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PUBLIC HEARING REGARDING:

BOTTINEAU TRANSITWAY DRAFT

ENVIRONMENTAL IMPACT STATEMENT

Taken May 7, 2014

By Paula Richter, RPR, CRR

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APPEARANCES :

HENNEPIN COUNTY COMMISSIONER: Ms. Linda Higgins

Mr. Joe Gladke - Hennepin County

Mr. Mike Freiberg - State Representative

Councilmembers:

Mr. Andy Snope - Golden Valley

Ms. Joanie Clausen - Golden Valley

Mr. Larry Fonnest - Golden Valley

Mr. Pat Backen - Robbinsdale

Mr. George Selman - Robbinsdale

Mr. Blong Yang - Minneapolis, Ward 5

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1 THE BOTTINEAU TRANSITWAY DRAFT ENVIRONMENTAL
2 IMPACT STATEMENT PUBLIC HEARING, is taken on this
3 7th day of May, 2014, at the Golden Valley City
4 Hall, 7800 Golden Valley Road, Golden Valley, MN
5 55427, commencing at approximately 7:00 p.m.

6

7 MS. CLAUSEN: We want to welcome
8 you tonight. I'm here to welcome you. Our
9 mayor, Shep Harris, his mother has been
10 diagnosed with a blood cancer and he had to
11 leave to go to North Carolina and unable to
12 be with us tonight, so I'm taking his place.

13 But we're so -- we really need the
14 input from our residents and people
15 interested in this, and we so much appreciate
16 that you take your time and be part of this
17 process.

18 And before we get started, we're
19 going to have all the elected officials
20 introduce themselves, and then I'm going to
21 turn the meeting over to Joe Gladke and he'll
22 take it from here.

23 So we'll start with Councilmember
24 Andy Snope from Golden Valley.

25 MR. SNOPE: All right. Andy Snope

1 from Golden Valley.

2 MS. CLAUSEN: Joanie Clausen,
3 Councilmember from Golden Valley.

4 MS. HIGGINS: Linda Higgins,
5 Hennepin County Commissioner.

6 MR. FONNEST: Larry Fonnest, City
7 of Golden Valley.

8 MR. BACKEN: Pat Backen, City
9 Council, Robbinsdale.

10 MR. SELMAN: George Selman, City
11 Council, Robbinsdale, Third Ward.

12 MR. YANG: Blong Yang, City
13 Councilmember in Ward 5, Minneapolis.

14 MR. FREIBERG: Mike Freiberg,
15 state representative for all or parts of
16 Crystal, Golden Valley, New Hope and
17 Robbinsdale.

18 MS. CLAUSEN: And now I'd like to
19 introduce you to Joe Gladke from Hennepin
20 County.

21 MR. GLADKE: Thank you very much.
22 I am Joe Gladke with Hennepin County.

23 I just want to provide a brief
24 update this evening. This update is really
25 just to give some people communication

1 because I know, for many of you, I've seen at
2 other meetings several times and some of you
3 it might just be your first meeting, so I
4 want to give a brief overview kind of where
5 we've been, where we're at right now, where
6 the project is going, and then we're going to
7 open it up to you to hear what you have to
8 say.

9 And I'm going to be located in the
10 other room here right after I provide the
11 presentation. I know I got a chance to talk
12 with some of the folks. I don't know if some
13 folks still had more questions, but there
14 will be staff in the room across on the other
15 side if you want to talk with staff, trying
16 to get more questions answered. So with
17 that, I'm just going to proceed briefly with
18 the presentation.

19 The Bottineau Project has a
20 variety of agencies that are involved with
21 this project. The Federal Transit
22 Administration is really the lead federal
23 agency that has been overseeing our work
24 regarding the DEIS and all the analysis that
25 has gone into that.

1 And Hennepin County as being the
2 lead agency regarding looking at the
3 specifics of what's known as the locally
4 preferred alternative and the Draft EIS. But
5 as the project advances into the FEIS and
6 into preliminary engineering, the
7 Metropolitan Council is going to be taking
8 the lead role with the project with that. So
9 we anticipate that the project will be
10 transitioning from Hennepin County to the
11 Metropolitan Council later on this summer.

12 And all of the cities along the
13 corridor, they've certainly been partners as
14 well. They are the Land Use Authorities.
15 They control the zoning and the land uses
16 around the stations. And as part of the
17 municipal approval process, they do provide
18 input on the plans and the DEIS and the
19 impacts associated on the project as it
20 advances.

21 You'll probably hear a lot about
22 the Bottineau LRT. As this project advances,
23 you're probably going to hear it referred to
24 as the Metro Blue Line Extension. On the map
25 here, this kind of shows the regional system

1 that's envisioned here. We already have the
2 Hiawatha Line, which has been renamed the
3 Metro Blue Line. And, again, this would be
4 an extension of the Hiawatha Line.

5 So at Target Field in downtown
6 Minneapolis, this would go from Target Field
7 to the west along 55, head over towards the
8 rail corridor and then up the rail corridor
9 up through Brooklyn Park, and the last
10 station would be up near 610 near the Target
11 North campus.

12 As far as where we're at, we are
13 currently here at the end of the Draft
14 Environmental Impact Statement. And we put
15 this slide up here to show that there are
16 three kind of independent processes that are
17 going on. Yet, all three of these processes
18 are interrelated.

19 And so we're going to be moving
20 into the project development phase we hope
21 later on this summer and beginning the
22 preliminary engineering work on this project.

23 We're wrapping up the DEIS right
24 now. We'll be gathering the comments as part
25 of the DEIS.

1 The FEIS will begin likely late in
2 this year, and then that work will continue
3 on again under the leadership of the
4 Metropolitan Council. Hennepin County will
5 still be a partner with the Metropolitan
6 Council, along with the cities.

