Appendix G
Response to Draft EIS Comments

12 Transcript – Golden Valley Hearing
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PUBLIC HEARING REGARDING:

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

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

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

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

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

MR. SNOPE: All right. Andy Snope
from Golden Valley.

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

MS. HIGGINS: Linda Higgins, Hennepin County Commissioner.

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

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

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

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

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

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

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

I just want to provide a brief update this evening. This update is really just to give some people communication
because I know, for many of you, I've seen at other meetings several times and some of you it might just be your first meeting, so I want to give a brief overview kind of where we've been, where we're at right now, where the project is going, and then we're going to open it up to you to hear what you have to say.

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

The Bottineau Project has a variety of agencies that are involved with this project. The Federal Transit Administration is really the lead federal agency that has been overseeing our work regarding the DEIS and all the analysis that has gone into that.
And Hennepin County as being the lead agency regarding looking at the specifics of what's known as the locally preferred alternative and the Draft EIS. But as the project advances into the FEIS and into preliminary engineering, the Metropolitan Council is going to be taking the lead role with the project with that. So we anticipate that the project will be transitioning from Hennepin County to the Metropolitan Council later on this summer.

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

You'll probably hear a lot about the Bottineau LRT. As this project advances, you're probably going to hear it referred to as the Metro Blue Line Extension. On the map here, this kind of shows the regional system
that's envisioned here. We already have the Hiawatha Line, which has been renamed the Metro Blue Line. And, again, this would be an extension of the Hiawatha Line.

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

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

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

We're wrapping up the DEIS right now. We'll be gathering the comments as part of the DEIS.
The FEIS will begin likely late in this year, and then that work will continue on again under the leadership of the Metropolitan Council. Hennepin County will still be a partner with the Metropolitan Council, along with the cities.

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

Early on in this process, there were really kind of five goals that were looked at regarding the Bottineau Project and what -- what are we trying to achieve with that project. Those five goals are to enhance the regional access to activity centers, enhance the effectiveness of transit service within the corridor, provide a cost effective and financially feasible transit system, promote sustainable development
patterns, and to support healthy communities and sound environmental practices. So those are really the goals that we started off with as the efforts had begun to look at a variety of these options.

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

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

Later on after we began the scoping process, we got the scoping decision about what options are going to be studied in the DEIS. I'll get to that map momentarily. We've also advanced efforts regarding the locally preferred alternative,
and the locally preferred alternative has been adopted by the Metropolitan Council as one of the necessary steps related to advance this project in the federal process as well.

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

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

I talked with several folks tonight that talked about noise impacts, and I'll be over there to talk about that some
more. Some of the areas, there are recommendations for this area should be considered potentially for a sound wall. And some people said, I don't want to look at an ugly sound wall. While that may be the potential mitigation, there are other things that could be considered as well and that will get studied in greater detail during the FEIS. They're still working with what dialogue happens far as what are the specific mitigation measures that are looked at.

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

In the DEIS, you will see four different build options that are studied. Two options on the north end. One going toward Maple Grove and one going toward
Brooklyn Park. And on the southern end you'll see the D1 and the D2. Those are studied as part of the DEIS -- those options.

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

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

As part of the input, we have a
series of open houses that we're going to be having. We're here tonight. We've got another meeting tomorrow night at UROC in Minneapolis. Next week will be in Brooklyn Park and Crystal as well.

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

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

Your comments will be recorded here tonight by the comment recorder. There's a variety of ways that you can provide that. But we just want to let people know that we will be compiling the comments. We will be posting the comments that we receive on the project website. And we hope that during the FEIS, that those comments will be identified, but that's going to be a lengthy process.
Later on this fall is when the Met Council will likely secure a consultant, but it's going to be another year-plus worth of work before the FEIS is completed. So while you provide comments, it's going to be a while before those comments get addressed, so we just want to try to lay out the expectations of these projects. Like America, they don't get done quickly. They take a long amount of time. But those comments will then get incorporated into work that happens in the FEIS, as well as input into the preliminary engineering.

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

MS. HIGGINS: Thank you, Joe.

First I want to thank everybody for coming tonight. As Joe said, this is one step in a very long process of determining
whether -- if, where, when, to build the Bottineau Line.

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

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

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

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

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

MR. ANDY GILLET: I'm the official timekeeper. So each person has three minutes to speak. I'll hold up the
green card when you can start. When you have 30 seconds remaining, I'll have the yellow card. And then red is when your time is up.

MS. HIGGINS: Welcome. Thank you for coming.

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

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

Tell that to the turtles living in Turtle Pond, which you're trying to rename Grimes Pond. You say it's in a trench. We always thought it was a valley.
Here's a quote about South Halifax Park: Noise effects confined to limited areas.

Like it's entire four acres.

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

"Would be lessened" is more honest.

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

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

What wildlife habitat is left in
Wirth would take a big hit under your plan, that's right along the parkway there by the bridge.

