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# Southwest Transitway Scoping Summary Report January 2009

EDEN PRAIRIE ■ MINNETONKA ■ EDINA ■ HOPKINS ■ ST. LOUIS PARK ■ MINNEAPOLIS

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY - SPONSOR



# **Southwest Transitway DEIS Scoping Summary Report**

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## **1.0 INTRODUCTION**

### **1.1 OVERVIEW**

This report summarizes the results of the Southwest Transitway Draft Environmental Impact Statement (DEIS) Scoping Process conducted by Hennepin County Regional Railroad Authority (HCRRA) during the months of September, October and November 2008. The Scoping Summary Report serves as the Scoping Decision Document as defined in the Minnesota Environmental Quality Board rules. The Southwest Transitway project is proposed to improve mobility in the southwest part of the Twin Cities metro area including the cities of Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis. It is the intent of the HCRRA to partner with the Federal Transit Administration (FTA) as lead agencies to develop the Southwest Transitway as a major transit capital investment.

As the public agency responsible for completing the DEIS, HCRRA must comply with the requirements of the Minnesota Environmental Quality Board (EQB) pursuant to the Minnesota Environmental Policy Act (MEPA) (Minn. Stat. §116D.04 and 116D.045). The project will also pursue federal funding from the FTA. As a result, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). The FTA, as the federal lead agency under NEPA, and HCRRA, as the state lead agency under MEPA, determined that the Southwest Transitway project may have significant environmental impacts. To satisfy both NEPA and MEPA requirements, the HCRRA and the FTA are preparing a DEIS for the Southwest Transitway project. This Scoping Summary Report is part of the DEIS process and complies with the requirements of NEPA and MEPA.

### **1.2 PROJECT DEVELOPMENT PROCESS**

The Southwest Transitway Environmental Impact Statement (EIS) is being advanced in accordance with the project development process outlined by FTA for major transit capital investments and in compliance with NEPA and MEPA. The DEIS and the Final Environmental Impact Statement (FEIS) compose the Environmental Impact Statement (EIS) and are considered to be the project planning phases.

A DEIS documents the potential social, economic and environmental benefits and impacts of a proposed project or action and proposed measures to mitigate any adverse impacts in compliance with NEPA. The DEIS is released to the public and interested agencies for review and comment.

Figure 1 presents the timeline for the Scoping Process and the DEIS.

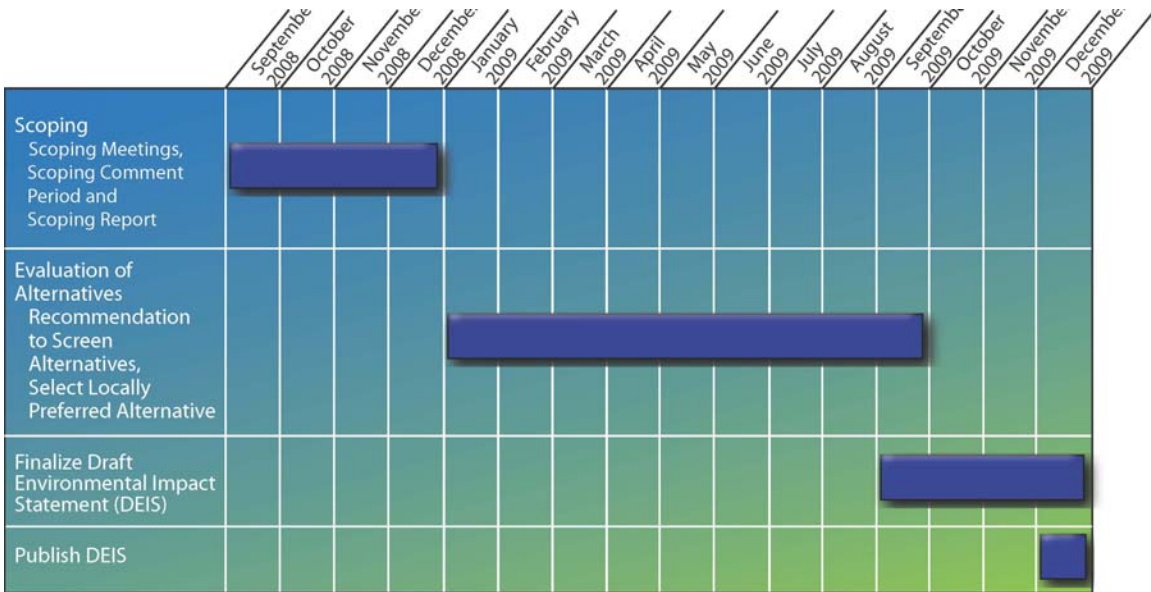


Figure 1: Project Development Process

Upon completion of the FEIS, it will be submitted to FTA for their consideration, and FTA will then issue a Record of Decision (ROD) that provides environmental clearance. The subsequent design, financing, and construction steps leading to operations are further delineated in Figure 2.

### Project Development Process



Figure 2: Project Development Process

### 1.3 SCOPING PROCESS

Scoping is the first step in the NEPA process. Scoping is a two-way communication tool in which the proposed project provides information about the project and requests input from the public, interest groups, affected tribes, and government agencies. The Scoping Process includes opportunities for public input through public meetings, stakeholder

meetings, agency meetings, publication of notices and news articles, and acceptance and review of written and verbal comments.

The purpose of Scoping is to obtain public input on the project purpose and need, to identify appropriate alternatives for addressing the purpose and need, and to identify those environmental issues associated with the proposed project that require detailed analysis in the DEIS. The Scoping Process is also intended to eliminate detailed study of issues that are not significant and/or have been addressed by prior studies.

The Scoping Process included three (3) formal public meetings where verbal comments were recorded and forms for written comments were provided. Scoping Comments focused on the purpose and need for the project, the proposed alternatives, and the potentially significant environmental benefits and impacts to be analyzed in the DEIS. Scoping provided the public an early opportunity to communicate issues and concerns for development of alternatives, before considerable resources were expended. The Southwest Transitway DEIS process is illustrated in Figure 3.

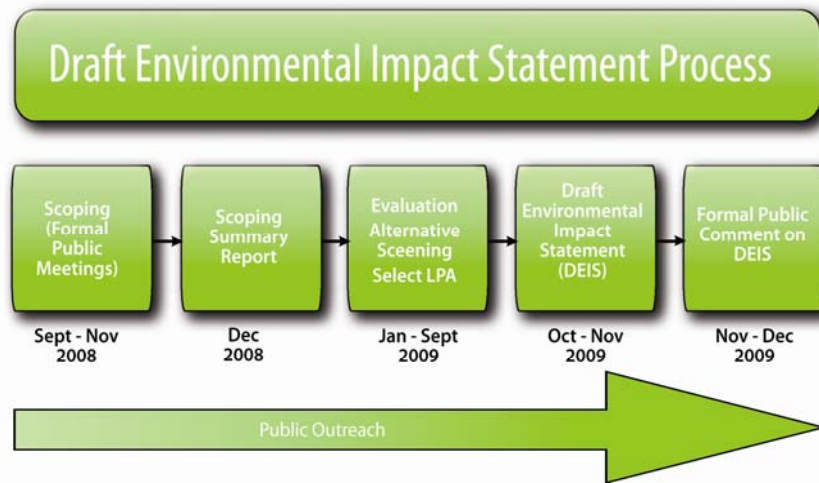


Figure 3: DEIS Process

## 2.0 ALTERNATIVES TO BE CONSIDERED IN THE DEIS

### 2.1 ALTERNATIVES PRESENTED DURING SCOPING

In 2007, the HCRRA completed a federally required study called an Alternatives Analysis, which was a continuation of the Southwest Rail Transit Study, 2003. The Southwest Transitway Alternatives Analysis (AA) compared the benefits, costs and impacts of a range of transit alternatives (modes and routes) to identify which alternative would best serve the needs of the communities as expressed in the Purpose and Need Statement.

The transit alternatives were evaluated to determine if they met the five project goals:

1. Improve mobility
2. Provide a cost-effective, efficient travel option
3. Protect the environment
4. Preserve and protect the quality of life in the study area and the region

5. Support economic development

In the AA, the alternatives for detailed evaluation included one bus alternative called the Enhanced Bus, two bus rapid transit (BRT) alternatives, and eight light rail transit (LRT) alternatives. It was concluded that three of the eight LRT routes could meet the five established goals. In addition, the enhanced bus alternative was retained to continue to evaluate the possibility of addressing the increasing mobility needs of the area through improved bus service rather than LRT.

The AA was the starting point for the DEIS and formed the basis for the Scoping Process. Based upon the AA, three LRT alternatives and the Enhanced Bus alternative were proposed for inclusion in the DEIS. The alternatives included proposed station locations, park-and-ride facilities, and routings between stations. An LRT maintenance and storage facility was assumed to be needed, but a location was not identified during the AA. Candidate locations for the LRT maintenance and storage facility will be identified in the DEIS.

The build alternatives presented for comment during the Scoping Process included LRT 1A, LRT 3A, LRT 3C, and the Enhanced Bus.

**Light Rail Transit 1A:** This alternative would operate from downtown Minneapolis to Eden Prairie terminating at Trunk Highway (TH) 5. The route would connect to the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd. downtown Hopkins, Shady Oak Rd., Rowland Rd., TH 62, and TH 5. Alternative 1A is shown in Figure 4.

**Light Rail Transit 3A:** This alternative would operate from downtown Minneapolis to Eden Prairie terminating at Mitchell Road/TH 5. via an extension of the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle area, the Eden Prairie Town Center area terminating at TH 5 and Mitchell Road. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd. Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd. Alternative 3A is shown in Figure 4.

**Light Rail Transit 3C:** This alternative would operate from downtown Minneapolis to Eden Prairie terminating at Mitchell Road/TH 5 via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28th Street), the Midtown Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle, the Eden Prairie Town Center area terminating at TH 5 and Mitchell Road. Stations are proposed at 4th St., 8th St., 12th St., Franklin Ave., 28th St., Lyndale Ave., Hennepin Ave.(Uptown), West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd. Alternative 3C is shown in Figure 4.

**Enhanced Bus:** The Enhanced Bus alternative, also known as the Transportation System Management (TSM) Alternative, is designed to provide lower cost, operationally-oriented improvements to address the project's purpose and need as much as possible

without a major transit investment. It includes minor modifications to the existing express service and would augment Metro Transit and SouthWest Transit service between Minneapolis and Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes improvements identified in the No-Build Alternative. The Enhanced Bus Option is shown in Figure 5.

**No-Build Alternative:** The No-Build Alternative includes all roadway and transit facility and service improvements (other than the proposed project) that are planned, programmed and included in the Financially Constrained Regional Transportation Policy Plan to be implemented by the Year 2030. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by the Metropolitan Council. The No-Build Alternative serves as the NEPA baseline against which the potentially significant environmental benefits and impacts of other proposed alternatives, including the proposed project, will be measured.

## **2.2 ADDITIONAL ALTERNATIVES PROPOSED DURING SCOPING**

During the NEPA/MEPA Scoping Period from September 8, 2008 through November 7, 2008 for the Southwest Transitway Project (the Project) DEIS), two new alignments in Minneapolis were proposed. The alternatives were labeled LRT 3C (11th/12th Sub-Alternative) and LRT 3E and were evaluated for their feasibility with regard to the project's goals identified in the Purpose and Need Statement and, to determine if they warranted inclusion in the Southwest Transitway DEIS. The technical memorandums and findings of both analyses are contained in Appendices L and M.

Under the LRT 3C (11th/ 12th Sub-Alternative) proposed by Minneapolis Councilmember Remington, the Southwest LRT line would operate from Eden Prairie to downtown Minneapolis via the Opus/Golden Triangle area, the HCRRRA property through Hopkins and St. Louis Park, the Midtown Corridor to the vicinity of Nicollet Avenue. At this point the sub-alternative would use either Blaisdell/LaSalle Avenues or 1st Avenue in a cut-and-cover tunnel from the Midtown Corridor to Franklin Avenue. North of Franklin the sub-alternative would operate on street to the vicinity of 11th/12th Street where it would turn west operating as a one-way pair between Nicollet Mall and Royalston Avenue. At Royalston this sub-alternative would use the same routing as the LRT 1A and LRT 3A alternatives which interline with the Hiawatha LRT line on 5th Street through downtown Minneapolis. The original sub-alternative submitted by Councilmember Remington was refined through discussions and meetings between the HDR consulting team, Hennepin County staff, and City of Minneapolis staff.



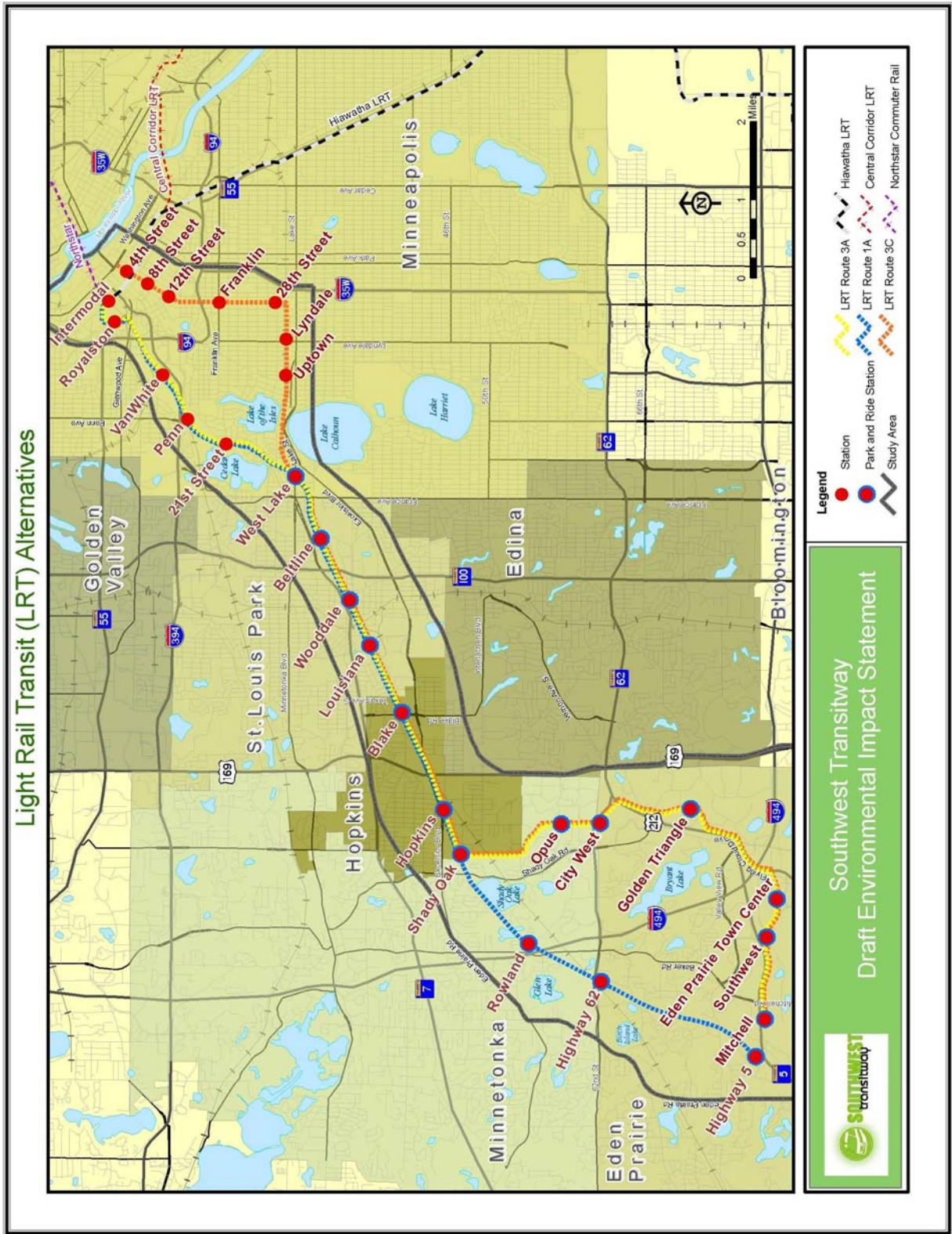


Figure 4: Map of LRT Alternatives

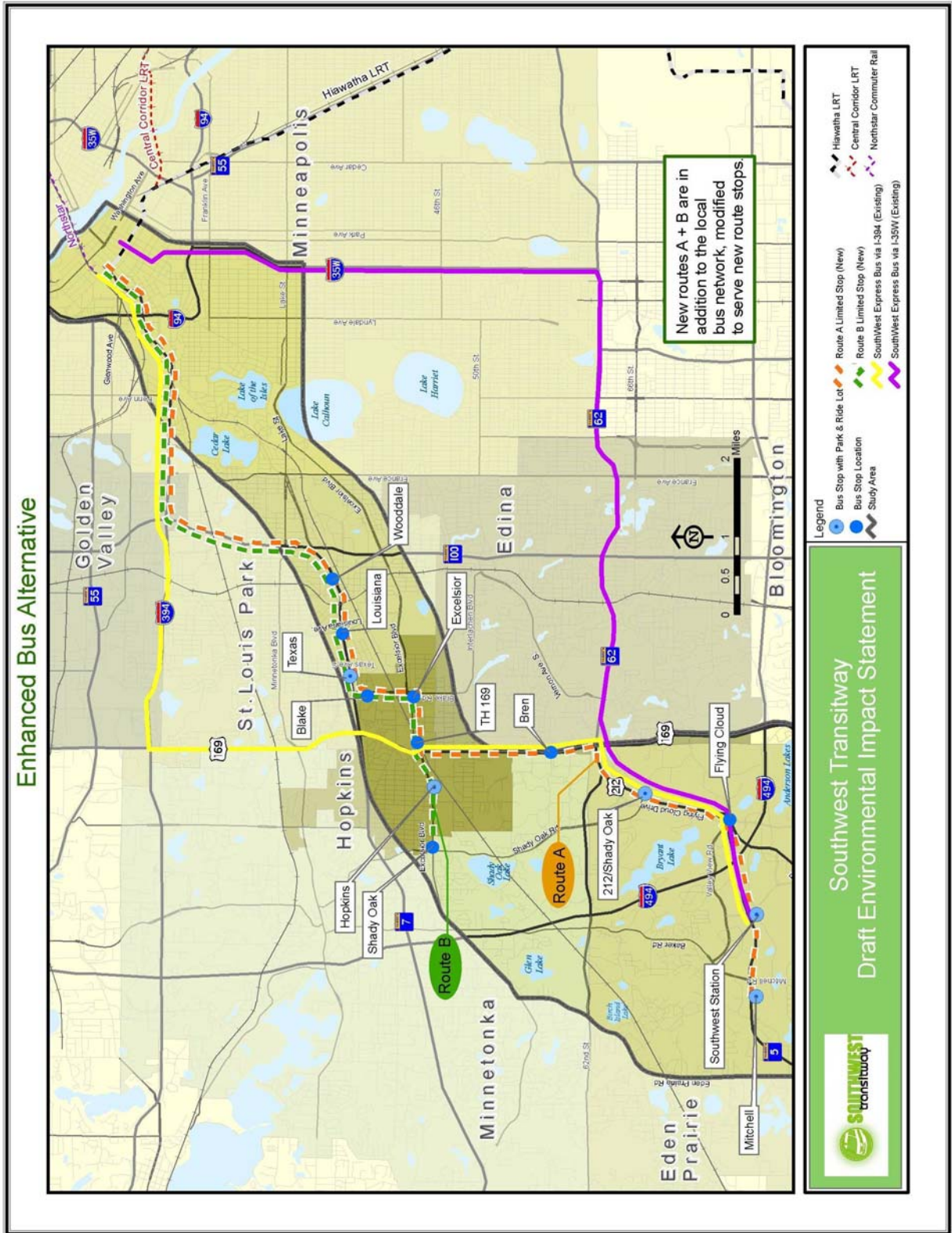


Figure 5: Map of Enhanced Bus Alternative

During Scoping, Cedar Isles Dean Neighborhood Association (CIDNA) submitted multiple written descriptions of LRT 3E with variations, additions and deletions. HCRRA prepared a draft summary description and alignment plan based on the information received. HCRAA requested that CIDNA review and comment on the interpretation of the proposed alternative. CIDNA responded and comments were incorporated into the final description and map. CIDNA's primary concept for LRT 3E was an aerial (above grade) alignment along 10th Street. For the purpose of describing the general alignment and physical characteristics of the proposed route for LRT 3E it is divided into three segments; A, B and C. Southwest of the West Lake Station the remainder of the alternative was assumed to be consistent with LRT 3C.

### **2.2.1 EVALUATION**

Federal regulations governing the preparation of Environmental Impact Statements for transit projects dictate that "The draft EIS (DEIS) shall evaluate all reasonable alternatives to the action and discuss the reason why other alternatives which may have been considered were eliminated from detailed study" (23 CFR 771.123). According to 40 CFR §1502.14, the DEIS "includes all reasonable alternatives which are rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them" (See also 46 Fed. Reg. 18026, question 1a).

The test of 'reasonableness' for alternatives is one that is determined with respect to Purpose and Need of the project. The Council on Environmental Quality (CEQ), the federal commission responsible for coordinating federal environmental efforts, establishes regulations that state "(w)hat constitutes a reasonable range of alternatives depends on the nature of the proposal and the facts in the case" (46 Fed. Reg. 18026, question 1b). CEQ regulations further address reasonable alternatives as "those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (46 Fed. Reg. 18026, question 2b).

U.S. Department of Transportation (USDOT) considers that an alternative is not feasible if it cannot be built as a matter of sound engineering judgment, and an alternative is not prudent if:

- It compromises the project to a degree that it is unreasonable to proceed in light of its stated Purpose and Need;
- It results in severe safety or operation problems;
- After reasonable mitigation, it still causes severe social, economic, or environmental impacts, disruption to established communities, disproportionate impacts to minority or low income populations or severe impacts to environmental resources protected under other Federal statutes;
- It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- It causes other unique problems or unusual factors; or
- It involves multiple factors in paragraphs described above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude. (23 USC §771.135).

For purposes of the analysis, reasonable alternatives are those that:

- Are consistent with Regional and Local Planning
- Are based on sound engineering practices and are practical and feasible
- Perform as well or better than the LRT alternatives identified for inclusion in the Southwest Transitway DEIS
- Are consistent with the Purpose and Need for the Southwest Transitway

### **2.2.2 Results**

Based on the technical analysis that was completed on the two proposed new alternatives, the Southwest Technical Advisory Committee (TAC) met on January 15, 2009 and the Policy Advisory Committee (PAC) met on January 21, 2009 the TAC and the PAC unanimously voted and recommended the LRT 3E Alternative should be excluded from further consideration and the LRT 3C Sub-Alternative (excluding Blaisdell Avenue north of Franklin Avenue) warrants more analysis to determine if it is of sound engineering and performance and therefore should be included in the Southwest DEIS. The LRT 3C Sub-Alternative is shown in Figure 6.

See Appendices L and M for the technical memoranda on both alternatives.

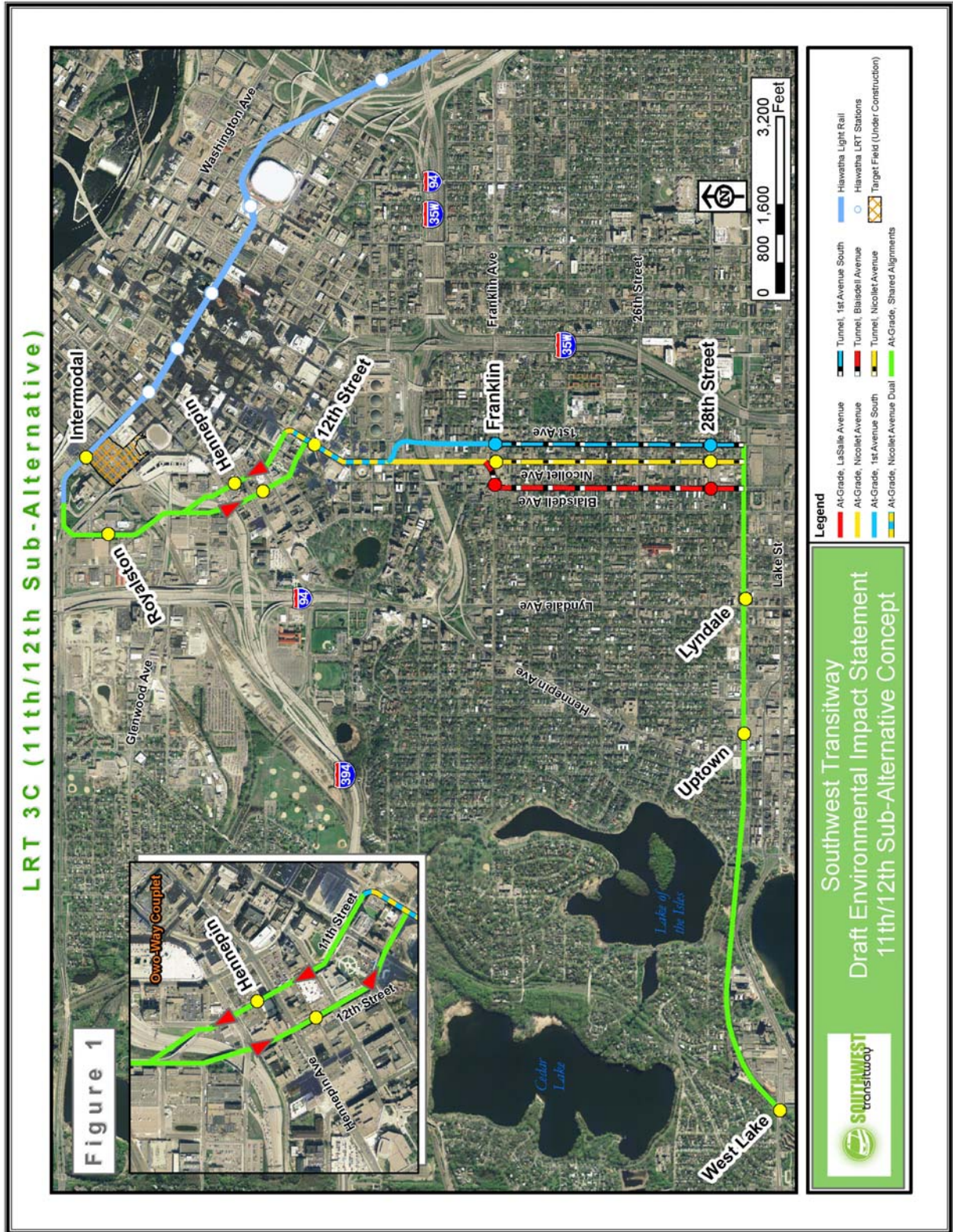


Figure 6: Map of the 11<sup>th</sup>/12<sup>th</sup> Sub-Alternative

## 3.0 SCOPING MEETINGS

### 3.1 OVERVIEW

The Scoping Process for the Southwest Transitway began with a notice in Finance and Commerce on August 23, 2008 and the publication of the Notice of Intent (NOI) in the Minnesota Environmental Quality Board (EQB) Monitor on September 8, 2008 and the Federal Register on September 23, 2008. These notices announced the beginning of the Scoping Comment Period, which extended from September 8, 2009, to November 7, 2009, and included the dates for three public Scoping Meetings/Hearings. Copies of the notices are included in Appendix A. The Public Scoping Meetings/Hearings were held on:

Tuesday, October 7, 2008  
2:00 p.m. Open house  
3:00 p.m. Public hearing  
Hennepin County Government Center  
300 South 6<sup>th</sup> Street  
Minneapolis, MN 55415

Tuesday, October 14, 2008  
5:00 p.m. Open house  
6:00 p.m. Public hearing  
St. Louis Park City Hall  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416

Thursday, October 23, 2008  
5:00 p.m. Open house  
6:00 p.m. Public hearing  
Eden Prairie City Hall  
8080 Mitchell Road  
Eden Prairie, MN 55344

A *Scoping Information Booklet* was distributed to the public and agencies. This booklet was translated into three languages: Hmong, Somali, and Spanish. The booklet answered questions and presented information on the following subjects:

- Introduction
- What is a draft environmental impact statement, and what is Scoping?
- Tell me more about the project; why is a Southwest Transitway needed?
- Overview of the purpose and need for the project
- Has the Southwest Transitway been studied before?
- Southwest Transitway Alternatives Analysis
- What alternatives are being considered?
- How can I be part of the process?
- When, where, and how can members of the public comment?
- How can I be involved after the Scoping Period?
- How will my comments affect the process?

- What government agencies are involved?
- What environmental topic areas will be considered?
- Project schedule.

Copies of the *Scoping Information Booklet* were available on the Southwest Web site southwesttransitway.org and at all of the Scoping Meetings. A copy of the booklet is included in Appendix B.

People with special needs were instructed to contact the HCRRA Project Manager for accommodations; all meetings were held at wheelchair-accessible and transit-accessible locations. Those who required language interpretation or special communication accommodations were also encouraged to contact the HCRRA Project Manager.

**3.2 MEETING FORMAT**

The Scoping Meetings began with an open house followed by a presentation and the formal testimony before the HCRRA. Eighteen informational display boards were set-up around the perimeter of the meeting rooms providing information about various elements of the project. Project and HCRRA Staff were available to answer questions from meeting participants. Copies of the display boards are included in Appendix D.

Following the open house, the HCRRA Project Manager gave a presentation explaining the purpose of the DEIS and the importance of public involvement in the overall process. A copy of the presentation is contained in Appendix E. A formal public hearing followed the presentation. Attendees were given three minutes to address the HCRRA and their comments were transcribed by a court reporter. The transcribed comments are included in Appendix J.

Several methods for submitting public comments were offered during the Scoping Period (comments were accepted September 8 through November 7, 2008). See Table 6.

<b>Table 6: Scoping Period Comment Methods</b>	
<b>COMMENT METHOD</b>	<b>COMMENTS PROCESSING</b>
Testimony at Scoping Hearings	Comments were transcribed (translation services for non-English speakers were offered to any who made the request)
Written Comments	Paper Comment Forms were distributed at a range of locations, including at Scoping Meetings, and were also included as part of the Scoping Information Booklet. Comment forms were accepted at Scoping Meetings, or could be mailed to the HCRRA Project Manager.
	E-mailed comments (e-mail address was posted on Web site and included in Scoping Booklet and other publications)
	Faxed comments (a fax number was included in Scoping Booklet and other publications)

**3.2.1 PUBLIC MEETING ATTENDANCE**

Sign-in sheets are contained in Appendix F.

<b>Table 7: Scoping Meeting Attendance*</b>			
<b>MEETING DATE</b>	<b>MEETING LOCATION</b>	<b>NUMBER IN ATTENDANCE</b>	<b>NUMBER WHO GAVE TESTIMONY AT PUBLIC HEARING</b>
October 7, 2008	Hennepin County Government Center	30	15
October 14, 2008	St. Louis Park City Hall	122	36
October 23, 2008	Eden Prairie City Hall	99	13

\*Based on individuals' hand-written signatures on sign-in sheets.

**3.3 AGENCY COORDINATION**

An Agency Coordination Plan was completed and sent to Federal, State, Local and Regional agencies that may have an interest in the Southwest Transitway Project. The Southwest Transitway Agency Coordination Plan provides the structure for coordination between FTA, HCRRA, participating agencies, and the public during the process of preparing the DEIS to satisfy the requirements of NEPA and its implementing regulations, SAFETEA-LU and the Minnesota Environmental Policy Act (MEPA), Chapter 4410 Environmental Quality Board (EQB) Environmental Review Program.

SAFETEA-LU was signed into law on August 10, 2005, refining the programmatic framework for Federal surface transportation projects. SAFETEA-LU includes several provisions intended to enhance the consideration of environmental issues and impacts within the transportation planning process including Section 6002 for Efficient Environmental Reviews for Project Decision-making. Among the tools mandated by Section 6002, is the lead agency's development of a Coordination Plan, addressing how coordination and communication with agencies and the public will occur throughout the NEPA process. A copy of the Agency Coordination Plan is included in Appendix G.

