes, sir. You can speak from there, sir.

23 MR. PLATH: Sure. My name is Corey Plath.
24 I live in the south Como area. I sit on the District 6
25 Land Use Task Force, but my comments will not be

1 representative of that council yet, but hopefully I'll talk
2 them into it.

3 You know, I drive a route sales truck nine hours a
4 day, eight hours a day, sometimes ten, and I spend all my
5 time on either the streets or the highways, so I'm maybe
6 much more of an expert than anybody else in this room. I'm
7 kidding.

8 (Laughter)

9 MR. PLATH: I just want to speak in support
10 of the existing infrastructure, the commuter rail that
11 you're thinking of doing, and also the busways. I want to
12 speak in loud, perhaps not articulate, opposition to LRT.

13 I think your light rail has run into some problems in
14 Minneapolis. I think -- you keep throwing out there's an
15 option, and with the exception of maybe one or two
16 individuals tonight, I think there's a lot more opposition
17 than support for light rail, but it's kept -- keeps on
18 getting thrown out there.

19 And, you know, I think to build light rail, to tear up
20 anything you have to tear up and to build it up as you did
21 with the Hiawatha line, now with the Excel Energy problems
22 we're running into, it leaves a bad taste, and with the bus
23 changes that you just had in south Como that haven't gone
24 well and aren't going very well as far as Gateway as
25 opposed to Como Place, I think when you're talking about

1 moving people around it's freedom.

2 People like freedom. That's what a car gives us.
3 That's why cars dominate societies, but oil is a finite
4 resource. They're not always going to dominate society,
5 but people like freedom.

6 And the Met Council has done it themselves. They've
7 answered their own question. They've -- not constantly,
8 but they've changed bus routes enough to reflect the
9 ridership. You build a light rail line, that line's there.
10 That's it.

11 I know the smart growth initiatives that you're also
12 doing on different workshops, you're saying that, you know,
13 transit could be a building block so then your smart growth
14 evolves around transit, and I just don't agree. I think
15 people wish for freedom.

16 You know, I'm not married. I don't have kids yet or
17 anything, but I talk to my friends that do and their lives
18 revolve around, you know, going here, going there, and
19 having the freedom to do it; and as they get older their
20 lives change, their interests change, their hobbies change.
21 You have nothing to do with one line on a light rail.

22 So, again, I oppose light rail, and I just wanted to
23 go on record saying that.

24 And another concern of mine, too, is natural
25 resources. I think with building a light rail line there's

1 obviously a lot of capital cost in that. You know, I think
2 as you look back in history let's find, you know, where
3 does the water go and where does the runoff go, and you
4 have to answer those questions, and you also have to deal
5 with it and build for that.

6 And, you know, where does the existing electric and
7 computer lines and phone lines go which you're dealing with
8 now on Fifth Avenue or Fifth Street in Minneapolis.

9 And social change too. You're talking -- with light
10 rail you're talking social change. Since about the '40s
11 this is a car society, and I don't think building a light
12 rail line down University -- I respect the need. I know
13 that there's a need to improve transportation, but I don't
14 think light rail's going to do it because you're talking
15 about social change, changing people's views.

16 You know, like it or not, the minority of people --
17 there's a minority of people that ride buses and use mass
18 transit. The majority take cars. You're talking social
19 changes when you want to invest that many millions of
20 dollars into light rail.

21 So, again, I support your commuter rail options using
22 the existing railroads and improving on the bus system and
23 perhaps using a rapid bus, but I do not support light rail,
24 and I don't think the majority of my friends do. I don't
25 think the majority of my fellow council members do. I know

1 my neighbors don't, and I think I speak, you know, for a
2 broad representation. Thank you.

3 MR. PROBST: Thanks for your comments.
4 Anyone else who hasn't spoken yet? Anyone else who would
5 like to speak? Yes, sir.

6 MR. LUDEMANN: My name is Don Ludemann, and
7 I'm here tonight wearing two hats. The first is as
8 president of the Snelling-Hamline Community Council. Our
9 community council hasn't taken an official position on the
10 Central Corridor, but the reason I'm here in that position
11 is to thank Mr. Morris and others for coming to talk to our
12 district council to keep us informed. We certainly hope
13 that that will continue as the scoping process and the EIS
14 process continues.

15 A slightly different perspective on the idea of
16 keeping the community informed, though. I had asked
17 specifically at an earlier meeting -- I think Mr. Horner
18 was speaking to us. I asked specifically if the documents
19 and all the materials were going to be available in
20 multiple languages, and I don't know if that's happened yet
21 or not.

22 MR. MORRIS: We've got a facts sheet on the
23 project in five languages over there.

24 MR. LUDEMANN: Okay.

25 MR. MORRIS: We don't have every piece of

1 paper --

2 MR. LUDEMANN: Okay.

3 MR. MORRIS: -- in multiple languages.

4 MR. LUDEMANN: Excellent. I think that
5 although I disagree with the gentleman who spoke previous
6 to me, I do personally favor light rail alignment along
7 University Avenue. I think keeping the community informed
8 and keeping all the various constituencies along University
9 Avenue, Central Corridor informed is very critical.

10 The second hat that I wear tonight is as the chairman
11 of the Capitol City Traffic Counting Alliance, and that
12 group also has not taken a position on the Central
13 Corridor, but we did just have a pedestrian safety and
14 traffic counting summit earlier in May, and what David
15 English who is the traffic counting expert told us is that
16 we've got a very valuable piece of property in the Central
17 Corridor. The right-of-way, 120 feet or whatever it is, is
18 a valuable public space and we need to open up that public
19 space to a variety of modes of transportation; not just the
20 automobile, but pedestrians and bike, transit users whether
21 it's bus or rail.

22 And I think that I want to thank you for all the work
23 that you're doing, and I want those who are currently
24 opposed to the rider transit options to consider the fact
25 that we're looking 10, 20 years down the road, and we know

1 that the Twin Cities are going to continue to grow and that
2 the 15 or 20,000 people who are going to be riding light
3 rail or riding on the bus 10, 20 years from now aren't even
4 here yet. They're coming in the future, and we need to be
5 prepared for that. Thank you.

6 MR. PROBST: Thank you for your comments.
7 Anyone else who would like to speak? You've already had an
8 opportunity, sir.

9 MR. ROSSBACH: I didn't get to ask my
10 questions, and I was invited at the beginning of this
11 session to ask my questions, and I just waited and waited
12 and waited for that opportunity, and I was told when you
13 started out that if anybody had questions you would address
14 those, and I was polite enough to wait when I was asked by
15 John, and I can't get my questions asked, and they're
16 drifting away here. This is an hour later.

17 MR. PROBST: Let me ask if there's anyone
18 else who would like to speak first, and if not I think
19 we'll close the public comment portion. You're welcome to
20 ask a question now or the staff will be here for another
21 hour if it's a particular question they can address with
22 you.