7 You'll also see some meetings that
8 are happening regarding the station area
9 planning. Those have begun for the first
10 four stations, the two in Minneapolis and the
11 two stations that are being studied in Golden
12 Valley. And later on this summer there will
13 be another consultant that will be hired to
14 look at the station area plan for the other
15 stations along the line.

16 Early on in this process, there
17 were really kind of five goals that were
18 looked at regarding the Bottineau Project and
19 what -- what are we trying to achieve with
20 that project. Those five goals are to
21 enhance the regional access to activity
22 centers, enhance the effectiveness of transit
23 service within the corridor, provide a cost
24 effective and financially feasible transit
25 system, promote sustainable development

1 patterns, and to support healthy communities
2 and sound environmental practices. So those
3 are really the goals that we started off with
4 as the efforts had begun to look at a variety
5 of these options.

6 Kind of where we've been, we've
7 looked at a variety of options to the
8 alternatives analysis study that happened.
9 We've looked at numerous options on the north
10 end, numerous options on the south end.

11 When we first began the DEIS work,
12 we went through a scoping process where we
13 had meetings in January of 2012. We got
14 input as to what are some of the key issues
15 that the citizens and the agencies thought
16 needed to be studied as part of the DEIS. As
17 you look through the DEIS, hopefully you will
18 see those areas that you provided input on
19 covered as part of the DEIS.

20 Later on after we began the
21 scoping process, we got the scoping decision
22 about what options are going to be studied in
23 the DEIS. I'll get to that map momentarily.

24 We've also advanced efforts
25 regarding the locally preferred alternative,

1 and the locally preferred alternative has
2 been adopted by the Metropolitan Council as
3 one of the necessary steps related to advance
4 this project in the federal process as well.

5 So we have the DEIS, which has
6 been released after 15 months of review by
7 the federal government. They're very strict
8 on review of these documents, so they want to
9 make sure all the analysis is done
10 appropriately before they allow that document
11 to be released.

12 As far as what is the DEIS, it
13 really assists decisionmakers in the
14 assessment of the impacts associated with the
15 project, it documents the purpose and the
16 need, the alternatives that have been
17 considered. It assesses transportation,
18 social, environmental, historical, and
19 numerous other impacts of the project. It
20 defines potential mitigation measures, and it
21 just defines those. It doesn't really
22 prescribe what the mitigation may be.

23 I talked with several folks
24 tonight that talked about noise impacts, and
25 I'll be over there to talk about that some

1 more. Some of the areas, there are
2 recommendations for this area should be
3 considered potentially for a sound wall. And
4 some people said, I don't want to look at an
5 ugly sound wall. While that may be the
6 potential mitigation, there are other things
7 that could be considered as well and that
8 will get studied in greater detail during the
9 FEIS. They're still working with what
10 dialogue happens far as what are the specific
11 mitigation measures that are looked at.

12 As far as the DEIS, it does
13 facilitate review by a variety of federal,
14 state and local agencies as well, and review
15 by the general public. It satisfies both
16 federal and state requirements as far as
17 environmental studies that need to be
18 completed, and it provides a comparison of
19 the alternatives and identifies the
20 environmentally preferred alternative as part
21 of that process.

22 In the DEIS, you will see four
23 different build options that are studied.
24 Two options on the north end. One going
25 toward Maple Grove and one going toward

1 Brooklyn Park. And on the southern end
2 you'll see the D1 and the D2. Those are
3 studied as part of the DEIS -- those options.

4 I'll go back to the five goals
5 that I talked about earlier. All of the
6 build alternatives, plus both a no-build and
7 a TSM alternative, which is basically what
8 else could you do other than a substantial
9 investment, we look at those 5 goals and
10 how -- we had 22 different evaluation
11 criteria as part of those 5 goals, and how do
12 the various build alternatives reflect the
13 goals that were initially identified.

14 And the preferred alternative is
15 the alignment option BCD1. That's shown in
16 the following map here. It begins on the
17 north end in Brooklyn Park, proceeds south to
18 the rail corridor, south along the rail
19 corridor and stays within the rail corridor
20 along D1 through Golden Valley and then heads
21 east on 55 in toward Target Field Station.
22 So that is both the locally preferred
23 alternative as well as the environmentally
24 preferred alternative.

25 As part of the input, we have a

1 series of open houses that we're going to be
2 having. We're here tonight. We've got
3 another meeting tomorrow night at UROC in
4 Minneapolis. Next week will be in Brooklyn
5 Park and Crystal as well.

6 And the City of Golden Valley is
7 hosting another meeting on the 15th of May.
8 It's going to be here at the City to get
9 additional input. Again, that's going to be
10 a city-led meeting.

11 As far as the comments that will
12 be received, we're asking people when they
13 have written comments, to try to provide
14 e-mail addresses as well so we can
15 acknowledge that we received your comments.

16 Your comments will be recorded
17 here tonight by the comment recorder.
18 There's a variety of ways that you can
19 provide that. But we just want to let people
20 know that we will be compiling the comments.
21 We will be posting the comments that we
22 receive on the project website. And we hope
23 that during the FEIS, that those comments
24 will be identified, but that's going to be a
25 lengthy process.

1 Later on this fall is when the Met
2 Council will likely secure a consultant, but
3 it's going to be another year-plus worth of
4 work before the FEIS is completed. So while
5 you provide comments, it's going to be a
6 while before those comments get addressed, so
7 we just want to try to lay out the
8 expectations of these projects. Like
9 America, they don't get done quickly. They
10 take a long amount of time. But those
11 comments will then get incorporated into work
12 that happens in the FEIS, as well as input
13 into the preliminary engineering.

14 And with that, I'm going to turn
15 it over to Commissioner Higgins, who's going
16 to lead the hearing. Again, I'll be across
17 the room on the other side. If folks have
18 specific comments, they want to talk about
19 things, come see the staff on the other side,
20 and this area here is going to be reserved
21 for verbal testimony.