HCRRA distributed invitations to 41 agencies to become participating agencies in the Southwest Transitway DEIS process. These invitations also invited agencies to an Agency Scoping Meeting. Copies of the letters sent to the various agencies are included in Appendix H. This meeting was held as follows:

Thursday, October 15, 2008  
 Metro Counties Building  
 2099 University Avenue W  
 St. Paul, MN 55104

**3.3.1 AGENCY SCOPING MEETING ATTENDANCE**

A total of nine agency representatives attended the agency Scoping Meeting. An attendance sheet and minutes of the meeting are contained in Appendix I.

**4.0 PUBLIC SCOPING COMMENT SUMMARY**

**4.1 OVERVIEW**

The Scoping Period extended from September 8, 2008 through November 7, 2008. There were numerous opportunities for interested parties to submit both written comments and/or verbal comments. During the Scoping Period a total of 340 documents were received from 295 individuals, groups and agencies. Comments were reviewed



and responded to individually. Refer to Appendix J for a copy of comments received and Appendix K for the responses.

All the comments were compiled, reviewed and analyzed to obtain public input on the project purpose and need, to identify appropriate alternatives for addressing the purpose and need, and to identify those environmental issues associated with the proposed project that require detailed analysis in the DEIS. The issues identified are summarized below, according to the following categories:

- Purpose and need for the project
- Alternatives
- Environmental benefits and impacts

#### **4.1.1 PURPOSE AND NEED FOR THE PROJECT**

Comments received did not impact the purpose and need as written in the AA.

#### **4.1.2 ALTERNATIVES**

Comments received on LRT 1A, LRT 3A, and LRT 3C included station locations, park and rides, routings between stations, and land uses around station locations. All comments received are included in the DEIS scope.

As noted in Section 2.0 of this report, requests for the inclusion of one new alternative, LRT 3E, and one new Sub-alternative, LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-alternative) were received during the Scoping Process. LRT 3E has been excluded from the DEIS scope. The LRT 3C (11<sup>th</sup>/12<sup>th</sup>) Sub-alternative will be included as a Sub-alternative or “design option” to LRT 3C.

#### **4.1.3 ENVIRONMENTAL BENEFITS AND IMPACTS**

Numerous comments were received on the environmental benefits and impacts of the proposed project. All comments received are included in the DEIS scope, which is provided below in Section 5.2 below.

## **5.0 SCOPING DECISION**

### **5.1 ALTERNATIVES TO BE EVALUATED**

Based upon the Scoping results, three LRT alternatives and the Enhanced Bus alternative are proposed for inclusion in the DEIS. The alternatives include proposed station locations, park-and-ride facilities at stations, and routings between stations. As described in Section 2 of this report, the following alternatives including a No-Build Alternative, will be evaluated in the DEIS.

- **Light Rail Transit 1A:** Alternative 1A is shown in Figure 4.
- **Light Rail Transit 3A:** Alternative 3A is shown in Figure 4.
- **Light Rail Transit 3C:** Alternative 3C is shown in Figure 4.
- **LRT 3C Sub-Alternative:** As described in Section 6 of this report, the Southwest Technical Advisory Committee (TAC) met on January 15, 2009 and the Policy Advisory Committee (PAC) met on January 21, 2009 to consider two new proposed alternatives. At these meetings, the TAC and the PAC unanimously

voted and recommended the LRT 3C Sub-Alternative (excluding Blaisdell Avenue north of Franklin Avenue) warrants more analysis to determine if it is of sound engineering and performance. This sub-alternative, therefore, will be included in the Southwest DEIS.

- **Enhanced Bus:** The Enhanced Bus Option is shown in Figure 5.
- **No-Build Alternative**

## **5.2 SCOPE OF THE DEIS**

### **5.2.1 GENERAL**

- Purpose and Need
- Regulatory requirements
- Alternatives screening process and results

### **5.2.2 PROPOSED ACTION**

- An LRT maintenance and storage facility is likely to be needed. Candidate locations will be determined and disclosed in the DEIS.
- A Locally Preferred Alternative will be recommended.

### **5.2.3 BIOLOGICAL RESOURCES**

For each alternative, potential impacts to biological resources and proposed mitigation will be discussed in the DEIS. At a minimum, the following topics will be included:

- Plant communities
- Wildlife and habitats
- Threatened and endangered species and species of concern
- Potential for disruption of critical habitat
- Potential discharges to the streams and rivers and the effect on wildlife and aquatic life
- Potential construction impacts and mitigation

### **5.2.4 AIR QUALITY**

For each alternative, the potential impacts to air quality and emissions including proposed mitigation will be evaluated in the DEIS. In addition, at a minimum, the following topics will be discussed:

- Potential climate effects
- Potential construction impacts and mitigation

### **5.2.5 WATER RESOURCES**

Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation for each alternative. Findings will be discussed in the DEIS. At a minimum, the analyses will include:

- Hydrology
- Potential impacts to water quality
- Potential impacts to wetlands
- Potential construction impacts and mitigation

### **5.2.6 GEOLOGY AND SOILS**

For each alternative, potential impacts to geology and soils will be discussed in the DEIS. At a minimum, the following topics will be included:

- Potential soil erosion
- Potential construction impacts and mitigation

### **5.2.7 LAND USE AND SOCIOECONOMICS**

For each alternative, the potential benefits and impacts to land use, neighborhoods, and socioeconomics will be evaluated in the DEIS and potential mitigation will be discussed. At a minimum, the following topics will be included:

- Compatibility with current zoning and local land use planning
- Potential impacts to neighborhoods, community facilities and services
- Demographic and socioeconomic factors
- Environmental justice
- Potential effects to existing land uses, housing, and property values
- Potential impacts to publicly held lands, open space and parklands, and off-road trails
- Impacts to and proposed mitigation to designated park, open space, sanctuaries, and other eligible properties under Section 4(f) and Section 6(f)
- The potential beneficial and adverse impacts of the stations, and potential mitigation for any adverse effects
- Impacts of LRT structures, facilities, power and substations, signal bridges, and proposed mitigation
- Potential displacements and relocations
- Potential construction impacts and mitigation

### **5.2.8 VISUAL IMPACTS AND AESTHETICS**

For each alternative, potential impacts of the project and proposed mitigation on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in the DEIS.

### **5.2.9 CULTURAL RESOURCES**

Determination of eligible historic properties, impacts, and mitigation will be assessed in the DEIS. At a minimum, the following topics will be included:

- The Section 106 process for determination of the area of potential effects, eligibility, adverse effects, and treatment (proposed mitigation)

- Properties eligible for protection under Section 4(f)
- Potential construction impacts and mitigation

#### **5.2.10 HAZARDOUS MATERIALS**

For each alternative, the location of known sites or potential sites containing hazardous or regulated materials, and the potential impacts and proposed mitigation of constructing the project on these sites will be assessed in the DEIS.

#### **5.2.11 ENERGY**

Energy use associated with constructing and operating project will be assessed in the DEIS.

#### **5.2.12 SAFETY**

Safety and security issues associated with each alternative for LRT, roadways, bicycles, pedestrians, station access, and proposed mitigation to avoid and reduce risks will be assessed in the DEIS.

Issues associated with the construction and operation of the project on police, fire, and medical emergency transport and proposed mitigation to avoid and reduce the effects will be assessed in the DEIS.

#### **5.2.13 NOISE AND VIBRATION**

For each alternative, noise and vibration impacts of the project and the proposed mitigation will be assessed in the DEIS pursuant to Federal Transit Administration guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

#### **5.2.14 TRANSPORTATION**

At a minimum, the following transportation related topics will be assessed in the DEIS for each alternative:

- Potential effects and proposed mitigation to pedestrian and bicycle trails outside of public street rights of way.
- Potential impacts to roadways and traffic and proposed mitigation
- Potential impacts to existing bike and pedestrian facilities and proposed mitigation
- The relationships and alterations to existing and programmed public transit system(s)
- Impacts of park and ride facilities, parking, and associated traffic
- Impacts of the proposed project on transportation facilities and services, on-street parking, freight rail and trucking
- Potential construction impacts and mitigation

#### **5.2.15 COSTS AND FUNDING**

Capital funding strategies including cost estimates, funding secured to date, and the capital financing approach of the project for each alternative will be discussed in the DEIS.

**5.3 ISSUES OUTSIDE THE SCOPE OF THE DRAFT EIS**

The following topics will not be discussed in the DEIS:

- The impacts and proposed mitigation associated with the potential relocation of the freight line in St. Louis Park, which is an independent study being undertaken by Hennepin County
- Transit modes other than LRT and bus
- Wild and Scenic Rivers
- Coastal Zones

**5.4 IDENTIFICATION OF PERMITS**

The DEIS will include a list of permits that will be required for the applicants to construct the project. The following table presents a preliminary list.

Permit/Decision	Jurisdiction
<b>Federal Approvals</b>	
Environmental Impact Statement Record of Decision	Federal Transit Authority
Environmental Impact Statement Adequacy Recommendation	Environmental Protection Agency
Section 4(f) Determination	Federal Transit Authority
Section 106 Consultation/Programmatic Agreement	Federal Transit Authority Advisory Council on Historic Preservation US Army Corps of Engineers
Section 404 Wetland Permit	US Army Corps of Engineers
Section 10 of the Rivers and Harbors Act - Permit	US Army Corps of Engineers
Section 9 of the Rivers and Harbors Act - Permit	US Coast Guard
Permit to Cross Federal Aid Highway	Federal Highway Administration
<b>Minnesota State Approvals</b>	
Section 106 of the National Historic Preservation Act – Memorandum of Agreement	State Historic Preservation Office
Right-of-way Permit	Department of Transportation
National Pollutant Discharge Elimination System Permit	Pollution Control Agency
Section 401 Water Quality Certification	Pollution Control Agency
Public Waters Wetland Permit	Department of Natural Resources
Water Appropriation Permit	Department of Natural Resources
Hazardous Materials Management Plan	Pollution Control Agency
Noxious Weed Management Plan	Department of Agriculture
<b>Local Approvals</b>	

Southwest Transitway Scoping Summary Report

Permit/Decision	Jurisdiction
Road Crossing/Right-of-Way Permits	Hennepin County City of Eden Prairie, City of Minnetonka, City of Hopkins, City of Edina, City of St. Louis Park City of Minneapolis
Utility Permits	City of Eden Prairie, City of Minnetonka, City of Hopkins, City of Edina, City of St. Louis Park City of Minneapolis
Building Permits	City of Eden Prairie, City of Minnetonka, City of Hopkins, City of Edina, City of St. Louis Park City of Minneapolis
Municipal Consent	City of Eden Prairie, City of Minnetonka, City of Hopkins, City of Edina, City of St. Louis Park City of Minneapolis
Driveway Access Permits	City of Eden Prairie, City of Minnetonka, City of Hopkins, City of Edina, City of St. Louis Park City of Minneapolis
Sediment and Erosion Control Permits	City of Eden Prairie, City of Minnetonka, City of Hopkins, City of Edina, City of St. Louis Park City of Minneapolis Minnehaha Creek Watershed District
Wetland Conservation Act Permit	City of Eden Prairie, City of Minnetonka, City of Hopkins, City of Edina,

Permit/Decision	Jurisdiction
	City of St. Louis Park City of Minneapolis Minnehaha Creek Watershed District

**5.5 SCHEDULE**

- January 2009 through September 2009 - Evaluation of Alternatives: Recommendation to Screen Alternatives, Selection Locally Preferred Alternative
- September 2009 through December 2009 – Finalize DEIS
- December 2009 – Publish DEIS

## **6.0 LIST OF APPENDICES**

**Appendix A- Federal Register and Minnesota EQB Monitor Publications**

**Appendix B - Scoping Information Booklets- English, Hmong, Somali,  
Spanish**

**Appendix C - Public Outreach**

**Appendix D - Scoping Meeting Boards**

**Appendix E - Presentation at Public Hearing**

**Appendix F - Scoping Meetings Sign-In Sheets**

**Appendix G - Agency Coordination Plan**

**Appendix H - Agency Invitation Letters**

**Appendix I - Agency Scoping Meeting**

**Appendix J - Scoping Comments**

**Appendix K – Southwest Transitway Scoping Report  
(Comments/Responses)**

**Appendix L – Technical Memorandum 2: LRT 3E Alternative**

**Appendix M – Technical Memorandum 1: LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative)**



**Appendix A- Federal Register and Minnesota EQB Monitor Publications**

of American Statistical Association, June 1971). A 1964 California Driver Record Study prepared by the California Department of Motor Vehicles concluded that the best overall crash predictor for both concurrent and nonconcurrent events is the number of single convictions. This study used 3 consecutive years of data, comparing the experiences of drivers in the first 2 years with their experiences in the final year.

Applying principles from these studies to the past 3-year record of the 23 applicants, two of the applicants had a traffic violation for speeding, one of the applicants had a traffic violation for failure unsafe lane changes, one of the applicants had a traffic violation for following another vehicle too closely, and four of the applicants were involved in crashes. The applicants achieved this record of safety while driving with their vision impairment, demonstrating the likelihood that they have adapted their driving skills to accommodate their condition. As the applicants' ample driving histories with their vision deficiencies are good predictors of future performance, FMCSA concludes their ability to drive safely can be projected into the future.

We believe the applicants' intrastate driving experience and history provide an adequate basis for predicting their ability to drive safely in interstate commerce. Intrastate driving, like interstate operations, involves substantial driving on highways on the interstate system and on other roads built to interstate standards. Moreover, driving in congested urban areas exposes the driver to more pedestrian and vehicular traffic than exists on interstate highways. Faster reaction to traffic and traffic signals is generally required because distances between them are more compact. These conditions tax visual capacity and driver response just as intensely as interstate driving conditions. The veteran drivers in this proceeding have operated CMVs safely under those conditions for at least 3 years, most for much longer. Their experience and driving records lead us to believe that each applicant is capable of operating in interstate commerce as safely as he/she has been performing in intrastate commerce. Consequently, FMCSA finds that exempting these applicants from the vision standard in 49 CFR 391.41(b)(10) is likely to achieve a level of safety equal to that existing without the exemption. For this reason, the Agency is granting the exemptions for the 2-year period allowed by 49 U.S.C. 31136(e) and 31315 to 67 of the 23 applicants listed in the notice of August 12, 2008 (73 FR 46973).

We recognize that the vision of an applicant may change and affect his/her ability to operate a CMV as safely as in the past. As a condition of the exemption, therefore, FMCSA will impose requirements on the 23 individuals consistent with the grandfathering provisions applied to drivers who participated in the Agency's vision waiver program.

Those requirements are found at 49 CFR 391.64(b) and include the following: (1) That each individual be physically examined every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

#### Discussion of Comments

FMCSA received one comment in this proceeding. The comment was considered and discussed below.

Advocates for Highway and Auto Safety (Advocates) expressed opposition to FMCSA's policy to grant exemptions from the FMCSRs, including the driver qualification standards. Specifically, Advocates: (1) objects to the manner in which FMCSA presents driver information to the public and makes safety determinations; (2) objects to the Agency's reliance on conclusions drawn from the vision waiver program; (3) claims the Agency has misinterpreted statutory language on the granting of exemptions (49 U.S.C. 31136(e) and 31315); and finally (4) suggests that a 1999 Supreme Court decision affects the legal validity of vision exemptions.

The issues raised by Advocates were addressed at length in 64 FR 51568 (September 23, 1999), 64 FR 66962 (November 30, 1999), 64 FR 69586 (December 13, 1999), 65 FR 159 (January 3, 2000), 65 FR 57230 (September 21, 2000), and 66 FR 13825 (March 7, 2001). We will not address these points again here, but refer interested parties to those earlier discussions.

#### Conclusion

Based upon its evaluation of the 23 exemption applications, FMCSA exempts, William C. Ball, Terrence L. Benning, Rickie L. Boone, Robert S. Bowen, Dennis R. Buszkiewicz, Larry T. Byrley, Robert J. Clarke, Eldon D. Cochran, Alfred A. Constantino, James R. Corley, Larry D. Curry, Brian F. Denning, Michael W. Dillard, Kelly M. Greene, Sammy K. Hines, John H. Holmberg, Gary R. Lomen, Leonardo Lopez, Jr., Jeffrey F. Meier, James G. Mitchell, Billy R. Pierce, James A. Rapp, and Thomas P. Shank from the vision requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above (49 CFR 391.64(b)).

In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked if: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136 and 31315.

If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: September 17, 2008.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. E8-22226 Filed 9-22-08; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Preparation of an Environmental Impact Statement on the Proposed Southwest Transitway Project in Hennepin, Minnesota

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement on the Proposed Southwest Transitway Project in Hennepin County, Minnesota.

**SUMMARY:** The Federal Transit Administration (FTA) and the Hennepin County Regional Railroad Authority (HCRRA) are planning to prepare an environmental impact statement (EIS) for the proposed Southwest Transitway Project, a 14-mile corridor of transportation improvements that links Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis neighborhoods and

downtown Minneapolis. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), Minnesota Environmental Policy Act (MEPA) as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice of Intent (NOI) is to alert interested parties regarding the plan to prepare the EIS to provide information on the nature of the proposed transit project, to invite participation in the EIS process, including comments on the scope of the EIS, including the project purpose and need, the alternatives to be studied, and the potential social, economic, environmental and transportation impacts to be evaluated.

**DATES:** Written comments on the scope of the EIS by all interested individuals and organizations, public agencies, and Native American Tribes on the scope of the EIS, including the purpose and need for the proposed action; alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives; and the identification of any significant social, economic, or environmental issues relating to the alternatives are invited. Public scoping meetings will be held to accept comments on the scope of the EIS. The scoping meetings will be composed of a one hour public open house followed by a formal public hearing hosted by the HCRRRA and will be held at the following locations on the following dates:

*Tuesday, October 7, 2008:* 2 p.m. open house, 3 p.m. public hearing, Hennepin County Government Center, 300 South 6th Street, Minneapolis, MN 55487.

*Tuesday October 14, 2008:* 5 p.m. open house, 6 p.m. public hearing, St. Louis Park City Hall, 5005 Minnetonka Boulevard, St. Louis Park, MN 55416.

*Thursday, October 23, 2008:* 5 p.m. open house, 6 p.m. public hearing, Eden Prairie City Hall, 8080 Mitchell Road, Eden Prairie, MN 55344

The locations for all scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-9260; e-mail: [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us). Requests for special assistance should

be made two weeks in advance of the scheduled meeting.

Scoping materials will be available at the meetings and are available by clicking on the Southwest Transitway Web site at [www.southwesttransitway.org](http://www.southwesttransitway.org). Hard copies of the scoping materials are available from Ms. Katie Walker, AICP, at 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-2190; e-mail: [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us). An interagency scoping meeting will be scheduled with agencies having an interest in the proposed project.

In addition to receiving comments at the public hearings, the public may submit comments by e-mail, mail, fax, or via the Web site.

**ADDRESSES:** *Written Comments Should Be Sent To:* Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-2190; e-mail: [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us); Fax: (612) 348-9710; or can be made at [www.southwesttransitway.org](http://www.southwesttransitway.org). Comments will be accepted until 5 PM on November 7, 2008.

**FOR FURTHER INFORMATION, CONTACT:** Mr. David Werner at FTA, Region V, 200 West Adams Street, Suite 320, Chicago, Illinois 60606, Telephone: (312) 353-2789; e-mail: [David.Werner@dot.gov](mailto:David.Werner@dot.gov).

**SUPPLEMENTARY INFORMATION:** The Proposed Project would provide for transit improvements within the Southwest Corridor, which extends approximately 14 miles from downtown Minneapolis to Eden Prairie through St. Louis Park, Hopkins, and Minnetonka. The proposed project was the subject of an Alternatives Analysis (AA), which recommended three light rail transit (LRT) alternatives and one Enhanced Bus alternative for inclusion in an Environmental Impact Statement (EIS). The proposed project would provide high-frequency (7.5 minute peak), bi-directional transit service 20 hours per day seven days per week. Stations are proposed at ½ to 1 mile intervals providing service to key activity centers including, but not limited to, downtown Minneapolis, the new Twins Baseball Stadium, the Walker Art Center, the Minneapolis Convention Center, Eat Street, Uptown, Calhoun Village/ Commons, Methodist Hospital, Excelsior/Grand, Cargill, SuperValu, Opus, Golden Triangle, and the Eden Prairie Center Mall.

### Purpose and Need for the Project

The intent of the Southwest Transitway Project is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: (1) Improve mobility; (2) provide a cost-effective, efficient travel option; (3) protect the environment; (4) preserve and protect the quality of life in the study area and the region; and, (5) support economic development.

The Southwest Transitway was first identified as a potential transitway in the mid-1980s reflecting the projected strong growth for this area by the Metropolitan Council. Since the mid-1980s numerous studies by the Metropolitan Council, Mn/DOT, and Hennepin County have documented the transportation needs of the study area. These studies are available for review at the Southwest Transitway Web site [www.southwesttransitway.org](http://www.southwesttransitway.org). The Southwest Transitway is identified in the Metropolitan Council's Transportation Policy Plan (TPP) as a Tier 2 transitway [www.metrocouncil.org](http://www.metrocouncil.org).

With Southwest Transitway communities projected to encompass 25 percent of the regional employment base by 2030, the Twin Cities region needs to maintain the ability to travel to, from, and through Southwest Transitway communities efficiently, and at acceptable cost. The six communities that make up the Southwest Transitway study area need to accommodate additional transportation capacity while preserving the corridor's business advantages, environmental features, and quality of life for residents.

*Additional considerations supporting the project's need include:*

Declining mobility is being experienced by residents, workers and visitors to the study area. This is caused by travel resulting from the high employment and residential growth of the area, which is outstripping the capacity of the existing transportation system. Currently 27 percent of all regional trips begin or end in the corridor and 65 percent of the trips generated within the corridor stay in the corridor. The study area includes two of the region's largest employment centers, downtown Minneapolis with over 140,000 jobs, and Golden Triangle with over 50,000 jobs. Travel on area roadways has increased by 80 to 150 percent over the past 25 years. This has led to increasing congestion with no plans by the state, region or county to significantly expand the roadway system. The area is projected to

continue to grow with a significant portion of the 1 million people and 500,000 jobs the region expects to add by 2030 locating within the study area.

Competitive, reliable transit options are not available for many study area choice riders and transit dependent persons. Due to congested roadways and circuitous roadway networks, it is difficult to provide the significant travel time advantages that would attract choice riders to the transit system and to adequately serve transit-dependent people living in and around downtown Minneapolis attempting to access the growing job base in the study area. The study area roadway network is oriented north-south/east-west where development patterns have radiated outward from downtown Minneapolis on a diagonal. The number of transit-dependent people is growing in the study area, primarily in and around downtown Minneapolis. The roadway network through these neighborhoods is circuitous and has many one-way streets.

#### **Alternatives To Be Considered**

After a two-year study of transit alternatives, three light rail transit routes (Build Alternatives) have been identified for further evaluation in the EIS to determine which would best serve the study area. Other alternatives currently under consideration include a future No-Build Alternative, and a Transportation Systems Management (TSM) Alternative, also known as Enhanced Bus.

#### **Build Alternatives To Be Considered**

*Light Rail Transit 1A:* This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd. downtown Hopkins, Shady Oak Rd., Rowland Rd., TH 62, and TH 5.

*Light Rail Transit 3A:* This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis, the HCRRA property in St.

Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle area, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd. Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

*Light Rail Transit 3C:* This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28th Street), the Midtown Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at 4th St., 8th St., 12th St., Franklin Ave., 28th St., Lyndale Ave., Hennepin Ave., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

#### **No-Build Alternative**

The No-Build Alternative contemplates roadway and transit facility and service improvements (other than the proposed project) planned, programmed and included in the Financially Constrained Regional Transportation Policy Plan to be implemented by the Year 2030. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by the Metropolitan Council. The No-Build Alternative serves as the NEPA baseline against which environmental effects of other alternatives, including the proposed project, will be measured.

#### **Transportation Systems Management (TSM) Alternative**

The TSM Alternative (Enhanced Bus) is designed to provide lower cost, operationally-oriented improvements to address the project's purpose and need as much as possible without a major transit investment. It includes minor modifications to the existing express service, and would augment Metro Transit and SouthWest Transit service between Minneapolis and Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes

improvements identified in the No-Build Alternative.

In addition to the above described alternatives, other additional reasonable transit alternatives identified through the scoping process that provide similar transportation benefits while reducing or avoiding adverse impacts will be evaluated for potential inclusion in the EIS. Because of the sensitive adjacent land uses located in many parts of this corridor, all alternatives will need to consider a full range of design and mitigation solutions to enlist the support of local communities for the completion of this line.

#### **Probable Effects**

##### *The EIS Process and the Role of Participating Agencies and the Public*

The purpose of the EIS process is to explore in a public setting the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and the HCRRA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation; land use, zoning, and economic development; secondary development; land acquisition, displacements, and relocations; cultural resource, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration; energy use; safety and security; wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and the HCRRA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become "participating agencies," (2) provide an opportunity for involvement by participating agencies and the public in helping to define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS, and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An

invitation to become a participating agency, with the scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and the HCRRRA will not be able to identify all Federal and non-Federal agencies and tribes that may have such an interest. Any Federal or non-Federal agency or tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify, at the earliest opportunity, the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program will be developed and a Coordination Plan for public and interagency involvement will be created and posted on the project Web site at [www.southwesttransitway.org](http://www.southwesttransitway.org).

The public involvement program includes a full range of involvement activities including the project Web site (referenced above); outreach to local officials, community and civic groups, and the public; and development and distribution of project newsletters. Specific mechanisms for involvement will be detailed in the public involvement program.

The public and participating agencies are invited to consider and comment on this preliminary statement of the purpose and need for the proposed Southwest Transitway project. Suggestions for modifications to the statement of purpose and need for the proposed project are welcome and will be given serious consideration. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives are also welcome. There will be additional opportunities to participate in the scoping process at the public meetings announced in this notice.

The HCRRRA will be seeking New Starts funding for the proposed project under 49 U.S.C. 5309 and, therefore, will be subject to New Starts regulations (49 CFR Part 611). The New Starts regulation requires a planning Alternatives Analysis that leads to the selection of a locally preferred alternative and the inclusion of the locally preferred alternative as part of the long-range transportation plan adopted by the Metropolitan Council. The New Starts regulation also requires the submission of certain project-justification information in support of a request to initiate preliminary engineering, and this information is normally developed in conjunction with the NEPA process. Pertinent New Starts

evaluation criteria will be included in the Final EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations “Environmental Impact and Related Procedures” (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR part 800), the regulation implementing Section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the Department of Transportation Act (23 CFR 771.135), and Executive Orders 12898 on Environmental justice, 11988 on Floodplain Management, and 11990 on Wetlands.

Issued on September 18, 2008.

**Marisol R. Simon,**

*Regional Administrator, Region V, Federal Transit Administration.*

[FR Doc. E8–22257 Filed 9–22–08; 8:45 am]

**BILLING CODE 4910–57–P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the information collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period

soliciting comments on the following collection of information was published on June 18, 2008, and comments were due by August 18, 2008. No comments were received.

**DATES:** Comments must be submitted on or before October 23, 2008.

#### FOR FURTHER INFORMATION CONTACT:

Elizabeth Gearhart, Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone: 202–366–1867; or e-mail: [beth.gearhart@dot.gov](mailto:beth.gearhart@dot.gov). Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Shipbuilding Orderbook and Shipyard Employment.

*OMB Control Number:* 2133–0029.

*Type Of Request:* Extension of currently approved collection.

*Affected Public:* Owners of U.S. shipyards who agree to complete the requested information.

*Forms:* MA–832.

*Abstract:* MARAD collects this information from the shipbuilding and ship repair industry primarily to determine if an adequate mobilization base exists for national defense and for use in a national emergency.

*Annual Estimated Burden Hours:* 400 hours.

*Addresses:* Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

*Comments Are Invited On:* Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency’s estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

**Authority:** 49 CFR 1.66.

Issued in Washington, DC on September 15, 2008.

**Leonard Sutter,**

*Secretary, Maritime Administration.*

[FR Doc. E8–22135 Filed 9–22–08; 8:45 am]

**BILLING CODE 4910–81–P**



Publication Date: September 8, 2008  
Vol. 32, No.18

Next Publication: September 22, 2008  
Submission Deadline: September 15, 2008

# EQB MONITOR

## ENVIRONMENTAL ASSESSMENT WORKSHEETS

EAW Comment Deadline: October 8, 2008

### New EAW Form & AUAR Guidance Now Posted

The EQB has posted revised versions of the EAW form and the Alternative Urban Areawide Review (AUAR) process guidance at its website. These versions supersede all previous versions and should now be used when initiating an EAW or AUAR (except for feedlots EAWs which have their own custom form). The new EAW form and AUAR guidance can be accessed and downloaded from: [www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm](http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm). The EAW form is available in two formats: as an rtf file for electronic preparation or as a pdf file that can be printed and filled out as a paper form.

The guidance document *EAW Guidelines* has not been updated at this time. Although some of its content is outdated, that document (February 2000 edition) still contains useful information and should be consulted when completing the EAW form. It is available at the same website location as the EAW form. An updated version is planned to accompany the next revision of the EAW form (date uncertain).

Any questions about the new form or guidance should be directed to the EQB staff at 651-201-2492.

The *EQB Monitor* is a biweekly publication of the Environmental Quality Board that lists descriptions and deadlines for Environmental Assessment Worksheets, Environmental Impact Statements, and other notices. The *EQB Monitor* is posted on the Environmental Quality board home page at <http://www.eqb.state.mn.us/>.

Upon request, the *EQB Monitor* will be made available in an alternative format, such as Braille, large print, or audio tape. For TTY, contact Minnesota Relay Service at 800-627-3529 and ask for Department of Administration. For information on the *EQB Monitor*, contact:

Minnesota Environmental Quality Board  
658 Cedar St., 300 Centennial Office Building  
St. Paul, MN 55155-1388  
Phone: 651-201-2480  
Fax: 651-296-3698  
<http://www.eqb.state.mn.us>

**Project Title: McDonough Farms Development**

**Description:** The McDonough Farms Development includes the conversion of approximate 51.4 acres of agricultural land use to warehouse/light industrial use located between Interstate 35 and County Road 76 (Acorn Trail) in Section 1, Wells Township, Rice County, approximately one mile north of Faribault, Minnesota. Development of warehousing/light industry started on the site in 2006 with Met-Con (82,723 sq. ft), a storage/warehouse building (6,720 sq ft) and Malt-O-Meal (149,940 sq ft) previously constructed. Additional projects are proposed including an approximate 130,000-135,000 sq ft assembly and metal fabrication building for a total of approximately 374,383 sq ft of warehouse/light industrial use.

**RGU:** Rice County

**Contact Person:**

Julie Runkel  
Planning Director  
Rice County Planning and Zoning  
320 NW 3<sup>rd</sup> Street  
Faribault, MN 55021  
Phone: 507-332-6113  
Fax: 507-332-6227  
Email: jrunkel@co.rice.mn.us

**Project Title: R & R Thier Feedlot Expansion**

**Description:** R & R Thier Feedlots, Inc., located in Section 26 of Olney Township, Nobles County, is proposing to expand its existing 2,920-animal unit (AU) site of beef finishing cattle by 2,080 AUs, for a total of 5,000 AUs of beef finishing cattle. The existing cattle AUs are currently housed in a 100-foot by 720-foot total confinement barn and eight open lots with runoff controls. An existing above-ground, fiberglass-lined steel tank stores the runoff from existing lots. The proposed expansion will include the construction of ten open lots with runoff controls, and a retention pond to collect any manure contaminated runoff. A perimeter draintile will be constructed around the proposed retention pond.