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

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

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

There's a real trust builder.

And you, the representatives of
that area --

MS. HIGGINS: Constance --

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

MS. HIGGINS: Thank you.

Sean Fahey?

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

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

My biggest concern is the effects on wetlands. So this training will go through three different ponds -- four ponds possibly, yeah. At least in Golden Valley it will go through three different ponds. We're going to have to create two new tracks to go next to the existing track, and it may even be needed that we will have to take out a track and just rebuild three new tracks going
through these wetlands. So the DEIS says we will lose about ten acres of wetland. We'll have ten acres of wetland. And to me, that's unacceptable.

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

Thanks.

MS. HIGGINS: Thank you.

Cathy Wildung.

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

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

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

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

Midday, evening, I'm okay with that.

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

I hope it doesn't bother me, but I'm afraid it's going to. I'm worried about the bells and the whistles on the places
where the train stations are going to be
because they sound like they're going to be
sounded every 20 -- oh, I see, the train
horns will sound 20 seconds before they
arrive. The crossings, wayside bells will
sound a total duration of 30 seconds. I
don't know. That's my main concern.

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

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

And the other thing is that
there's 790 recorded way sites in this
preferred alternative area, BCD1, and are
they going to be uncovering hazardous wastes
material and what's going to happen when they
uncover that material?

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

Thank you.

MS. HIGGINS: Thank you.

Darlene Lamter and followed by
Kasia McMahon and Vicki Coifman.

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

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

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

And I guess I'd like to start out
by just saying real quick that I'm very
disappointed that one vote has changed our
lives so, as well as the track already there
and it's the cheapest way to build this.
It's just really -- it's shocking that because of those three reasons we have to go through all this.

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

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

Now, today, just today alone, as I'm waiting at the stoplight, the bells and whistles are -- my windows are closed -- as loud as can be. I rolled down the window and
the train left, and I can't tell you the
noise it makes. It's just unbelievable.

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

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

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

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

But thank you.

MS. HIGGINS: Thank you.
Kasia McMahon.

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

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

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

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

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

So I -- I just would really hope that Golden Valley -- representatives in Golden Valley would stand up for what makes sense for us because I don't think that
necessarily is selfish at all. I think when you stand up for the people in your small local area, you're standing up for common sense on a larger scale.

MS. HIGGINS: Thank you.

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

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

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

First was the weather -- the
rainfall. I had not seen the golf course, the land between Golden Valley Road and Highway 55, as wet as it has been in the last week.

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

And thirdly, when I looked at part of the drawings tonight, I saw the -- I looked at the -- the electrical transmitter tower is proposed to remain in place on concrete, followed by more concrete, followed by two railroad tracks or three, which leads me to ask this simple question: Has the impact of the LRT on the floodplain been considered from the perspective of this very new situation of the last five years maybe -- visible in the last five years, and which is
getting worse? Have those -- has that impact of wilder, wetter changes in the local climate -- how is that going to impact what looks to me like a floodplain. The bottom of a former lake. I don't know. But my house is way up high from way down there, and something was way down there in the past. I'm very much concerned.

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

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

MS. HIGGINS: Thank you very much.

Richard Adair, followed by Ms. Lehman and Bernie Milstein.

MR. ADAIR: Hi. My name is Dick Adair. I live at 200 Upton Avenue South in Minneapolis in the Bryn Mawr neighborhood. And I came here tonight because I also lived in Golden Valley for 23 years before that, so
I've lived on each side of Wirth Park for --
I don't want to say how many years, but a
long time.

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

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

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

I lived in Cleveland, Ohio when it
was a thriving, wonderful city the size of Minneapolis, roughly. And they made the mistake of not giving everybody a fair crack at getting to where they needed to go: To school, to work, to whatever. And the whole thing blew up in 1967 with race riots, and it was really miserable.

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

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

And regarding putting it down Penn Avenue, we have to listen to the people who live nearby. If there's one thing we've learned from the Southwest discussions is,
for heaven's sake, let's listen to the people who live nearby. And as I understand it, they do not want to remove houses on Penn in order to make room for it.

    Thank you for listening.

    MS. HIGGINS: Thank you.

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

    Our next speaker is Karen Lehman.

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

    But the reason it works is that I have an express bus to Duluth outside my door. I have a train three blocks away. I have an hour car I can rent from my building.
I have a rental car office four blocks away. I have a bike path next to me, and I can walk. And I can take cabs by putting a cab light on the building and the cab comes.

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

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

I also have one of those houses that is hanging out over the rail line, right there at the end of Zephyr Place. I'm concerned about the noise. I'm concerned
about the light. It is dark, which is wonderful. It is quiet, which is wonderful. And I like the fact that the animals can go wherever they want to go.

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

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

The reason that people are going to have those stops there, then we're going to bring people in to use those transit stops. The parking is going to become an issue.
Other people have been much more on point than I can be about the special quality of Golden Valley and the natural resources that it represents, but I think that those voices are hard to hear sometimes because they can't speak, so we have to speak for them.