22 MS. HIGGINS: Thank you, Joe.

23 First I want to thank everybody
24 for coming tonight. As Joe said, this is one
25 step in a very long process of determining

1 whether -- if, where, when, to build the
2 Bottineau Line.

3 Tonight this is not a
4 question-and-answer period. This is for you
5 to give your comments, your opinions. And
6 then if you do have questions, Joe and some
7 other staff people with a lot of knowledge
8 about the work that's been done and the work
9 that will still be done in the future will be
10 across the hallway and you can ask away. Ask
11 whatever you'd like.

12 So tonight for taking the
13 comments, your name will appear up in the
14 screen. And when you see your name, please
15 go ahead and sit in one of the three chairs
16 marked here in the front row. Your time will
17 be limited to three minutes. Start, please,
18 by saying your name and address for the
19 record, and then our comment recorder will
20 record your comments.

21 If you signed up when you came in
22 this evening, you're already on the list.
23 But if you haven't signed up yet, please just
24 go on over and sign up so we can get your
25 name on the list and get your comments as

1 we're proceeding tonight.

2 If you don't want to get up and
3 talk to us, we can take your comments in
4 writing. There are comment forms out at the
5 table. Perhaps you picked one up on your way
6 in. And then you can either give that back
7 to us tonight or you can send it back by
8 letter or by e-mail. The e-mail address is
9 Bottineau@Hennepin.us. And there are comment
10 forms also on the project website at
11 www.BottineauTransitway.org, and the comments
12 are being accepted through May 29th, so
13 almost three more weeks.

14 So the first people who will
15 speak, their names have appeared on the
16 board. Constance Bonniwall, Sean Fahey,
17 Cathy Wildung and Darlene Lamter are the
18 first four speakers. So if Constance would
19 come up and say hello and start with your
20 name and address. And Sean, Cathy and
21 Darlene, if you'd make your way to the chairs
22 here so we can move expeditiously.

23 MR. ANDY GILLET: I'm the
24 official timekeeper. So each person has
25 three minutes to speak. I'll hold up the

1 green card when you can start. When you have
2 30 seconds remaining, I'll have the yellow
3 card. And then red is when your time is up.

4 MS. HIGGINS: Welcome. Thank you
5 for coming.

6 MS. BONNIWALL: My name is
7 Constance Bonniwall, and I live at 2812 -
8 30th Avenue South in Minneapolis, but I grew
9 up on 29th and France where my father bought
10 a carpet property in 1960 and I grew up in
11 that woods.

12 This is my statement. This is not
13 the kind of environmental is that tells us
14 how many trees this plan would have cut dead.
15 It makes no mention of your intent to put LRT
16 through 100-plus acres expanse of wildlife
17 habitat, nor that this expanse is part of the
18 wildlife corridor that starts on the south
19 side of Bryn Mawr by the baseball field.
20 This rare, quiet, inter-metro woods is only
21 referred to as existing low-quality habitat.

22 Tell that to the turtles living in
23 Turtle Pond, which you're trying to rename
24 Grimes Pond. You say it's in a trench. We
25 always thought it was a valley.

1 Here's a quote about South Halifax
2 Park: Noise effects confined to limited
3 areas.

4 Like it's entire four acres.

5 Another: The recreational
6 experience in this park resource may be
7 lessened due to the effects of transitway
8 operations.

9 "Would be lessened" is more
10 honest.

11 I could tell from reading this
12 that the writers had not a clue about the
13 social factors in South Halifax Park. We in
14 Robbinsdale are very pleased that there's so
15 many neighborhood kids availing themselves of
16 such a pretty little park. It is a crucial
17 resource for them.

18 On a Saturday when I have walked
19 past it, I counted over 30 kids of all ages,
20 and it wasn't that warm out. Every one of
21 those kids were black. It's an area with
22 exploitive rentals to black people. What
23 would happen if those kids lost their healthy
24 place to be outside and play basketball?

25 What wildlife habitat is left in

1 Wirth would take a big hit under your plan,
2 that's right along the parkway there by the
3 bridge.

4 Here's a quote about Sochacki
5 Park: The natural setting of Sochacki Park
6 may be somewhat diminished due to the
7 proximity of park trails to the line at D1.

8 The honest version: The quiet
9 refuge that is Sochacki Park would be
10 destroyed. Over 220 trains a day.

11 The only mention that is made of
12 all the concerned owners of wildlife habitat
13 to the east of the BN line is this, and I
14 quote: There are several informal illegal
15 crossings of the BNSF railroad corridor with
16 parkland between 36th Avenue and Golden
17 Valley Road. Pedestrians who cross at these
18 unmarked locations are illegally trespassing
19 on BNSF property. During the scoping process
20 it was learned that residents of this area
21 east of the park cross the BNSF railroad
22 corridor at these illegal crossings to access
23 the trail and Sochacki Park.

24 There's a real trust builder.

25 And you, the representatives of

1 that area --

2 MS. HIGGINS: Constance --

3 MS. BONNIWALL: -- who represents
4 the representatives in your area?

5 MS. HIGGINS: Thank you.
6 Sean Fahey?

7 MR. FAHEY: I'm Sean Fahey, 3941
8 Bassett Creek Drive.

9 Basically, I am disappointed in
10 the DEIS. Joe laid out his five goals, and
11 the ecological environment is really only
12 addressed in the last half of four and five,
13 so I feel like there's a lot of space in the
14 DEIS that has nothing to do with the
15 ecological environment. A lot of it has to
16 do with the human-built environment.

17 My biggest concern is the effects
18 on wetlands. So this training will go
19 through three different ponds -- four ponds
20 possibly, yeah. At least in Golden Valley it
21 will go through three different ponds. We're
22 going to have to create two new tracks to go
23 next to the existing track, and it may even
24 be needed that we will have to take out a
25 track and just rebuild three new tracks going

1 through these wetlands. So the DEIS says we
2 will lose about ten acres of wetland. We'll
3 have ten acres of wetland. And to me, that's
4 unacceptable.