A copy of the Environmental Assessment Worksheet will be posted on the Minnesota Pollution Control Agency Web site, at the following: <http://www.pca.state.mn.us/news/eaw/index.html>

**RGU:** Minnesota Pollution Control Agency

**Contact Person:**

Nancy Drach  
Planner Principal  
Environmental Review and Feedlot Section  
Regional Division  
Minnesota Pollution Control Agency  
520 Lafayette Road North  
St. Paul, MN 55155-4194  
Phone: 651-297-18236  
Email: [nancy.drach@state.mn.us](mailto:nancy.drach@state.mn.us)

**Project Title: TH 95 Improvement Project Environmental Assessment**

**Description:** The Environmental Assessment (EA) documenting the impacts of the proposed action for the Trunk Highway (TH) 95 Project located in the City of Princeton and Mille Lacs County is available for review. The proposed scope of the project includes reconstructing TH 95 as a four-lane divided roadway from approximately 2,060 feet east of 13<sup>th</sup> Avenue to approximately 1,730 feet west of Mille Lacs County State Aid Highway 31. Left and right turn lanes, frontage roads, and storm water management improvements are also proposed as part of the preferred alternative. Copies of the EA are being distributed to those agencies on the current MEQB document review list and others. The comment period will begin on **September 8, 2008** and will extend through **October 8, 2008**.

Copies of the EA, which documents the purpose and need of the project, alternatives considered, and the anticipated social, economic, and environmental impacts, are available for public review beginning September 8<sup>th</sup> at the following locations:

- Princeton City Hall, 705 2<sup>nd</sup> Street North, Princeton, Minnesota 55371
- Mille Lacs County Highway Department, 565 8<sup>th</sup> Street NE, Minnesota 556353
- Princeton Area Library – 100 4<sup>th</sup> Avenue South, Princeton, Minnesota 55371
- East Central Regional Library – Cambridge Branch, 244 South Birch Street, Cambridge, MN 55008

The EA can be made available in alternative formats to individuals with disabilities by calling Mark Karnowski, Princeton City Administrator at 763-389-2040 or to individuals who are hearing or speech impaired by calling the Minnesota Relay Service at (800)627-3529 or 651-296-9930 TTY.

To afford an opportunity for all interested persons, agencies and groups to comment on the EA, an open house/public hearing meeting has been scheduled for Thursday, September 25, 2008, at the Princeton City Hall, 705 2<sup>nd</sup> Street North, in the City of Princeton. The open house will begin at 6:00 p.m. and the official public hearing will start at 6:30 p.m. Representatives from the City of Princeton, Mille Lacs County, along with their consultant Short Elliott Hendrickson Inc. (SEH), will be present to answer questions during the meeting. Individuals with a disability who need a reasonable accommodation to participate in the public meeting, please contact the City Administrator or through the Minnesota Relay Service at the telephone numbers listed above, as soon as possible.

**Project Proposer:** Mille Lacs County

**RGU:** Minnesota Department of Transportation

**Contact Person:**

Mark Karnowski  
Princeton City Administrator  
705 2<sup>nd</sup> Street North  
Princeton, MN 55371  
Phone: 763-389-2040  
Email: [mark@princetonmn.org](mailto:mark@princetonmn.org)



**Project Title: Settlers Ridge**

**Description:** Settlers Ridge and Settlers Glen are made up of a total of 97.24 acres located in Section, 1, Township 34, Range 26, Livonia Township in Sherburne County, Minnesota. 97.24 acres will be divided into 32 single family residential lots at least 2.5 acres in size and one outlot. The lots will be served by individual private wells and septic systems.

**RGU:** Sherburne County

**Contact Person:**

Lynn Waytashek  
Assistant Zoning Administrator  
13880 Highway 10  
Elk River, MN 55330  
Phone: 763-241-2900  
Fax: 763-241-2910  
Email: [Lynn.Waytashek@co.sherburne.mn.us](mailto:Lynn.Waytashek@co.sherburne.mn.us)

**Project Title: City of Ironton Water Tower Demolition**

**Description:** The City of Ironton anticipates demolishing and removing their old elevated water storage tank (water tower) which is no longer in service. The structure will be completely demolished and removed from the existing site. The water tower is located south of Town Line Road (Twp. Rd. 220) between Irene Ave and Viola Ave.

**RGU:** City of Ironton

**Contact Person:**

Rosemary Caddy  
City Clerk-Treasurer  
P.O.Box 97  
Ironton, MN 56455-0097  
Phone: 218-546-5625

**Project Title: Chandler 115 kV Transmission Line**

**Description:** Great River Energy, wholesale power supplier to Nobles Cooperative Electric and 27 other distribution cooperatives in Minnesota and Wisconsin, is planning to reconstruct and upgrade 1 mile of existing 69 kV (69,000 volt) overhead electric transmission line to a 115 kV (115,000 volt) transmission line. The line is located along the south side of Section 18, T105N, R42W of Fenton Township in Murray County. Due to the age and reliability concerns of this segment of line, it is imperative that it be built as soon as possible. Due to ongoing load growth in the area along with additional interconnections for wind generation, the line will be permitted, designed and constructed to 115 kV standards. It will continue to operate at 69 kV until the adjoining transmission systems are upgraded to 115kV.

A copy of the Environmental Assessment (EA) for the project is available at the Murray County Auditor's Office, and Murray County Environmental Services' Office.

The EA is also available on the Murray County website: <http://murray-countymn.com>

**RGU:** Murray County

**Contact Person:**

Jean Christoffels  
Zoning Administrator  
Murray County  
2500 28<sup>th</sup> Street  
P.O. Box 57  
Slayton, MN 56172  
Phone: 507-836-6148 Ext. 160  
Fax: 507-836-8904  
Email: [jchristoffels@co.murray.mn.us](mailto:jchristoffels@co.murray.mn.us)

## **EAW NEED DECISIONS**

The noted responsible governmental unit has made a decision regarding the need for an EAW in response to a citizen petition.

- Roseville City Council, Applewood Pointe at Langton Lake. Denied.

## **EIS NEED DECISIONS**

The responsible governmental unit has determined the following projects do not require preparation of an EIS. The dates given are, respectively, the date of the determination and the date the EAW notice was published in the *EQB Monitor*.

- Sauk Rapids Township, Kraemer Sauk Rapids Quarry, August 27, 2008, (June 16, 2008).

## **SCOPING EAW and DRAFT SCOPING DECISION DOCUMENT**

**Project Title:** Keetac Mine Expansion Project

**Description:** U. S. Steel proposes to restart and idled production line and expand the mine pit at its Keetac taconite mine and processing facility. The proposed project would increase Keetac's iron pellet production output by 3.6 million long tons to a total output of 9.6 million long tons per year. The Department of Natural Resources (DNR) and the U. S. Army Corps of Engineers (USACE) are going to prepare a joint Environmental Impact Statement (EIS) that will satisfy both state and federal environmental

review requirements for the project. The DNR and USACE invite comments on the proposed EIS scope during the 30-day scoping period that concludes Wednesday, October 8, 2008, at 4:30 p.m.

The DNR will hold a public scoping meeting on Wednesday, October 1, 2008, beginning at 6:30 p.m., at the Nashwauk-Keewatin High School, 400 Second Street, Nashwauk, Minnesota.

Public review copies of the Scoping EAW and Draft Scoping Decision Document have been placed at the following locations:

DNR Library  
500 Lafayette Road, St. Paul

DNR Regional Headquarters  
1201 East Highway 2, Grand Rapids

Duluth Public Library  
520 West Superior Street, Duluth

Minneapolis Public Library – Technology and Science  
250 Marquette Avenue, Minneapolis

Hibbing Public Library  
2020 E 5<sup>th</sup> Avenue, Hibbing

Keewatin Public Library  
125 3<sup>rd</sup> Avenue West, Keewatin

The Scoping EAW/Draft Scoping Decision Document can also be viewed on DNR's website at [www.dnr.state.mn.us/input/environmentalreview/keetac/index.html](http://www.dnr.state.mn.us/input/environmentalreview/keetac/index.html).

Please address any comments to the contact below, or send an email to [environmental.review@dnr.state.mn.us](mailto:environmental.review@dnr.state.mn.us). Please include the words, "Keetac Mine Expansion Project" in the subject line of the email. All emails should include a name and legal mailing address.

**RGU:** Minnesota Department of Natural Resources

**Contact Person:**

Erik Carlson  
Principal Planner  
Environmental Policy and Review Unit  
MN Department of Natural Resources  
Division of Ecological Services  
500 Lafayette Road, Box 25  
St. Paul, MN 55155-4025  
Phone: 651-259-5162  
Fax: 651-297-1500

## NOTICE OF EIS PREPARATION

**Project Title:** Southwest Transitway

**Description:** The Federal Transit Administration (FTA) and the Hennepin County Regional Railroad Authority (HCRRA) are planning to prepare an environmental impact statement (EIS) for the proposed Southwest Transitway Project, a 14-mile corridor of transportation improvements that links Eden Prairie, Minnetonka,

Edina, Hopkins, St. Louis Park, and Minneapolis neighborhoods and downtown Minneapolis. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), Minnesota Environmental Policy Act (MEPA) as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice of Intent (NOI) is to alert interested parties regarding the plan to prepare the EIS to provide information on the nature of the proposed transit project, to invite participation in the EIS process, including comments on the scope of the EIS, including the project purpose and need, the alternatives to be studied, and the potential social, economic, environmental and transportation impacts to be evaluated.

**DATES:** Written comments on the scope of the EIS by all interested individuals and organizations, public agencies, and Native American Tribes on the scope of the EIS, including the purpose and need for the proposed action; alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives; and the identification of any significant social, economic, or environmental issues relating to the alternatives are invited. Public scoping meetings will be held to accept comments on the scope of the EIS. The scoping meetings will be composed of a one hour public open house followed by a formal public hearing hosted by the HCRRA and will be held at the following locations on the following dates:

Tuesday, October 7, 2008  
2:00 PM open house  
3:00 PM public hearing  
Hennepin County Government Center  
300 South 6<sup>th</sup> Street  
Minneapolis, MN 55487

Tuesday October 14, 2008  
5:00 PM open house  
6:00 PM public hearing  
St. Louis Park City Hall  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416

Thursday, October 23, 2008  
5:00 PM open house  
6:00 PM public hearing  
Eden Prairie City Hall  
8080 Mitchell Road  
Eden Prairie, MN 55344

The locations for all scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5<sup>th</sup> Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-9260; e-mail: Katie.Walker@co.hennepin.mn.us. Requests for special assistance should be made two weeks in advance of the scheduled meeting.

Scoping materials will be available at the meetings and are available by clicking on the Southwest Transitway Web site at [www.southwesttransitway.org](http://www.southwesttransitway.org). Hard copies of the scoping materials are available from Ms. Katie Walker, AICP, at the 417 North 5<sup>th</sup> Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-2190; e-mail: Katie.Walker@co.hennepin.mn.us. An interagency scoping meeting will be scheduled with agencies having an interest in the proposed project.

In addition to receiving comments at the public hearings, the public may submit comments by e-mail, mail, fax, or via the Web site.

**ADDRESSES:**

**WRITTEN COMMENTS SHOULD BE SENT TO:** Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN

55401, Telephone: (612) 348-2190; e-mail: [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us);; Fax: (612) 348-9710; or can be made at <[www.southwesttransitway.org](http://www.southwesttransitway.org)>. Comments will be accepted until 5:00 PM on November 7, 2008.

FOR FURTHER INFORMATION, CONTACT: Mr. David Werner at FTA, Region V, 300 West Adams Street, Suite 320, Chicago, Illinois 60606, Telephone: (312) 353-2789; e-mail: [David.Werner@dot.gov](mailto:David.Werner@dot.gov).

#### SUPPLEMENTARY INFORMATION:

The Proposed Project would provide for transit improvements within the Southwest Corridor, which extends approximately 14 miles from downtown Minneapolis to Eden Prairie through St. Louis Park, Hopkins, and Minnetonka. The proposed project was the subject of an Alternatives Analysis (AA), which recommended three light rail transit (LRT) alternatives and one Enhanced Bus alternative for inclusion in an Environmental Impact Statement (EIS). The proposed project would provide high-frequency (7.5 minute peak), bi-directional transit service 20 hours per day seven days per week. Stations are proposed at ½ to 1 mile intervals providing service to key activity centers including, but not limited to, downtown Minneapolis, the new Twins Baseball Stadium, the Walker Art Center, the Minneapolis Convention Center, Eat Street, Uptown, Calhoun Village/Commons, Methodist Hospital, Excelsior/Grand, Cargill, SuperValu, Opus, Golden Triangle, and the Eden Prairie Center Mall.

#### *Purpose and Need for the Project*

The intent of the Southwest Transitway Project is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: (1) improve mobility; (2) provide a cost-effective, efficient travel option; (3) protect the environment; (4) preserve and protect the quality of life in the study area and the region; and, (5) support economic development.

The Southwest Transitway was first identified as a potential transitway in the mid-1980s reflecting the projected strong growth for this area by the Metropolitan Council. Since the mid-1980s numerous studies by the Metropolitan Council, Mn/DOT, and Hennepin County have documented the transportation needs of the study area. These studies are available for review at the Southwest Transitway Web site <[www.southwesttransitway.org](http://www.southwesttransitway.org)> The Southwest Transitway is identified in the Metropolitan Council's Transportation Policy Plan (TPP) as a Tier 2 transitway. <[www.metrocouncil.org](http://www.metrocouncil.org)>.

With Southwest Transitway communities projected to encompass 25 percent of the regional employment base by 2030, the Twin Cities region needs to maintain the ability to travel to, from, and through Southwest Transitway communities efficiently, and at acceptable cost. The six communities that make up the Southwest Transitway study area need to accommodate additional transportation capacity while preserving the corridor's business advantages, environmental features, and quality of life for residents.

#### *Additional considerations supporting the project's need include:*

Declining mobility is being experienced by residents, workers and visitors to the study area. This is caused by travel resulting from the high employment and residential growth of the area, which is outstripping the capacity of the existing transportation system. Currently 27 percent of all regional trips begin or end in the corridor and 65 percent of the trips generated within the corridor stay in the corridor. The study area includes two of the region's largest employment centers, downtown Minneapolis with over 140,000 jobs, and Golden Triangle with over 50,000 jobs. Travel on area roadways has increased by 80 to 150 percent over the past 25 years. This has led to increasing congestion with no plans by the state, region or county to significantly expand the roadway system. The area is projected to continue to grow with a significant portion of the 1 million people and 500,000 jobs the region expects to add by 2030 locating within the study area.

Competitive, reliable transit options are not available for many study area choice riders and transit dependent

persons. Due to congested roadways and circuitous roadway networks, it is difficult to provide the significant travel time advantages that would attract choice riders to the transit system and to adequately serve transit-dependent people living in and around downtown Minneapolis attempting to access the growing job base in the study area. The study area roadway network is oriented north-south/east-west where development patterns have radiated outward from downtown Minneapolis on a diagonal. The number of transit-dependent people is growing in the study area, primarily in and around downtown Minneapolis. The roadway network through these neighborhoods is circuitous and has many one-way streets.

#### *Alternatives to be Considered*

After a two-year study of transit alternatives, three light rail transit routes (Build Alternatives) have been identified for further evaluation in the EIS to determine which would best serve the study area. Other alternatives currently under consideration include a future No-Build Alternative, and a Transportation Systems Management (TSM) Alternative, also known as Enhanced Bus.

#### *Build Alternatives to be Considered*

**Light Rail Transit 1A:** This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21<sup>st</sup> St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd. downtown Hopkins, Shady Oak Rd., Rowland Rd., TH 62, and TH 5.

**Light Rail Transit 3A:** This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5<sup>th</sup> Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle area, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21<sup>st</sup> St., West Lake St., Beltline Blvd. Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

**Light Rail Transit 3C:** This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28<sup>th</sup> Street), the Midtown Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at 4<sup>th</sup> St., 8<sup>th</sup> St., 12<sup>th</sup> St., Franklin Ave., 28<sup>th</sup> St., Lyndale Ave., Hennepin Ave., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

#### *No-Build Alternative*

The No-Build Alternative contemplates roadway and transit facility and service improvements (other than the proposed project) planned, programmed and included in the Financially Constrained Regional Transportation Policy Plan to be implemented by the Year 2030. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by the Metropolitan Council. The No-Build Alternative serves as the NEPA baseline against which environmental effects of other alternatives, including the proposed project, will be measured.

#### *Transportation Systems Management (TSM) Alternative*

The TSM Alternative (Enhanced Bus) is designed to provide lower cost, operationally-oriented improvements to address the project's purpose and need as much as possible without a major transit investment. It includes minor modifications to the existing express service, and would augment Metro Transit and SouthWest Transit service between Minneapolis and Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes improvements identified in the No-Build Alternative.

In addition to the above described alternatives, other additional reasonable transit alternatives identified through the scoping process that provide similar transportation benefits while reducing or avoiding adverse impacts will be evaluated for potential inclusion in the EIS. Because of the sensitive adjacent land uses located in many parts of this corridor, all alternatives will need to consider a full range of design and mitigation solutions to enlist the support of local communities for the completion of this line.

### *Probable Effects*

#### The EIS Process and the Role of Participating Agencies and the Public

The purpose of the EIS process is to explore in a public setting the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and the HCRRA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation; land use, zoning, and economic development; secondary development; land acquisition, displacements, and relocations; cultural resource, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration; energy use; safety and security; wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and the HCRRA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become "participating agencies," (2) provide an opportunity for involvement by participating agencies and the public in helping to define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS, and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating agency, with the scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and the HCRRA will not be able to identify all Federal and non-Federal agencies and tribes that may have such an interest. Any Federal or non-Federal agency or tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify, at the earliest opportunity, the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program will be developed and a Coordination Plan for public and interagency involvement will be created and posted on the project Web site at <[www.southwesttransitway.org](http://www.southwesttransitway.org)>.

The public involvement program includes a full range of involvement activities including the project Web site (referenced above); outreach to local officials, community and civic groups, and the public; and development and distribution of project newsletters. Specific mechanisms for involvement will be detailed in the public involvement program.

The public and participating agencies are invited to consider and comment on this preliminary statement of the purpose and need for the proposed Southwest Transitway project. Suggestions for modifications to the statement of purpose and need for the proposed project are welcome and will be given serious consideration. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives are also welcome. There will be additional opportunities to participate in the scoping process at the public meetings announced in this notice.

The HCRRA will be seeking New Starts funding for the proposed project under 49 U.S.C. 5309 and, therefore, will be subject to New Starts regulations (49 CFR Part 611). The New Starts regulation requires a planning Alternatives Analysis that leads to the selection of a locally preferred alternative and the inclusion of the locally preferred alternative as part of the long-range transportation plan adopted by the Metropolitan Council. The New Starts regulation also requires the submission of certain project-justification information in support of a request to initiate preliminary engineering, and this information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the Final EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500-1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800), the regulation implementing Section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the Department of Transportation Act (23 CFR 771.135), and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

## **NOTICE OF PUBLIC HEARING and ENVIRONMENTAL ASSESSMENT (EA) AVAILABILITY FOR THE WEST BELTLINE PROJECT**

### **Steele County**

Notice is hereby given that a Public Hearing will be held at 7:15 p.m. on September 23 2008 at the Steele County Boardroom located at 630 Florence Avenue, Owatonna, Minnesota. The purpose of the meeting is to gather public comments regarding the construction of CSAH 7/39<sup>th</sup> Avenue/West Beltline project in western Owatonna.

The Public Hearing will be held within a 30-day comment period for the Environment Assessment (EA). The comment period begins on September 8, 2008 and ends on October 8, 2008. The EA will be available for viewing at the following locations:

<http://www.co.steele.mn.us/ENGIN/engin.html>

Steele County Highway Department  
Steele County Annex  
635 Florence Avenue  
Owatonna, MN 55060

Owatonna Public Library  
105 North Elm Avenue  
Owatonna, MN 55060



The preferred alternative consists of constructing a new, 10-ton, two-lane, collector, rural roadway connecting SW 18<sup>th</sup> Street and existing US Highway 14 West on the west side of Owatonna including an overpass of the DM&E Railroad.

Questions regarding this project can be directed to:

Anita Benson, P.E.  
Steele County Engineer  
Phone: 50-444-7670

## NOTICES

### Notification of Releases of Genetically Engineered Organisms

File Number	Company	Crop	Project	County
08-NO-084	Syngenta	Corn	Insect Resistance	Goodhue

For more information contact Mary Hanks, Minnesota Department of Agriculture, 625 Robert St N., St. Paul, MN 55155, 651/201-6277, [mary.hanks@state.mn.us](mailto:mary.hanks@state.mn.us).

### Public Meeting Notice – North Central Regional Landscape Committee Minnesota Forest Resources Council

The North Central Regional Landscape Committee of the Minnesota Forest Resources Council (MFRC) will meet on Wednesday, September 10, 2008, from 9:30 a.m. – 2:00 p.m. in Grand Rapids at the Forest History Center.

For more information, please contact Lindberg Ekola at (320) 256-8300 or go to the calendar on the MFRC website at <http://www.frc.state.mn.us>.

### Public Meeting Notice – Northeast Regional Landscape Committee Minnesota Forest Resources Council

The Northeast Regional Landscape Committee of the Minnesota Forest Resources Council (MFRC) will meet on Wednesday, September 24, 2008, from 9:30 a.m. – 3:00 p.m. in Duluth at the Natural Resources Institute (NRRI) building.

For more information, please contact Lindberg Ekola at (320) 256-8300 or go to the calendar on the MFRC website at <http://www.frc.state.mn.us>.

**Appendix M –Technical Memorandum 1 - LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative)**



**SOUTHWEST**  
transitway

green means go.

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# Southwest Transitway Draft Environmental Impact Statement (DEIS)

## Scoping Technical Memorandum #1: Analysis of Alternative LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative)

Prepared by  
HDR Engineering, Inc.

January 2009



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## 1. BACKGROUND AND PURPOSE OF ANALYSIS

During the National Environmental Policy Act/Minnesota Environmental Policy Act (NEPA/MEPA) Scoping process for the Southwest Transitway Project (the Project) Draft Environmental Impact Statement (DEIS), Minneapolis City Councilmember Ralph Remington submitted a sub-alternative to the LRT 3C Alternative that was identified in the Alternatives Analysis (AA) for further evaluation in the DEIS. Councilmember Remington's sub-alternative has been labeled LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative).

This Technical Memorandum evaluates the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) to determine if it is a reasonable alternative that warrants inclusion in the DEIS.

Federal regulations governing the preparation of Environmental Impact Statements dictate that "The draft EIS shall evaluate all reasonable alternatives to the action and discuss the reason why other alternatives which may have been considered were eliminated from detailed study" (23 CFR 771.123). According to 40 CFR §1502.14, the DEIS "includes all reasonable alternatives which are rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them" (See also 46 Fed. Reg. 18026, question 1a).

The test of 'reasonableness' for alternatives is one that is determined with respect to Purpose and Need of the project. The Council on Environmental Quality (CEQ), the federal commission responsible for coordinating federal environmental efforts, establishes regulations that state "(w)hat constitutes a reasonable range of alternatives depends on the nature of the proposal and the facts in the case" (46 Fed. Reg. 18026, question 1b).

CEQ regulations further address reasonable alternatives as "those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (46 Fed. Reg. 18026, question 2b).

The U.S. Department of Transportation (USDOT) considers an alternative not feasible if it cannot be built as a matter of sound engineering judgment, and an alternative is not prudent if:

1. It compromises the project to a degree that it is unreasonable to proceed in light of its stated Purpose and Need;
2. It results in severe safety or operation problems;
3. After reasonable mitigation, it still causes severe social, economic, or environmental impacts, disruption to established communities, disproportionate impacts to minority or low income populations or severe impacts to environmental resources protected under other Federal statutes;
4. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors in paragraphs described above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude. (23 USC §771.135).

For purposes of this analysis, reasonable alternatives are those that:

- Are consistent with Regional and Local Planning
- Are based on sound engineering practices and are practical and feasible

- Perform as well or better than the LRT alternatives identified for inclusion in the Southwest Transitway DEIS
- Are consistent with the Purpose and Need for the Southwest Transitway

The proposed LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) will be evaluated on the criteria listed above to determine if it is a reasonable alternative and as such warrants inclusion in the Southwest Transitway DEIS.

## 2. DESCRIPTION OF THE LRT 3C (11<sup>TH</sup>/12<sup>TH</sup>) SUB-ALTERNATIVE

During the project Scoping comment period, Councilmember Remington submitted a letter containing a description of the sub-alternative to LRT 3C for evaluation (see Appendix B). Southwest Project Team staff met with aides to Councilmember Remington and Mayor R.T. Rybak as well as Minneapolis city planning and public works staff to refine the sub-alternative. The description of LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative), a general routing diagram and conceptual alignment plans that resulted from this dialogue is contained in Figure 1.

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would operate from Eden Prairie to downtown Minneapolis via the Opus/Golden Triangle area, the Hennepin County Regional Railroad Authority (HCRRA) property through Hopkins and St. Louis Park, and in the Midtown Corridor to the vicinity of Nicollet Avenue. At this point the sub-alternative would use either Blaisdell/LaSalle Avenues or 1<sup>st</sup> Avenue in a cut-and-cover tunnel from the Midtown Corridor to Franklin Avenue. North of Franklin the sub-alternative would operate on street to the vicinity of 11<sup>th</sup>/12<sup>th</sup> Street where it would turn west operating as a one-way pair<sup>1</sup> between Nicollet Mall and Royalston Avenue. At Royalston this sub-alternative would use the same routing as the LRT 1A and LRT 3A alternatives which interline with the Hiawatha LRT line on 5<sup>th</sup> Street through downtown Minneapolis.

Figure 1 illustrates a general routing diagram for LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) for the portion northeast of West Lake Street through downtown Minneapolis. Southwest of the West Lake Station the remainder of the alternative is assumed to be consistent with LRT 3C as described in the Southwest Transitway DEIS Scoping Information Booklet and is not described here.

For descriptive purposes only, the portion of the alignment from Midtown Corridor/Blaisdell through downtown Minneapolis was split into two segments: Segment 1 covers the area between the Midtown Corridor from Blaisdell to 1<sup>st</sup> Avenue and 12<sup>th</sup> Street from LaSalle Avenue to Nicollet Mall. Segment 2 covers the geographic area from Nicollet Mall and 11<sup>th</sup>/12<sup>th</sup> Streets to Royalston Avenue.

### **Segment A: Midtown Corridor/Blaisdell and 1<sup>st</sup> Avenue to Nicollet Mall/LaSalle and Nicollet Mall**

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would use the Midtown Corridor to either Blaisdell, Nicollet, or 1<sup>st</sup> Avenues. Running in a twin-track, bi-directional trackway in the Midtown Corridor, the LRT would turn north along one of these streets, entering cut-and-cover tunnel south of 28<sup>th</sup> Street. The shallow cut-and-cover tunnel would extend to Franklin Avenue. The LRT would emerge north of Franklin Avenue, running at street-grade and crossing over I-94 on either LaSalle Avenue or 1<sup>st</sup> Avenue. The bridge construction over I-94 has not been determined. Open-roof, below-grade stations would be located near 28<sup>th</sup> Street and near Franklin Avenue.

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<sup>1</sup> A one-way pair or one-way couplet is a pair of parallel, one-way streets, usually separated by a city block, that carry traffic in opposite directions.

Under the LaSalle Avenue option, the LRT would continue north to 12<sup>th</sup> and 11<sup>th</sup> streets with a station between 12<sup>th</sup> and 13<sup>th</sup> Streets. Under the 1<sup>st</sup> Avenue option, the LRT would cross over I-94 and travel to 15<sup>th</sup> Street. Near 15<sup>th</sup> Street (through the “Meter Farm”<sup>2</sup>), the LRT would turn northwesterly to run on Nicollet Avenue. The LRT would continue north within the Nicollet Avenue right-of-way to 11<sup>th</sup> and 12<sup>th</sup> streets. A station would be located between 12<sup>th</sup> and 13<sup>th</sup> Streets on Nicollet Avenue.

### **Segment B: Nicollet Mall and 11<sup>th</sup>/12<sup>th</sup> Streets to Royalston Avenue**

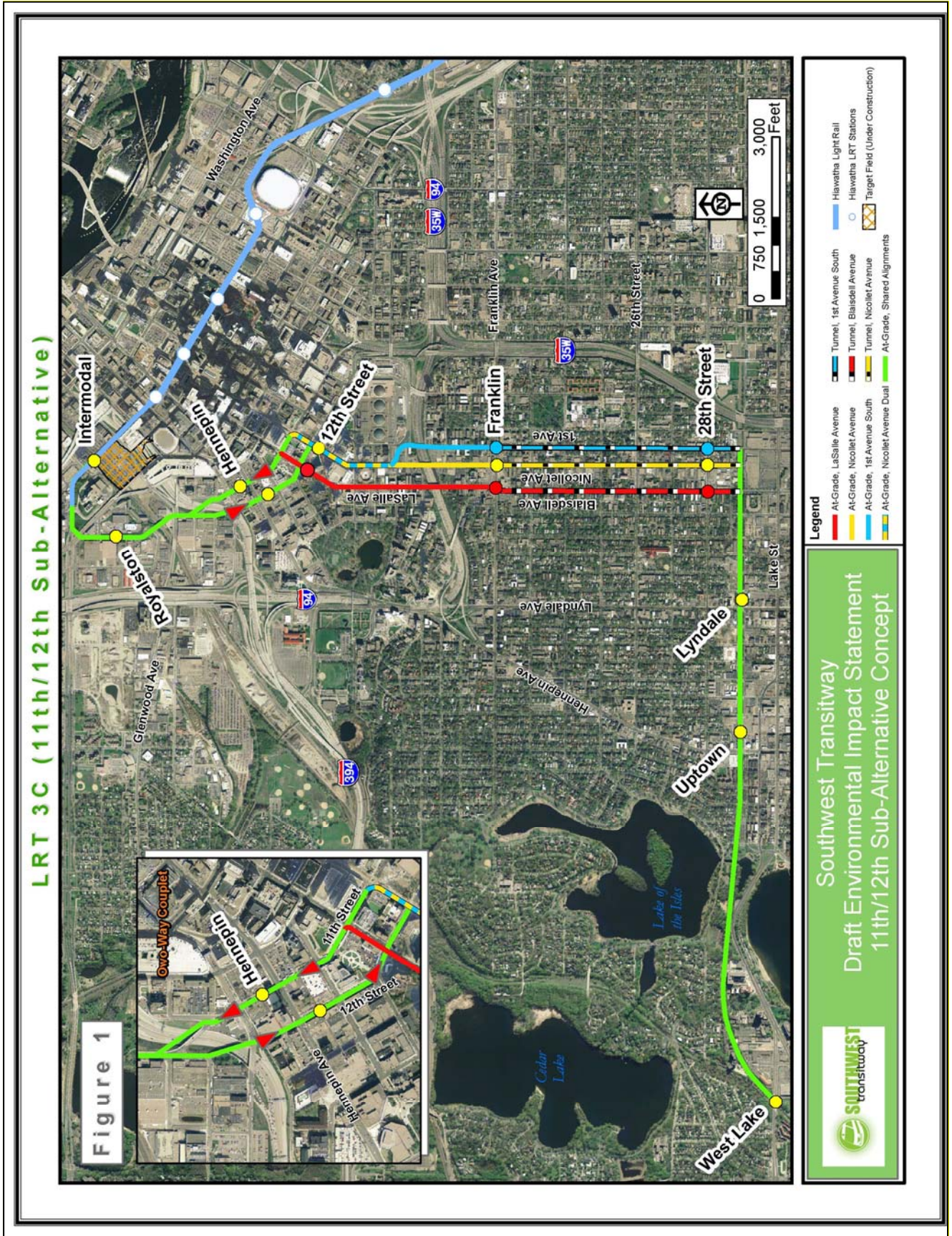
Under the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative), the LRT would continue north from Segment A (described above) as a twin-track guideway on either LaSalle Avenue or Nicollet Avenue. The alignment would turn west on 11<sup>th</sup> and 12<sup>th</sup> streets as a one-way pair. The inbound LRT track would use 11<sup>th</sup> Street on a trackway adjacent to the right curb line. Between Harmon Place and I-394, one traffic lane would be removed to make space for the trackway, reducing the overall through lanes from three to two. A station would be located between Hennepin Avenue and Hawthorne Avenue on the north side of 11<sup>th</sup> Street. This station would require a strip of right-of-way to be purchased from the adjacent property, which is currently used as a surface parking lot. The single LRT track would continue northbound across 11<sup>th</sup> Street and cross I-394 using a new bridge located north of the current roadway bridge. The inbound LRT track would join the outbound LRT track in the landscaped area between I-394 and Royalston Avenue.