23 MR. ROSSBACH: I think if you're going to
24 say you're going to accept questions to discuss what is --
25 you know, what may be in the presentation not understood by

1 some of us, I think you need to interrupt it at that point
2 and do it.

3 I see this doesn't work at all, and it's like
4 everybody thinks that I'm trying to speak twice, and I'm
5 not. I had this question since the beginning there, and
6 these are the questions:

7 It's said that there was an increasing set of criteria
8 that were used in reducing the number of modes selected,
9 and I would like to see the order in which those criteria
10 were and go primary, secondary, and how that was increased.

11 And the other part of it is they were talking about
12 reduced headway between buses when they were going to have
13 light rail in town, and I think -- does reduced headway
14 mean you have less buses? Is that what it means? Or the
15 separation is wider? I'm not sure what that reduced
16 headway exactly means.

17 And I had a third one, but I've lost it. I guess I'm
18 getting a little irritated in not being able to address
19 those questions, you know, that I had earlier on. I didn't
20 do what I was invited to do.

21 MR. PROBST: Well, I would ask the staff to
22 respond to those questions as soon as we're done here.
23 Anyone else that would like to speak? If not, we'll close
24 the formal comment period for this evening's meeting.

25 As I mentioned, staff will be here for another hour if

1 you have specific questions you'd like to ask or if you'd
2 like more information.

3 There will be another public scoping meeting tomorrow
4 night at the Radisson Metrodome on Washington Avenue at the
5 University, and we'll proceed from there. Thank you for
6 coming.

7 (The meeting concluded at 6:55 p.m.)

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CERTIFICATION

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I hereby certify that I reported the Central Corridor Transit Project Public Scoping Meeting on the 26th day of June 2001, commencing at 5:30 p.m., in St. Paul, Minnesota;

That the stenographic recording was transcribed under my direction, and that the foregoing transcript is a true record of the proceedings.

7/9/01

Linda G. Oman
Linda G. Oman, Court Reporter

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ORIGINAL

CENTRAL CORRIDOR TRANSIT PROJECT
PUBLIC SCOPING MEETING

JUNE 27, 2001

5:35 P.M.

Radisson Metrodome
615 University Avenue S.E.
Minneapolis MN 55414

APPEARANCES

Dennis Probst, Chair
 Central Corridor Coordinating Committee
 Steve Morris, Project Manager
 Ramsey County Regional Railroad Authority
 John Bednarczyk
 URS-BRW
 Barry Gore
 URS-BRW

PRESENTATIONS

Dennis Probst 3
 Steve Morris 6
 John Bednarczyk 11
 Barry Gore 18

SPEAKERS

Dean Lund 24
 Joe Ring 28
 Barb Thoman 30
 Paul Zerby 32
 Matt Clark 34
 Mat Hollinshead 39

[Slides shown during the presentation.]

1
2 MR. PROBST: Good evening. On behalf of the
3 Central Corridor Coordinating Committee, I'd like to
4 welcome you to this evening's Public Scoping Meeting. This
5 is the third and final Public Scoping Meeting for the
6 project at this point.

7 My name is Dennis Probst. I'm the chair of the
8 Central Corridor Coordinating Committee. I'd like to
9 introduce two of my colleagues on the coordinating
10 committee who are also here, Minneapolis Council Member
11 Joan Campbell in the back, and Jan Morlock from the
12 University of Minnesota. Thank you both for being here and
13 for all of your time and effort so far.

14 This evening's presentation is the same presentation
15 that's been given at the previous two meetings which were
16 held yesterday. My responsibility this evening is to
17 moderate the scoping session which -- after about 30
18 minutes of presentation, which will begin shortly here,
19 walking you through the project, I will be facilitating a
20 discussion.

21 I will invite anyone who would like to speak or
22 comment on the project to come forward. We're going to ask
23 you this evening to use the microphone to my right here if
24 you would, please, and Holly Halverson who is in the back
25 will be facilitating this.

1 If you have not signed in, please do sign up before
2 you leave this evening. We'd like to keep a record of
3 everyone that's here, and if you give us your address we'll
4 get you on the mailing list to receive future newsletters
5 or other correspondence on the project.

6 So if you haven't signed up to speak and you'd like
7 to, if you could go back and see Holly. When we get
8 through the list of everyone that has signed up, I will
9 invite anyone who didn't sign up, if they'd like to speak,
10 or if you changed your mind about speaking to come forward
11 at that time. We do want to hear what you have to say, so
12 please don't be bashful about coming up and letting us
13 know.

14 The next item up here is the agenda for tonight's
15 meeting this evening. The first two agenda items, the
16 "Introduction" and "How We Got Here," will be presented by
17 Steve Morris from the Ramsey County Regional Rail Authority
18 who will address the purpose of today's meeting, provide a
19 history of the project, the public involvement that has
20 occurred to this point, and also the purpose and need for
21 the project.

22 Following Steve's presentation, John Bednarczyk from
23 URS-BRW will present the Environmental Review portion of
24 the agenda. John will describe the environmental review
25 process, the alternatives considered to address the purpose

1 and need for the Corridor, and the issues to be addressed
2 in the environmental review process, public involvement as
3 well as the project schedule.

4 Following John's presentation, Barry Gore at the far
5 left here will conclude the formal presentation with a
6 description of the build alternatives that are being
7 considered and do a review of the station areas and will
8 include the design guidelines and proposed station
9 locations in his remarks.

10 We are going to keep the presentation brief. You've
11 hopefully noted already in coming in that there are a
12 number of displays that have been set up in the back of the
13 room.

14 We invite you, after the formal presentation and
15 comments, if you'd like to spend more time looking at
16 those, the staff will be here at least until 8 o'clock to
17 handle any questions that you might have in detail about
18 those issues, and there is actually three items back on the
19 desk with Holly that if you haven't had you might want to
20 pick up.

21 The first is the agenda for this evening's meeting on
22 the green stock. There's also a colored brochure regarding
23 the scoping meeting and process, and the third piece is a
24 white sheet that is for written comments. So if you choose
25 not to offer oral comments this evening, but still would

1 like to present comments, please do them in writing, and
2 the comment period will stay open until July 20th. Mr.
3 Morris will address that a little bit more in his
4 presentation.

5 With that I'd like to introduce Steve Morris, and
6 we'll begin the formal presentation of the scoping.

7 MR. MORRIS: Thanks, Mr. Probst. To echo
8 Dennis, thank you all for coming this evening. There are
9 really three purposes for the meeting. First is an
10 opportunity to kind of bring initially people up to date in
11 what's going on with the project today. The second, as
12 Dennis mentioned, to get your comments and concerns on the
13 record; and, third, to inform you how you can be involved
14 in the project as it goes on down the road.