5 The only other thing I want to say
6 is that we haven't had very much time to even
7 read through the DEIS. We didn't get very
8 much time to like look into it. It just came
9 out April 1st. And for people that have jobs
10 and they don't have a technical background,
11 it's hard to read it, get organized, talk to
12 their neighbors in this short amount of time.

13 Thanks.

14 MS. HIGGINS: Thank you.

15 Cathy Wildung.

16 MS. WILDUNG: Hi. I'm Cathy
17 Wildung, 2801 Kyle Avenue North.

18 And I'm only a block away from the
19 park. I guess it's Sochacki, and then the
20 other side is -- the Golden Valley side is a
21 different name. But anyway, I'm concerned
22 about the environmental impacts, of course,
23 and the -- I enjoy the trails and walking my
24 dog back there.

25 But to me, my number one concern

1 is the sound, if it's going to affect me in
2 my house because I'm so close. It's really
3 only a block or so away. I'd really like to
4 see some kind of a sound barrier if they
5 decide to do this, but I'm wondering if it's
6 still going to affect me. I'm a very light
7 sleeper.

8 And, you know, the fact that these
9 trains are going to be running early morning
10 from 4:00 to 6:00 a.m., 20 -- every 20 to
11 30 minutes. Rush hour probably isn't going
12 to bother me too much. But peak periods,
13 6:00 to 9:00 a.m., that's pretty early, every
14 seven and a half minutes.

15 Midday, evening, I'm okay with
16 that.

17 Late evening, 10:00 p.m. to
18 2:00 a.m., I'm sleeping. Every 30 minutes?
19 What if I hear those trains running? I'm
20 going to have to move. I'm sorry. And I'm
21 wondering how many other people feel the same
22 way.

23 I hope it doesn't bother me, but
24 I'm afraid it's going to. I'm worried about
25 the bells and the whistles on the places

1 where the train stations are going to be
2 because they sound like they're going to be
3 sounded every 20 -- oh, I see, the train
4 horns will sound 20 seconds before they
5 arrive. The crossings, wayside bells will
6 sound a total duration of 30 seconds. I
7 don't know. That's my main concern.

8 Another concern I had, of course,
9 was the wetlands also. And I'm just
10 wondering, that area floods. We get a lot of
11 flooding. Especially like with the heavy
12 rains we've had, we've had problems with
13 that. Is that going to affect our existing
14 water situations when they are messing with
15 those wetlands?

16 And the statement -- the
17 Environmental Impact Statement was talking
18 about how this area is over private wells and
19 water that's used for the residents in the
20 city. And how is all that going to be
21 affected? I guess I'm concerned about that.

22 And the other thing is that
23 there's 790 recorded way sites in this
24 preferred alternative area, BCD1, and are
25 they going to be uncovering hazardous wastes

1 material and what's going to happen when they
2 uncover that material?

3 So I guess I have a number of
4 concerns, and I just hope they're all, you
5 know, addressed if they go with this.

6 Thank you.

7 MS. HIGGINS: Thank you.

8 Darlene Lamter and followed by
9 Kasia McMahan and Vicki Coifman.

10 MS. LAMTER: Hi. I just decided
11 to speak when I came here tonight, and I
12 truly --

13 MS. HIGGINS: May I interrupt you?
14 If you'd give your address, please.

15 MS. LAMTER: Oh, I'm sorry. 2650
16 Kyle Avenue North. And I'm one of the homes
17 that right now I can already hear the train
18 when it goes through when our doors and
19 windows are closed, so our house is right
20 there.

21 And I guess I'd like to start out
22 by just saying real quick that I'm very
23 disappointed that one vote has changed our
24 lives so, as well as the track already there
25 and it's the cheapest way to build this.

1 It's just really -- it's shocking that
2 because of those three reasons we have to go
3 through all this.

4 And I'd like to share the fact
5 that I walk -- I have for 20 years walked
6 there four out of five mornings, and I still
7 do. I was there this morning with many, many
8 other people. And the environment in the
9 wetland -- I mean, I just can't imagine how
10 you can mitigate anything like that and have
11 it anywhere near what's necessary.

12 Now, I believe in transit and I
13 have to share with you why. I work in the
14 Minneapolis schools and so even today I was
15 over by the Hiawatha Line. And I've seen
16 that Hiawatha Line go from the Vets to the
17 Mall of America, with people who come in
18 everywhere, who come to the Vets, for people
19 who are working, or back and forth. And it's
20 wonderful when it's used like that with that
21 many people.

22 Now, today, just today alone, as
23 I'm waiting at the stoplight, the bells and
24 whistles are -- my windows are closed -- as
25 loud as can be. I rolled down the window and

1 the train left, and I can't tell you the
2 noise it makes. It's just unbelievable.

3 So I can't imagine taking that
4 beautiful, wonderful place that Golden Valley
5 has that's so special and changing it like
6 you are.

7 My alternative would be anything
8 else. And my greatest alternative would be
9 hopefully we can put this off for two years
10 and the Feds won't give us the money.

11 I'd like to see the -- yeah. I'd
12 like to see an alternative route. And the
13 students and families in north Minneapolis
14 are the ones that could really benefit if we
15 did this the right way. But why can't we do
16 something other than take out all those
17 houses if we took the other route?

18 I just -- I know the
19 environment -- I think the environmental -- I
20 haven't even read it all so -- I have to say
21 that, but I think environmentally, I can't
22 imagine something like this would pass. I
23 just can't imagine.