The outbound LRT track would use 12<sup>th</sup> Street on a trackway adjacent to the right curb line. A station would be located between Hennepin Avenue and Harmon Place on the south side of 12<sup>th</sup> Street. The single LRT track would continue across the I-394 off ramp to 12<sup>th</sup> Street and cross I-394 using a new bridge located south of the current roadway bridge. The outbound LRT track would then cross 12<sup>th</sup> Street to join the inbound LRT track alignment. The LRT tracks would cross Glenwood Avenue at grade and continue north on the east side of Royalston Avenue. A new LRT bridge would be required over the Burlington Northern Santa Fe (BNSF) Railroad tracks, parallel to Royalston Avenue. The LRT tracks would continue north and cross 7<sup>th</sup> Street at grade using grade crossing signals, and interlining with the Hiawatha LRT tail tracks on the south side of 6<sup>th</sup> Avenue.

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<sup>2</sup> A parcel of land, owned by the City of Minneapolis, which is currently used as a metered parking lot.

Figure 1: LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative)





### 3. ASSUMPTIONS

The following assumptions about transit operations and the existing conditions were made when evaluating the proposed LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative).

#### 3.1 OPERATING ASSUMPTIONS ROUTING AND FREQUENCY

It is assumed that the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would interline with the Hiawatha LRT line on 5<sup>th</sup> Street. This assumption was also made for the LRT1A and LRT3A alternatives. The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is assumed to operate the same hours and frequency as the Hiawatha LRT line, LRT 1A, LRT 3A and LRT 3C alternatives as documented in the Southwest Transitway Alternatives Analysis (AA).

#### 3.2 EXISTING CONDITION ASSUMPTIONS

- Existing bridges over I-94 are assumed to be modified to accommodate LRT and not completely replaced;
- Each alignment includes a tunnel section beginning approximately at 28<sup>th</sup> Street and ending approximately at Franklin Avenue. Station platforms below grade with an open roof are located just beyond both ends of the tunnel. The tunnel and below-grade station configurations match those defined in the LRT C alignment in the AA for Nicollet Avenue;
- Right-of-way widths are based on field observations and GIS data, and are approximate values only;
- Each alignment seeks to minimize right-of-way acquisition. Where possible, proposed LRT trackway and lane configurations are designed to remain within existing street right-of-way;
- Blaisdell and LaSalle Avenue currently operate as one-way streets between the Midtown Corridor and Grant Street. 1<sup>st</sup> Avenue operates as a two-way street between the Midtown Corridor and Franklin Avenue, and as one-way street between Franklin Avenue and Grant Street. Blaisdell and LaSalle Avenues have two southbound lanes with parallel parking on both sides. 1<sup>st</sup> Avenue has two northbound lanes with parallel parking on both sides between Franklin Avenue and Grant Street;
- Vehicles would not be allowed to share the LRT tracks or cross the LRT tracks except at signalized intersection locations.
- The end-of-line of the Hiawatha is assumed to be as-built today with two sets of tail tracks; and
- The adopted *Access Minneapolis* plan includes the conversion of LaSalle Avenue and 1<sup>st</sup> Avenue North from one-way streets to two-way streets from downtown to Franklin Avenue. Both streets are also identified for the addition of bike lanes.

### 4. EVALUATION

To determine if the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is a reasonable alternative warranting inclusion in the DEIS the following criteria were applied:

1. Consistency with Regional and Local Planning defined as the Metropolitan Council's *2030 Transportation Policy Plan* (TPP), the Hennepin County *Transportation System Plan* (TSP), and the City of Minneapolis *Access Minneapolis* plan
2. Are of Sound Engineering Practices and are Practical and Feasible

3. Perform as well or better than the LRT alternatives identified for inclusion in the DEIS which are LRT 1A, LRT 3A, and LRT 3C
4. Consistency with the Purpose and Need Statement for the Southwest Transitway

#### **4.1 CONSISTENCY WITH REGIONAL AND LOCAL PLANNING**

For purposes of this analysis consistency with regional and local planning was defined as consistency with the Metropolitan Council's *2030 Transportation Policy Plan* (TPP) and the City of Minneapolis *Access Minneapolis* plan.

##### **4.1.1 METROPOLITAN COUNCIL TRANSPORTATION POLICY PLAN**

The TPP is the region's long-range plan for transportation, presenting the policies and plans of the Council to guide transportation improvements.<sup>3</sup> The TPP calls for planning and investment in multi-modal transportation options, establishing greater connections between land use, transportation, and population density, making efficient use of the regional transportation system, focusing highway investments first on maintenance and second on slowing congestion, building transit ridership, and encouraging local communities to implement an integrated transportation network. The plan specifically identifies investments in transitways and enhancing transit ridership through transit supportive policies as a key component of the region's transportation system. Metropolitan Council adopted an update to the TPP (adopted on December 15, 2004) on January 14, 2009.

In general, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) appears consistent with the goals of the TPP of expanding transit service to double transit ridership by 2030. The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) does provide a direct connection to the proposed downtown Minneapolis Intermodal Station which is consistent with the TPP policies to develop an integrated transit system. However, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) does recommend the use of Blaisdell and 1<sup>st</sup> Avenue which were not identified in the TPP for use as high frequency transitways.

##### **4.1.2 ACCESS MINNEAPOLIS PLAN**

The *Access Minneapolis* plan is the 10-year action plan for transportation improvements in the City of Minneapolis. The plan was adopted by the Minneapolis City Council on June 29, 2007.<sup>4</sup> The section on transit identifies LRT, BRT, and other forms of mass transit as service modes the city plans to implement, and recognizes the importance of supporting transit with density through land use policies. Methods of improving transit efficiency and ridership include developing information for passengers at transit stops and evaluating the "frequency, span, and coverage of service on PTN (Primary Transit Network) corridors" (City of Minneapolis, 2007-8).

##### Nicollet Mall

The adopted *Access Minneapolis* plan includes plans for Nicollet Mall to allow bicycle traffic and to utilize a reconfigured Metro Transit bus service using diesel hybrid green buses with free fares for service along Nicollet Mall. Bus service on Nicollet Mall will be marketed as a free downtown shuttle, a goal of numerous organizations like the Downtown Council, Minneapolis Transportation Management Organization (TMO), and Building Owners and Managers Association (BOMA). The plan also calls

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<sup>3</sup> The *2030 Transportation Policy Plan* can be accessed online at <http://www.metrocouncil.org/planning/transportation/TPP/2008/index.htm>.

<sup>4</sup> The *Access Minneapolis Plan* can be found online at: <http://www.ci.minneapolis.mn.us/public-works/trans-plan/ATPPProjects.asp>

for the return of bicycles on the Mall during the daytime. Currently, due to the high volume of buses, bicycles are prohibited from 6 a.m. to 6 p.m. on weekdays. Between Grant Avenue and 12<sup>th</sup> Street, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) may conflict with implementation of the plans for Nicollet Mall transit service and bicycle access.

In addition to changes on Nicollet Mall, bus service in downtown Minneapolis will soon be concentrated on Marquette and 2<sup>nd</sup> Avenues, where dual contra-flow<sup>5</sup> bus lanes are currently being constructed as part of the Urban Partnership Agreement (UPA). These transit corridors will provide enhanced access to local, express, and commuter buses traveling through downtown and using the entrance and exit ramps to I-35W. The consolidation of bus service to these streets will result in the relocation of the current bus routes using Nicollet Mall, with upwards of 80 buses per hour during peak periods serving these streets. The plans for this project are outlined in the *Access Minneapolis* plan. The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is not anticipated to conflict with this operational change.

### Bicycle Lanes

The adopted *Access Minneapolis* plan includes the conversion of Blaisdell/LaSalle Avenue and 1<sup>st</sup> Avenue South from one-way operations to two-way operations from North of Franklin Avenue to their termination points downtown. The plan also proposes the installation of bicycle lanes along Blaisdell and 1<sup>st</sup> Avenues. In addition, the plan specifies the re-striping of the bicycle lane on 11<sup>th</sup> Street to a standard width. The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) may complicate implementation of some of the bicycle lane plans as specified in the adopted *Access Minneapolis* Plan.

## **4.2 SOUND ENGINEERING**

For purposes of this analysis engineering issues including traffic impacts, new structures, right-of-way, parking, bicycle lanes, bridge impacts and access impacts were evaluated.

### **4.2.1 ACCESS ISSUES**

#### Number of Travel Lanes

While initial plans call for the train to be located in a shallow cut-and-cover tunnel between the Midtown Corridor and Franklin Avenue, both the Blaisdell and 1<sup>st</sup> Avenue options on Segment A would travel under and eventually on roadways classified as collectors<sup>6</sup>. To remain within or as close to existing right-of-way as possible, both Blaisdell and 1<sup>st</sup> Avenues are assumed to feature a twin-track LRT guideway flanked by a single traffic lane in each direction. Implementing the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would reduce the number of travel lanes on Blaisdell/LaSalle and 1<sup>st</sup> Avenue and will reduce their capacity for automobile traffic.

Along Segment B, 11<sup>th</sup> and 12<sup>th</sup> streets are classified as B-minor collectors.<sup>7</sup> Implementing the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) assumes a single-track LRT

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<sup>5</sup> A reversible lane (called a counterflow lane or contra flow lane in transport engineering nomenclature) is a lane in which traffic may travel in either direction, depending on certain conditions. Typically, it is meant to improve traffic flow during rush hours.

<sup>6</sup> The functional classification "collector" street means that the road typically provides for citywide trips and property access. Collectors in urban areas connect neighborhoods and minor business concentrations, and frequently connect to minor arterials. The streets serve short trips (1-4 miles), have parking restricted as necessary, carry between 1,000–15,000 vehicles per day, and have posted speed limits of 30-40 mph (30 mph in Minneapolis), with 60-150 feet for right-of-way.

<sup>7</sup> Minor collectors have the same general design criteria as other collectors (see footnote 6). B-minor collector streets, as with other minor collectors, typically feed into other collectors, or connect to minor arterials.

guideway replacing at least one traffic lane on both 11<sup>th</sup> and 12<sup>th</sup> streets, which will reduce their capacity for automobile traffic.

In the Segment B, where the LRT turns from either Nicollet or LaSalle Avenues onto 11<sup>th</sup> or 12<sup>th</sup> Streets from outside-lane to outside-lane would result in a full red intersection whenever a train moves through the intersection, which may have implications for the transit vehicles operating on Nicollet Mall and the traffic on 11<sup>th</sup> and 12<sup>th</sup> Streets.

#### Driveway/Parking Ramp Access

In Segment B, on there are no driveways between Nicollet Avenue and Harmon Place on the north side of 11<sup>th</sup> Street, but a loading/unloading lane between LaSalle Avenue and Harmon Place that would be cut off by the LRT trackway. There are several alleys and driveways between blocks on 11<sup>th</sup> and 12<sup>th</sup> Streets that would be cut off by LRT trackway. In order to maintain access, allowing vehicles to cross the trackway or installing a frontage road would be required.

### **4.2.2 BIKE LANE**

As discussed above in Section 4.2.2, If the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is implemented, some of the bicycle lane plans specified in the adopted *Access Minneapolis* Plan would be inconsistent.

In Segment B, on 11<sup>th</sup> and 12<sup>th</sup> Streets the remaining lane configuration, including the bicycle lane, would require modification within the remaining curb-to-curb width. The LRT track on 11<sup>th</sup> Street may affect implementation of the *Access Minneapolis* plan to widen the 11<sup>th</sup> Street bike lane to standard width.

### **4.2.3 ON-STREET PARKING**

To remain within the existing right-of-way, the twin-track LRT guideway would likely eliminate both parallel parking lanes on Blaisdell, LaSalle, and 1<sup>st</sup> Avenue. The single LRT guideway on the 11<sup>th</sup> and 12<sup>th</sup> Street pair would remove one lane of parallel parking along the right curb line of each street. Implementing the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would reduce the number of on-street parking spaces in downtown Minneapolis.

### **4.2.4 RIGHT-OF-WAY IMPACTS**

A segment of LaSalle Avenue, north of Groveland Avenue, has a right-of-way width of approximately 60 feet. This is not sufficient to accommodate a twin track LRT guideway, two lanes of vehicle traffic, and sidewalks. The LRT 3 C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) in this area is likely to require significant right-of-way acquisition.

In Segment B, the turning movement from Nicollet Mall onto 12<sup>th</sup> Street would utilize a minimum-radius (100') track curve, which requires additional right-of-way (from Peavey Plaza) to be purchased and reconstruction of the curb, sidewalk and ramps. It does not appear the curves will affect existing buildings.

## **4.2.5 TRAFFIC ISSUES**

### Below-Grade Station Platforms

The open-air, below-grade station platforms in Segment A would consume the full width of each street right-of-way between 29<sup>th</sup> Street and 28<sup>th</sup> Street and between 22<sup>nd</sup> Street and Franklin Avenue. This configuration would require the closure of the street to vehicle traffic within that block. The closure of either street would disrupt the operation of the one-way pair. It is likely that the other remaining street (either Blaisdell or 1<sup>st</sup> Avenue) would convert to a two-way street.

### I-394

The LRT tracks in Segment 2 would affect traffic operations at the I-394 interchange entrance and exit ramps off of 12<sup>th</sup> Street. LRT tracks would require separate grade crossing signals and gates, which require all traffic to stop on both sides of the freeway. Implementing the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would require additional study of the traffic operations and intersection geometry as well as discussions with the Federal Highway Administration (FHWA). See Appendix A.

## **4.2.6 POTENTIAL CONSTRUCTION IMPACTS**

The tunnel underneath either Blaisdell or 1<sup>st</sup> Avenue would likely be constructed using cut-and-cover techniques. This method would be severely disruptive to the adjacent residences and businesses along these streets, likely requiring full closure of segments of the roadway for extended periods of time.

## **4.2.7 BRIDGES**

### Midtown Corridor

Both the Blaisdell and 1<sup>st</sup> Avenue options in Segment A would impact the existing roadway bridges over the Midtown Corridor. These bridges serve traffic traveling north and south from Lake Street to downtown Minneapolis. The LRT guideway would transition from the Midtown Corridor onto either Blaisdell Avenue or 1<sup>st</sup> Avenue South below street-grade in order to enter the tunnel south of 28<sup>th</sup> Street. It is likely the existing bridges for both Blaisdell and 1<sup>st</sup> Avenue over the Midtown Corridor would have to be reconstructed to preserve north-south access to Lake Street. Additionally, the option on Blaisdell Avenue would affect southbound traffic flow at 28<sup>th</sup> Street. Currently, Nicollet Avenue becomes one-way southbound south of 28<sup>th</sup> Street. Southbound traffic then uses 29<sup>th</sup> Street heading west to Blaisdell Avenue to continue traveling south towards Lake Street. This is due to Nicollet Avenue ending at the Midtown Corridor. The LRT transition from the Midtown Corridor onto Blaisdell Avenue as described above and the reduction of southbound travel lanes on Blaisdell Avenue would affect this traffic movement. The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is likely to have circulation and traffic impacts for Blaisdell and 1<sup>st</sup> Avenue between 28<sup>th</sup> and Lake Street.

### I-94

Both the Blaisdell/LaSalle and 1<sup>st</sup> Avenue Segment A options would require partial reconstruction of the existing roadway bridges over I-94. The existing LaSalle and 1<sup>st</sup> Avenue bridges are not wide enough to accommodate a twin-track LRT guideway, two lanes of roadway, and sidewalks. A conceptual structural analysis of the bridges recommended that their concrete decks and select girders be replaced to handle LRT loading. See Appendix B. The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is likely to require modifications to the existing I-94 bridges.

## New Structures

In Segment B, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would require two new LRT bridge crossings over I-394. The new structures would require piers to be set in the median and side slopes of the freeway. Continuing northward, the LRT could run alongside Royalston Avenue north of Glenwood Avenue, which would avoid the reconstruction of Royalston Avenue.

### **4.2.8 NICOLLET MALL**

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative), running on Nicollet Avenue would impact approximately two blocks of Nicollet Mall, between Grant and 11<sup>th</sup> Street. The trackway and station at 13<sup>th</sup> Street would require reconstruction of the curb lines, through lanes, and sidewalk. The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) may complicate and/or conflict with the plan contained in the *Access Minneapolis* plan to reinstate bicycle traffic and transit operations.

### **4.2.9 LORING PARK GREENWAY**

In Segment B, the option on LaSalle Avenue would run underneath the Loring Park Greenway underpass in a short tunnel section. A visual analysis and cursory measurements of the tunnel section revealed that the curb-to-curb width varies between 43 to 45 feet, with adjacent sidewalks ranging in width from 7 to 14 feet. Reconstruction of the curb lines would likely be necessary to accommodate two LRT tracks and one lane in each direction. The visual analysis also revealed that there is likely adequate clearance for an LRT trackway and OCS mounted to the tunnel roof.

**Figure 2: A visual analysis of the tunnel section**



Photo Source: Google Earth, 2009

### **4.2.12 SKYWAY SYSTEM**

In Segment B, the LRT trackway would cross under a pedestrian skyway near Harmon Place. The overhead catenary system (OCS) for the trackway would need to be attached to the underside of the skyway.

### **4.3 PERFORMANCE**

For purposes of this analysis, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) was evaluated on how it would perform compared to the alternatives recommended from the Alternatives Analysis (AA) for inclusion in the DEIS. For purposes of this analysis performance measures included estimated travel times, and estimated capital costs (year 2015).

#### **4.3.1 TRAVEL TIMES**

When compared to LRT 3C, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is expected to provide faster travel times for passengers destined to the Warehouse District or the Downtown Minneapolis Intermodal Station. The longer travel time on the LRT 3C alternative occurs primarily when passengers destined for the Warehouse District and/or the Downtown Minneapolis Intermodal Station would be required to transfer from a Southwest LRT train terminating at 4<sup>th</sup> Street and the Nicollet Mall to a Hiawatha and/or Central LRT train at the 5<sup>th</sup> Street and Nicollet Mall station. For those Southwest LRT passengers destined to locations between 13<sup>th</sup> Street and 4<sup>th</sup> Street along Nicollet Mall, their travel times will be longer as they are required to either walk to their destinations or transfer to a bus on Nicollet Mall. For those Southwest LRT passengers continuing along the Hiawatha and/or Central LRT lines, they will have a one-seat ride, but longer travel times due to the longer routing to their destinations.

When compared to LRT 1A and LRT 3A, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would provide slower travel times for passengers destined to the Downtown Minneapolis Intermodal Station and the Warehouse District. Table 1 outlines comparative travel times between the alignment alternatives.

**Table 1: Comparative Travel Times (Minutes) – Excludes transfer time**

Station	Minutes each LRT Alternative			Notes
	LRT 1A/3A	LRT 3C	LRT 3C (11 <sup>th</sup> /12 <sup>th</sup> Sub-Alternative)	
FROM: West Lake Station				
TO: Nicollet Mall/5 <sup>th</sup> St. (Hiawatha Line Station)	12.9	13.8	16.7	<b>A</b> assume 1-3 A + Hiawatha interline at Intermodal. <b>C</b> assume w/ walk to Nicollet Mall Station.
TO: Government Plaza (Hiawatha Line Station)	14.9	17.7	18.7	<b>A</b> assume 1-3 A + Hiawatha interline at Intermodal. <b>C</b> assume w/ walk to Nicollet Mall Station, transfer to Hiawatha LRT.
TO Metrodome (Hiawatha Station)	17.9	20.7	21.7	<b>A</b> assume 1-3 A + Hiawatha interline at Intermodal. <b>C</b> assume w/ walk to Nicollet Mall Station, transfer to Hiawatha LRT.

Travel Time Information Calculated by Parsons-Brinkerhoff, 2008

The 1<sup>st</sup> Avenue option in Segment A would have a longer travel time between the Midtown Corridor and 11<sup>th</sup> Street than Blaisdell Avenue due to the track alignment S-curve at 15<sup>th</sup> Street. The alignment jog would require LRT speeds to be reduced while negotiating the S-curve.

#### **4.3.2 CAPITAL COSTS (2015)**

Capital cost estimate for the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) was prepared using the same methodology used to prepare the cost estimates for the AA. Capital costs for LRT 3C were used as the base cost upon which the costs associated with not constructing the Nicollet Mall portion of the alignment were deducted. The costs of constructing the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) alignment from Nicollet Avenue to the Downtown Intermodal Station were added to estimate the total cost of this alternative.

Stated in 2015 dollars, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) costs \$71 million, or 5.1 percent more than LRT 3C. The primary contributing factors for the difference in costs are:

- Reduced costs for not reconstructing Nicollet Mall;
- An increase of total guideway length of approximately 4,000 feet associated with the one-way couplet;
- A split station on the one-way couplet;
- New structures to cross I-394; and
- Additional right-of-way.



**Table 2: Capital Costs Comparison**

<b>Capital Costs SCC</b>	<b>Alternative LRT 3C*</b>	<b>LRT 3C (11th/12th Sub-Alternative)*</b>
Guideway/Track	267,482	285,455
Stations	77,284	78,714
Support Facilities	64,430	64,430
Site Work	181,627	167,113
Systems	171,375	174,769
Subtotal Construction	762,198	770,482
ROW	62,875	64,875
Vehicles	154,021	154,021
Professional Services	192,658	192,620
Subtotal Construction	1,171,752	1,181,998
Unallocated Contingency	234,351	295,500
<b>Total</b>	<b>\$ 1,406,103</b>	<b>\$ 1,477,498</b>

\*2015 dollars (thousands)

#### 4.4 CONSISTENCY WITH THE PROJECT PURPOSE AND NEED

For purposes of this analysis, the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) was evaluated on how likely it was to meet the stated purpose and need for the Southwest Transitway as documented in the Southwest Transitway Alternatives Analysis (AA).

The Purpose and Need for the Southwest Transitway Project, defined in the AA prepared by the Hennepin County Regional Railroad Authority, identified several goals and objectives for the transitway corridor, including improvements to mobility, creating a competitive travel option, and enhancing the reverse commute options for travelers between downtown Minneapolis and Eden Prairie. During the AA, the Southwest Policy Advisory Committee (PAC) developed five goals the Southwest Transitway must achieve in order to fulfill the purpose and need for the project. The five goals included:

1. Improve Mobility;
2. Provide a cost-effective, efficient travel option;
3. Protect the environment;
4. Preserve and protect the quality of life in the study area and the region; and
5. Support economic development.

The goals were prioritized with any proposed alternative required to fulfill goals 1 and 2 before being evaluated on goals 3, 4, and 5. If an alternative did not demonstrate the ability to satisfy goals 1 and 2, it was dismissed from further consideration. The same process was applied to LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative).

##### Improve Mobility

The Purpose and Need statement identifies North Loop, Harrison, Bryn Mawr and Kenwood neighborhood as in need of better transit service. These areas are currently underserved by the number of bus routes and span of hours of service. Travel times from these neighborhoods to primary destinations are extremely long via due to the circuitous nature of the roadway network that buses have to follow. Therefore, to affectively achieve the first goal for the Project this mobility issue should be addressed.

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative), would provide an interlined connection to the Hiawatha and Central Corridor LRT lines. The interlined connection increases mobility of LRT system riders by allowing non-stop connections from the Southwest Transitway destinations to either Hiawatha or Central Corridor destinations. This needs to be weighed against the potential decline in mobility for those Southwest LRT passengers destined for locations along Nicollet Mall between 11<sup>th</sup>/12<sup>th</sup> street and 4<sup>th</sup>/5<sup>th</sup> streets.

In general, it appears this alternative is consistent with the project Purpose and Need statement, but more analysis is required to definitely state consistency.

## **5. CONCLUSIONS**

### **5.1 CONSISTENCY WITH LOCAL AND REGIONAL PLANNING**

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) would likely be consistent with the intended policy objectives of both the Metropolitan Council's TPP and the *Access Minneapolis* plan. However, the addition of LRT on Nicollet Avenue may complicate specific aspects of the plan, including the establishment of a shuttle bus service on Nicollet Mall and stripping bicycle lanes on Blaisdell/LaSalle Avenue and 1<sup>st</sup> Avenue South from North of Franklin Avenue. Additional analysis of these impacts is warranted.

### **5.2 SOUND ENGINEERING**

The LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) alignment would likely result in several engineering configuration issues beyond those previously identified for the Nicollet Avenue portion of the alignment. Most notably, these include the construction of a new LRT bridge structure over I-394, impacts to transit and/or non-motorized operations on Nicollet Avenue and Nicollet Mall, impacts to intersection geometry and land acquisitions for LRT right-of-way, enhancements to bridges spanning the Midtown Corridor, and traffic impacts including travel lanes and parking. Further analysis of these impacts is warranted.

### **5.3 PERFORMANCE**

While ridership projections have been made for the current LRT 3C alternative using Nicollet Mall in downtown Minneapolis, ridership projections are inconclusive at this time for the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative). Preliminary cost estimates suggest that the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative), would add an additional \$71 million dollars to the Project's total cost. Further evaluation of the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) performance based on ridership and capital costs is warranted.

### **5.4 PURPOSE AND NEED STATEMENT**

In general, it appears the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) is consistent with the Southwest Transitway Purpose and Need statement, but more analysis is required to definitely state consistency.

## **6. RECOMMENDATION**

Based upon the analysis contained in this Technical Memorandum, the Southwest Project Team recommended that only the portion of the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) included as Segment B from Grant Ave. to the Downtown Intermodal Station be included in the DEIS process. The Blaisdell/LaSalle and 1<sup>st</sup> Avenue options under Segment A were recommended for exclusion from the DEIS for the following reasons:

- Blaisdell and 1<sup>st</sup> Avenue were not identified in the TPP for use as high frequency transitways.

- Blaisdell and 1<sup>st</sup> Avenue options on Segment A would reduce the number of travel lanes and thus reduce their capacity for automobile traffic.
- To remain within the existing right-of-way, the LRT guideway would likely eliminate both parallel parking lanes on Blaisdell, LaSalle, and 1<sup>st</sup> Avenue.
- The tunnel underneath either Blaisdell or 1<sup>st</sup> Avenue would likely be constructed using cut-and-cover techniques, which would be severely disruptive to the adjacent residences and businesses along these streets, likely requiring full closure of segments of the roadway for extended periods of time.
- Both the Blaisdell and 1<sup>st</sup> Avenue options in Segment A would impact the existing roadway bridges over the Midtown Corridor.
- Both the Blaisdell/LaSalle and 1<sup>st</sup> Avenue Segment A options would require partial reconstruction of the existing roadway bridges over I-94.

On Thursday, January 15, 2009, the Southwest Technical Advisory Committee (TAC) voted unanimously to retain the LRT 3C (11<sup>th</sup>/12<sup>th</sup> Sub-Alternative) Segment A only for evaluation in the SW DEIS.

On Wednesday, January 21, 2009, the Southwest Policy Advisory Committee (PAC) voted unanimously to accept the Southwest TAC recommendation amending it to reinstate the portion of the Blaisdell/LaSalle option between Midtown Corridor and Franklin and the 1<sup>st</sup> Avenue option included in Segment B and to forward the Southwest DEIS Scoping Summary Report to the HCRRA.

On Tuesday, January 27, 2009, the HCRRA voted unanimously to accept the Southwest DEIS Scoping Summary Report.

## List of Appendices

Appendix A – Traffic Engineering Memorandum

Appendix B – Conceptual Structural Evaluation

Appendix C – Maps of LRT 3C Alternative and Conceptual Alignment Plans

Appendix D – Alternatives to be Studied in DEIS

APPENDIX "A"  
TRAFFIC ENGINEERING MEMO

### Blaisdell Avenue/1<sup>st</sup> Avenue South

Blaisdell Avenue (LaSalle Avenue north of Franklin Avenue) and 1<sup>st</sup> Avenue South are one-way pairs that are classified as collectors. According to the criteria set forth in the Metropolitan Council Transportation Policy Plan, collectors in urban areas connect neighborhoods and minor business concentrations, and typically connect to minor arterials. They serve short trips (1-4 miles), have parking restricted as necessary, carry between 1,000-15,000 vehicles per day, posted speed limits of 30-40 mph (30 mph in Minneapolis), with 60-150 feet for right-of-way.

Blaisdell Avenue carries 7,400 vehicles per day. The segment north of Franklin Avenue, (LaSalle Avenue) also carries 7,400 vehicles per day. Blaisdell/LaSalle Avenue has 2-lanes of southbound one-way traffic with parking on both sides between Franklin Avenue and Grant Street. It switches to 2-lanes in each direction from Grant Street until it terminates at 8<sup>th</sup> Street.

1<sup>st</sup> Avenue South carries 5,500 vehicles per day. 1<sup>st</sup> Avenue South has two northbound thru lanes with parking on both sides between Franklin Avenue and where it terminates at Grant Street.

If Blaisdell Avenue and/or 1<sup>st</sup> Avenue South were converted to accommodate two LRT tracks running down the center with one traffic lane in each direction, the capacity of the roadways would be reduced. Highway Capacity Manual and ITE guidelines indicate 2-lane collectors operate at a level of service (LOS) “C” with a volume of 10,000 vehicles per day and at LOS “D” with a volume of 13,000 vehicles per day.

The reduction in capacity on Blaisdell/LaSalle Avenue and 1<sup>st</sup> Avenue South would likely have a negative impact on the LOS. The current daily volumes of fewer than 10,000 vehicles using two lanes of travel would indicate a LOS of “A” or B”. Reducing the number of lanes from two thru lanes in one direction to one lane in each direction may reduce the LOS; however it is unlikely it would fall below LOS “D”, which is acceptable for operations in an urban area.

### Nicollet Avenue

Nicollet Avenue is classified as a B-minor arterial. According to the criteria set forth in the Metropolitan Council Transportation Policy Plan, B-minor arterial collectors in urban areas connect neighborhoods and minor business concentrations, and typically connect to principal and minor arterials. They serve medium-to-short trips (2-6 miles), have parking restricted as necessary, and carry between 5,000-30,000 vehicles per day, posted speed limits of 35-45 mph, average travel speeds of 15 mph during peak periods, with 60-150 feet for right-of-way. There are no criteria based on the number of lanes. B-minor arterials are less important to regional travel than A-minor arterials, and do not qualify for federal funding.

Nicollet Avenue currently carries 8,600 vehicles per day. If Nicollet Avenue were converted to accommodate two LRT tracks running down the center with one lane in each direction (with turning lanes at intersections), the capacity of the roadway would be reduced. According to Highway Capacity Manual and ITE guidelines, a 2-lane collector with left turn lanes at intersections operates at LOS “C” with a volume of 10,000 vehicles per day and at LOS “D” with a volume of 13,000 vehicles per day.

### 11<sup>th</sup> Street/12<sup>th</sup> Street

11<sup>th</sup> Street and 12<sup>th</sup> Street are one-way pairs that are classified as B-minor collectors. These streets serve the I-35W/TH 65 and I-394 ramps on the south side of downtown. Both streets have three thru lanes with metered parking on both sides. 11<sup>th</sup> Avenue carries 8,100 to 18,100 vehicles per day. 12<sup>th</sup> Street carries 4,600 to 9,300 vehicles per day.