15 The comment period following the presentation this
16 evening is an opportunity to enter into the public record
17 your comments on the project. A court reporter is present
18 this evening and will be preparing an official transcript
19 of each of the scoping meetings. We value all of your
20 comments.

21 In addition, as was mentioned, you can submit written
22 comments. We have forms available in the back with Holly
23 or you could send them to me by E-mail or any other way.
24 The contact information is on the screen. It's also in the
25 Scoping Booklet. All of your comments, whether they come

1 in this evening or they come in later by July 20th, will be
2 included in this public record.

3 A little bit about the project: Policy direction for
4 the study is provided by the Central Corridor Coordinating
5 Committee. Dennis Probst here is the chair. He's one of
6 the Mn/DOT appointees. Council Member Campbell is from the
7 City of Minneapolis. A council member from St. Paul is
8 also on; representatives from Hennepin and Ramsey County.
9 The Metropolitan Council has two members, the University of
10 Minnesota is represented by Jan Morlock, and the Red Rock
11 and Northstar Commuter Rail Corridors also have
12 representation on the committee.

13 I'd like to spend a moment talking about how we got to
14 this part of the process. For many years citizens and
15 policymakers throughout the Twin Cities have recognized the
16 need for strong transit service and investment in the
17 Central Corridor, the heart of the Twin Cities-
18 Metropolitan area.

19 This slide shows some of the previous studies that
20 have looked at the Corridor from 1984 through 2000, and I'm
21 sure you can probably find others if you went back. Two of
22 the previous studies specifically identify Light Rail
23 Transit as the preferred transportation improvement in the
24 Corridor.

25 The Midway Corridor Light Rail Transit Draft EIS,

1 Environmental Impact Statement, was prepared in 1990, and
2 the Central Corridor Alternatives Analysis and
3 Environmental Impact Statement was prepared in 1993.

4 Given the importance of the Corridor and the number of
5 transit modes and alignment options, participating agencies
6 initiated this current study to determine the preferred
7 transit option for the Corridor. The environment has
8 changed in many ways and we can't assume that the old
9 studies still represent the best solutions.

10 The transit study methodology used a tiered approach
11 to provide a comprehensive study to identify potential
12 improvements in the Corridor. The main elements of the
13 Central Corridor Transit study are shown here:

14 Briefly, to evaluate previous studies and
15 technologies, define goals and objectives for the Corridor,
16 define options to meet those identified goals, provide a
17 screening process to refine the options and identify a
18 preferred option, prepare an Environmental Impact Statement
19 for regulatory agency review, and develop a Central
20 Corridor financial plan.

21 We've now completed the screening process and have
22 entered the scoping process for the Environmental Impact
23 Statement, as John Bednarczyk will explain later.

24 Through this part of the planning process we've
25 identified the future transportation needs of the Corridor

1 and have developed the goals of the Central Corridor
2 Project as follows: First, mobility and accessibility,
3 economic development, communities and the environment, and
4 financial considerations.

5 The mobility and accessibility includes things like
6 proven technology -- again, something that has some
7 experience -- previous transportation investment, previous
8 development investment, service to markets, connectivity,
9 travel time savings, residential population and employment
10 centers served.

11 In the area of economic development we're looking at
12 consistency with local and regional plans, land use
13 patterns, potential to support smart growth and livable
14 communities, business community sentiment, proximity to
15 planned development and to developable and redevelopable
16 land.

17 Another category is communities and environment where
18 we're looking at four areas: Compatibility of community
19 character, existing right-of-way utilization, diversity of
20 the population served, and community sentiment.

21 Then in the area of financial considerations, at this
22 stage we're looking at capital and right-of-way costs.

23 As indicated in the next three slides, we identified
24 the needs for the Corridor and determined goals to satisfy
25 those needs. This resulted in the Purpose and Need

1 Statement for the Central Corridor, and the highlights are
2 economic opportunity and investment -- we're looking for
3 something that supports investments in the infrastructure,
4 the business and community, to sustain this part of the
5 region -- promote a reliable transit system that allows
6 efficient land use, development patterns, major activity
7 centers, minimizes parking demand, facilitates the highest
8 and best use of adjacent properties, gives employers
9 confidence that employees can travel to and from work.

10 In communities and the environment we want to
11 facilitate the preservation and enhancement of
12 neighborhoods in the Corridor; acknowledge the individual
13 character and aspirations of each place served and of the
14 region as a whole; to support regional goals for cleaner
15 air and water, more efficient energy use, and a safer and
16 healthier environment.

17 Based on the planning process just described, we have
18 retained the build alternatives as shown here because they
19 best meet the needs of the Corridor.

20 Those alternatives currently under evaluation:

21 University Avenue Light Rail Transit, Busway/Bus Rapid
22 Transit along University Avenue, and Light Rail Transit on
23 Interstate 94. Each of these alternatives has been
24 described in the Scoping Booklet and will be presented in
25 greater detail toward the end of the presentation.

1 Although two commuter rail options are being
2 considered as part of the Central Corridor Transit Study,
3 the evaluation of the commuter rail options will be
4 deferred to a separate environmental document based on
5 regional commuter rail connections and system planning,
6 funding, and operating agency responsibility. Technical
7 evaluation of the available commuter rail options is
8 underway.

9 That concludes my part of the formal presentation.
10 John Bednarczyk with BRW will now present the third agenda
11 item entitled "Environmental Review."

12 MR. BEDNARCZYK: Thank you, Steve. My name
13 is John Bednarczyk. I'm a professional engineer. My
14 responsibility is the management of the Environmental
15 Impact Statement for the Central Corridor Project.

16 The Central Corridor Scoping Process is part of a
17 prescribed planning process to assist decision-makers in
18 the assessment of potential impacts associated with
19 proposed Central Corridor alternatives.

20 The process is required by the Federal Transit
21 Administration and the National Environmental Policy Act.

22 The purpose of the Environmental Impact Statement is
23 to identify potential impacts associated with proposed
24 Central Corridor alternatives. In doing so we determine
25 the scope required for the Environmental Impact Statement

1 documentation. An overview of the Environmental Impact
2 Statement is shown on this slide.

3 Its purpose is to refine the alternatives, to document
4 the decision-making process and the assessment of potential
5 impacts. It identifies appropriate mitigation measures for
6 those impacts, and it involves the public in the decision-
7 making process.

8 As Steve Morris mentioned, these next two slides show
9 the modes considered during the screening process to select
10 the best alternative to serve the purpose and needs of the
11 Central Corridor.

12 The screening process began with the definition of the
13 universe of alternatives shown here. You can see that the
14 universe of alternatives considered all possible transit
15 options available from a wide range of technologies from
16 conventional bus service to Personal Rapid Transit and
17 Magnetic Levitation.

18 This universe of alternatives was carried into the
19 screening process and evaluated in terms of the goals and
20 objectives of the Central Corridor Project; namely, the
21 mobility and accessibility, economic development, community
22 and the environment, and financial considerations.