24 But thank you.

25 MS. HIGGINS: Thank you.

1 Kasia McMahon.

2 MS. McMAHON: Hi. My name is
3 Kasia McMahon. I live at 3941 Bassett Creek
4 Drive.

5 I just wanted to discuss that --
6 or I just wanted to talk about how this
7 project shares a lot of similarities with the
8 Southwest LRT project, which if anybody has
9 been following that disaster, it's very
10 similar. It's using a quiet, urban
11 neighborhood as a, you know, commuter
12 pass-through for, you know, excerpts and that
13 the design of that was made using Bush-era
14 criteria for, you know, these New Star
15 projects and under the new criteria, this
16 type of project I don't think would ever be
17 designed in this way.

18 And unfortunately, you know, our
19 city didn't really stand up for the -- didn't
20 really represent Golden Valley in the way
21 that it should have because clearly Golden
22 Valley doesn't get anything from this
23 project. I mean, we have two optional
24 stations that may or may not be built. One
25 of them may be built, and it -- it serves so

1 few people.

2 I mean, I live extremely close to
3 the Golden Valley Road Station -- the
4 potential station there, and it's still a
5 half a mile walk from my house. And I can
6 tell you that -- as a, you know, a transit
7 user, that's -- that's an extreme distance to
8 use every day. It's not very practical.

9 And it's -- to say that that route
10 is comparable to D2, which would serve
11 Broadway in Minneapolis, is completely
12 ludicrous because I know for a fact that the
13 14 bus which serves Golden Valley now is --
14 I'm like the only person that rides it in the
15 morning and in the evening. I actually can't
16 imagine that that station would be used by
17 more than a handful of people during rush
18 hour. It's not likely. I mean, the DEIS
19 claims that the ridership numbers between D1
20 and D2 are comparable, but I just honestly
21 can't see how that is possible.

22 So I -- I just would really hope
23 that Golden Valley -- representatives in
24 Golden Valley would stand up for what makes
25 sense for us because I don't think that

1 necessarily is selfish at all. I think when
2 you stand up for the people in your small
3 local area, you're standing up for common
4 sense on a larger scale.

5 MS. HIGGINS: Thank you.

6 MS. COIFMAN: My name is Vicki
7 Coifman. I am from -- I live at 1217
8 Washburn Avenue North on the Minneapolis side
9 of this, just south of Plymouth Avenue.

10 And I had no intention of
11 speaking. I came to listen tonight to see
12 what people on this side of the LR --
13 proposed LRT are saying. But three things
14 have happened within the last week, which is
15 why I signed up to be on this -- to say the
16 three minutes' worth of things.

17 First of all, three things
18 happened in the last week. We had the
19 rainfall. I want to say this. I've lived at
20 my home at 1217 since 1969. Forever. And
21 I'm on the parkway a lot, and right now
22 almost daily. In the last -- three things in
23 the last week have come to my attention, and
24 I wasn't even thinking LRT, particularly.

25 First was the weather -- the

1 rainfall. I had not seen the golf course,
2 the land between Golden Valley Road and
3 Highway 55, as wet as it has been in the last
4 week.

5 I personally anticipate that
6 that's going to get worse, given the report
7 on global warming for -- for people that came
8 out a couple of days ago, and there was
9 discussion of local Minnesota impacts of
10 these changes. I am assuming the rainfall
11 incidents are not going to get better.
12 They're going to get worse. I live in one of
13 those houses that was hit by the tornado, et
14 cetera.

15 And thirdly, when I looked at part
16 of the drawings tonight, I saw the -- I
17 looked at the -- the electrical transmitter
18 tower is proposed to remain in place on
19 concrete, followed by more concrete, followed
20 by two railroad tracks or three, which leads
21 me to ask this simple question: Has the
22 impact of the LRT on the floodplain been
23 considered from the perspective of this very
24 new situation of the last five years maybe --
25 visible in the last five years, and which is

1 getting worse? Have those -- has that impact
2 of wilder, wetter changes in the local
3 climate -- how is that going to impact what
4 looks to me like a floodplain. The bottom of
5 a former lake. I don't know. But my house
6 is way up high from way down there, and
7 something was way down there in the past.
8 I'm very much concerned.

9 Also, not to bead a dead horse,
10 when we were talking about the preferred
11 options for this line, we had two pretty
12 crummy options in north Minneapolis: Penn
13 Avenue and the one that is the preferred one.
14 So I -- again, the major population who needs
15 the LRT is where the line is not going.

16 And I'm not against LRT. I'm for
17 it, actually.

18 MS. HIGGINS: Thank you very much.
19 Richard Adair, followed by
20 Ms. Lehman and Bernie Milstein.

21 MR. ADAIR: Hi. My name is Dick
22 Adair. I live at 200 Upton Avenue South in
23 Minneapolis in the Bryn Mawr neighborhood.
24 And I came here tonight because I also lived
25 in Golden Valley for 23 years before that, so

1 I've lived on each side of Wirth Park for --
2 I don't want to say how many years, but a
3 long time.

4 I golf in it. I swim in it. I
5 cross-country ski in it. I look at birds in
6 it. I do all the things that my fellow
7 testifiers here have talked about. But
8 you're going to hear a slightly different
9 slant on this from me.

10 I'm asking you to look at a 30- to
11 50-year time frame, rather than what happens
12 to me today. There are 3 million people in
13 the Twin Cities. It's projected that very
14 soon there will be 4 million people in the
15 Twin Cities. Our freeways are clogged.

16 Our economy has been pretty darn
17 good, but I am not looking forward to a
18 situation where we can't move around. And
19 I'm not looking for a situation -- looking
20 forward to a situation where we have isolated
21 pockets of poverty where people don't have
22 access to transit, and this includes areas
23 like the Frogtown area of St. Paul and north
24 Minneapolis.

25 I lived in Cleveland, Ohio when it

1 was a thriving, wonderful city the size of
2 Minneapolis, roughly. And they made the
3 mistake of not giving everybody a fair crack
4 at getting to where they needed to go: To
5 school, to work, to whatever. And the whole
6 thing blew up in 1967 with race riots, and it
7 was really miserable.