Implementation of the 11<sup>th</sup> Street/12<sup>th</sup> Street option would require the removal of one lane of traffic on 11<sup>th</sup> Street and 12<sup>th</sup> Street, with possible reductions to on-street parking. The daily volume of 18,100 vehicles on 12<sup>th</sup> Street between Hennepin Avenue and 1<sup>st</sup> Avenue North indicate this section currently operates at LOS “F”, which is considered deficient for urban areas. The removal of a though lane would not improve the situation.

The 11<sup>th</sup> Street/12<sup>th</sup> Street option would reduce the capacity and have a negative impact on the LOS for 11<sup>th</sup> Street. The current daily volumes of fewer than 10,000 vehicles using three lanes of travel would indicate a LOS of “A” or B”. Reducing the number of lanes from two thru lanes in one direction to one lane in each direction would likely reduce the LOS; however it is unlikely it would fall below LOS “D”, which is acceptable for operations in an urban area.

### Access

The 11<sup>th</sup> Street/12<sup>th</sup> Street option would require modifications to access to and from Nicollet Avenue, Blaisdell/LaSalle Avenue, and 1<sup>st</sup> Avenue South along several locations. Using the access criteria adopted for the Central Corridor LRT project, vehicles will not be able to cross over the fixed guideway, except at signalized intersections located approximately ¼ mile apart. Access at unsignalized intersections would be restricted to right-in, right-out access only. Application of these criteria to Nicollet Avenue, Blaisdell/LaSalle Avenue, and 1<sup>st</sup> Avenue South would result in the elimination of access across these streets from the following locations:

- 14<sup>th</sup> Street
- Oak Grove Street (LaSalle only)
- Groveland Avenue/19<sup>th</sup> Street

This action would also require the removal of traffic signals at Groveland Avenue and LaSalle Avenue, and Groveland/19<sup>th</sup> Street and Nicollet Avenue. The loss of access from the locations mentioned above may pose challenges to drivers that need access to locations along these streets. Many of these streets are one-way, requiring the navigation of more circuitous routes to reach these destinations, and thus additional travel delay.

Pedestrians would be able to cross Blaisdell/LaSalle Avenue, Nicollet Avenue, and 1<sup>st</sup> Avenue South at every intersection.

### **Parking**

The current on-street parking along Nicollet Avenue, Blaisdell/LaSalle Avenue, and 1<sup>st</sup> Avenue South appears to be heavily utilized. The implementation of an alignment option along any of these streets would require the removal of on-street parking along certain areas to accommodate space for left-turn lanes. Parking spaces would have to be removed to accommodate left-turn lanes at Grant Street, 15<sup>th</sup> Avenue, and Franklin Avenue under any of these alternatives. Parking spaces would have to be removed at 18<sup>th</sup> Street to accommodate left-turn lanes under the Nicollet Avenue and 1<sup>st</sup> Avenue South alternatives.

On-street parking will also be reduced to accommodate station platforms. The metered on-street parking along 11<sup>th</sup> Street and 12<sup>th</sup> Street is heavily utilized. All on-street parking would be removed on the south side of 12<sup>th</sup> Street between Hennepin Avenue and Harmon Place, and on the north side of 11<sup>th</sup> Street between Hawthorne Avenue and Hennepin Avenue. Parking would also be eliminated near the vicinity of the Royalston Station platform. On Nicollet Avenue, Blaisdell/LaSalle Avenue, and 1<sup>st</sup> Avenue South, on-street parking would be eliminated along a half-block of parking north and south of Franklin Avenue, and an entire block between 12<sup>th</sup> Street and 13<sup>th</sup> Street.

These actions would result in the removal of nearly 50% of the on-street parking along Nicollet Avenue, Blaisdell/LaSalle Avenue, and 1<sup>st</sup> Avenue South. The reduction in available parking could pose potential quality-of-life issues for local residents, businesses, and institutions, especially those that have on-street parking as their only option. The loss of on-street parking may result in additional off-street parking land uses, and/or additional parking restrictions for the area.

### **Other**

The Access Minneapolis plan proposes the conversion of Blaisdell/LaSalle Avenue and 1<sup>st</sup> Avenue South from one-way operations to two-way operations from North of Franklin Avenue to their termination points downtown. The plan also proposes the installation of bicycle lanes along 1<sup>st</sup> Avenue South and Blaisdell Avenue. Implementation of alignment options on these routes would eliminate the possibility of adding bicycle lanes.

It is important to note that both Blaisdell/LaSalle Avenue and 1st Avenue South have signal timing controllers set up for one-way operations. Dual tracks running down the



center of these streets requires signal timing to accommodate two-way operations, regardless of the configuration of roadway traffic. Converting signal controllers and systems to accommodate two-way operations will result in an overall loss of efficiency and capacity.

APPENDIX "B"  
CONCEPTUAL STRUCTURAL EVALUATION

APPENDIX "B"  
CONCEPTUAL STRUCTURAL EVALUATION

**Nash, Terry**

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**From:** Elabbady, Mona N.  
**Sent:** Saturday, December 06, 2008 10:22 AM  
**To:** Phemister, Walter; Nash, Terry  
**Subject:** FW: SW Transit - Nicollet Avenue Bridge  
**Follow Up Flag:** Follow up  
**Flag Status:** Yellow

**From:** Werner, Christopher E.  
**Sent:** Friday, December 05, 2008 4:54 PM  
**To:** Elabbady, Mona N.  
**Cc:** Stuber, Cory R.; Lang, Todd A.  
**Subject:** SW Transit - Nicollet Avenue Bridge

Mona:

I've completed a conceptual-level analysis of the existing Nicollet Avenue bridge girders and would say that they should be adequate for re-use under the LRT configuration. The girders in Spans 2 & 3 are overstressed, but I believe that will be reduced when a more refined structural model is analyzed. The software I've used is good for this level of analysis, but it isn't equipped to handle the intricacies of mixed traffic types (vehicular and LRT) or some of the specialized loads attributed to the LRT trains. So for more concrete results, we would need to run a more sophisticated analysis.

As far as the structure is concerned, you should plan to definitely replace the concrete deck. If the refined analysis shows that the girders are indeed overstressed, the deck could be thickened and/or beams could be added to help distribute the LRT loading. However, I do not think you need to plan to replace all of the girders.

My calculations have not gone through a QC review, but I don't anticipate that anything would change significantly once they've been reviewed.

Please let me know if this is the kind of information you were looking for or if you have any questions.

Thanks,

**Christopher E. Werner, PE**

Bridge Engineer

**HDR ONE COMPANY** | *Many Solutions*

701 Xenia Avenue South | Suite 600 | Minneapolis, MN 55416

Direct: 763-278-5918 | Main: 763-591-5400

Fax: 763-591-5411 | Email: [Christopher.Werner@hdrinc.com](mailto:Christopher.Werner@hdrinc.com)

[www.hdrinc.com](http://www.hdrinc.com)

**Nash, Terry**

---

**From:** Elabbady, Mona N.  
**Sent:** Tuesday, December 16, 2008 5:14 PM  
**To:** Phemister, Walter; Nash, Terry  
**Subject:** FW: SW Transit - 1st Avenue Bridge  
**Follow Up Flag:** Follow up  
**Flag Status:** Yellow

**From:** Werner, Christopher E.  
**Sent:** Tuesday, December 16, 2008 4:00 PM  
**To:** Elabbady, Mona N.  
**Cc:** Stuber, Cory R.; Lang, Todd A.  
**Subject:** SW Transit - 1st Avenue Bridge

Mona:

I've completed the conceptual analysis of the 1<sup>st</sup> Avenue Bridge. The same caveats about the complexity of the analysis on Nicollet Avenue apply to 1<sup>st</sup> Avenue. Additionally, the recommendations for all of these bridges are subject to the existing structure condition as well.

The existing girders in spans 1 and 2 of the 1<sup>st</sup> Avenue Bridge appear to be adequate to support the LRT loading, but the girders in span 3 are not. I recommend that you plan, at a minimum, to replace the entire deck and the girders in span 3 and perform a more refined analysis as the project progresses.

Also, with all of the bridges, I would recommend that any additional structure modifications that may be required (i.e. thicker deck) be evaluated at the time of further analysis.

Cory will be reviewing my calculations for QC next week, but I don't anticipate significant changes. Please let me know if you have any questions or need anything else.

Thanks,

**Christopher E. Werner, PE**

Bridge Engineer

**HDR ONE COMPANY** | *Many Solutions*

701 Xenia Avenue South | Suite 600 | Minneapolis, MN 55416

Direct: 763-278-5918 | Main: 763-591-5400

Fax: 763-591-5411 | Email: [Christopher.Werner@hdrinc.com](mailto:Christopher.Werner@hdrinc.com)

[www.hdrinc.com](http://www.hdrinc.com)

APPENDIX C  
MAP OF LRT 3C ALTERNATIVE AND CONCEPTUAL ALIGNMENT PLANS

LRT 3C Alternative

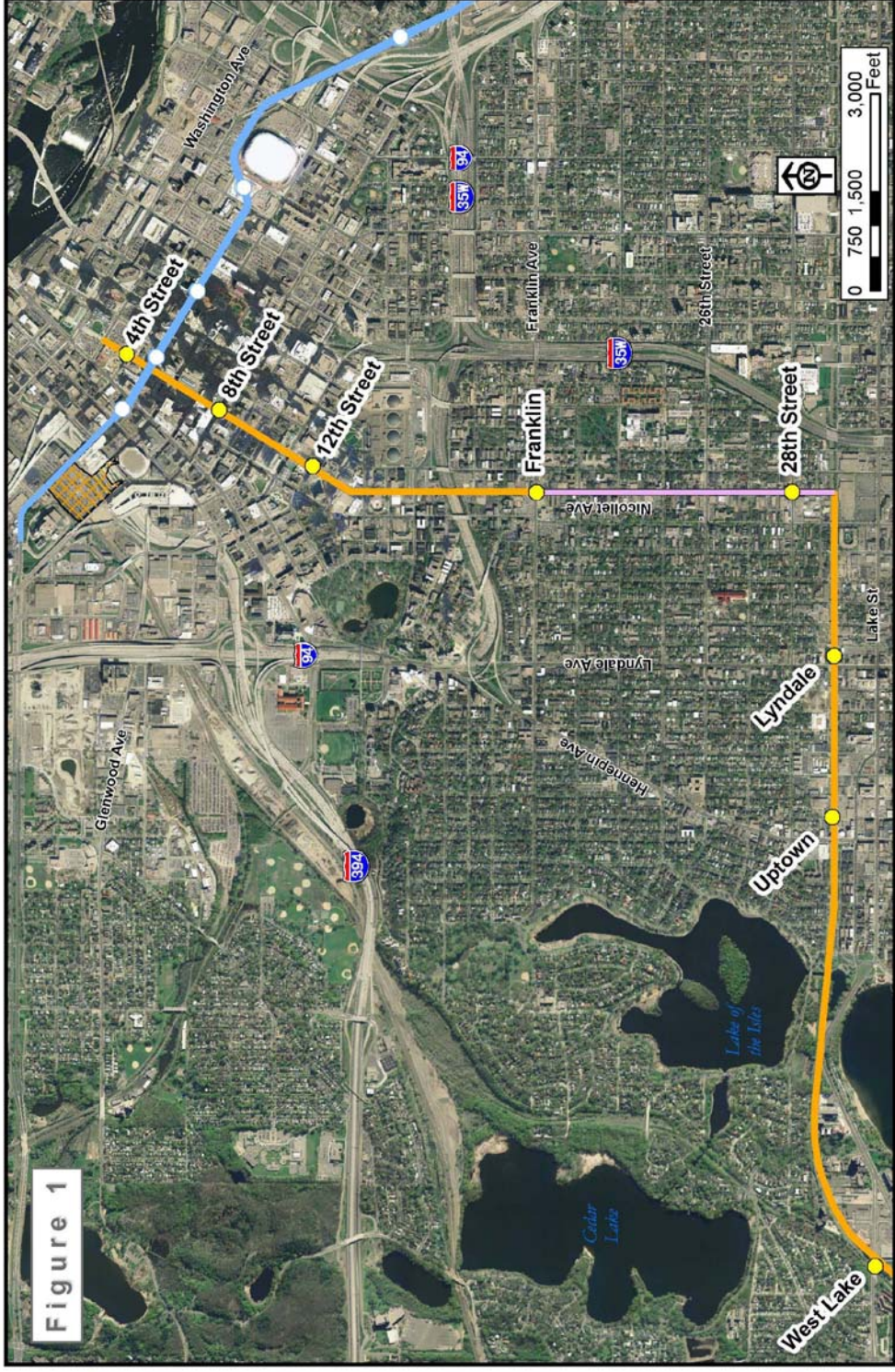


Figure 1

**Legend**















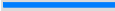



- Route 3C
- Route 3C Tunnel Alignment
- Hawatha Light Rail
- Hawatha Extension (Under Construction)
- Proposed Station Locations
- Hawatha LRT Stations
- Target Field (Under Construction)

Southwest Transitway  
Draft Environmental Impact Statement  
11th/12th Street Concept



# APPENDIX C

## LEGEND

	EXISTING CURB		RETAINING WALL
	PROPOSED CURB		RETAINING WALL IN TUNNEL
	EXISTING RIGHT OF WAY		TRACKWAY IN TUNNEL
	PROPOSED RIGHT OF WAY		PROPOSED TRACK
	PROPOSED PAINT		FUTURE BOTTINEAU
	PROPOSED TRACK - TANGENT		IMPACTED PROPERTY
	PROPOSED TRACK - CURVE		PROPERTY WITHOUT ACCESS
	EXISTING TRACK		
	PROPOSED STATION		
	STATION ENTRY		
	EXISTING STATION		



1	01/14/09					
NO	DATE	BY	CKD	APPR	REVISION	
*FILE*						

PRELIMINARY DRAFT  
NOT FOR CONSTRUCTION

**HDR**

HDR ENGINEERING, INC.



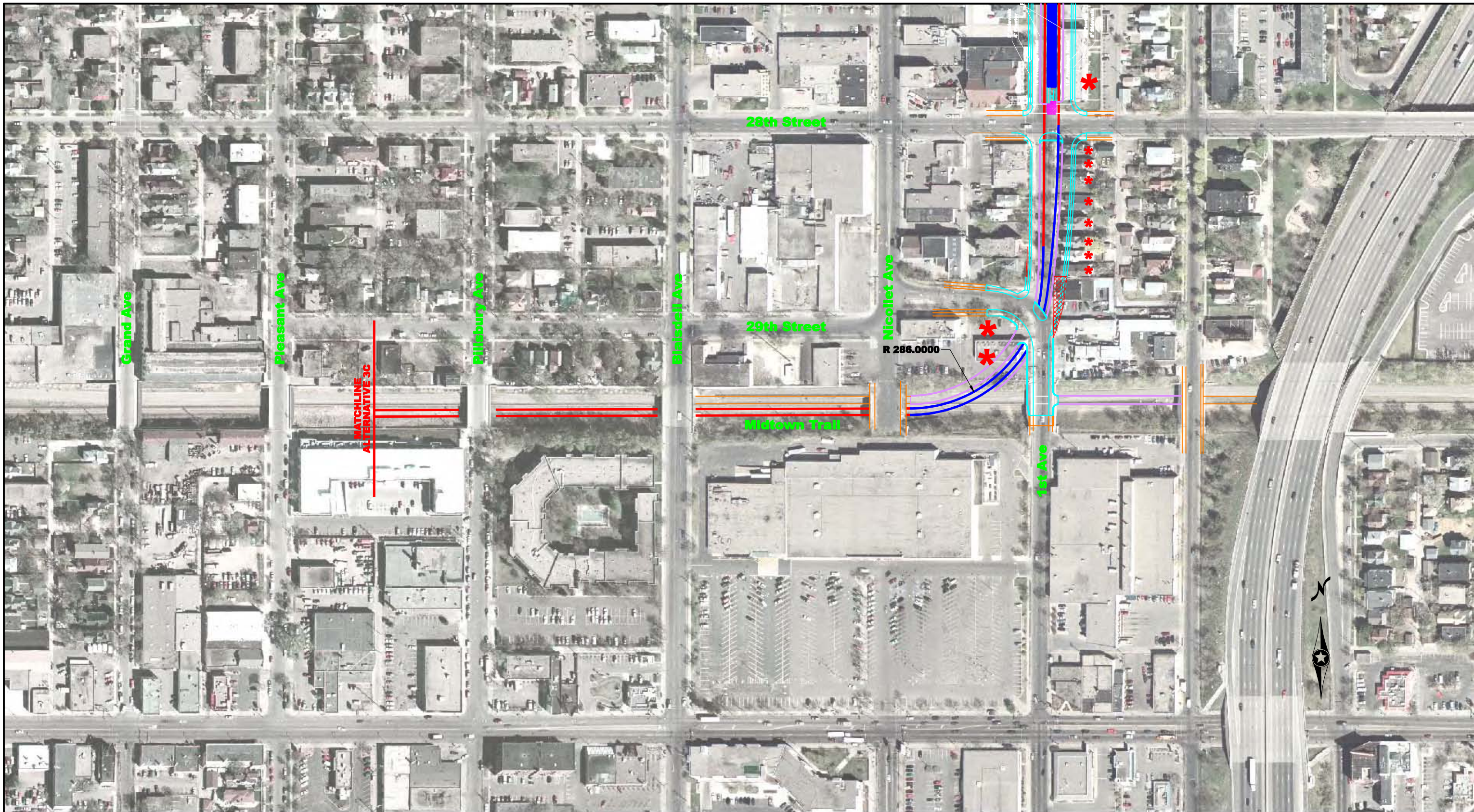
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CHECKED BY  
COMM. NO.

SOUTHWEST TRANSITWAY CONCEPTUAL DESIGN

3C SUB-ALTERNATIVE

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*FILE*					

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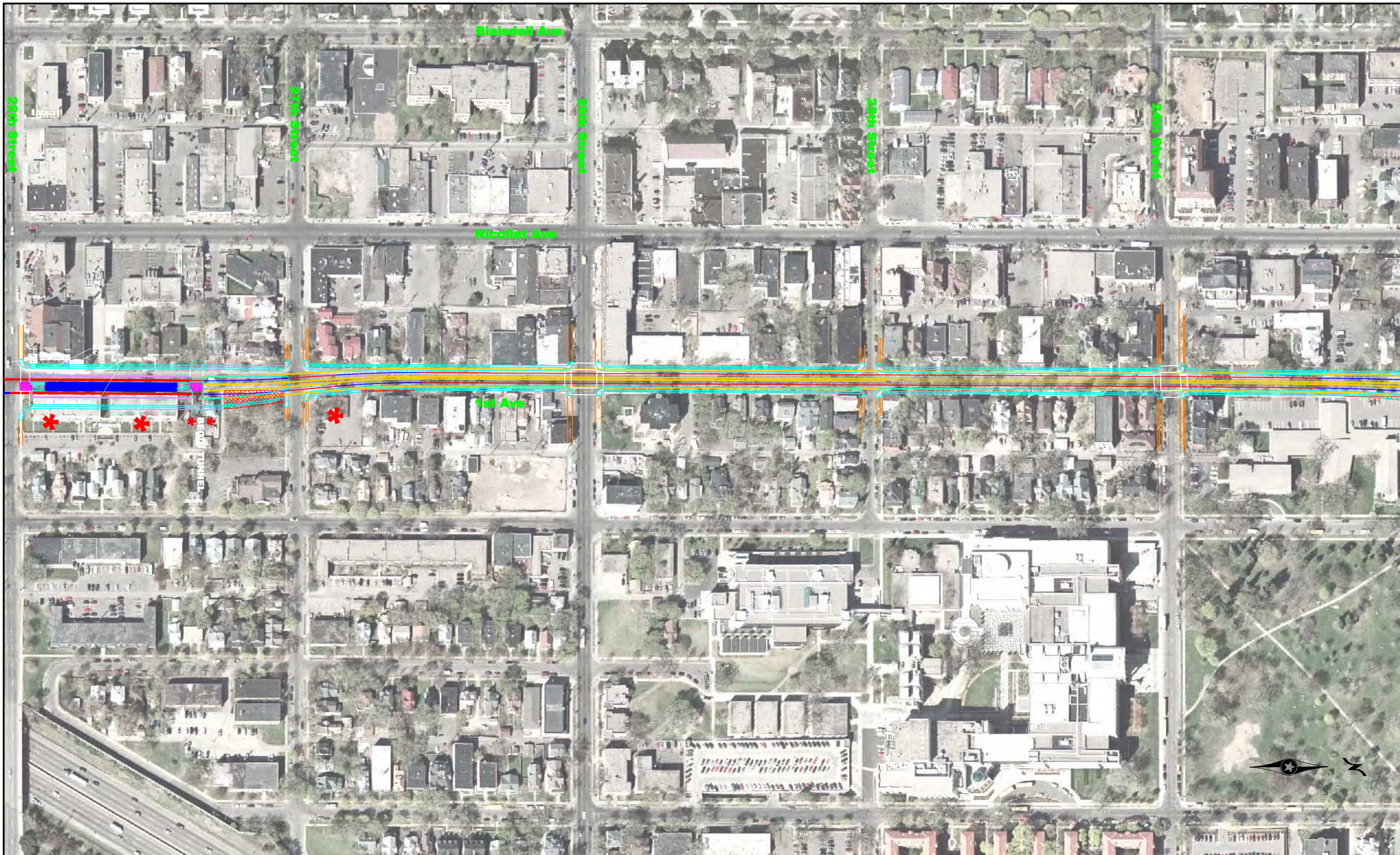


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COMM. NO.	

SOUTHWEST TRANSITWAY CONCEPTUAL DESIGN  
3C SUB-ALTERNATIVE  
SEGMENT 1

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OF  
5

USER\*  
DATE\*  
OPEN\*  
FILE\*



1	01/14/09				
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*FILE*					

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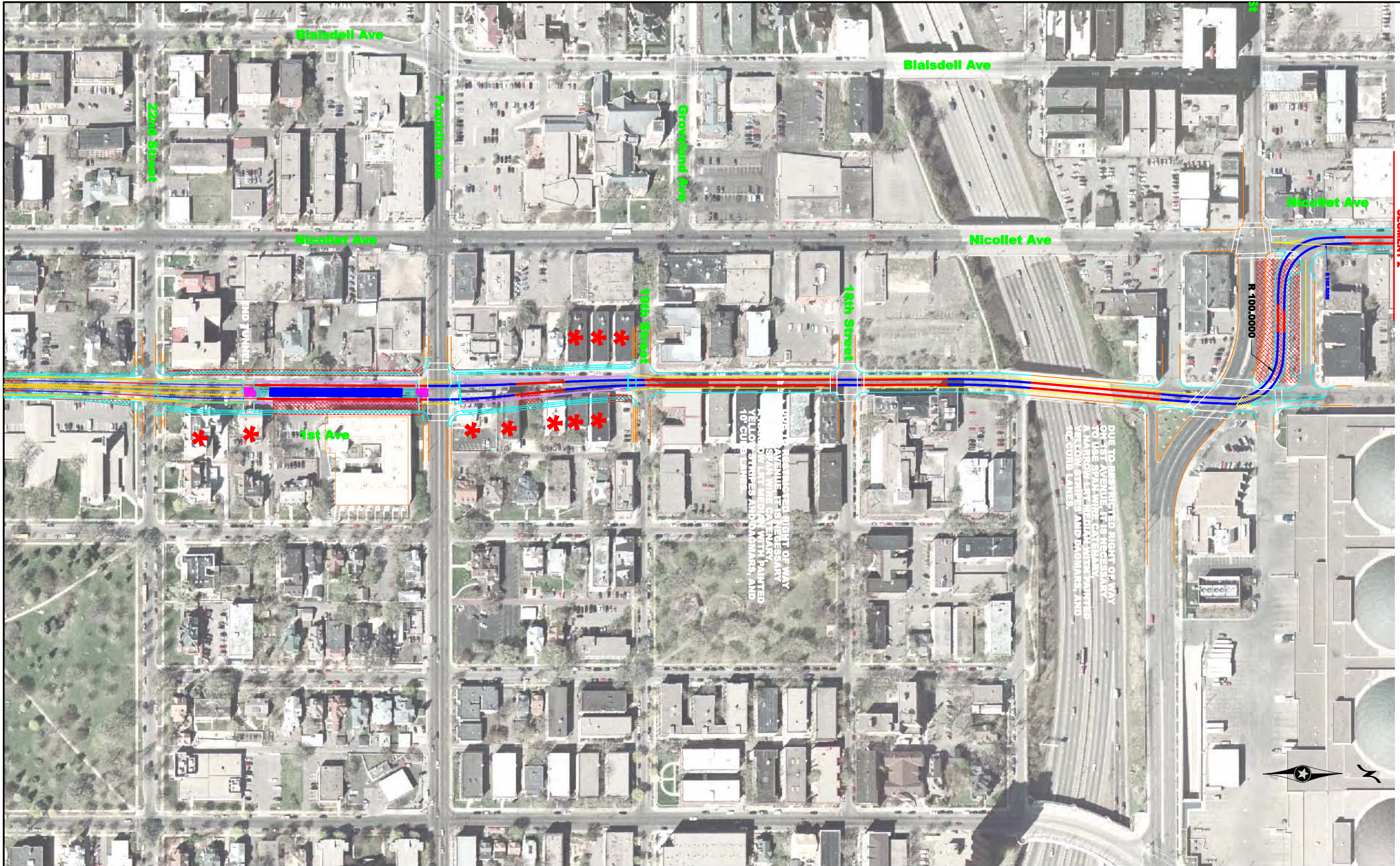


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SOUTHWEST TRANSITWAY CONCEPTUAL DESIGN  
3C SUB-ALTERNATIVE  
SEGMENT 1

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2  
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USER#  
DATE#  
DATE#  
DATE#  
DATE#



MATCHLINE  
SEGMENT 2

DUE TO RESTRICTED RIGHT OF WAY  
 ON ST AVENUE, IT IS NECESSARY  
 TO USE SPAN WIRE CABLES  
 A NARROW LANE MESH WITH PAINTED  
 YELLOW STRIPES AND DAGMARS, AND  
 10' CURB LANES.

R 100.0000



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NOT FOR CONSTRUCTION

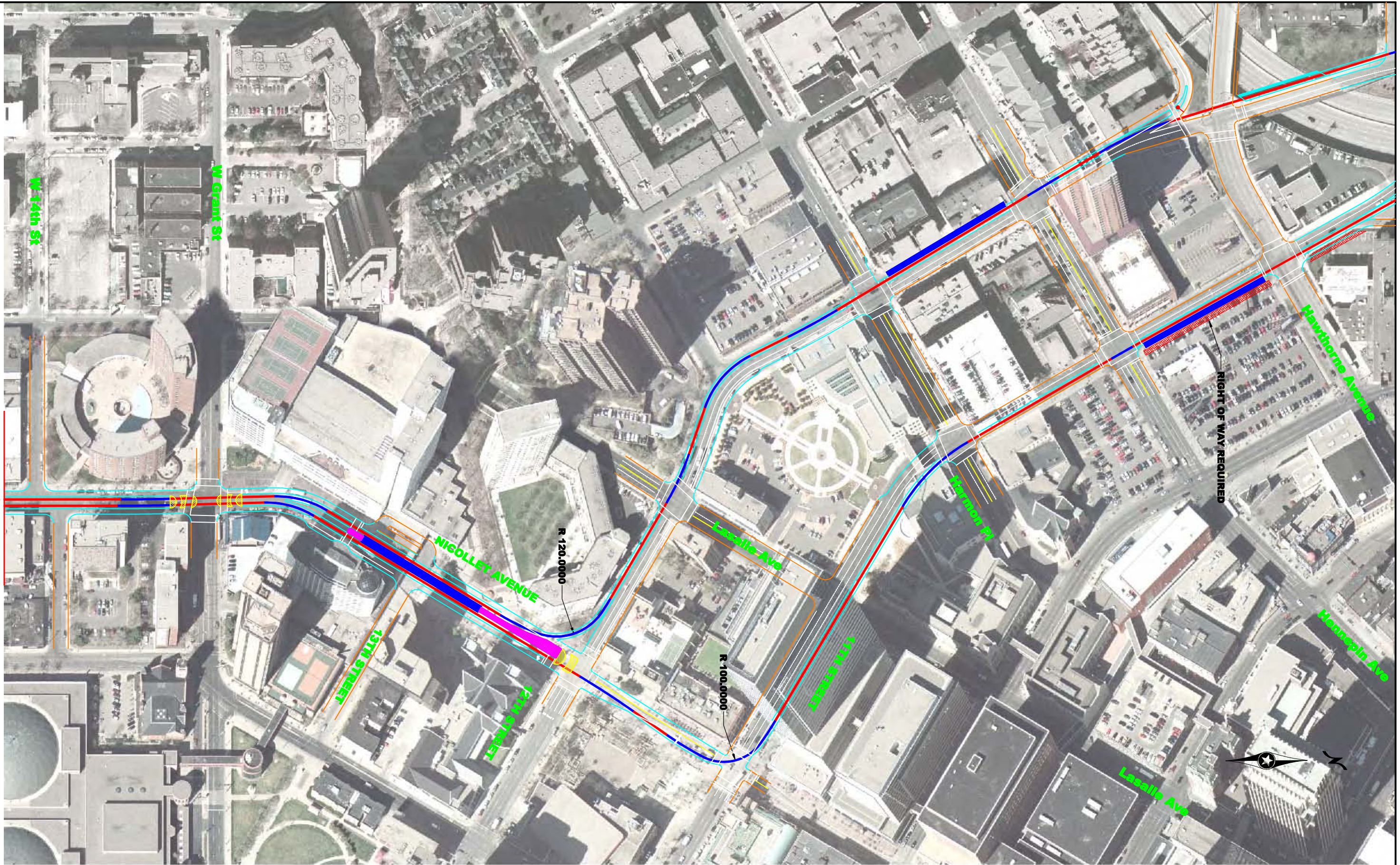


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SOUTHWEST TRANSITWAY CONCEPTUAL DESIGN  
3C SUB-ALTERNATIVE  
SEGMENT 1

SHEET  
3  
OF  
5

\*USER\*  
 \*TIME\*  
 \*DATE\*  
 \*PEN\*  
 \*FILE\*



MATCHLINE  
SEGMENT 1

RIGHT OF WAY REQUIRED



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NOT FOR CONSTRUCTION



HDR ENGINEERING, INC.