23 We used a two-tiered screening process to consider the
24 universe of alternatives and to reduce the number of modes
25 to be retained for further analysis. This slide shows how

1 the mode screening process worked. We applied increasing
2 numbers of measures of effectiveness to a reducing number
3 of modal alternatives.

4 Three alternatives had the best performance when
5 evaluated by the goals of the Central Corridor. They are:
6 University Avenue Light Rail Transit, University Avenue
7 Busway/Bus Rapid Transit, I-94 Light Rail Transit. Again,
8 each of the build alternatives has been described in your
9 Scoping Booklets.

10 Although the I-94 Light Rail Transit alternative has
11 been included here, we wish to note that it did not compare
12 favorably with the other alternatives, and we anticipate
13 that it may be eliminated during the scoping process.

14 Notice that along with the three build alternatives
15 which were selected during the screening process, we are
16 also studying a No-Build alternative and the Transportation
17 System Management alternative. These give us a baseline
18 for comparative purposes.

19 The No-Build alternative is defined as the existing
20 roadways and bus services along with transportation
21 improvements for which funding has been committed through
22 the year 2020.

23 The Transportation System Management alternative
24 provides a framework for strategies that provide lower cost
25 improvements to the existing transportation network and

1 includes infrastructure improvements that will benefit
2 transportation operations as well as minor roadway
3 improvements.

4 The Locally Preferred Investment Strategy will be
5 identified based on the assessment and documentation of the
6 relevant social, economic, and environmental issues in the
7 Environmental Impact Statement.

8 The purpose of the Environmental Impact Statement
9 which follows this scoping process is indicated here: To
10 refine the proposed transportation improvements; to assess
11 social, economic, and environmental impacts; to analyze
12 transportation system impacts; to prepare capital cost
13 estimates; and to estimate and analyze operating and
14 maintenance costs, ridership, and revenue.

15 The following four slides provides a listing of the
16 areas that will be assessed to determine social, economic,
17 natural or environmental, and transportation impacts.

18 The social impact analysis includes these: Land use,
19 neighborhood cohesion, displacements and relocations,
20 community facilities and services, visual and aesthetic
21 considerations, cultural resources, parkland/public land,
22 environmental justice, safety and security, and
23 construction impact.

24 Note that the social impact analysis includes
25 potential impacts to historic resources including

1 archaeological and structural resources. This process is
2 also known as the Section 106 process and includes
3 identifying and evaluating historic properties; assessing
4 the effects of the undertaking on the historic properties;
5 and consultation for methods to avoid, minimize, mitigate
6 adverse effects to them.

7 Also included is the evaluation of the potential for
8 disproportionate impacts to low-income and minority
9 populations. This evaluation is termed "Environmental
10 Justice."

11 The economic impact includes these areas: Fiscal
12 impacts, capital and operating costs, effect on employment,
13 utilities, secondary development, improved access to jobs,
14 and funding options.

15 The environmental or natural impact analysis includes
16 these areas: Hydrologic and natural features, wetlands,
17 biological assessment, air quality, noise and vibration,
18 contaminated and hazardous materials, water quality,
19 energy, traffic, and construction impact.

20 The transportation impact analysis includes these
21 areas: Roadway, transit, and travel time savings.

22 The Coordinating Committee seeks your help, seeks your
23 help in refining the alternatives and identifying local
24 issues and concerns, and identifying how you would like to
25 get involved.

1 Again, the comment period ends July 20th, 2001. All
2 written comments received by July 20th and the verbal
3 transcripts received of these meetings will be included in
4 the Scoping Summary Report. Your participation is
5 important. The Coordinating Committee values your input
6 now and throughout the process.

7 Please make sure that you have signed in at the
8 registration table. You will receive a project newsletter,
9 upcoming meeting announcements if you do ask to be included
10 on the mailing list.

11 The environmental review time line is shown on these
12 next two slides. First, please notice that along the
13 bottom of both slides public involvement has been included
14 throughout the environmental review process including
15 workshops, public meetings, web site, newsletters, and
16 public outreach activities.

17 The first graphic on this time line indicates that the
18 Notice of Intent has been published in the Federal Register
19 and notice for these scoping meetings has been published in
20 local newspapers. This activity was completed in June
21 2001.

22 The circled graphic indicates that we're now in the
23 scoping period. We are currently conducting public
24 meetings and receiving written comments through July 20,
25 2001 that will be included in the public record for the

1 project.

2 The scoping period will result in the selection of the
3 alternatives to be evaluated in the Draft Environmental
4 Impact Statement. Following the scoping period, we will
5 begin preparation of the Draft Environmental Impact
6 Statement, addressing those alternatives selected during
7 this scoping period. This activity will occur from summer
8 2001 through winter 2002.

9 The Draft Environmental Impact Statement will be
10 completed and distributed during the winter of 2002.
11 Copies will be provided to regulatory agencies and made
12 available to the public.

13 In the winter of 2002, the Draft Environmental Impact
14 Statement will be submitted for review, and comments will
15 be received from the public. The preferred alternative for
16 the Central Corridor will be selected based on this review.

17 The preparation of the Final Environmental Impact
18 Statement with the preferred alternative will be completed
19 in the spring of 2002. It is anticipated that the Federal
20 Transit Administration will sign the Record of Decision for
21 the Central Corridor Environmental Impact Statement during
22 the summer of 2002.

23 That concludes my part of the formal presentation.
24 Barry Gore of BRW-URS will now present the fourth agenda
25 item, Alignment and Station Area Review. Barry.

1 MR. GORE: Thanks, John. I'm Barry Gore.
2 I'm a planner with BRW working on the Central Corridor
3 Project. I will describe the alignment alternatives and
4 the station locations that are currently under
5 consideration.

6 As John mentioned, there are two general alignment
7 alternatives; one following University Avenue and the other
8 utilizing Interstate-94. I will begin with the LRT
9 alignment in downtown Minneapolis.

10 Central Corridor vehicles will use the Hiawatha tracks
11 and stations that are currently under construction on Fifth
12 Street. Downtown East will be the first joint station.
13 The Bus Rapid Transit would operate on Fourth Street.

14 There are two proposed options for proceeding east
15 from downtown Minneapolis. The first crosses the
16 Mississippi on the Washington Avenue bridge, proceeds
17 through the East Bank of the campus, then onto University
18 Avenue.

19 The second option goes north on Chicago, east on
20 Second, under the 35-W bridge, across what is known as
21 Bridge 9, and then up into either University and Fourth
22 Street pair or the north option is to stay in the railroad
23 corridor and then back down to University.