Thank you.

MS. HIGGINS: Thank you.

Bernie Milstein, followed by Gillian Rosenquist.

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

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

That remote area over by Margaret Mary Church and the fire station is a remote area for Golden Valley. If we use Golden
Valley for a square, that's over in the corner. The greater population of Golden Valley over on this side, Wesley Park and some of those other parks, is a vaster -- Golden Valley is a pretty -- it's a nice community, but it's -- it's not as tight over there as it is in other areas.

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

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

Now, the population that's around
here is concerned about the environment by
Theodore Wirth Golf Course, about the
wetlands and all the animals that we have
running around.

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

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

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

Property values are going to be
dramatically affected. You have some of the
best property values in Golden Valley over in Hidden Lakes and Heathbrooke. You think that people are going to want to stay in those properties when they hear noise every seven minutes and every ten minutes? What this community needs is rapid bus service, not rapid train service.

MS. HIGGINS: Thank you.

Gillian Rosenquist.

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

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

So I would ask that there be
better coordination, looking at not just environmental impacts right now, but environmental impacts in terms of -- in terms of planning uses and in terms of future. And -- because I know Three Rivers has ideas and plans, and so do the neighbors, for changes to this area. So we need to think about what goes in as far as floodplain mitigation and things like that in terms of what they want to do and what we want to do with those areas too. Not just how they are right now.

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

Let's see. I mean, one of the quotes from page 20 of the floodplain
replacement was the size of the floodplain
mitigation is anticipated to be small,
ranging from an eighth to a quarter acre, and
that does seem insufficient, especially in
light of the water we've had.

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

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

MS. HIGGINS: Thank you.

Bill Linder.

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

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

I also have to apologize because I
haven't fully read the 800 pages that have been given to us and so --

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

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

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

     I haven't heard anything about compensation for any of these issues, okay? Who wants to pay for this? These are costs
that everybody along this corridor will be paying for.

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

Thank you.

MS. HIGGINS: Thank you.

Margaret Wall-Romana.

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

MS. HIGGINS: And the address?

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

I just met my neighbor, Bill, the previous speaker, who lives down the way, and I noted that there are many other speakers
who live on Kyle Avenue.

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

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

I feel like the same thing is happening to us again. It's our fault that we didn't do this due diligence. But we absolutely fell in love with this house on Kyle Avenue, which is magnificent. It's so not Minneapolis. It is so special. I go out in the morning and all I hear is birdsong. And I love the birds and I love the animals.
And we have half an acre that looks out to, is it Sochacki Park?

MS. CLAUSEN: Sochacki.

MS. WALL-ROMANA: Sochacki. Thank you.

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

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

And also I'd like to say one more thing, which is that one of the -- one of the things that really struck me in the EIR is that at some point somebody discussed a waterway as though it was a trash-strewn, you
know, nothing. And I have not found that to be the case.

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

Thank you.

MS. HIGGINS: Thank you.

Dan Steinberg.

MR. STEINBERG: Hi. Good evening.

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

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

I know many of my neighbors and friends have addressed the issue of jurisdiction over that area concerning the Minneapolis Park Board property, to the City of Minneapolis property, to the Golden Valley property, obviously, that's involved, where the stations are being planned and where the
route is going through. So I do thank them for addressing those issues.

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

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

So I'd like to see -- I'd like to see from Met Council representatives that are here tonight, and staff -- I see many of them in the room -- to address new bus routes -- or tentative plans for bus routing going through or what their idea of a plan would be
like for that draft, because it did talk it may have changes to the bus system going through, so obviously that area is going to have a lot of changes. So I do thank you for mentioning those past bus sites in there. And so those are pretty much what are my questions to that.

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

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

MS. HIGGINS: Thank you.

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

Once again, if you want to use the
comment form, you can do so either by mail or e-mail. The comment forms are out in the hallway. Pick one up or get one from the project website at BottineauTransitway.org.

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

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

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

(Whereupon, the foregoing deposition was adjourned at 7:51 p.m.)
STATE OF MINNESOTA       CERTIFICATE
COUNTY OF RAMSEY

I, PAULA K. RICHTER, Registered Professional Reporter, hereby certify that I reported the BOTTINEAU TRANSITWAY DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING, on the 7th day of May, 2014, in Golden Valley, Minnesota;
That I was then and there a Notary Public in and for the County of Ramsey, State of Minnesota;
That the foregoing transcript is a true and correct transcript of my stenographic notes in said matter, transcribed under my direction and control;
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 charged at the same rate for such copies;
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 employed by the parties hereto, nor financially interested in the outcome of the action and have no contract with the parties, attorneys or persons with an interest in the action that affect or has a substantial tendency to affect my impartiality;
WITNESS MY HAND AND SEAL this 12th day of May, 2014.

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