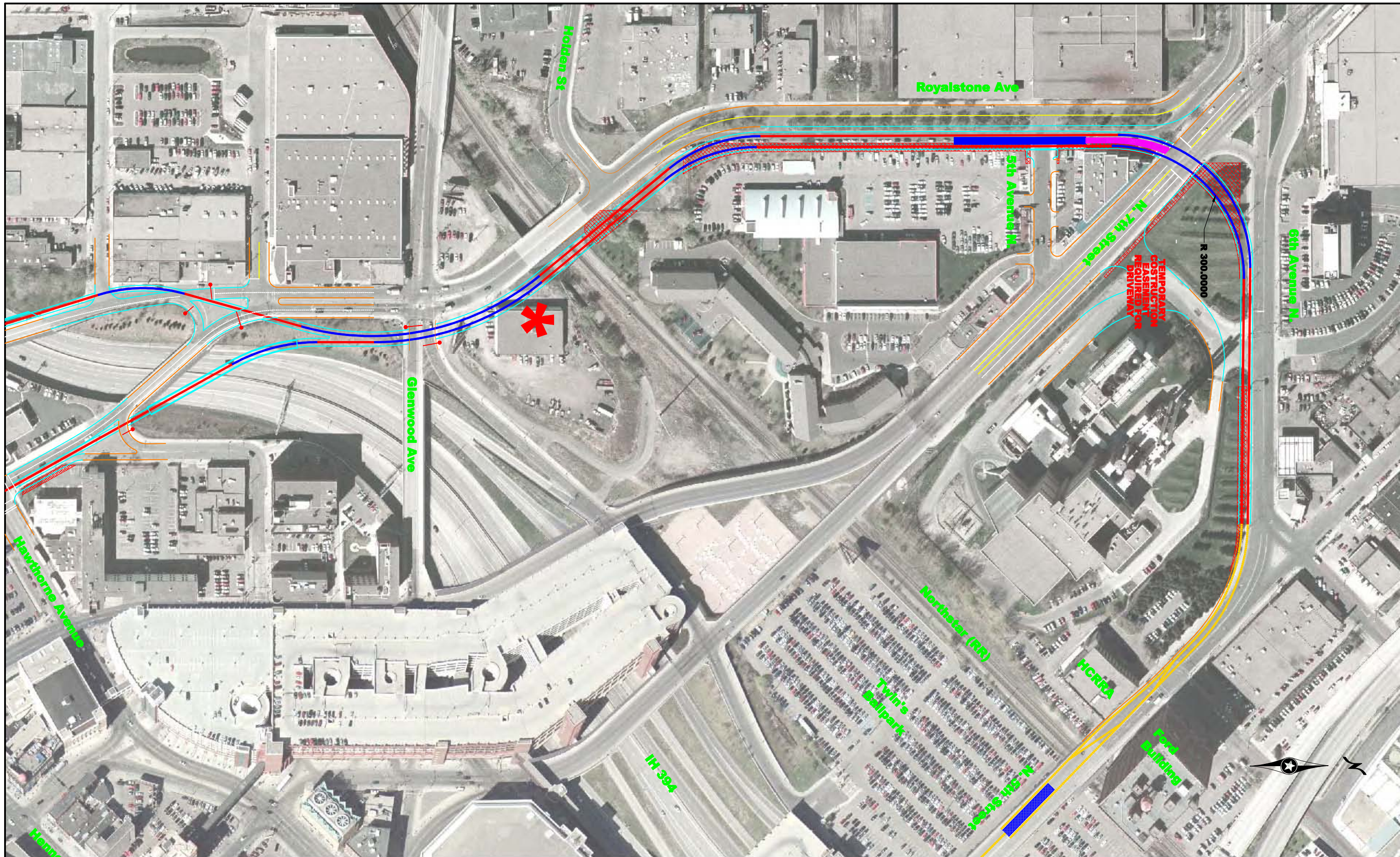


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COMM. NO.

SOUTHWEST TRANSITWAY CONCEPTUAL DESIGN	
3C SUB-ALTERNATIVE SEGMENT 2	

SHEET  
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OF  
5

USER:  
DATE:  
SCALE:



1	01/14/09				
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*FILE*					

PRELIMINARY DRAFT  
NOT FOR CONSTRUCTION



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COMM. NO.	

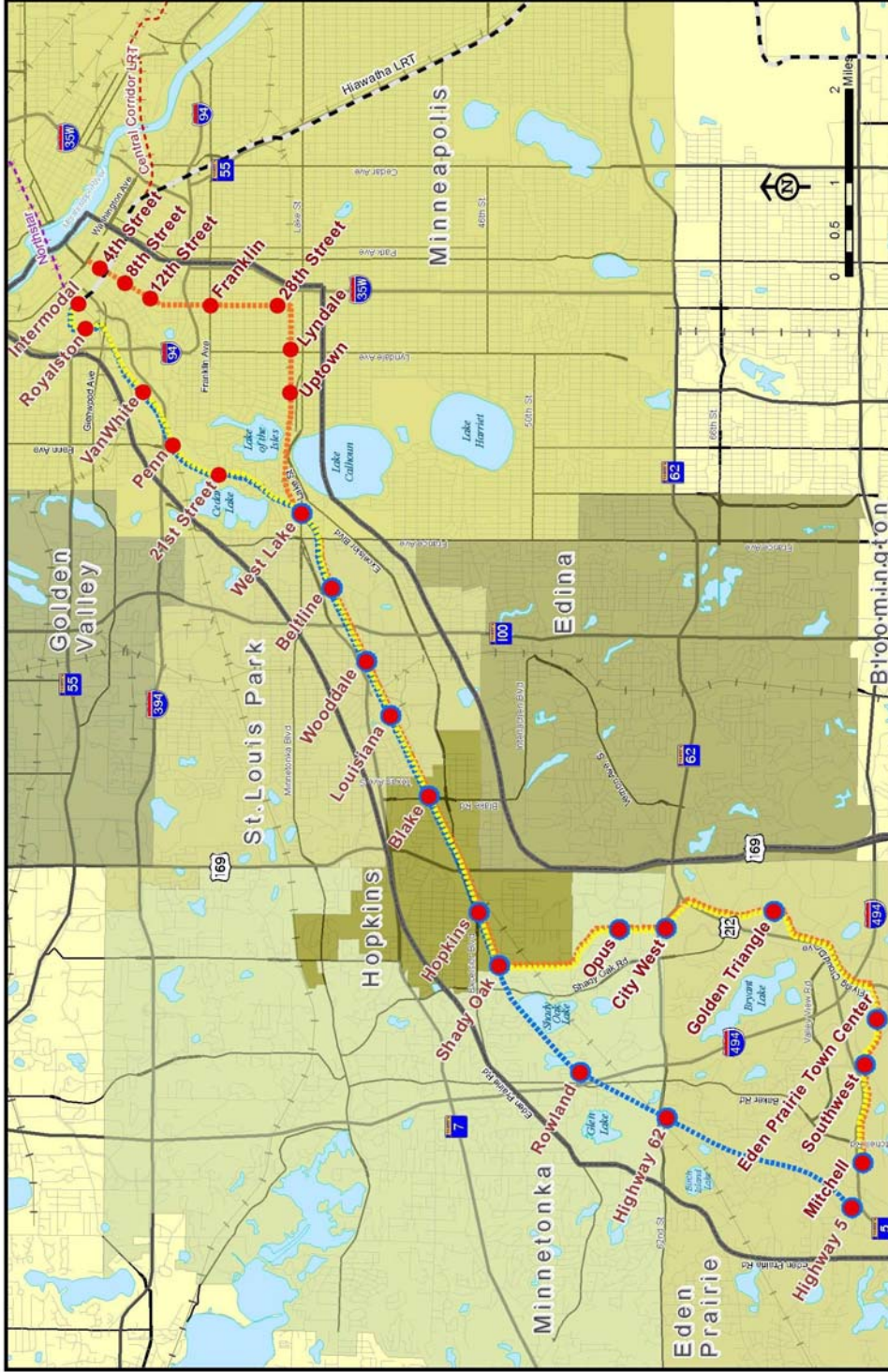
SOUTHWEST TRANSITWAY CONCEPTUAL DESIGN  
3C SUB-ALTERNATIVE  
SEGMENT 2

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OF  
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PEN:  
FILE:

APPENDIX D  
ALTERNATIVES TO BE STUDIED IN THE DEIS

# Light Rail Transit (LRT) Alternatives

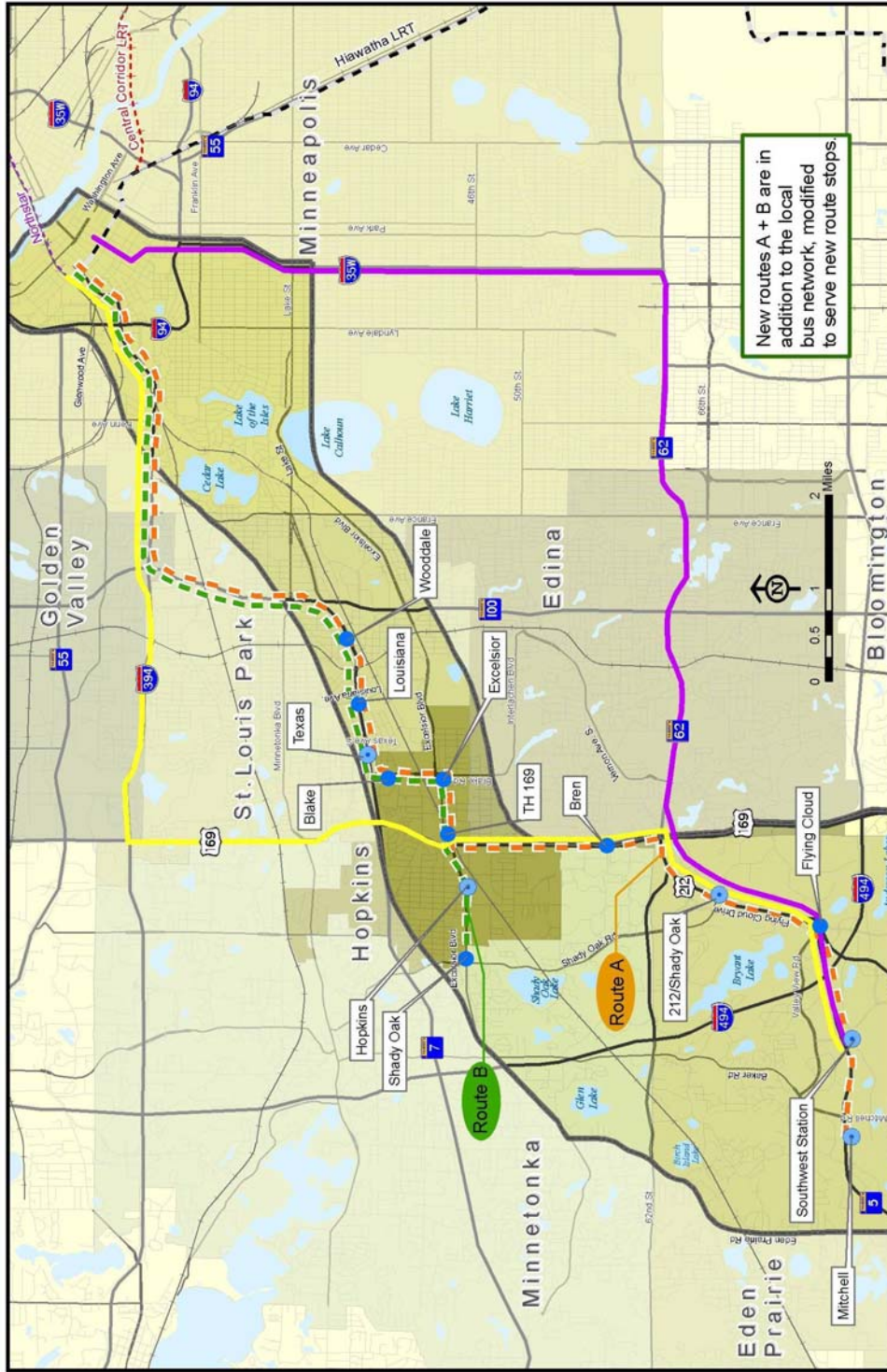


**Legend**

- Station
- Park and Ride Station
- Study Area
- LRT Route 3A
- LRT Route 1A
- LRT Route 3C
- Hiawatha LRT
- Central Corridor LRT
- Northstar Commuter Rail

**Southwest Transitway**  
Draft Environmental Impact Statement

# Enhanced Bus Alternative



New routes A + B are in addition to the local bus network, modified to serve new route stops.

- Legend**
- Bus Stop with Park & Ride Lot
  - Bus Stop Location
  - Study Area
  - Hawthala LRT
  - Central Corridor LRT
  - Northstar Commuter Rail
  - Route A Limited Stop (New)
  - Route B Limited Stop (New)
  - SouthWest Express Bus via I-35W (Existing)
  - SouthWest Express Bus via I-35W (Existing)

**Southwest Transitway**  
Draft Environmental Impact Statement



**Appendix L – Technical Memorandum 2 - LRT 3E Alternative**



**SOUTHWEST**  
transitway

green means go.

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# Southwest Transitway Draft Environmental Impact Statement (DEIS)

## Scoping Technical Memorandum #2: Analysis of Alternative LRT 3E

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## APPENDIX A: CONCEPTUAL ALIGNMENT PLANS

## 1. BACKGROUND AND PURPOSE OF ANALYSIS

During National Environmental Policy Act/Minnesota Environmental Policy Act (NEPA/MEPA) Scoping for the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project (Project), the Cedar Isles Dean Neighborhood Association (CIDNA) submitted an alternative alignment and design concept to the LRT 3C that was identified in the Alternatives Analysis (AA) for further evaluation in the DEIS. CIDNA's proposed alternative has been relabeled as LRT 3E.

This Technical Memorandum evaluates LRT 3E to determine if it is a reasonable alternative to be considered for further evaluation in the DEIS.

Federal regulations that govern the preparation of Environmental Impact Statements dictate, "The draft EIS shall evaluate all reasonable alternatives to the action and discuss the reason why other alternatives which may have been considered were eliminated from detailed study" (23 CFR 771.123). According to 40 CFR §1502.14 it "includes all reasonable alternatives which are rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them" (See also 46 Fed. Reg. 18026, question 1a).

The test of 'reasonableness' for alternatives is one that is determined with respect to purpose and need of project and CEQ regulations clearly state that "(w)hat constitutes a reasonable range of alternatives depends on the nature of the proposal and the facts in the case" (46 Fed. Reg. 18026, question 1b).

CEQ regulations further address reasonable alternatives as "those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (46 Fed. Reg. 18026, question 2b).

U.S. DOT considers that an alternative is not feasible if it cannot be built as a matter of sound engineering judgment, and an alternative is not prudent if:

1. It compromises the project to a degree that it is unreasonable to proceed in light of its stated purpose and need;
2. It results in severe safety or operation problems;
3. After reasonable mitigation, it still causes severe social, economic, or environmental impacts, disruption to established communities, disproportionate impacts to minority or low income populations or severe impacts to environmental resources protected under other Federal statutes;
4. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors in paragraphs described above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude. (23 USC §771.135).

For purposes of this analysis, reasonable alternatives are those that:

- Are consistent with the Purpose and Need for the Southwest Transitway
- Are consistent with State, Regional and Local Planning
- Are based on sound engineering practices and are practical and feasible
- Perform as well or better than the LRT alternatives identified for inclusion in the Southwest Transitway DEIS.

The proposed alternative LRT 3E will be evaluated on the criteria list above to determine if it warrants inclusion in the Southwest Transitway DEIS.

## **2. DESCRIPTION OF LRT 3E**

During the Scoping Comment Period, Mr. Arthur Higinbotham on behalf of CIDNA submitted multiple written descriptions of LRT 3E with variations, additions and deletions. The Project Team prepared a draft description and alignment map based on the information received, sound engineering practices and Metro Transit Light Rail Design Criteria. The description and map were provided to Mr. Higinbotham for review and approval by the CIDNA. The Project Team was provided verification that the interpretation and map represented the intent of the proposal. For more information see Appendix A. Figure 1 illustrates a general routing diagram for LRT 3E. The conceptual engineering for the alignment are presented in Appendix A.

The description of the route for LRT 3E is divided into three segments for the purpose of describing the general alignment and physical characteristics only. Southwest of the West Lake Station the remainder of the alternative is assumed to be consistent with LRT 3C as described in the Southwest Transit DEIS Scoping Information Booklet and is not described here.

### **Segment A – West Lake Station to Park Avenue via the Midtown Corridor**

In contrast with LRT 3C the proposed LRT 3E eliminates the West Lake Station and replaces it with a new station located in the vicinity of Dean Parkway with a park and ride assumed to be located near the station. From the Dean Parkway station the alternative follows the LRT 3C alignment through the Midtown Corridor. LRT 3E would be grade separated over Irving Avenue South and Humboldt Avenue South. No grade separation would be provided at James Avenue South. East of Humboldt Avenue, the light rail transit (LRT) guideway would enter the Midtown Corridor with stations at Uptown Transit Center (Hennepin Avenue), Lyndale Avenue South, Nicollet Avenue and 5<sup>th</sup> Avenue South. From 5<sup>th</sup> Avenue, the guideway would continue east in the Midtown Corridor to Park Avenue.

## **Segment B – Park Avenue to 10<sup>th</sup> Street with extension to Hiawatha Metrodome Station**

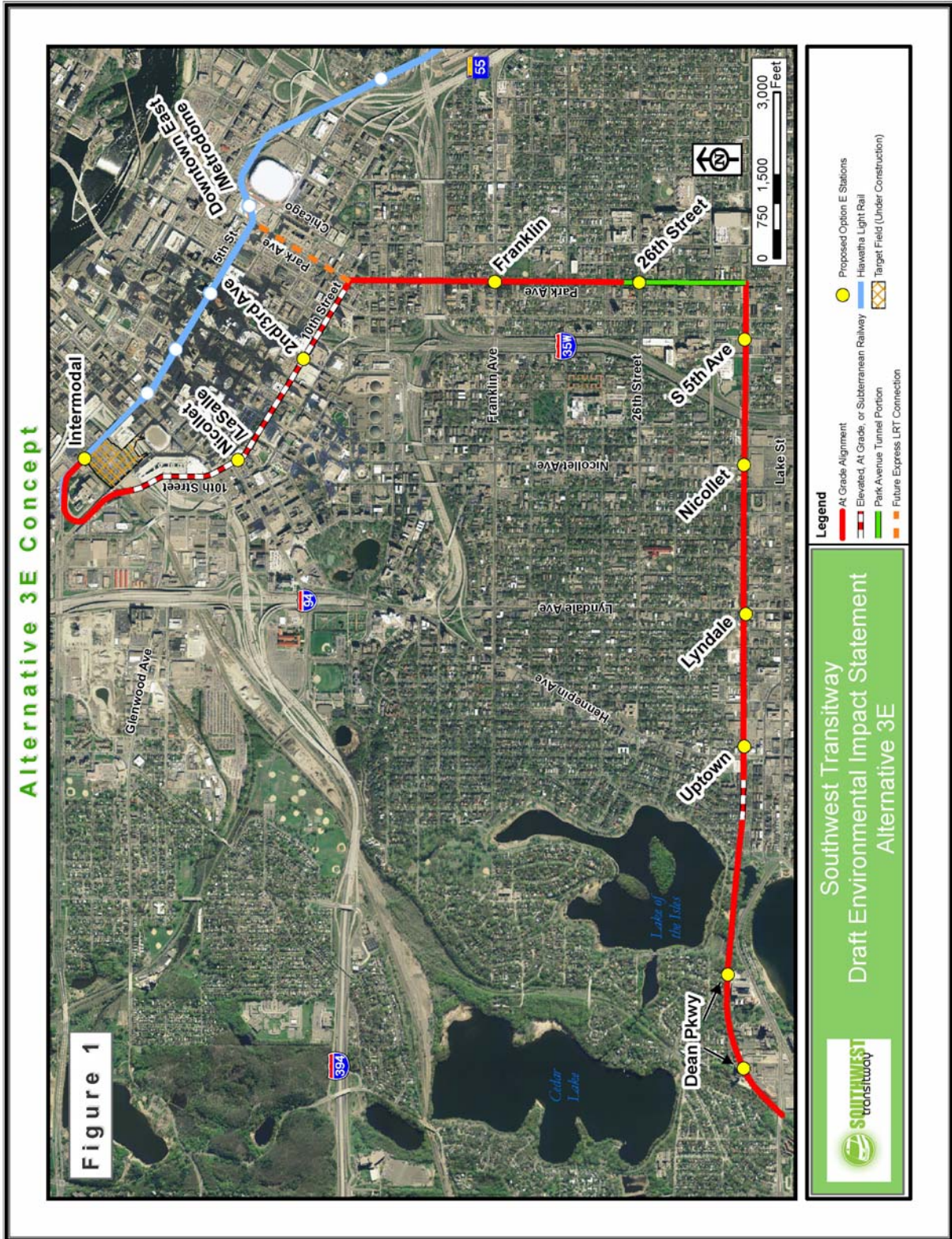
At Park Avenue the guideway<sup>1</sup> would transition into a tunnel having a 300-foot radius turn to the north to align with Park Avenue. The tunnel would extend north under Park Avenue with the guideway transitioning to street-grade between 25<sup>th</sup> and 26<sup>th</sup> streets. A station would be located near the intersection of 26<sup>th</sup> Street and Park Avenue. The alignment would then run at-grade to 10<sup>th</sup> Street South, and a station would be located near the intersection of Franklin and Park Avenues. South of the intersection at Park Avenue and 10<sup>th</sup> Street, the guideway would start to transition to an elevated section so that it is fully elevated as the guideway turns northwest onto 10<sup>th</sup> Street. The guideway and roadway configuration for the at-grade portion of the alignment are assumed to be the same as LRT 3D, which was previously evaluated during the Alternatives Analysis phase of the project, or a double track two-way guideway located in the center of the right-of-way, with one vehicle travel lane on both the east and west sides of the guideway, protected left turns at signalized intersections and on-street parking where space allows.

Near the intersection of Park Avenue and 10<sup>th</sup> Street, the guideway would split into two alignments using a 'Y' junction that would allow trains to access the 10<sup>th</sup> Street Line or continue north to the Metrodome Station and interline with the Hiawatha Line. The second guideway would continue north on Park Avenue, transition to grade between 9<sup>th</sup> and 8<sup>th</sup> streets and continue north on Park Avenue to 5<sup>th</sup> Street. At 5<sup>th</sup> Street, there would be a second 'Y' junction so that northbound Southwest LRT trains could continue southeast on the Hiawatha LRT, westbound Hiawatha trains could interline with Southwest LRT and continue south, and both east and west bound Hiawatha trains could operate on 5<sup>th</sup> Street South.

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<sup>1</sup> "Guideway" includes all physical elements of the running surface for a LRT system. It includes the track bed, track, switches, overhead power system, poles, signals, and stations.

Figure 1 LRT 3E Option Concept





## **Segment C – Park Avenue to Intermodal Station via 10<sup>th</sup>, 7<sup>th</sup> streets and 6<sup>th</sup> Avenue.**

From the intersection of Park Avenue and 10<sup>th</sup> Street South, the guideway would turn northwest onto 10<sup>th</sup> Street South as an elevated railway and return to an at-grade alignment along 7<sup>th</sup> Street North. Elevated station platforms would be located at either 2<sup>nd</sup> or 3<sup>rd</sup> Avenue South (near the Minneapolis Convention Center) and near the intersection of 10<sup>th</sup> Street South and LaSalle Avenue. It is assumed that the existing travel lanes on 10<sup>th</sup> and 7<sup>th</sup> streets from Glenwood Avenue north to 6<sup>th</sup> Avenue North cannot be converted to an LRT guideway to maintain vehicle travel capacity on this portion of the route. Therefore, the guideway would require new structures from Glenwood Avenue over I-394 to 6<sup>th</sup> Avenue North. At 6<sup>th</sup> Avenue North, the guideway would turn eastward on the south side of 6<sup>th</sup> Avenue North and tie into the tail tracks for the Hiawatha Line north of the intermodal station. This alignment might require the relocation of the Hennepin Energy Resource Center driveway from 6<sup>th</sup> Avenue North to North 7<sup>th</sup> Street.

### **3. ASSUMPTIONS**

The following assumptions about transit operations and the existing conditions were made when evaluating the proposed LRT 3E alternative.

#### **3.1 OPERATING ASSUMPTIONS ROUTING AND FREQUENCY**

It is assumed that the Southwest and Hiawatha LRT lines would interline at the Metrodome Station and would operate with an A/B train configuration. The in-bound Southwest A train would turn northwest onto 10<sup>th</sup> Street at Park to interline with Hiawatha at the intermodal station, continue south on 5<sup>th</sup> Street to Park, turn south on Park to Southwest end of line (EOL). The inbound Southwest B train would continue north on Park Avenue from 10<sup>th</sup> Street, turn east at the Metrodome Station to interline with the Hiawatha LRT and continue to the Mall of America (MOA) EOL. The Hiawatha LRT would also operate as an A/B train with a split in-routing at the Metrodome Station. Every other Hiawatha train would travel northwest on 5<sup>th</sup> Street to the intermodal station where they would interline with the Southwest Line and continue on 6<sup>th</sup> Avenue North to North 7<sup>th</sup> Street, turn south on North 7th to 10th Street North, 10th Street North to Park Avenue, and turn south on Park Avenue to Southwest EOL. The Hiawatha 'B' train would turn south on Park Avenue at the 5th Street go to the Southwest EOL. No in-bound Southwest train would be routed to 5th Street or turn northwest on 5th Street. No Hiawatha train would continue to Park Avenue/10<sup>th</sup> Street and turn northwest on 10<sup>th</sup> Street.

Southwest trains would operate at 7.5-minute peak period frequencies from the southern end of line (EOL) and the Park/10<sup>th</sup> Street 'Y'. Hiawatha trains would operate at 7.5-minute frequency from its eastern EOL to the Park and 5<sup>th</sup> Street North 'Y'. This routing concept provides 15-minute one seat ride from all EOLs to stops on 10th and 5<sup>th</sup> streets on both lines and 7.5-minute frequency from all EOLs to all other stops. This routing provides a "balanced" routing split required for operation efficiencies. Travel demand may warrant only every other Southwest train going to the Mall of America EOL during peak and an even split during off-peak travel times however, this would overload the track capacity where the Hiawatha and Central Corridor LRT lines share tracks in downtown Minneapolis. Figures 2 and 3 provide schematic diagrams of the interlining and operations concept.

### 3.2 EXISTING CONDITION ASSUMPTIONS

- Existing bridge over I-94 is assumed to be modified to accommodate LRT and not completely replaced;
- The alignment includes a tunnel section beginning approximately at 28<sup>th</sup> Street and ending approximately between 26<sup>th</sup> and 25<sup>th</sup> Streets;
- Right-of-way widths are based on field observations and GIS data, and are approximate values only;
- The alignment seeks to minimize right-of-way acquisition. Where possible, proposed LRT trackway and lane configurations are designed to remain within existing street right-of-way;
- Vehicles would not be allowed to share the LRT tracks or cross the LRT tracks except at signalized intersection locations; and
- The end-of-line of the Hiawatha is assumed to be as built today with two sets of tail tracks.

Figure 2 Interlining Southwest and Hiawatha Lines

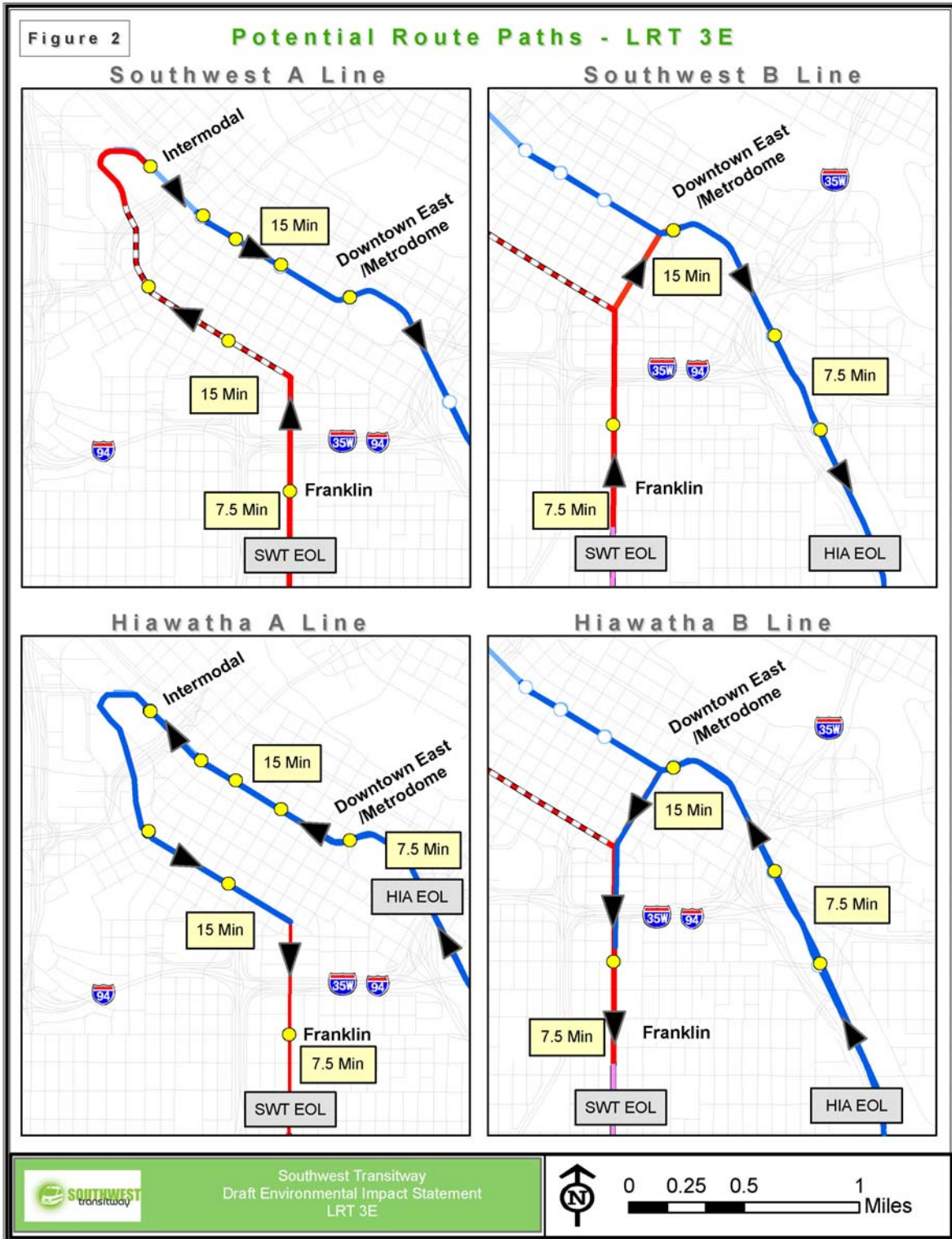
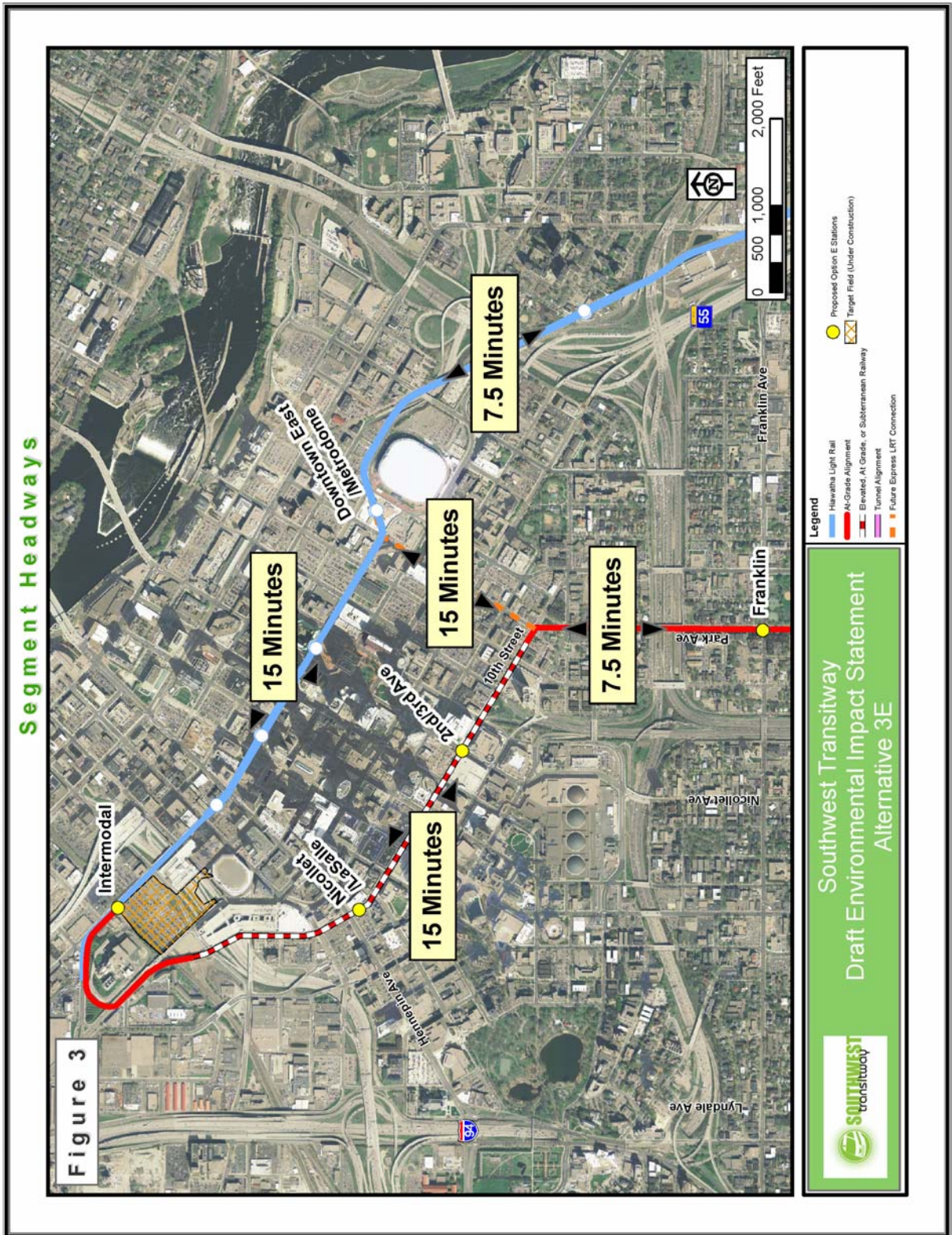


Figure 3 Operational Frequencies



## 4. EVALUATION

Although CIDNA's base concept for LRT 3E is for the alignment to be aerial (above grade) along 10<sup>th</sup> Street, CIDNA indicated this portion of the alignment could also be at-grade or in a tunnel. These sub-alternatives were generally evaluated and determined to not be feasible and therefore were not further evaluated. The at-grade alternative would reduce travel capacity on 10<sup>th</sup> Street to one lane in each direction, disrupt access to I-35W, and would most likely require the street to be converted to a two-way street. In combination, these changes to 10<sup>th</sup> Street would result in significant traffic impacts, including driver safety implications (such as visibility), increased congestion and decreased levels of service at intersections. The *Access Minneapolis: Downtown Action* plan identified the intersection of 10<sup>th</sup> Street and 4<sup>th</sup> Avenue/I-35W entrance as having a capacity issue, with a volume to capacity ratio of 0.96 (LOS<sup>2</sup> "E"). The removal of a lane of traffic would likely cause this intersection to fail (LOS "F"). The tunnel alignment would result in cost increases two to three times greater than aerial alignment as well as major constructability issues. For these reasons, the above grade alternative was the only option evaluated in this analysis.