8 So I'm asking you to look at the
9 long run and to recognize that light rail
10 transit is the key to knitting together our
11 metropolitan area and making sure that it
12 thrives in the future.

13 I also hope that you listen to
14 every single one of the concerns that have
15 been voiced by the speakers before me. These
16 are very legitimate concerns. And I would
17 say that if I were sitting in these chairs,
18 that my job would not be to decide whether to
19 do this or not, but how to do it in such a
20 way as to pay the most attention to everybody
21 who's impacted by it.

22 And regarding putting it down Penn
23 Avenue, we have to listen to the people who
24 live nearby. If there's one thing we've
25 learned from the Southwest discussions is,

1 for heaven's sake, let's listen to the people
2 who live nearby. And as I understand it,
3 they do not want to remove houses on Penn in
4 order to make room for it.

5 Thank you for listening.

6 MS. HIGGINS: Thank you.

7 Again, if you haven't signed up
8 yet and as you were listening, you decided
9 you had something you wanted to say, please
10 make your way over to Denise and she'll get
11 you on the list. It looks like we're coming
12 to the end of the list here fairly quickly,
13 so if you want to add anything, now would be
14 the time to wander on over there.

15 Our next speaker is Karen Lehman.

16 MS. LEHMAN: I'm Karen Lehman. I
17 live at -- well, I split my time at 1806
18 Zephyr Place. I split my time. I live in
19 Chicago most of the time. And in Chicago I
20 don't own a car, and I am a transit -- public
21 transit proponent.

22 But the reason it works is that I
23 have an express bus to Duluth outside my
24 door. I have a train three blocks away. I
25 have an hour car I can rent from my building.

1 I have a rental car office four blocks away.
2 I have a bike path next to me, and I can
3 walk. And I can take cabs by putting a cab
4 light on the building and the cab comes.

5 There I use the hour car in a
6 particular way. I use the hour car when I
7 have to take public transit to a station that
8 is isolated, where there aren't very many
9 eyes on the street. And what I fear about
10 the transit, the stops that we have in Golden
11 Valley, is that we will have the worst of all
12 possible worlds, where we will have isolated
13 stops.

14 You know, I -- like I say, I don't
15 own a car in Chicago because I don't have to.
16 I wish I had better bus transit here. I wish
17 I had an hour car I could rent. I wish I
18 could have these multiple options. What I
19 don't want is an isolated station that's
20 not -- that doesn't have security staff so
21 that I don't feel like I can use it.

22 I also have one of those houses
23 that is hanging out over the rail line, right
24 there at the end of Zephyr Place. I'm
25 concerned about the noise. I'm concerned

1 about the light. It is dark, which is
2 wonderful. It is quiet, which is wonderful.
3 And I like the fact that the animals can go
4 wherever they want to go.

5 So when the mitigation members,
6 you know, measure sound like sound walls,
7 fencing, you know, lighting for security, I
8 just say, well, okay, I live in Chicago. I'm
9 moving back to Chicago. I mean, I have my
10 house here because I want to live here. My
11 work is in Chicago. I wanted to spend the
12 rest of my life here, but the quality of life
13 will be greatly changed.

14 So I think there are things you
15 can do. You can really look at that wildlife
16 corridor and take it seriously as a wildlife
17 corridor and figure out, how are you going to
18 protect Golden Valley? Because what I'm
19 afraid of is the uniqueness of Golden Valley
20 gets eroded.

21 The reason that people are going
22 to have those stops there, then we're going
23 to bring people in to use those transit
24 stops. The parking is going to become an
25 issue.

1 Other people have been much more
2 on point than I can be about the special
3 quality of Golden Valley and the natural
4 resources that it represents, but I think
5 that those voices are hard to hear sometimes
6 because they can't speak, so we have to speak
7 for them.

8 Thank you.

9 MS. HIGGINS: Thank you.

10 Bernie Milstein, followed by
11 Gillian Rosenquist.

12 MR. MILSTEIN: Hi. I'm Bernie
13 Milstein. I live at 1835 Noble Drive in
14 Golden Valley in the area called Heathbrooke.
15 It's not far from that station that's going
16 to ostensibly be made for the light rail.

17 I have not been in favor of light
18 rail in that area and for a couple reasons.
19 Number one, it's going to impact the
20 environment. It's going to be dirty, dusty.
21 You're going to cause more traffic on Golden
22 Valley Road than is necessary.

23 That remote area over by Margaret
24 Mary Church and the fire station is a remote
25 area for Golden Valley. If we use Golden

1 Valley for a square, that's over in the
2 corner. The greater population of Golden
3 Valley over on this side, Wesley Park and
4 some of those other parks, is a vaster --
5 Golden Valley is a pretty -- it's a nice
6 community, but it's -- it's not as tight over
7 there as it is in other areas.

8 If you were to put in a light rail
9 and divert it from where it is and bring it
10 into downtown where we have train tracks --
11 just reroute this thing and put it into
12 downtown where there is the light rail --
13 where there is train tracks, you'll have a
14 greater population that will be for the
15 greater good of Golden Valley than that
16 isolated station over there.

17 So they're not thinking straight.
18 I mean, they're trying to railroad our
19 community from the north and for that area
20 and railroad it through us. And when I say
21 "railroad," I'm not talking about the
22 railroad. I'm talking about they're trying
23 to boondoggle us and ride over us. I'm
24 trying to protect Golden Valley.

25 Now, the population that's around

1 here is concerned about the environment by
2 Theodore Wirth Golf Course, about the
3 wetlands and all the animals that we have
4 running around.

5 But also it's a very quiet area.
6 Very quiet. Very peaceful. That's what I
7 love about Golden Valley. Golden Valley.
8 It's a golden area to live. So you're going
9 to cause more disruption.

10 I was just talking to one of the
11 gentlemen outside who's been involved in this
12 whole consternation, and the -- the light
13 rail is going to bring in -- every seven
14 minutes you're going to have, during peak
15 times, you're going to have traffic coming
16 in. During unpeak times, if that's a good
17 word, they're going to come by every ten
18 minutes.