24 The Interstate-94 option east of the University campus
25 is aligned north of Fourth Street Southeast in the railroad

1 corridor, then crosses University Avenue onto Curfew
2 Street, runs on the north bank of the I-94 Corridor, and
3 then descends into the median of the freeway before
4 Snelling Avenue. The alignment remains in the middle of
5 the freeway until Rice Street where it turns north to the
6 State Capitol and south to downtown St. Paul where it would
7 follow the Cedar Street to Fourth Street alignment.

8 The proposed University Avenue Light Rail Transit
9 alignment will place double track in the middle of the
10 existing right-of-way from the University of Minnesota
11 campus to Rice Street.

12 There are two LRT options under consideration for
13 serving the State Capitol and Downtown St. Paul. The first
14 option passes in front of the Capitol, then down Cedar
15 Street, east on Fourth Street to the Union Depot. The
16 second option under consideration: Stay on University
17 Avenue, go behind the State Capitol onto Jackson Street,
18 into downtown, and then a pair on Sibley and Jackson, west
19 on Fourth Street to Rice Park.

20 The University Avenue Bus Rapid Transit option is
21 essentially the same as the Light Rail Transit from the
22 campus to Rice Street. BRT vehicles would proceed south on
23 Cedar, east on Kellogg, then across the river on the Robert
24 Street bridge. The return trip would follow Minnesota back
25 to Cedar and then west on University Avenue.

1 I'll now describe the proposed station locations.
2 Stations, of course, are where riders interact with the
3 proposed transit facility, and location of stations is,
4 therefore, an important factor in evaluating alignment
5 alternatives.

6 Specifically we're considering how the proposed
7 transit facility will relate to existing planned land uses
8 and how proposed stations can be integrated into community
9 settings.

10 Station planning criteria include corridor scale
11 issues as well as more site-specific analysis. This slide
12 summarizes the evaluation of three key criteria: Corridor
13 fit, station function, and development potential.

14 The first category of corridor fit looks at
15 broad-scale land use patterns. By definition the Central
16 Corridor links three major activity centers; downtown
17 Minneapolis, University of Minnesota Minneapolis campus,
18 and downtown St. Paul. This link is made through the
19 Midway area which has a mix of commercial, industrial,
20 residential uses, and smaller scale community nodes.

21 An important consideration is the urban environment
22 along the various alignments in the Corridor.

23 Station function criteria considers more local and
24 site-specific issues relating to station location and
25 design.

1 The first and primary criterion is that of ridership,
2 with land use intensities, patterns, and types, commonly
3 referred to as Transit-Oriented Development or TOD, as an
4 indicator of ridership potential.

5 Access is a key part of evaluating station locations
6 both in regard to surrounding land uses and circulation
7 issues such as the intersections, crosswalks, bridges, and
8 bicycle facilities. Converse of access is barriers, and we
9 will look at urban design, traffic issues that may impair
10 access to or egress from stations.

11 Stations locations and designs must meet standards set
12 by the Americans with Disabilities Act.

13 To interface with other modes of transport, especially
14 bus service, is another criterion used when considering
15 station function. The 16-A service on University Avenue
16 would remain, but at longer headways.

17 In addition to evaluating existing conditions in the
18 process to select station locations, we'll also consider
19 the potential for the proposed transit facility to act as a
20 catalyst for new development.

21 This evaluation will consider current land use
22 patterns around proposed station sites, the availability of
23 underutilized land, and a general consideration of the real
24 estate market. This evaluation will focus on planned
25 development projects as recognized by the city planning

1 departments and published reports.

2 The next four slides provide an idea of the station
3 prototypes currently under consideration. The University
4 Avenue LRT or Bus Rapid Transit places the new transit
5 facility in the center of the existing right-of-way, and
6 this is where the stations would also be located for the
7 majority of the Corridor.

8 Many of the stations in the University Avenue
9 alignment would be configured as split-platform stations
10 with transit vehicles meeting platforms located on the far
11 side of the intersections.

12 Another potential configuration is with a single-
13 center platform which we're evaluating in the University
14 campus locations and in downtown St. Paul in proposed
15 mid-block areas.

16 The third prototype is a curbside platform with direct
17 loading from sidewalks with these proposed stations to be
18 used in areas where the transit facility is a single
19 guideway running next to curbs; for instance, the
20 University Avenue and Fourth Street alignment.

21 The proposed Interstate-94 stations are located in the
22 middle of the freeway right-of-way with vertical access
23 from the existing cross street bridges.

24 There are no park and ride lots currently under
25 consideration for any of the alternatives.

1 Location-specific designs will be evaluated for each
2 of the alternatives to understand how stations can be
3 integrated into neighborhoods and special areas such as the
4 State Capitol.

5 The next slide shows the proposed station locations
6 currently under consideration. From Minneapolis they are
7 Downtown East, West Bank, East Bank, Stadium Village, 27th
8 Avenue Southeast, Westgate, Raymond, Fairview, Snelling,
9 Lexington, Dale, Western, Rice Street.

10 Following the Jackson alignment we'd have a station at
11 12th Street, Lowertown, Fourth Street, and Rice Park, or
12 the Cedar Street alignment we have a station at the State
13 Capitol, Cedar Street, Fourth Street, Union Depot.

14 That concludes my part of the formal presentation, and
15 Mr. Probst will --

16 MR. PROBST: Thank you, Barry. That does
17 conclude the formal presentation portion of this evening's
18 scoping meeting. We'd now like to hear from you.

19 To provide an opportunity for those wishing to speak
20 this evening, actually we have a list here of those of you
21 who signed up to speak, and we'll go down in the order that
22 you did sign up.

23 We'd like you to actually use the microphone if you
24 would, please. When you begin state your name clearly so
25 we know for the record whose comments they were, and we'd

1 ask you to limit your comments to no more than five
2 minutes, please.

3 And with that let me begin with the first person who
4 signed up which is Dean Lund.

5 MR. LUND: I don't have a prepared
6 statement, but what I'd like to do is have a dialogue with
7 somebody who is expert on the system. In other words, I'd
8 like to raise some questions and get a brief answer. Is
9 that possible?

10 MR. PROBST: It depends on how many
11 questions you have.

12 MR. LUND: Well, say, four or five.

13 MR. PROBST: We can take a shot at it.

14 MR. LUND: Okay. Fine. I happen to live in
15 Prospect Park, and one of the things that we have a concern
16 about is the continued availability of local bus service
17 once the LRT is in place, particularly if it traverses
18 through our neighborhood on University Avenue.

19 The reason I raise that question is that almost
20 certainly the LRT stations will be nowhere nearly near as
21 convenient as the present local bus which stops at every
22 corner.

23 If you've ever been in New York, there they have -- in
24 their subway stations you can either take an express train
25 or you can take a local train.

1 What I'm asking is: As you plan this system, have you
2 considered the fact that many people will want to use a
3 local bus either in combination with the LRT or in lieu of
4 the LRT, and to what extent does your system really plan to
5 continue this service?