To determine if the LRT 3E alternative is a reasonable alternative warranting inclusion in the DEIS the following criteria were applied:

1. Consistency with Regional and Local Planning defined as the *Metropolitan Council's 2030 Transportation Policy Plan (TPP)*, the Hennepin County Transportation System Plan (TSP), and the City of Minneapolis *Access Minneapolis* plan.
2. Are of Sound Engineering Practices and are Practical and Feasible
3. Perform as well or better than the LRT alternatives identified for inclusion in the DEIS which are LRT 1A, LRT 3A, and LRT 3C
4. Consistency with the Purpose and Need Statement for the Southwest Transitway

### 4.1 CONSISTENCY WITH REGIONAL AND LOCAL TRANSPORTATION PLANS AND PROGRAMS

For purposes of this analysis consistency with regional and local planning was defined as consistency with the *Metropolitan Council's 2030 Transportation Policy Plan (TPP)* and the City of Minneapolis *Access Minneapolis* plan.

#### 4.1.1 METROPOLITAN COUNCIL 2030 TRANSPORTATION POLICY PLAN (TPP) - ROADS

The TPP is the regions long-range plan for transportation, presenting the policies and plans of the Council to guide transportation improvements. The

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<sup>2</sup> Level-of-Service (LOS) is a quality measure describing operational conditions within a traffic stream, general in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience." (Highway Capacity Manual 2000, pg. 2-2). Intersection performance is defined using six levels, A through F, with A being best and F being worst.

TPP calls for planning and investment in multi-modal transportation options, establishing greater connections between land use, transportation, and population density, making efficient use of the regional transportation system, focusing highway investments first on maintenance and second on slowing congestion, building transit ridership, and encouraging local communities to implement an integrated transportation network. The plan specifically identifies investments in transitways and enhancing transit ridership through transit supportive policies as a key component of the region's transportation system. Metropolitan Council adopted an update to the 2030 TPP (originally adopted on December 15, 2004) on January 14, 2009.

### Functional Classification

The TPP includes a long-range plan for roadways identifying their functional classification. According to the current TPP, Park and Portland Avenues are identified as A-minor reliever routes for Interstate 35W, the principal arterial<sup>3</sup> route for north – south movements through this geographic area.

According to the criteria set forth in the TPP, A-minor relievers in urban areas provide direct relief for traffic on Metropolitan Highway Principal Arterials, serve medium-to-short trips (2–6 miles), have parking restricted as necessary, carry between 5,000–30,000 vehicles per day, posted speed limits of 35–45 miles per hour (mph), average travel speeds of 15 mph during peak periods, with 60–150 feet for right-of-way. There are no criteria based on the number of lanes. A-minor arterials generally provide access to interstates, other principal arterials, collectors<sup>4</sup>, and some local streets.

Park Avenue currently carries 11,500 vehicles per day and serves primarily as a reliever to I-35W, located ¼ mile to the west. The traffic volumes have remained fairly stable since the year 2000. If Park Avenue were converted to accommodate two LRT tracks running down the center with one lane in each direction (with turning lanes at intersections), it is unlikely that Park and Portland Avenues could retain their function as A-minor relievers for I-35W and there is no likely roadway candidates in the area within ¼ mile of I-35W that could perform this function.

### **4.1.2 ACCESS MINNEAPOLIS PLAN**

The *Access Minneapolis* plan is the 10-year action plan for transportation improvements in the City of Minneapolis. The plan was adopted by the Minneapolis City Council on June 29, 2007. The section on transit identifies LRT, BRT, and other forms of mass transit as service modes the city plans to implement, and recognizes the importance of supporting transit with density through land use policies. Methods of improving transit efficiency and ridership include developing information for passengers at transit stops and

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<sup>3</sup> Functional classification of roadways refers to the grouping of streets and highways into classes or systems. “Principal Arterials” are facilities designed for thru traffic movements with limited access to adjacent lands.

<sup>4</sup> “Collector” streets are an intermediate category of roadway between arterial roads and local streets. Collector streets often provide increased access points to adjacent lands, but are intended to funnel traffic from local streets to arterial roadways.

evaluating the “frequency, span, and coverage of service on PTN (Primary Transit Network) corridors” (City of Minneapolis, 2007-8).

### Pedestrian System - Conflicts with Skyways

Downtown Minneapolis has an extensive skyway system, providing eight miles of above-grade access corridors to nearly 80 city blocks. This largely privately-operated indoor pedestrian network provides convenient access between offices, retail, hotels, parking ramps and the Minneapolis Convention Center.

LRT 3E would result in a physical conflict between three skyways that span over 10<sup>th</sup> Street. The three impacted skyways are located:

1. Between 2<sup>nd</sup> Avenue and Marquette Avenue;
2. Between Nicollet Avenue and LaSalle Avenue;
3. Between LaSalle Avenue and Harmon Place.

The conflict results from the difference between top of track elevation and the finish floor elevation of the skyways. The guideway would be approximately 24.5 to 26.5 feet above ground, allowing for sufficient clearance between the tops of the pier structures and grade level, whereas the skyways are located at the second floor level of the adjacent buildings and are 14 to 18 feet above grade. Therefore, where the skyway and guideway intersect the grade difference would be 10 to 12 feet in elevation. There are three s to address this conflict:

1. Raise the finish floor of the skyways to match the elevation of the trackway;
2. Raise the guideway so it passes over the top of the skyway enclosure;
3. Remove the skyways.

The first solution would require the finish floor elevation of the skyways to be raised to the top of track elevation to allow pedestrian crossing. This would require the skyways being raised to the 3<sup>rd</sup> floor level of the adjacent buildings. These buildings and possibly others adjacent to them would need to reconfigure their internal circulation, including ADA compliant access to the rest of the skyway system, which is located on the 2<sup>nd</sup> level. This relocation would hinder implementation of some of the goals of the *Access Minneapolis* plans, which calls for a better integration of the skyway system with the sidewalk level by providing highly visible vertical circulation elements located along the outside perimeter of buildings.

Where a skyway intersects with the guideway, special doors, similar to those used on elevators, would have to be installed on both sides of the guideway to control pedestrian crossings when a train is approaching. Because the skyway enclosure would be penetrated by the guideway, thereby opening the skyway to the elements, the doorways would most likely remain closed except when a pedestrian requests to cross by pressing a button. This would restrict the free flow of pedestrians along the skyway.

The second approach would require the height of the guideway to be raised to pass over the top of the skyways. This would increase the top of track to a height of 34.5 to 36.5 feet above street grade and result in additional capital costs.

A third option to deal with the conflict would be to remove skyways to accommodate the elevated LRT on 10<sup>th</sup> Street. This action would be detrimental to the skyway system. The skyway over 10th Street between 2nd Avenue and Marquette Avenue is a critical link. It provides the only skyway access between the Central Business District (CBD) and Orchestra Hall and the Convention Center. Any action requiring the relocation or removal of this skyway (even temporary) could have negative impacts on Orchestra Hall and Convention Center activities. This skyway also provides the only system link to the CBD for residents in the Marquette Place and Oakwood apartments, some of which are mobility impaired and rely on this skyway for safe access.

The first and third methods to address the conflict between the elevated guideway and existing skyways would result in a deterioration of the pedestrian flow through the skyways, increase pedestrian walk time, and produce results that are inconsistent with the intent of the *Access Minneapolis* plan. The second solution would increase the capital costs to construct LRT 3E and could result in LRT operation issues.

### 10<sup>th</sup> Street

10<sup>th</sup> Street currently carries around 4,000 vehicles per day between I-35W and 5<sup>th</sup> Avenue South. Between 5<sup>th</sup> Avenue South and I-394, 10<sup>th</sup> Street carries between 10,000 and 12,000 vehicles per day. Presently, 10<sup>th</sup> Street provides access between I-35W, Downtown Minneapolis, and TH 55.

The *Access Minneapolis* plan proposes the conversion of 10<sup>th</sup> Street from one-way eastbound operations to two-way operations between 5<sup>th</sup> Avenue South and Park Avenue. Between 5<sup>th</sup> Avenue and I-394, 10<sup>th</sup> Street has 3 thru-lanes and metered parking on both sides of the street in many places. Between 5<sup>th</sup> Avenue and Park Avenue, 10<sup>th</sup> Street is 44 feet wide, with two thru-lanes, metered parking on the south side of the street, and a 4-foot bicycle lane on the north side of the street. Under the *Access Minneapolis* plan, 10<sup>th</sup> Street would be one thru-lane in each direction between 5<sup>th</sup> Avenue and Park Avenue, with parking on the south side of the street and a widening of the bicycle lane on the north side to a standard width (6 feet).

LRT 3E would require the removal of a lane of traffic for the alignment (whether elevated or at grade), and possibly the bicycle lane and/or the metered on-street parking. This would require 10<sup>th</sup> Street to remain a one-way street, and would be in conflict with the *Access Minneapolis* plan.

Based on Highway Capacity Manual and Institute of Transportation Engineers (ITE) guidelines, 10<sup>th</sup> Street likely operates at LOS "A" or "B." The *Access Minneapolis* plan identified the intersection of 10<sup>th</sup> Street and 4<sup>th</sup> Avenue/I-35W entrance as having a capacity issue with a volume to capacity ratio of 0.96 (LOS "E"). The removal of a lane of traffic would likely cause this intersection to fail (LOS "F").

## **CONSISTENCY WITH TRANSIT SERVICE**

### Primary Transit Network

The *Access Minneapolis* plan identified Primary Transit Networks (PTN) routes, defined as high frequency with service every 15 minutes or less, operating 18 to 24 hours per



day, seven days per week. For the geographic area bounded by Nicollet Avenue on the west, Chicago Avenue on the east, Lake Street on the south and 10<sup>th</sup> Street on the north, the roadways designated for PTN service are Lake Street, Franklin Avenue, Chicago Avenue, Nicollet Avenue and I-35W. Neither Park nor Portland Avenues are identified as warranting high frequency transit service.

### Existing Transit Service

Existing transit service within one-quarter-mile of the proposed LRT 3E alignment is robust, with numerous local, limited stop, and express bus routes operating on street corridors which parallel the proposed LRT 3E alignment. Several of the existing routes are high frequency service routes operating at increased service frequencies. Most notably, bus routes 5, 6, 10, 18, and 21 are high frequency service routes running on parallel streets or perpendicular cross streets within one city block of the proposed alignment. Each of these routes operate at 7–10-minute or less headway frequencies during the weekday peak hour periods, and provide service during the weekends. This equates to 16 or more buses per hour in both directions on the streets served by these high frequency bus routes, which include Lake Street, Chicago Avenue, and 10<sup>th</sup> Street South. In addition to these routes, several other local and limited stop bus routes operate on the same streets or other city streets. The current levels of service allow for sufficient ingress and egress into, around, and out of these corridor areas in all directions.

The LRT 3E alignment would use a portion of the Midtown Corridor paralleling Lake Street. Lake Street is served by the Route 21 bus, a high frequency route, and the Route 53 bus, a limited stop weekday service. Between Hennepin Avenue and Park Avenue on the Midtown Corridor, several streets are served by other high frequency bus routes. On Hennepin Avenue, the Route 6 bus operates at 5–7-minute peak hour headways with approximately 222 weekday trips. The Route 18 bus is also a high frequency bus route operating on Nicollet Avenue, operating at 5-8-minute headways during the peak hour periods with approximately 280 weekday trips. The Route 4 bus provides regular weekday and weekend service on Lyndale Avenue, however, this route is not a high frequency route. In addition to these routes, both Hennepin and Lyndale Avenue are also served by limited stop bus service with connections to the U of M during the academic year.

On Park Avenue between the Midtown Corridor and 10<sup>th</sup> Street South, the LRT 3E alignment would run below and at grade, paralleling Chicago Avenue one city block to the west. Several local buses and a weekday circulating loop route provide service on Park and Portland Avenues, and the Route 5 bus is a high frequency route operating on Chicago Avenue. The Route 5 bus operates at 5-10-minute service headways during weekday peak hour periods, making 258 weekday trips and providing service on weekends. Route 5 would also parallel the LRT 3E alignment in downtown, traveling within one-quarter mile of the proposed alignment on 7<sup>th</sup> and 8<sup>th</sup> Streets. Routes serving Park Avenue include the local Route 24 and 39 buses. Perpendicular cross routes on Park Avenue include the Route 2 bus operating on Franklin Avenue, and the Route 27 bus operating on 26<sup>th</sup> Street.

Once the alignment reach's 10<sup>th</sup> Street South in downtown Minneapolis, the alignment would turn northwest and follow 10<sup>th</sup> Street through the downtown core. Between Park Avenue and Hennepin Avenue, up to 24 bus routes use portions of 10<sup>th</sup> Street traveling in multiple directions throughout downtown. The entrance and exit points to I-35W make this

a convenient street for express commuter bus traffic, as well as some local bus routes. These entrance and exit points are also being considered as part of the reconstruction of 2<sup>nd</sup> and Marquette Avenues in downtown for Bus Rapid Transit along I-35W. The Route 10 bus provides high frequency transit service along portions of 10<sup>th</sup> Street, operating at 7-10-minute headways during weekday peak hour periods and making 191 trips. Other buses serving 10<sup>th</sup> Street making numerous daily trips include the Route 9 and Route 25 buses.

### Duplication of Service

As evidenced, the three regions considered all have a mixture of high frequency local bus service, along with limited or express bus service operating within one city block of the proposed LRT 3E alignment. As a result, the LRT 3E alignment would provide duplicate service to saturated transit markets. Service duplication has several implications, including increased travel times, decreased ridership, intra-agency competitive service, and higher capital costs borne by both the public and operating agencies, excluding construction costs. The existing bus service could not be replaced with the addition of the LRT 3E alignment. Altering or restructuring the current bus patterns to connect with the LRT or onto other streets would reduce access to destinations already served and likely impact current ridership levels. Finally, the LRT 3E alignment is not consistent with the transit plans of the city as outlined in the *Access Minneapolis: Downtown Action Plan* of 2007.

## **4.2 SOUND ENGINEERING**

For purposes of this analysis engineering issues including traffic impacts, new structures, right-of-way, parking, bicycle lanes, bridge impacts and access impacts were evaluated.

### **4.2.1 ACCESS ISSUES**

LRT 3E would require access modifications to and from Park Avenue at several locations. Using the access criteria adopted for the Central Corridor LRT project, vehicles would not be able to cross over the fixed guideway except at signalized intersections located approximately ¼ mile apart. Access at unsignalized intersections would be restricted to right-in, right-out only. Application of these criteria to Park Avenue would eliminate crossing Park Avenue at the following locations:

- 7<sup>th</sup> Street
- 9<sup>th</sup> Street
- 14<sup>th</sup> Street
- 16<sup>th</sup> Street
- 17<sup>th</sup> Street
- 19<sup>th</sup> Street
- 22<sup>nd</sup> Street
- 25<sup>th</sup> Street

The loss of access from Park Avenue at 7<sup>th</sup>, 9<sup>th</sup>, 14<sup>th</sup> and 16<sup>th</sup> streets would be a challenge to drivers that need access to locations along these streets. Each of these streets is one-

way, requiring the navigation of more circuitous routes to reach these destinations, and thus additional travel delay.

Pedestrians would be able to cross Park Avenue at every intersection, with the exception of 14<sup>th</sup> Street, which may be modified or relocated to accommodate the transition of LRT from at-grade operations to above-grade operations between 15<sup>th</sup> Street to 10<sup>th</sup> Street.

#### **4.2.2 BIKE LANE**

The placement of the guideway on Park Avenue would result in the displacement of the existing bike lane. The placement of the elevated guideway on 10<sup>th</sup> Street would require vertical circulation elements between 2<sup>nd</sup> and 3<sup>rd</sup> avenues and between Hennepin and Hawthorne avenues for station access, also resulting in loss of the bike lane. The lane could be retained if the street is further widened but this would require the elimination of a parkway on one side of the street or by narrowing of the parkway on both sides. Any disruption of the 10<sup>th</sup> Street bike lane would be inconsistent with the *Access Minneapolis* plan.

#### **4.2.3 ON-STREET PARKING**

The implementation of LRT 3E would require the elimination of all on-street parking on Park Avenue between the transition zone (defined generally as being between 26<sup>th</sup> and 25<sup>th</sup> Streets) and 10<sup>th</sup> Street where the train would transition from the tunnel to the at grade alignment if existing parkways are retained. On-street parking could be retained along the route above the tunnel portion and south of I-94 on those blocks where street widening for stations or left turn bays is not required by removing existing parkways. Parking spaces would have to be removed to provide room for left-turn lanes at 6<sup>th</sup>, 8<sup>th</sup>, 15<sup>th</sup> and 18<sup>th</sup> streets, Franklin Avenue, and 24<sup>th</sup> Street. On-street parking would also be eliminated around station platform areas, including a half-block of parking north and south of Franklin Avenue, and a half-block of parking located north of 26<sup>th</sup> Street. All on-street parking north of Grant Street would be displaced by the guideway and associated street widening.

These actions would result in the removal of nearly 50 to 100 percent of the on-street parking along Park Avenue between 26<sup>th</sup> Street and the Downtown East/Metrodome Hiawatha LRT station at 5<sup>th</sup> Street. The reduction in available parking could create quality-of-life issues for local residents, businesses, and institutions, especially those that have on-street parking as their only option.

The loss of on-street parking on Park Avenue could have indirect consequences that are contrary to the Purpose and Need for the Project:

- Could increase the amount of land devoted to off-street parking which would be counter productive to economic development;
- Could decrease property occupancy, land values and rent which would be counter productive to economic development;
- Could encourage transit users to park on adjacent streets or in undesignated parking lots which would be disruptive to the quality of life of the occupants of the neighborhood.

#### **4.2.4 RIGHT-OF-WAY IMPACTS**

Based on the conceptual plans developed to assess the impacts of LRT 3E the alignment would require the acquisition of a portion of 40 parcels of land. The portions that require property takes are:

- 1 parcel requiring tunnel at the transition from Midtown Corridor to Park Avenue
- 7 partial takes to maintain travel lanes at 26<sup>th</sup> Street station and tunnel portal
- 19 partial takes to maintain travel lane at Franklin Street station
- 2 partial takes to transition for Park Avenue to 10<sup>th</sup> Street
- 2 partial takes to transition from Park Avenue to 5<sup>th</sup> Street
- 2 partial takes at the 3<sup>rd</sup> Avenue station
- 1 partial takes at the Hennepin Avenue station
- 6 air rights or ROW takes from Glenwood Avenue to Hiawatha tail track

#### **4.3 PERFORMANCE EVALUATION**

For purposes of this analysis, the LRT 3E alternative was evaluated on how it would perform compared to the alternatives recommended from the Alternatives Analysis (AA) for inclusion in the DEIS. The three LRT alternatives are LRT 1A, LRT 3A, and LRT 3C. For purposes of this analysis performance measures included estimated travel times, and estimated capital costs (year 2015).

##### **4.3.1 IMPACT ON HIAWATHA LRT SERVICE FREQUENCIES**

This interlining concept has significant implications to both the Southwest LRT and Hiawatha service to the primary downtown station because only every other train for each line would serve these stations. These means that passengers desiring to go to/from the downtown stations to any point on the Southwest Line or Hiawatha Line would have 1 train every 15 minutes for their trip compared to the 7.5-minute service currently programmed for the Hiawatha Line. This may have severe implications for the Hiawatha LRT line which is currently experiencing capacity problems operating on the 7.5-minute frequency.

### 4.3.2 OUT OF DIRECTION TRAVEL

With LRT 3E, the travel distance between the Midtown Corridor and Nicollet Avenue intersection and the Nicollet Mall Station via the Intermodal Station would be approximately 3.6 miles. With LRT 3C the distance from the Midtown Corridor and Nicollet Avenue intersection and 4<sup>th</sup> Street Station would be approximately 1.6 miles. This means LRT 3E requires a two-mile out of direction travel penalty for any Southwest LRT passenger going to/from the primary downtown stations or any Hiawatha Line station.

### 4.3.3 TRAVEL TIMES

Representative travel times by LRT in minutes are presented in Table 4. All times are from the West Lake/Dean Parkway Station to the three primary stations in downtown Minneapolis (Nicollet Mall, Government Plaza, and the Metrodome).

**Table 1: Comparative Travel Times (Minutes) – Excludes transfer time**

Station	Minutes each alternative			Notes
	LRT 1A/3A	LRT 3C	LRT 3E (A/B)	
FROM: West Lake / Dean Station				
TO: Nicollet Mall/5 <sup>th</sup> St. (Hiawatha Line Station)	12.9	13.8	20.4	A assume 1-3 A + HAI interline at Intermodal. C assume w/ walk to Nicollet Mall Station. E assume Southwest LRT A train via 10th St to Intermodal
TO: Government Plaza (Hiawatha Line Station)	14.9	17.7	22.4	A assume 1-3 A + HAI interline at Intermodal. C assume w/ walk to Nicollet Mall Station, transfer to HIA. E assume Southwest LRT A train via 10th St to Intermodal
TO Metrodome (Hiawatha Station)	17.9	20.7	25.4 A 11.3 B	A assume 1-3 A + HAI interline at Intermodal. C assume w/ walk to Nicollet Mall Station, transfer to HIA. E assume Southwest LRT A train via 10th St to Intermodal with transfer to HIA

The fastest travel time occurs with LRT 3A because it would have the shortest travel distance and highest train speed. The longest travel time is on LRT 3E because it would have increased travel distance, and a slower speed. LRT 3A or LRT 3C would provide service every 7.5 minutes per direction between the West Lake/Dean station and the three primary downtown stations while LRT 3E 'A' train would provide service every 15 minutes.

The LRT 3E 'B' train would have a faster travel time to the Metrodome station and points east on the Hiawatha line because it bypasses downtown connecting to the Metrodome via Park Avenue.

Table 5 displays the frequency (minutes between trains) of service and the estimated time a typical passenger would have wait for a train (1/2 frequency) for the LRT 3A, LRT 3C, and LRT 3E 'A/B' trains. LRT 3E has the longest time between trains and the longest wait time at any downtown station because of the A/B train operation.

**Table 2: Peak Headways/Wait times (Minutes) – Excludes transfer time**

Station	Minutes each alternative			Notes
	LRT 1A/3A	LRT 3C	LRT 3E (A/B)	
FROM: West Lake / Dean				
TO: Nicollet Mall/5 <sup>th</sup> St. (Hiawatha Line Station)	7.5/3.75	7.5/3.75	15.0/7.5	A assume 1-3 A + HAI interline at Intermodal. C assume w/ walk to Nicollet Mall Station. E assume Southwest LRT B train via 10 <sup>th</sup> St to Intermodal
TO: Government Plaza (Hiawatha Line Station)	7.5/3.75	7.5/3.75	15.0/7.5	A assume 1-3 A + HAI interline at Intermodal. C assume w/ walk to Nicollet Mall Station, transfer to HIA. E assume Southwest LRT B train via 10 <sup>th</sup> St to Intermodal
TO Metrodome (Hiawatha Station)	7.5/3.75	7.5/3.75	15.0/7.5 15.0/7.5	A assume 1-3 A + HAI interline at Intermodal. C assume w/walk to Nicollet Mall Station, transfer to HIA. E assume Southwest LRT B train via 10 <sup>th</sup> St to Intermodal with interline to HIA

Table 6 combines the travel time on the LRT and wait time at the station to estimate the total trip time between the representative stations.

**Table 3: Total Trip Time (Travel +Wait) – Excludes transfer time**

Station	Minutes each alternative			Notes
	LRT 1A/3A	LRT 3C	LRT 3E (A/B)	
FROM: West Lake / Dean				
TO: Nicollet Mall/5 <sup>th</sup> St. (Hiawatha Line Station)	16.65	17.55	27.9	A assume 1-3 A + HAI interline at Intermodal. C assume w/ walk to Nicollet Mall Station. E assume Southwest LRT B train via 10th St to Intermodal
TO: Government Plaza (Hiawatha Line Station)	18.65	21.5	29.9	A assume 1-3 A + HAI interline at Intermodal. C assume w/ walk to Nicollet Mall Station, transfer to HIA. E assume Southwest LRT B train via 10th St to Intermodal
TO Metrodome (Hiawatha Station)	21.65	24.45	32.9 (A train) 18.8 (B train)	A assume 1-3 A + HAI interline at Intermodal. C assume w/walk to Nicollet Mall Station, transfer to HIA. E assume Southwest LRT B train via 10th St to Intermodal with interline to HIA

LRT 3E experiences significantly greater total trip times than alternatives LRT 3A or LRT 3C except for the 'B' train going directly to the Metrodome. For example, if a Southwest passenger desires to go from the West Lake/Dean station to the Nicollet Mall station, it would take him 16.8 minutes on the A route, 17.5 minutes on the LRT 3C route and 27.9 minutes on the LRT 3E route. The addition 10.4 minutes in trip time for the LRT 3E route compared to the LRT 3C route is because of the additional two miles of travel distance the six additional stations that the LRT 3E route encounters prior to reaching the Nicollet Mall station.

A trip from the West Lake/Dean station to the Metrodome station would take 21.7 minutes on the LRT 3A route, 24.5 minutes on the route (including a 3.4 minute wait time to transfer trains, 32.9 minutes on the LRT 3E route 'A' train (no transfer) or 18.8 minutes on the LRT 3E route 'B' train.

#### **4.3.4 RIDERSHIP**

Ridership forecasts were conducted for the LRT 3E alternative and compared to the forecasted ridership of the LRT 3C alternative for this analysis. Because the alignment of the LRT 3E would be similar to that of the LRT 3C alternative south of the West Lake/Dean Parkway station, ridership projections were kept consistent south and west of the proposed West Lake/Dean Parkway station.

Table 4 summarizes the analysis findings for total ridership, new riders, and the system user benefits<sup>5</sup> for the LRT 3E alternative. According to the analysis results, the LRT 3E is projected to serve 24,500 trips per day, attract 5,300 new transit trips per day, resulting in 1.6 hours of system user benefit. When comparing LRT 3E and LRT 3C, ridership is estimated to be 3,600 riders per day lower or to serve 13 percent fewer trips—estimated to be a uniform drop across the Southwest Transitway stations—despite interlining with the Hiawatha line. The A/B service pattern submitted effectively reduced the service frequency from 7.5 minutes to 15 minutes to the downtown stations from the Southwest LRT line, which had a significant effect on ridership.

The comparison of LRT 3E with LRT 1A shows comparable ridership on the Southwest LRT, but a decrease in Hiawatha ridership for the same reasons as discussed above. The system user benefits for the LRT 3C alternative are calculated to be 2.5 million hours per year, as compared to 1.6 million hours per year for the LRT 3E alternative. The LRT 3C alternative is projected to have higher ridership volumes and reduced travel times, resulting in higher system user benefits. Table 4 summarizes the forecasted ridership for LRT 3C as reported in the Southwest Transitway AA, LRT 3E, and the Hiawatha line associated with each alternative.

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<sup>5</sup> FTA defines user benefits are the equivalent hours of travel time savings associated with improvements in transit service levels for all users of the transportation system.

**Table 4: Comparison of Overall LRT Ridership in Year 2030**

Measure	LRT Alternative	
	LRT 3E	LRT 3C
SW Boardings <sup>1,2</sup>	24,500	28,100
Hiawatha Boardings <sup>3</sup>	16,600	22,400
New transit trips	5,300	6,800
System User Benefits (millions hours/yr) <sup>4</sup>	1.6	2.5

**Notes:**

- 1: All boardings are for an average weekday, and do not include special events. Alt 3E ridership, required stations and user benefit values are preliminary, and subject to quality assurance checking.
- 2: Alternative 3E, 1A and 3A boardings for SW include all rail trips that use at least one SW station. Alternative 3C boardings for SW represent total trips using any SW station.
- 3: Alternative 3E, 1A and 3A boardings for Hiawatha include the difference between the total boardings on the combined lines minus the SW LRT boardings for that Alternative. Alternative 3C boardings for Hiawatha represent total trips using any Hiawatha station, including those in the Minneapolis CBD.
- 4: User benefits are preliminary only for all alternatives, and subject to more in-depth analysis, though the relative comparison should be valid. The user benefits represent the change from the Enhanced Bus alternative for year 2030.

**4.3.5 CAPITAL COSTS (YEAR 2015)**

Capital costs for LRT 3E were developed with the same methodology used to develop cost estimates for the Southwest Transitway Alternatives Analysis (AA) described in Technical Memorandum Number 7- Capital Cost Estimate.

Table 5 summarizes the total capital costs for LRT 3C and LRT 3E in 2015 dollars and defines the total increase in costs of LRT 3E compared to LRT 3C.

**Table 5: Capital Costs Estimate Comparison  
(thousands 2015 dollars)**

Capital Costs SCC	Alternative LRT 3C	Alternative LRT 3E	Delta (LRT 3E-LRT 3C)
Guideway / Track	267,482	326,793	59,311
Stations	77,284	79,449	2,165
Support Facilities	64,430	64,430	0
Sitework	181,627	205,497	23,870
Systems	171,375	192,768	21,393
Subtotal Construction	762,198	\$ 868,937	106,739
ROW	62,875	\$84,000	21,125
Vehicles	154,021	\$234,000	79,979
Prof. Services	192,658	\$226,000	33,342
Subtotal	1,171,752	\$1,412,937	241,185
Unallocated cont	234,351	\$295,000	60,649
<b>Total</b>	<b>\$1,406,103</b>	<b>\$1,707,937</b>	<b>\$301,834</b>



LRT 3E is estimated to cost \$1.7 billion (2015) to construct, which is approximately \$302 million or 21 percent more than LRT 3C.