19 Now, for those of us that live in
20 the area, if we go out and grill, we go out
21 into our yards, and we're going to hear that
22 stuff. Things that we never heard before.
23 It's going to cause disruption.

24 Property values are going to be
25 dramatically affected. You have some of the

1 best property values in Golden Valley over in
2 Hidden Lakes and Heathbrooke. You think that
3 people are going to want to stay in those
4 properties when they hear noise every seven
5 minutes and every ten minutes? What this
6 community needs is rapid bus service, not
7 rapid train service.

8 MS. HIGGINS: Thank you.

9 Gillian Rosenquist.

10 MS. ROSENQUIST: Gillian
11 Rosenquist, 2321 Kyle Avenue North, which is
12 pretty close.

13 When I was reading the draft DEIS,
14 one of the things I was really thinking about
15 is this process seems to be a little
16 disjointed. Having gone to the Three Rivers
17 meeting recently and thinking about the plans
18 that Three Rivers has for Sochacki and Mary
19 Hills. Also being involved in the bike
20 trails. I'm not reading about -- it seems to
21 be like this is a very focused plan and
22 they're not thinking about how the whole
23 metro area is envisioning using these natural
24 areas.

25 So I would ask that there be

1 better coordination, looking at not just
2 environmental impacts right now, but
3 environmental impacts in terms of -- in terms
4 of planning uses and in terms of future.
5 And -- because I know Three Rivers has ideas
6 and plans, and so do the neighbors, for
7 changes to this area. So we need to think
8 about what goes in as far as floodplain
9 mitigation and things like that in terms of
10 what they want to do and what we want to do
11 with those areas too. Not just how they are
12 right now.

13 I mean, some of the things that I
14 saw were that the areas they were looking for
15 floodplain mitigation are significantly south
16 of the stations. And as one of the other
17 people noted, we've had a lot of rain. It's
18 a very wet area. And our trails and usage
19 are impacted. And if we don't have kind of
20 that addressed on the northern end, we are
21 going to have reduced use in those areas for
22 recreation, for programming, things like
23 that.

24 Let's see. I mean, one of the
25 quotes from page 20 of the floodplain

1 replacement was the size of the floodplain
2 mitigation is anticipated to be small,
3 ranging from an eighth to a quarter acre, and
4 that does seem insufficient, especially in
5 light of the water we've had.

6 There also seems to be a little
7 bit of confusion about who runs those areas.
8 I mean, I saw Park Board. I saw Golden
9 Valley. And they were talking about the same
10 areas, so I think that needs to be cleared up
11 in this plan so we know kind of who we're
12 dealing with, and the Met Council and the
13 county and the federal government also know
14 who we're dealing with.

15 Thank you very much. I would just
16 ask you look at it in a future way and very
17 wholistically.

18 MS. HIGGINS: Thank you.

19 Bill Linder.

20 MR. LINDER: Yes. Bill Linder,
21 2640 Kyle Avenue North.

22 I don't want to re-go over many of
23 the statements that have been made. I'm in
24 agreement with many of them.

25 I also have to apologize because I

1 haven't fully read the 800 pages that have
2 been given to us and so --

3 MS. HIGGINS: I'd say shame on
4 you, but --

5 MR. LINDER: A couple of the
6 issues that I'd like to at least get on the
7 list here is property values. All along that
8 corridor people live here, you've listened to
9 it, because of its uniqueness. And people
10 buy their homes there and they pay the prices
11 for those homes because of its unique nature.
12 That will ultimately change, even though we
13 are not a noise dot on your noise map. Noise
14 in Golden Valley is not the same thing as
15 noise next to other facilities. This is a
16 pristine, well-liked area.

17 Taxes. Oh, I'm sure this is going
18 to benefit the heck out of Golden Valley, so
19 obviously our tax rates will be increased too
20 because of this wonderful opportunity we have
21 to ride light rail, which in practice, won't
22 be very helpful to our community.

23 I haven't heard anything about
24 compensation for any of these issues, okay?
25 Who wants to pay for this? These are costs

1 that everybody along this corridor will be
2 paying for.

3 And just ownership of the park. I
4 have a lot of personal ownership in that
5 park. I've lived there nearly 30 years and
6 have picked up and cleaned up. And you go
7 out there, show me the litter. I challenge
8 any of you to. That's because myself and
9 many others in the community take care of
10 that park.

11 Thank you.

12 MS. HIGGINS: Thank you.

13 Margaret Wall-Romana.

14 MS. WALL-ROMANA: Hi. My name is
15 Margaret Wall-Romana, and I am one of the
16 newest residents of Golden Valley. My
17 husband and I just moved here from south
18 Minneapolis and we closed on our house six
19 weeks ago.

20 MS. HIGGINS: And the address?

21 MS. WALL-ROMANA: Oh, I'm sorry.
22 2912 Kyle Avenue.

23 I just met my neighbor, Bill, the
24 previous speaker, who lives down the way, and
25 I noted that there are many other speakers

1 who live on Kyle Avenue.

2 My husband and I did not do our
3 due diligence on this issue, and I do not
4 know if I would be standing here tonight if
5 we had done so. When we -- I'll give you a
6 little bit of background.

7 When we bought our house that
8 we're now selling in south Minneapolis, our
9 neighbor next door, between the time we
10 bought our house and took possession of our
11 house, built an addition to his house ten
12 feet away from our house. Blocked all of our
13 light; made a big, ugly expansion; completely
14 changed the house that we had purchased, so
15 we were never able to live in the house we
16 purchased. It was a completely different
17 house when we took possession.

18 I feel like the same thing is
19 happening to us again. It's our fault that
20 we didn't do this due diligence. But we
21 absolutely fell in love with this house on
22 Kyle Avenue, which is magnificent. It's so
23 not Minneapolis. It is so special. I go out
24 in the morning and all I hear is birdsong.
25 And I love the birds and I love the animals.