6 MR. MORRIS: Just briefly, Metro Transit's
7 been involved in discussions about this where it's a little
8 premature to have detailed routes, but I think your issue
9 is exactly right. Nobody expects that Light Rail Transit
10 or Bus Rapid Transit would serve all the needs that
11 currently exist in the Corridor. There are really three
12 types of bus service that are in the Corridor today and
13 some combination would need to be there.

14 MR. LUND: All right. Can I continue? All
15 right. This is a far-out question, but has tunneling
16 through the sandstone that lies under the University been
17 considered as an option?

18 I happened to be on a committee with a retired
19 geologist from the University, and his claim was that this
20 area is almost unique in the country in the sense that we
21 have a strata of hard limestone and soft -- relatively soft
22 sandstone underneath which makes it possible literally to
23 tunnel through without having supports, for example, for
24 railcars.

25 And if that were done somewhere near the University

1 area in southeast -- I'm not suggesting the whole system do
2 it that way -- it would be possible to traverse under the
3 campus without interfering, you know, with surface activity
4 at all; not only vehicular, but any kind of activity. Just
5 a question.

6 MR. PROBST: That is not being considered at
7 the present time. There is one option that might involve a
8 shallow tunnel through a portion of it.

9 MR. LUND: All right. Third question. In
10 your planning process have you considered the possibility
11 that the southeast industrial area which is now largely
12 undeveloped and somewhat polluted may become a major
13 employment center in the future and, therefore, it might be
14 wise at this juncture to consider how your stops relate to
15 that industrial area?

16 MR. PROBST: There is an alignment -- at
17 least one alignment, if not more -- two that are at least
18 looking at how service might be addressed there.

19 MR. LUND: Okay. Fourth question. Have you
20 considered the possible connection between the LRT and the
21 commuter rail line that may come, let's say, from generally
22 northwest and along the BN line and have a station in the
23 industrial area?

24 MR. PROBST: That is part of the evaluation
25 of both commuter rail --

1 MR. LUND: Well, the reason -- yeah. The
2 reason I ask the question is that most of the designs I've
3 seen, particularly those that go along University, the
4 station would be at least three or four blocks away from a
5 logical station on the commuter. Obviously, if those
6 things are going to connect, you may have to do better than
7 that if it's really going to be efficient.

8 The final one kind of relates back to the first one in
9 a way and maybe it's redundant, but in your planning
10 process and as you project ridership, have you delineated
11 between the ridership that is projected to use a local bus
12 system as distinct from LRT? It kind of relates to the
13 first question.

14 MR. PROBST: I don't know --

15 MR. MORRIS: We haven't done the full
16 ridership projections yet, but there will be projections
17 made in the future without LRT and then with. So, yeah,
18 you will have a difference.

19 MR. LUND: All right. But when you project
20 it, what I'm saying is: Is it contemplated that you're
21 going to differentiate at that point what part of the total
22 ridership is likely to use LRT and what part of the
23 ridership is going to want to continue to use local bus
24 service either in combination with the LRT or exclusively?

25 MR. MORRIS: Generally, yes, but when you

1 get down to little fine levels of detail, that sort of
2 modeling kind of breaks down, but conceptually yes.

3 MR. LUND: Thank you very much.

4 MR. PROBST: Thank you, Mr. Lund. The next
5 speaker request is from Joe Ring.

6 MR. RING: My name is Joseph Ring. I'm a
7 resident of Prospect Park. My reasons for making public
8 comment are that I'm dealing with a situation which I feel
9 we've been given inaccurate or partial truth information.

10 The presentation that you're making tonight was
11 also -- I was present at the presentation yesterday
12 morning, and the individual who I was with, Tony Garmers,
13 who's our chair of our LRT committee, we both came out of
14 that meeting with the same impression, and that is that one
15 of the alignment routes that was being proposed would have
16 the LRT going up Fourth Street all the way to Berry, and
17 that was a statement also made this evening, and it was
18 shown on one of the maps, and the map here in the back is
19 counter to that in that Fourth Street would not go all the
20 way to Berry.

21 This would be very important if you're a resident of
22 Prospect Park and you live on Fourth Street because in the
23 Prospect Park area the LRT would not go through it.

24 So making your presentations very accurate and having
25 graphics which balance or are the same both on the screen

1 and on the easel charts in the back I think are very
2 important, and I think for professionals doing their job,
3 it's very unsettling for people like us who try and
4 assimilate this information and get it straight when you
5 can't get it straight.

6 The other aspect that I would like to make comment on
7 is that the Prospect Park community was led to believe that
8 the scoping session -- the time period would be extended
9 until the end of August, and we were somewhat alarmed when
10 we found out that it's going to be ending at July 20th.

11 To illustrate that, in your booklet here on page 4 of
12 your flow chart it states, "Scoping Period, Public
13 Meeting," "Written Comments, June to August 2001," and on
14 page 5 it states "July 20." Again, the inaccuracy.

15 The reason that this is a problem to us is our chair
16 had the, I guess, misbelief that he would have until the
17 end of July for us to be able to formulate a policy towards
18 LRT or transit so that we could vote in a community meeting
19 on July 23rd. If the comments are closed on July 20th,
20 even if we vote it won't be part of the public record.
21 And, again, this is why accurate information, you know,
22 given through the system becomes very, very important.
23 Thank you.

24 MR. PROBST: Thank you for your comments,
25 Mr. Ring. The next speaker is Barb Thoman.

1 MS. THOMAN: Thank you for giving us this
2 opportunity to comment. My name is Barb Thoman. I live in
3 St. Paul, and I work for an organization called Transit for
4 Livable Communities. We are a nonprofit advocate group
5 that advocates for a greater emphasis on transit use,
6 biking, and walking.

7 We support inclusion of light rail on University
8 Avenue in the EIS. Our organization is a strong supporter
9 of public transit and a strong supporter of light rail in
10 this particular Corridor.

11 We see light rail as a critical link in a vastly
12 expanded and improved regional public transit system that
13 includes light rail, commuter rail bus, and enhanced
14 facilities for pedestrians and for cyclists.

15 We did a little study here looking at public transit
16 expenditures around the country and saw that our region
17 spent only 60 cents on the dollar compared to other regions
18 of our size on public transit.

19 We see LRT as a significant improvement over the bus
20 on this Corridor because the trains are quiet; there are no
21 diesel emissions; people will have a faster trip; and as a
22 rider of the 16-A, I can tell you that that is an
23 incredibly slow trip from city to city.

24 Boarding on light rail is easier, and light rail will
25 take up less right-of-way than we would have for the same

1 amount of vehicle traffic with the accommodating parking.

2 More importantly, though, we see light rail as a
3 catalyst for a new type of development along the Corridor,
4 development that is more compact, development that is more
5 walkable and green, and development at a density that is
6 more appropriate for St. Paul.