1 And we have half an acre that looks out to,
2 is it Sochacki Park?

3 MS. CLAUSEN: Sochacki.

4 MS. WALL-ROMANA: Sochacki. Thank
5 you.

6 It's magnificent. It's special.
7 It should be preserved. Not just for me
8 because I want it but because, honestly, it's
9 not Minneapolis. It's not any of the other
10 places around here. It is a very special,
11 particular place that is lovely and is unique
12 to Golden Valley.

13 And I do not understand why the
14 city council of Golden Valley did not do what
15 should have been done to protect the unique
16 qualities of Golden Valley. I mean, there --
17 there are other places that the line could
18 run. Better yet, there should be better bus
19 service, which would do much more for the
20 entire area with far fewer impacts.

21 And also I'd like to say one more
22 thing, which is that one of the -- one of the
23 things that really struck me in the EIR is
24 that at some point somebody discussed a
25 waterway as though it was a trash-strewn, you

1 know, nothing. And I have not found that to
2 be the case.

3 And I already want to adopt things
4 like I'm seeing everyone else do here. And
5 anyway, it's a shame.

6 Thank you.

7 MS. HIGGINS: Thank you.

8 Dan Steinberg.

9 MR. STEINBERG: Hi. Good evening.

10 Dan Steinberg, 1033 Sumter Avenue South in
11 Golden Valley. My in-laws live over on that
12 side, so that's why I'm a little bit
13 concerned about this project that's
14 happening.

15 I have read the Draft EIS, and
16 I'll just retain my questions to that
17 document since that's our purpose of being
18 here tonight.

19 I know many of my neighbors and
20 friends have addressed the issue of
21 jurisdiction over that area concerning the
22 Minneapolis Park Board property, to the City
23 of Minneapolis property, to the Golden Valley
24 property, obviously, that's involved, where
25 the stations are being planned and where the

1 route is going through. So I do thank them
2 for addressing those issues.

3 Concerning -- concerning
4 Chapter 6-3, Table 5 of the noise mention --
5 of noise area with the dots, there's no
6 mention of Kewanee Way. There is no mention
7 of Kewanee Way on the noise -- on noise on
8 Table 5. And I'm a little bit in shock -- in
9 shock by that from the document that I read,
10 considering that that street is right next to
11 the rail line, if you've traveled down there
12 and been down there.

13 Around page 105 of the document it
14 talks about the change of bus routing on
15 there, considering a new bus route, the
16 possibility of changes and especially to the
17 City of Golden Valley bus system, along with
18 rerouting of Route 14 which runs through the
19 north Minneapolis area.

20 So I'd like to see -- I'd like to
21 see from Met Council representatives that are
22 here tonight, and staff -- I see many of them
23 in the room -- to address new bus routes --
24 or tentative plans for bus routing going
25 through or what their idea of a plan would be

1 like for that draft, because it did talk it
2 may have changes to the bus system going
3 through, so obviously that area is going to
4 have a lot of changes. So I do thank you for
5 mentioning those past bus sites in there.
6 And so those are pretty much what are my
7 questions to that.

8 All right. Then I think I'm
9 around page 400. There was no mention of
10 St. Margaret Mary as being a historic or
11 looked at from a cultural standpoint. Yet,
12 the Floyd -- yet, Governor Floyd Olson's
13 statue at the corner of Penn and Olsen
14 Highway is mentioned in there before
15 St. Margaret Mary. I'm a little bit dismayed
16 by whoever -- whoever decided that the statue
17 and St. Margaret Mary do not fall into same
18 category with that historic preservation.

19 I thank you for your time, once
20 again, to all of you.

21 MS. HIGGINS: Thank you.

22 Well, that completes the people
23 who have wanted an opportunity to comment
24 tonight.

25 Once again, if you want to use the

1 comment form, you can do so either by mail or
2 e-mail. The comment forms are out in the
3 hallway. Pick one up or get one from
4 the project website at
5 BottineauTransitway.org.

6 On the table next to the cookies
7 out in the hallway you will find some various
8 documents that you might find interesting.
9 Feel free to take those if you'd like.

10 I also brought a whole collection
11 of Hennepin County bicycle maps and feel free
12 to take those. It is finally bicycling
13 season, except for people who bicycle all
14 winter.

15 So thank you all for coming
16 tonight. And with that, we are adjourned.
17 Good night.

18 (Whereupon, the foregoing
19 deposition was adjourned at 7:51 p.m.)
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25

1 STATE OF MINNESOTA

CERTIFICATE

2 COUNTY OF RAMSEY

3

4 I, PAULA K. RICHTER, Registered Professional
Reporter, hereby certify that I reported the
5 BOTTINEAU TRANSITWAY DRAFT ENVIRONMENTAL IMPACT
STATEMENT PUBLIC HEARING, on the 7th day of May,
2014, in Golden Valley, Minnesota;

6 That I was then and there a Notary Public in
and for the County of Ramsey, State of Minnesota;

7 That the foregoing transcript is a true and
correct transcript of my stenographic notes in said
8 matter, transcribed under my direction and control;

9 That the cost of the original has been
charged to the party who noticed the hearing, and
that all parties who ordered copies have been
10 charged at the same rate for such copies;

11 That I am not related to nor an employee of
any of the attorneys or parties hereto, nor a
relative or employee of any attorney or counsel
12 employed by the parties hereto, nor financially
interested in the outcome of the action and have no
13 contract with the parties, attorneys or persons with
an interest in the action that affect or has a
14 substantial tendency to affect my impartiality;

15 WITNESS MY HAND AND SEAL this 12th day of
May, 2014.

16

17

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19

Paula K. Richter
Registered Professional Reporter
Notary Public
Ramsey County, Minnesota

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