7 We believe that St. Paul can absorb some of the new
8 residents that are currently moving to the edge of the
9 region and building their homes and working in areas that
10 are now ag land and open space.

11 I've had the opportunity to ride light rail across the
12 United States and in a couple cities in Europe, and I
13 believe that -- what I heard from the people in those
14 places is that light rail added significantly to those
15 communities and made them better places to live and better
16 places to work.

17 We disagree with those who say light rail is too
18 expensive. Transportation generally is expensive.
19 Governments in the region will spend over \$2 billion on
20 transportation in the next three years in our region. One
21 mile of the Crosstown is going to cost a hundred million.
22 A parking ramp that's being planned for the airport is over
23 a hundred million.

24 So transportation is expensive, and one of the most
25 expensive parts of it is what we as individuals spend on

1 motor vehicles, and we see light rail and higher density
2 development as a way that more families in the region can
3 have more choices and potentially can shed a car. Because
4 of good bus service, my family shed a car a number of years
5 ago and it has saved us significantly.

6 So we see improved bus service and this light rail run
7 as providing real significant opportunities for smarter
8 growth and for more livable communities, and thank you very
9 much for providing us this opportunity.

10 MR. PROBST: Thank you for your comments.
11 The next speaker is Paul Zerby.

12 MR. ZERBY: Yeah. I'm a resident of
13 Prospect Park also, and I have a question that I touched on
14 briefly, I think, with John and Barry before the formal
15 presentation.

16 One of the talking points for the light rail as I've
17 heard it is that in the University itself and in all of the
18 surrounding neighborhoods there is enormous pressure on
19 parking from the private automobiles that we're all using
20 including many of the students.

21 The question is whether there will be any hard data as
22 to whether or not this system would, in fact, relieve any
23 of that pressure, and, if so, how that data would be
24 arrived at?

25 I understood John to say there would be some modeling

1 to deal with that, and Barry had raised a kind of practical
2 question that if you get rid of one car won't somebody else
3 come along with another and put it in the same space.

4 So I'd like to know as practically and realistically
5 as we can what if any hard data we have on that.

6 MR. BEDNARCZYK: Yes, sir. Thank you for
7 your question. Modeling will be performed to estimate the
8 number of riders for either Bus Rapid Transit or Light Rail
9 Transit.

10 It's hoped in this process to eliminate automobiles as
11 the primary mode of travel and to replace it with rapid
12 transit instead; thereby, eliminating the need for parking
13 spaces.

14 MR. ZERBY: How are you going to determine
15 whether there's any realistic chance that will, in fact --
16 that hope would be realized if this took place is what I'm
17 trying to ask.

18 MR. BEDNARCZYK: Through the modeling
19 techniques to represent the approximate number of riders to
20 use the rapid transit system.

21 MR. ZERBY: Not to be -- the modeling, that
22 doesn't enlighten me very much. I mean will you have data
23 from other situations which had been at all comparable
24 where there's been actual experience?

25 MR. BEDNARCZYK: Yes.

1 MR. ZERBY: How do you arrive at that?

2 MR. BEDNARCZYK: Yes, sir. The models are,
3 in fact, based on actual situations for other rapid transit
4 facilities throughout the nation.

5 MR. ZERBY: How fully will that be
6 explicated in this process so that people can get a handle
7 on whether it seems like it's pie in the sky or something
8 that will actually happen?

9 MR. PROBST: Well, sir, I think part of the
10 issue here is that there will be some ability to do some
11 modeling and draw some conclusions from that, and there's
12 anecdotal information available of other systems, but I
13 don't think there's any way that anyone can assure you with
14 absolute certainty what might happen once the system opens.
15 There will be some human behavior issues here in terms of
16 how people try to access the system.

17 MR. ZERBY: Do you have any idea of the
18 degree of confidence? Ninety degree of confidence or 80?
19 Seventy-five?

20 MR. PROBST: I'm not sure we can predict
21 that.

22 MR. ZERBY: Thank you.

23 MR. PROBST: Thanks. Thank you for your
24 comments. The next speaker is Matt Clark.

25 MR. CLARK: Thank you very much. Again, my

1 name is Matt Clark, and I'm a resident and employee of
2 Minneapolis. I'm a resident of Minneapolis, and I work for
3 Wells Fargo Bank in Minneapolis, and a recent graduate of
4 the University of Minnesota.

5 These events to me are kind of like family reunions.
6 I mean I start to see some of the same people I've seen at
7 all those other events, and Paul Zerby interviewed me for
8 the "Southeast Angle," and in that paper I said that light
9 rail and the University of Minnesota are a marriage waiting
10 to happen, and that's why I'm here tonight is because I
11 believe that the Central Corridor needs to be a Light Rail
12 Transit connection.

13 I think to continue to talk about bus is going to
14 undermine what we're trying to accomplish in the Central
15 Corridor. For example, one of my friends has already told
16 me that he's going to buy land along the Northstar
17 Corridor, buy a condo in Minneapolis, and have one car.

18 Because of the commuter rail line that's proposed and
19 because of the Central Corridor, he now can get to all the
20 entertainment events he's got to go to. He now can get to
21 his cabin that will be on his new land. He can get to his
22 boat, and that will be now one less car that's going to
23 travel along the national 10 Corridor or the I-94 Corridor
24 because he will take the train to get there as opposed to
25 driving.

1 He is a graduate of the University two years ago. I'm
2 a graduate of the University this past spring, and I'm here
3 to tell you tonight that our generation looks at transit
4 and will look at it differently.

5 We're tired of waiting the line to get on the 16. The
6 16 takes too long to get on, and that's because those of us
7 who have a "U" pass have already recognized that transit is
8 a cost savings, a huge cost savings.

9 My transportation expenditures for 2001 will be \$250
10 for the entire year. I have no car. I don't plan on
11 buying a car as I'm in a training program with Wells Fargo
12 that will take me to San Francisco which also has great
13 multimodal transportation, but I will not buy a car in the
14 Twin Cities because I want to prove to people that you can
15 do it and that the old model streetcars was the way it
16 should be.

17 That said, that brings me to Washington Avenue. I
18 believe that the Central Corridor must feature a Washington
19 Avenue bridge light rail connection, and I say that because
20 the Washington Avenue area is the highest density, second
21 most popular transit destination in the Twin Cities-Metro
22 area second only to downtown Minneapolis.

23 For us to utilize a bridge nonconnection would waste
24 the critical synergy that occurs between students that work
25 in downtown Minneapolis and come to the University of

1 Minnesota for their evening education.

2 Second of all, it doesn't provide a good product, and
3 as an employee of Wells Fargo, we've changed banking from
4 banking as a service to banking as a product, and I believe
5 that transit is a product too.

6 In order to get people out of their cars for that
7 first time to say, "Wow, this transit thing is kind of
8 cool," we have to make it more competitive than it is, and
9 the people that are choosing to ride transit because it's a
10 cost savings are already doing that.

11 Now we need to take the next step. We've got to take
12 the step that shows people that transit is a better product
13 than a car and it's dramatically cheaper. I'm proving that
14 every day. I ask people how much they spent on gas during
15 the current gas crisis that we had, and, you know, they're
16 complaining. Meanwhile I haven't spent anything on gas. I
17 get everywhere I need to go, and I believe that the
18 developing patterns and the living choices of people are
19 going to change, and we need to provide them a high-quality
20 connection.

21 To close, real quickly, the Riverview Corridor is
22 already going to be a bus line. That's fine. The citizens
23 of St. Paul -- and I used to be one because I grew up in
24 St. Paul Highland Park. We decided that the busway was the
25 best option for the Riverview Corridor, but St. Paulites

1 will be mad if there's not a high-quality connection.
2 People do not want to take a train only to transfer to a
3 bus because mentally it's not comfortable. We need it to
4 be a high-quality light rail connection, and, yes, it will
5 cost more.

6 I like the idea that we could build it underground. I
7 think Washington Avenue presents some serious challenges,
8 and I think we need to sit down, roll up our sleeves, and
9 have an honest conversation about what's wrong with
10 Washington Avenue because there are problems with it, but I
11 think for us to go against what Cass Gilbert's original
12 intention for Washington Avenue -- it includes a subway
13 underground.

14 I noticed that as I worked for the library part-time.
15 I read through all the drawings, all the writings. Cass
16 Gilbert a hundred years ago wanted a subway through
17 Washington Avenue. It would come up right around Oak
18 Street which is exactly what this proposal says now.

19 I think we need to stop procrastinating, put in a
20 high-quality light rail connection down Washington Avenue
21 and get the buses out of there so that the Northrup Mall
22 can be a fluid, nice place to walk, go out on dates and
23 have less emission from all the poisonous gases that now
24 the traffic caused by buses create. Thank you.

25 MR. PROBST: Thank you, Mr. Clark. Mat

1 Hollinshead.

2 MR. HOLLINSHEAD: I live in St. Paul, grew
3 up there. I just want to speak to two points. One is the
4 speaker at last night's meeting mentioned freedom and
5 equated it with driving. He said that people want to go
6 where they want to go when they want to go.

7 I'd like to talk about three or four other definitions
8 of freedom. I want to live without a car. I want to live
9 without breathing dirty air. I want to live so I can step
10 off the curb on Washington Avenue or any other busy street
11 along the Central Corridor without fear of getting run
12 over.

13 I want to live knowing that my nieces and nephews -- I
14 have no kids, but knowing that my nieces and nephews will
15 have a different world than I do. I want to live without
16 seeing a car in front of my view before I see everything
17 else.

18 I want to live that kind of freedom, and I want to
19 know from all those people who ask whether 500 million or a
20 billion dollars is too much to pay for a decent rail
21 transit system, I want to know what the cost of clean air
22 is if we don't have it. I want to know what the cost of
23 pedestrian safety is if we don't want to have -- if we
24 don't have it. I want to know what the cost of all the
25 illness and sickness of my nieces and nephews is if we have

1 illness and sickness instead of clean air and safety. So I
2 think there's quite a different definition of freedom.

3 I watched the program "Earth on Edge" a few nights ago
4 on Channel 2, and some pretty credible expert said we have
5 about 30 years to decide whether we're going to preserve
6 the eco system or not.

7 And for those who think that driving can never be
8 changed, for those who think the current paradigm is too
9 big to beat, for those who think that nothing can be done
10 differently because we live in a society of so-called free
11 choice, we've got to make the hard decision.

12 We've got to embrace the future, and I happen to think
13 personally that light rail down the Central Corridor is the
14 best future, and I think a rail system is the best future.
15 So that's one of the points I wanted to make.

16 Second, I appreciate the previous speaker's remarks
17 very much. I took a course here at the University in the
18 Transportation -- no. I'm sorry. On the West Bank last
19 year and I took the 16 once a week on Wednesday nights over
20 and back to attend this course.

21 I can tell you that the 16 is crowded not just at rush
22 hour, but it was crowded at 9:30 when I went home. It was
23 crowded at 2 o'clock when I came over here to register for
24 the course. It was crowded in the morning when I went to
25 the library. It was overcapacity. And light rail can

1 provide us twice or three times the capacity at the same or
2 less operating expense.

3 So, again, I ask, for all those who think that 500
4 million or a billion dollars is a price we can't afford to
5 pay, how many asthma cases -- how many tens of thousands of
6 childhood asthma cases are we going to have in the future?
7 How much pedestrian death are we going to have?

8 One of the other speakers at yesterday's two meetings
9 made a big deal out of six deaths in Portland because of
10 light rail. Well, I think two of them were drunks that
11 were passed out on the rail, and I think one of them was a
12 suicide. I haven't verified that, but I'm going to
13 research it.

14 What about the 42,000 deaths, fatalities, in cars
15 every year? What about all the injuries in cars every
16 year? What's the price of that? So is 500 million or 600
17 million or a billion too much to start on a different
18 paradigm? I don't think so.

19 I think we need light rail. I think we need
20 Washington Avenue right through the center of the
21 University, and I think a subway would be a good idea, and
22 I'm not afraid of the price.

23 I also want to just make a comment. I came here by
24 bike and by bus on the Number 3. I took the bus on the new
25 Number 3 route which is a great route, and I noticed with

1 satisfaction all the bike racks at all the public spaces in
2 the University campus coming the short distance from the
3 Number 3 over to here at the hotel.

4 Guess what? As soon as I get on private property, not
5 a single bike rack. Does that tell you something about
6 what's good, the public sector investment or the private
7 sector investment?

8 For all those people who think there's virtue only in
9 the private sector, that's just a tiny, little example, but
10 I enter it into the record. Thank you.

11 MR. PROBST: Thank you, Mr. Hollinshead.
12 That concludes the list of speakers that signed up. Is
13 there anyone else here who would like to address or do oral
14 comments? (Pause) Going once, twice.

15 If not, I want to thank all of you for attending
16 tonight's meeting and for your interest in the Central
17 Corridor Transit Project.

18 If you haven't signed up, please do as you leave.
19 Staff will be here for another hour and a half if you've
20 got specific questions you'd like to ask relative to the
21 information in the back. Again, thanks for being here.

22 (The meeting concluded at 6:30 p.m.)

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CERTIFICATION

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I hereby certify that I reported the Central Corridor Transit Project Public Scoping Meeting on the 27th day of June 2001, commencing at 5:35 p.m., in Minneapolis, Minnesota;

That the stenographic recording was transcribed under my direction, and that the foregoing transcript is a true record of the proceedings.

7/9/01

Linda G. Oman
Linda G. Oman, Court Reporter