#### **4.3.6 OPERATING AND MAINTENANCE COST (YEAR 2015)**

For purposes of this analysis, an approximation of increases in costs was prepared based on the percentage of increase in system wide guideway length reported in the Technical Memorandum No. 8 *Operating Cost Estimates* prepared for the Southwest Transitway Alternatives Analysis (AA).

Memorandum No. 8 assumed an LRT system configuration of 36.7 miles of two track guideway (includes the Hiawatha, Central and Southwest lines) and an annual rail O&M cost of \$67.5 million stated in 2005 dollars for LRT 3C. LRT 3E would increase the rail miles of guideway by five percent over the reported base miles of guideway. For purposes of this analysis, it was assumed that all costs and services reported in Memorandum No. 8, the O&M costs for LRT 3E would increase proportionate to the increase in system miles or five percent. Therefore the annual 2015 O&M costs for the increased miles of guideway associated with LRT 3E would be \$3.4 million bringing the total cost to \$70.8 million (2015).

The estimated Year 2015 annual operating cost for LRT 3E is \$70.8 million (\$67.4 million for LRT 3C + \$3.4 million), which is \$3.4 million higher than for the LRT 3C.

#### **4.3.7 INTERLINING WITH HIAWATHA LRT**

LRT 3E would interline with the Hiawatha LRT line at two locations. The Southwest "A" branch would interline with Hiawatha LRT line at the Intermodal Station and provide a one-seat ride for Southwest passengers to/from the primary downtown Minneapolis stations (Warehouse, Nicollet Mall, and Government Plaza Stations). The Southwest "B" branch would interline with the Hiawatha LRT line at the Metrodome Station and provide Southwest passengers a one-seat ride to all Hiawatha stations from Metrodome east to the Mall of America. This interlining configuration would leave sufficient track time for the Central Corridor LRT trains to service the downtown without adversely affecting roadway capacity in downtown or the capacity of 5<sup>th</sup> Street for efficient LRT operations.

LRT 3E would have an advantage over LRT 3C because it would allow for the interlining with Hiawatha/Central Corridor lines, whereas LRT 3C would not. With LRT 3C, Southwest LRT passengers with a trip origin/destination along the Hiawatha Line would have to transfer from/to the Southwest LRT 4<sup>th</sup> Street Station to/from the Hiawatha Nicollet Mall Station.

### **4.4 CONSISTENCY WITH THE SOUTHWEST TRANSITWAY PURPOSE AND NEED**

The Purpose and Need for the Southwest Transitway Project included improving mobility, providing competitive, reliable transit options for choice riders and transit dependent persons; and providing reverse commute transit service. During the AA, the Southwest Policy Advisory Committee (PAC) developed five goals the Southwest Transitway must achieve in order to fulfill the purpose and need for the project. The five goals included:

1. Improve Mobility ;
2. Provide a cost-effective, efficient travel option;
3. Protect the environment;
4. Preserve and protect the quality of life in the study area and the region;
5. Support economic development.

The goals were prioritized with any proposed alternative required to fulfill goals 1) Improve Mobility, and 2) Provide a cost-effective and efficient travel option before being evaluated on goals 3, 4, and 5. If an alternative did not demonstrate the ability to satisfy goals 1 and 2, it was dismissed from further consideration. The same process is applied to LRT 3E.

#### Improve Mobility

The Purpose and Need statement identifies North Loop, Harrison, Bryn Mawr and Kenwood neighborhood as in need of better transit service. These areas are currently underserved by the number of bus routes and span of hours of service. Travel times from these neighborhoods to primary destinations are extremely long via due to the circuitous nature of the roadway network that buses have to follow. Therefore, to affectively achieve the first goal for the Project this mobility issue should be addressed.

LRT 3E would not improve mobility compared to LRT 3C and would result in lower volumes of ridership than LRT 3C. From the West Lake/Dean station LRT 3E would operate in a corridor that is currently served with multiple high frequency bus transit routes that are serving existing transit markets. Constructing and operating LRT on Park Avenue and 10<sup>th</sup> Street would reduce travel lanes and would most likely reduce travel speed on these roadways, thereby adversely impacting bus travel times for routes operating on these streets. LRT 3E would not serve the North Loop, Harrison, Bryn Mawr and Kenwood neighborhoods that have been identified as underserved by transit and represent the greatest need for mobility improvements in the Study Area.

Introducing LRT onto Park Avenue and 10<sup>th</sup> Street would add a new transit mode to a transit market that is already well served. It is unlikely that LRT would attract new riders to transit from this portion of the alignment.

The reduction in travel lanes necessary to accommodate LRT along Park Avenue and 10<sup>th</sup> Street would reduce the carrying capacities of Park Avenue and 10<sup>th</sup> Street. Park Avenue would have to be converted to a two-way street, which would, in turn, require the conversion of Portland Avenue to a two-way street. This conversion and reduction in capacity could impede Park and Portland avenues from functioning as an A-minor reliever couplet for I-35. There is no alternative street within the desired ¼ mile distance from I-35 that could replace the Park/Portland couplet as a reliever.

10<sup>th</sup> Street is a primary point of access between I-35W, downtown Minneapolis, and TH 55. The reduction of this roadway from three to two lanes could adversely impact vehicle capacity.

LRT 3E would result in a decrease in service for the Hiawatha Line along 5<sup>th</sup> Street from 7.5-minute frequency to 15-minute frequency.

### Provide cost-effective, efficient travel options

LRT 3E is less cost effective and less efficient than LRT 3C for the following reasons:

- It would cost approximately \$302 million more than LRT 3C to construct.
- Annually, it would cost an estimated \$3.4 million more than LRT 3C to operate.
- Total travel time to the primary point of origin/destination of Nicollet Mall would be 10.35 minutes more than LRT 3C and 11.25 minutes greater than LRT 1A.
- It would reduce Hiawatha service along 5<sup>th</sup> Street from 7.5-minute frequency to 15-minute service.
- It would introduce a competitive mode of transit service to an already well served market along Midtown, Park Avenue and 10<sup>th</sup> Street.
- It would not provide transit service to the existing underserved transit markets that would be served by LRT 1A.

Based on the determination that LRT 3E does not meet the first two goals of the Purpose and Need for the Project, it is recommended that the alternative be dropped from further consideration.

## **5. CONCLUSIONS**

Based upon the analysis contained in this Technical Memorandum, the Southwest Project Team has determined the following conclusions based on the above mentioned evaluation criteria.

### **5.1 CONSISTENCY WITH LOCAL AND REGIONAL PLANNING**

Based on a review of the most current local and regional planning documents, the LRT 3E alignment would be incompatible with local planning documents and policies, including the *2030 Transportation Policy Plan* and the *Access Minneapolis* plan.

### **5.2 SOUND ENGINEERING**

The LRT 3E alternative would likely result in significant engineering challenges, changes in property access points, impacts to non-motorized transportation facilities, parking, and right-of-way.

LRT 3E would require modifications to access to and from Park Avenue at several locations. The loss of access from Park Avenue at 7<sup>th</sup>, 9<sup>th</sup>, 14<sup>th</sup> and 16<sup>th</sup> streets would be a challenge to drivers that need access to locations along these streets. Each of these streets is one-way, requiring the navigation of more circuitous routes to reach these destinations, and thus additional travel delay.

LRT running on Park Avenue would result in the displacement of the existing bike lane. The lane could be retained if the street is widened, but this would require the elimination of a parkway on one side of the street or by narrowing of the parkway on both sides. The placement of the elevated guideway on 10<sup>th</sup> Street would displace the vertical circulation elements between 2<sup>nd</sup> and 3<sup>rd</sup> avenues and between Hennepin and Hawthorne avenues.

Any disruption of the 10<sup>th</sup> Street bike lane would be inconsistent with the *Access Minneapolis* plan.

The implementation of LRT 3E would require the elimination of all on-street parking on Park Avenue between the transition zone (defined generally as being between 26<sup>th</sup> and 25<sup>th</sup> Streets) and 10<sup>th</sup> Street where the train would transition from the tunnel to the at grade alignment if existing parkways are retained. On-street parking could be retained along the route above the tunnel portion and south of I-35W on those blocks where street widening for stations or left turn bays is not required by removing existing parkways.

Based on the conceptual plans developed to assess the impacts of LRT 3E the alignment would require the acquisition of a portion of 40 parcels of land.

### **5.3 PERFORMANCE**

Based on ridership forecasts, the LRT 3E option would result in lower overall daily ridership volumes as compared to the LRT 3C alternative, increased travel times, and lower system user benefits. Interlining Southwest and Hiawatha trains would have significant implications to both the Southwest LRT and Hiawatha service to the primary downtown stations. Service frequencies would be reduced from 1 train every 7.5 minutes to 1 train every 15 minutes. Passengers desiring to go to/from the downtown stations to any point on the Southwest Line or Hiawatha Line would have 1 train every 15 minutes for their trip compared to the 7.5-minute service currently programmed for the Hiawatha Line. This may have severe implications for the Hiawatha LRT line which is currently experiencing capacity problems operating on the 7.5-minute frequency.

Furthermore, LRT 3E is estimated to cost \$1.7 billion (in 2015 dollars) to construct, approximately \$302 million (21%) more than the LRT 3C alternative. The estimated Year 2015 annual operating cost for LRT 3E is \$70.8 million (\$67.4 million for LRT 3C + \$3.4 million), which is \$3.4 million higher than for the LRT 3C.

### **5.4 PURPOSE AND NEED STATEMENT**

LRT 3E would not improve mobility as compared to LRT 3C, and would result in lower ridership volumes and increased travel times. Existing high frequency bus transit service is provided along all portions of the LRT 3E alignment. Constructing and operating LRT on Park Avenue and 10<sup>th</sup> Street would reduce travel lanes and would most likely reduce travel speed on these roadways, thereby adversely impacting bus travel times for routes operating on these streets. LRT 3E would not serve the North Loop, Harrison, Bryn Mawr and Kenwood neighborhoods that have been identified as underserved by transit and represent the greatest need for mobility improvements in the Study Area.

## **6. RECOMMENDATION**

Based upon the analysis contained in this Technical Memorandum, the Southwest Project Team recommended that the LRT 3E Alternative be excluded from the Southwest Transitway DEIS because it is not consistent with the Southwest Transitway Purpose and Need Statement, it is not consistent with Regional and Local planning, it is inferior in

performance compared to LRT 3C, LRT 3A, and LRT 1A; and it presents significant engineering, traffic, and LRT operations issues.

On Thursday, January 15, 2009, the Southwest Technical Advisory Committee (TAC) voted unanimously that LRT 3E, as proposed by CIDNA, should not be included in the Southwest Transitway DEIS. It is not recommended for inclusion because it is not consistent with the Southwest Transitway Purpose and Need Statement, it is not consistent with Regional and Local planning, it is inferior in performance compared to LRT 3C, LRT 3A, and LRT 1A; and it presents significant engineering, traffic, and LRT operations issues.

On Wednesday, January 21, 2009, the Southwest Policy Advisory Committee (PAC) voted unanimously to accept the TAC recommendation and to exclude the LRT 3E alternative from further consideration in the Southwest Transitway DEIS. The PAC also voted unanimously to forward the Southwest DEIS Scoping Summary Report to the Hennepin County Regional Railroad Authority (HCRRRA).

On Tuesday, January 27, 2009, the Hennepin County Regional Railroad Authority (HCRRRA) voted unanimously to accept the Southwest DEIS Scoping Summary Report.


















## List of Appendices

- Appendix A Conceptual Alignment Plans
- Appendix B Alternatives to be Studied in the DEIS
- Appendix C Correspondence with CIDNA

## Appendix A – Conceptual Alignment Plans

# APPENDIX A

## LEGEND

	<b>EXISTING CURB</b>		<b>RETAINING WALL</b>
	<b>PROPOSED CURB</b>		<b>RETAINING WALL IN TUNNEL</b>
	<b>EXISTING RIGHT OF WAY</b>		<b>TRACKWAY IN TUNNEL</b>
	<b>PROPOSED RIGHT OF WAY</b>		<b>PROPOSED TRACK</b>
	<b>PROPOSED PAINT</b>		<b>FUTURE BOTTINEAU</b>
	<b>PROPOSED TRACK - TANGENT</b>		<b>IMPACTED PROPERTY</b>
	<b>PROPOSED TRACK - CURVE</b>		<b>PROPERTY WITHOUT ACCESS</b>
	<b>EXISTING TRACK</b>		
	<b>PROPOSED STATION</b>		
	<b>STATION ENTRY</b>		
	<b>EXISTING STATION</b>		



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NOT FOR CONSTRUCTION

**HDR**

HDR ENGINEERING, INC.



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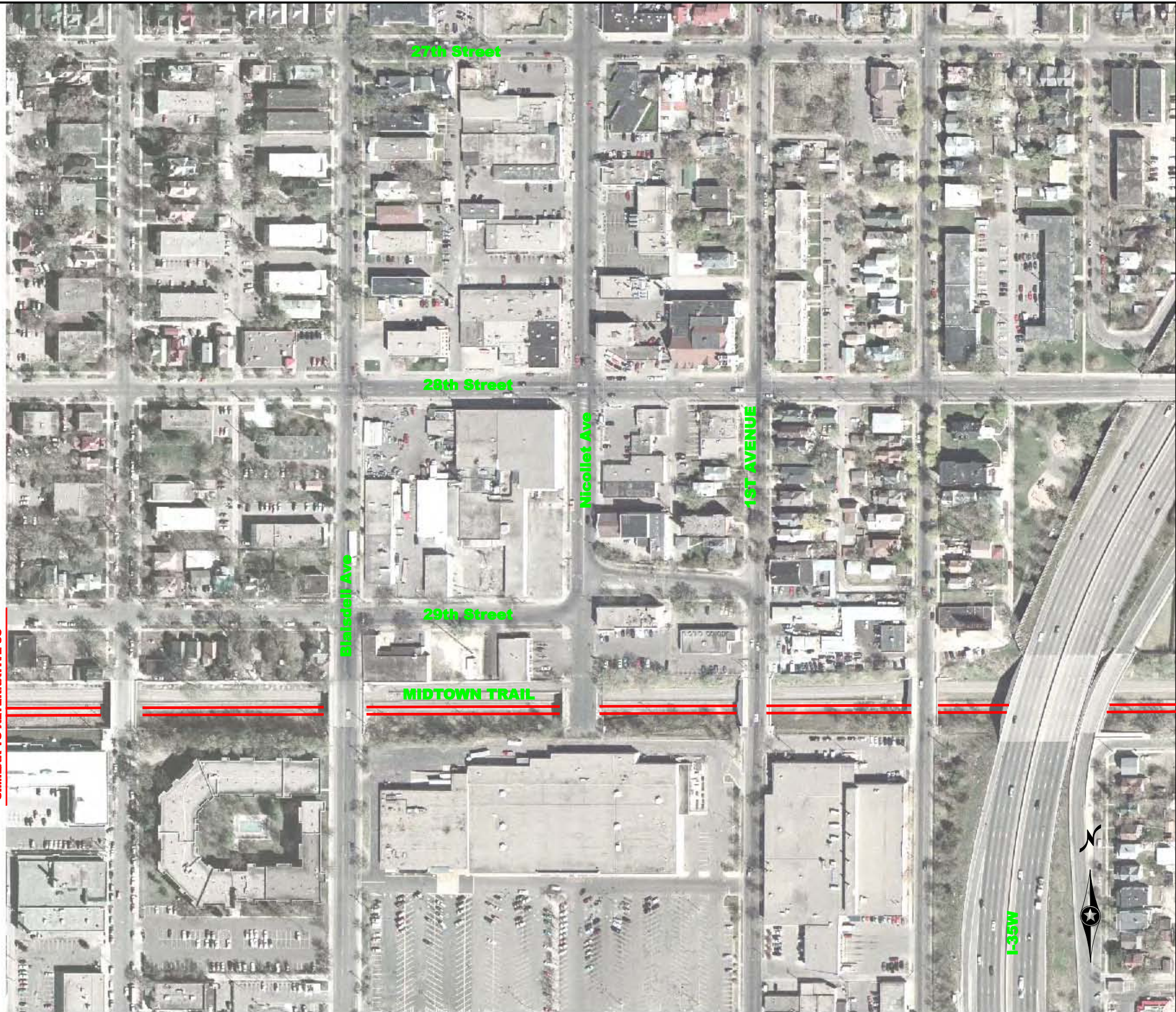
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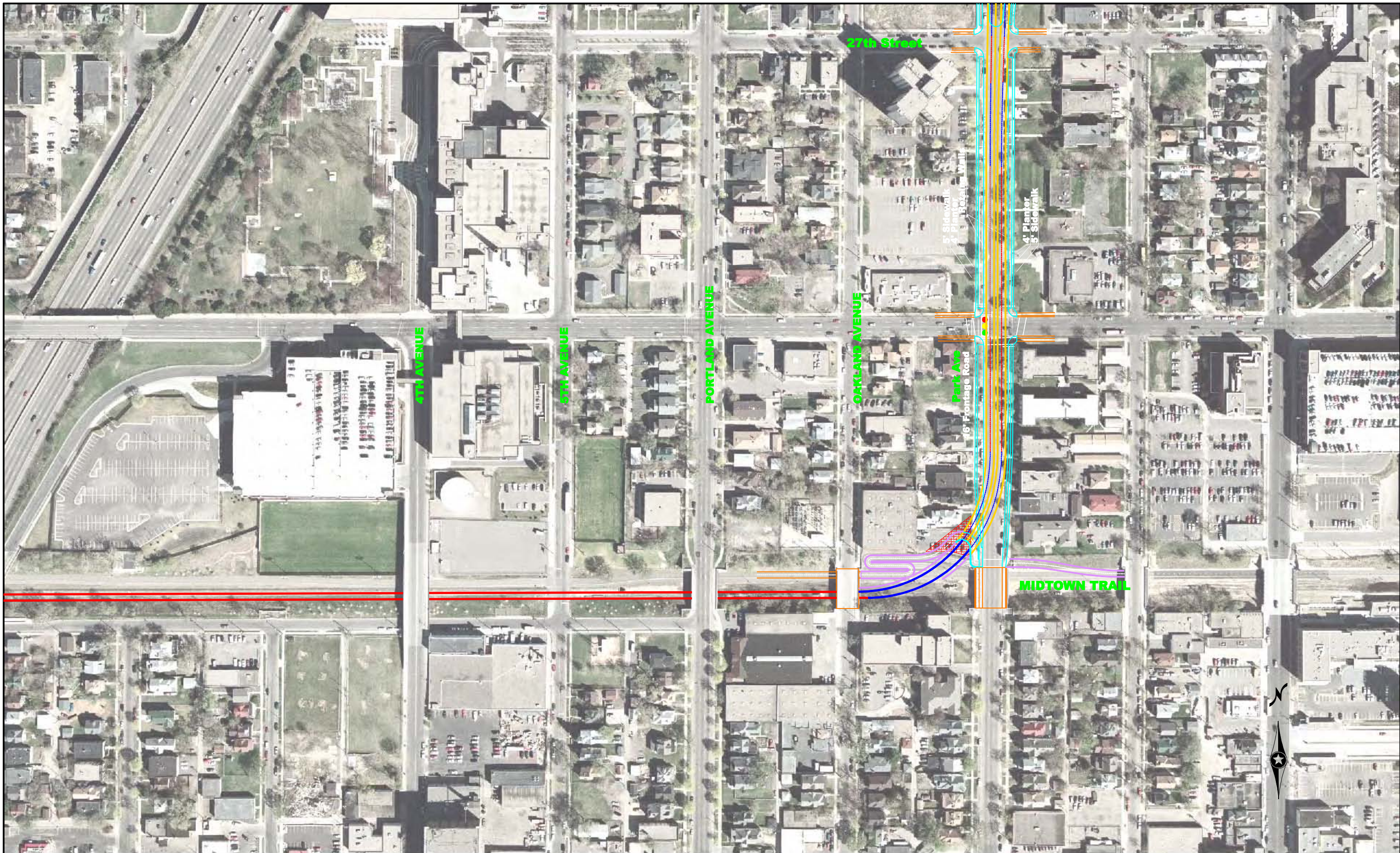


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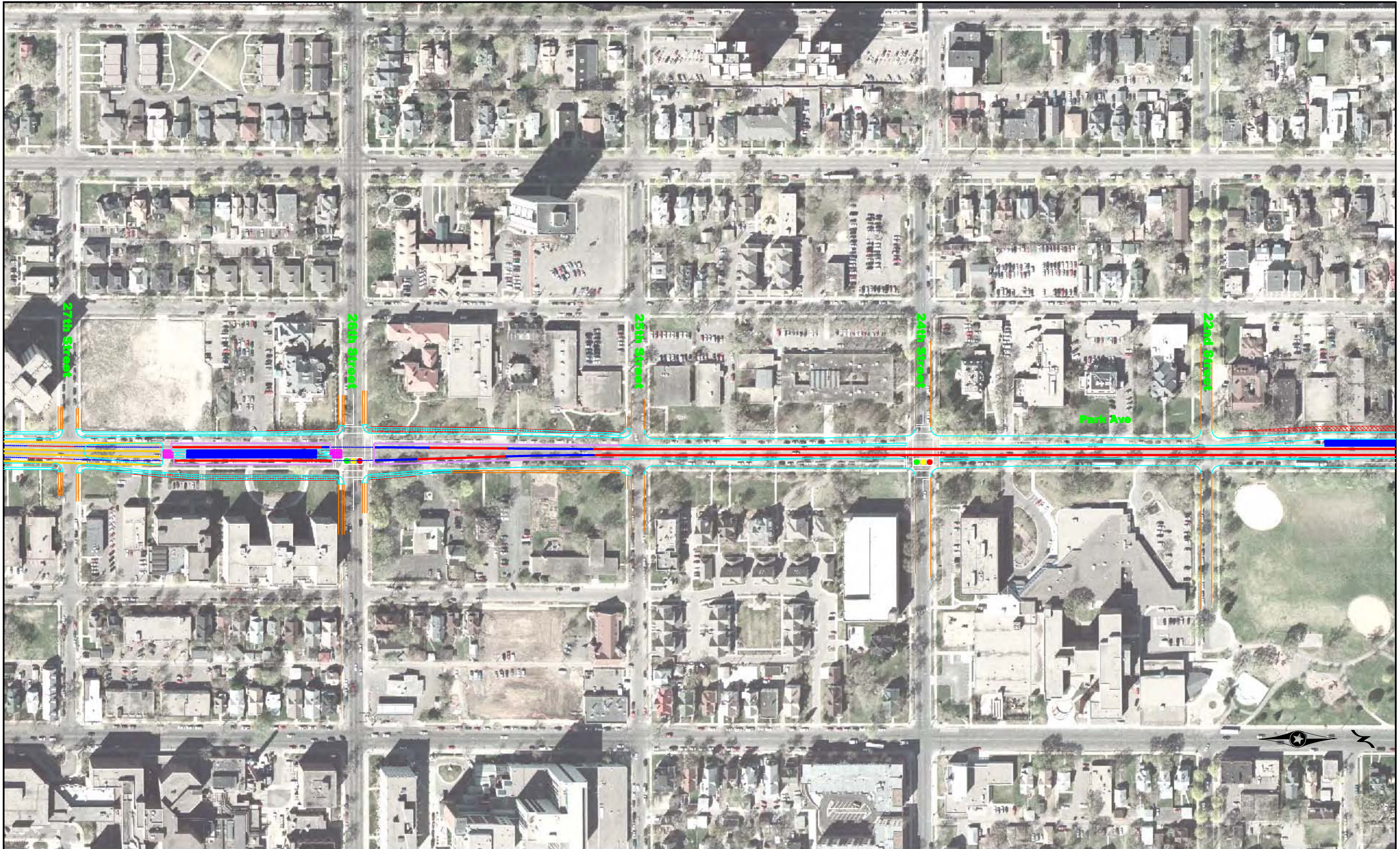


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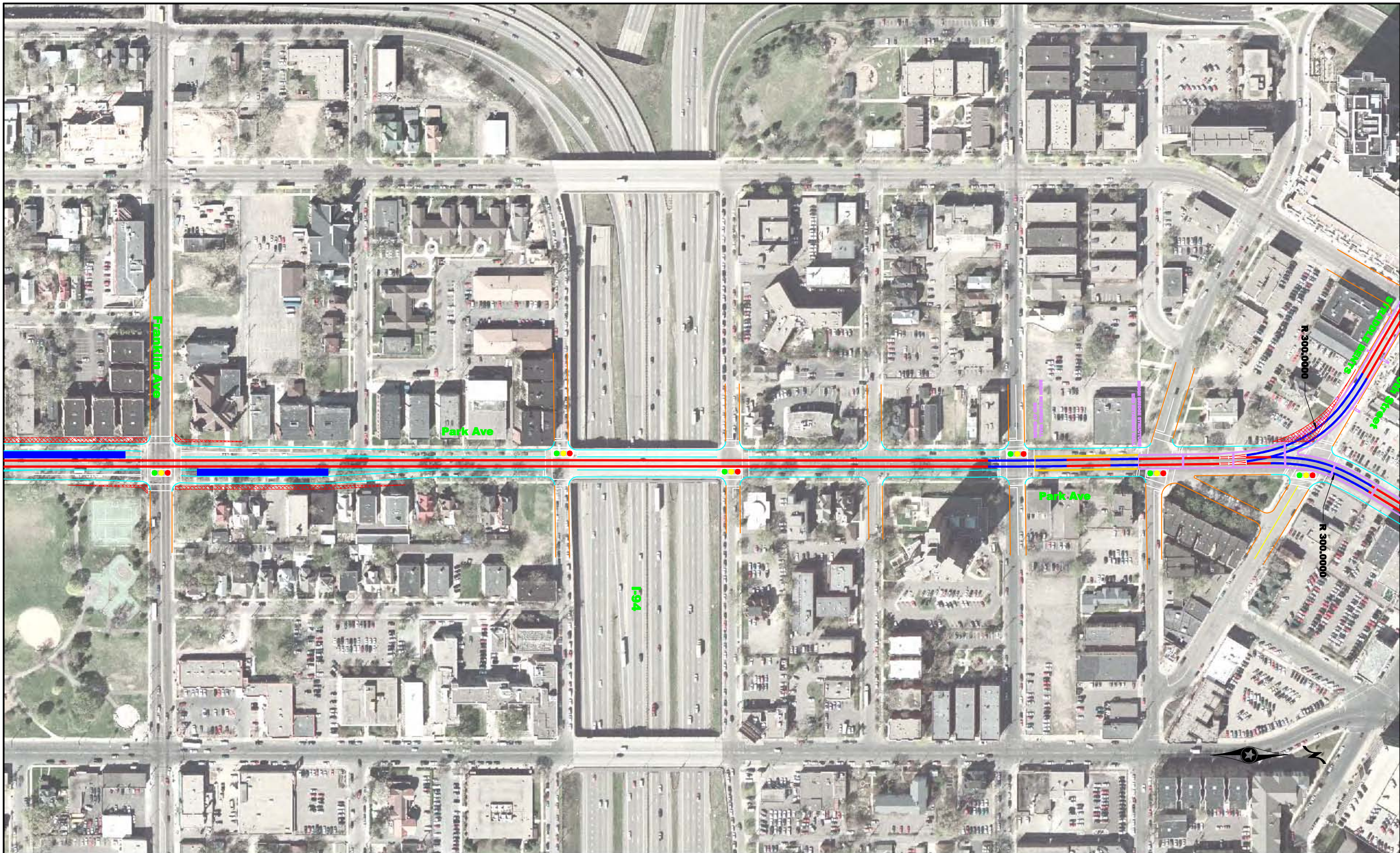


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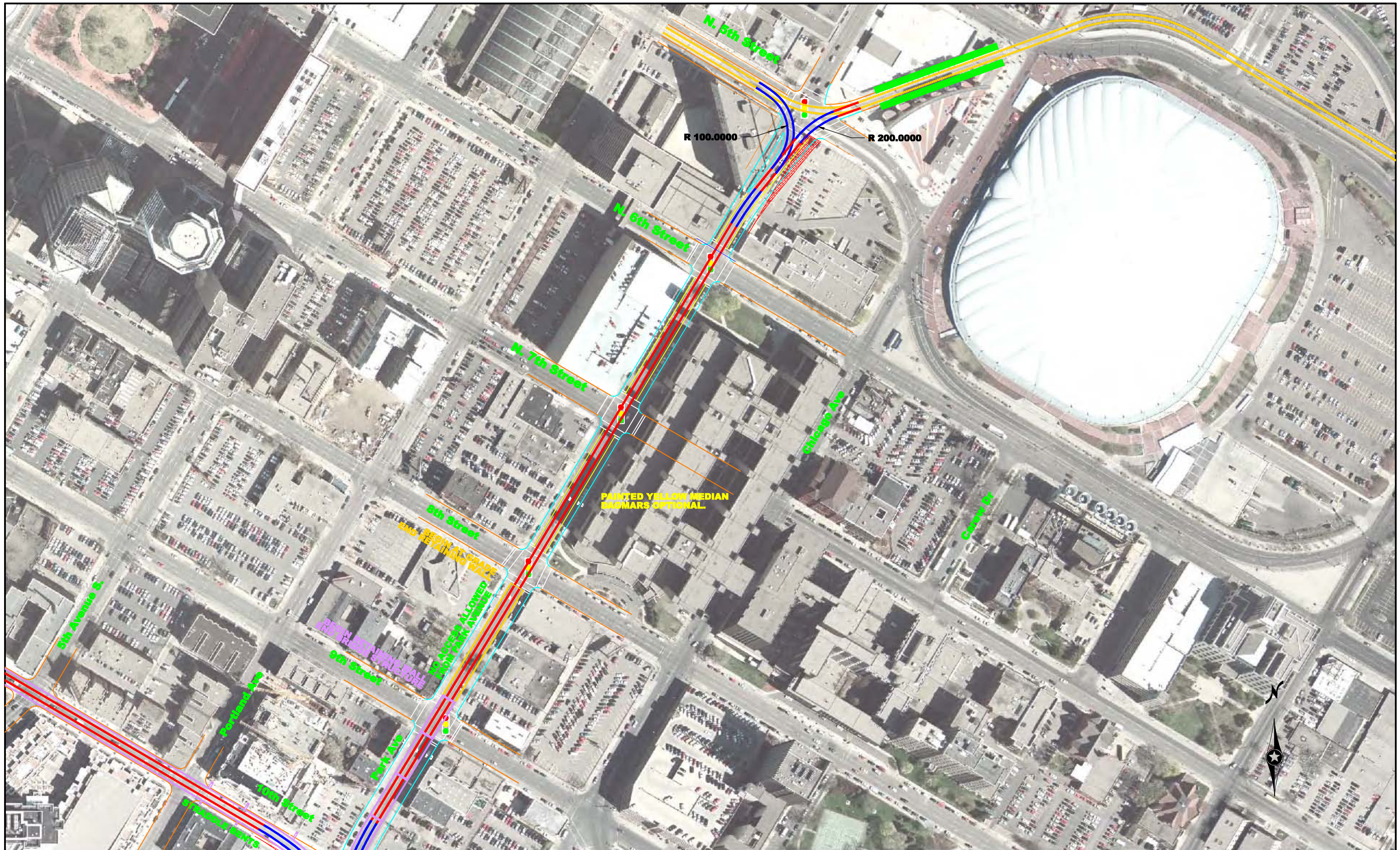


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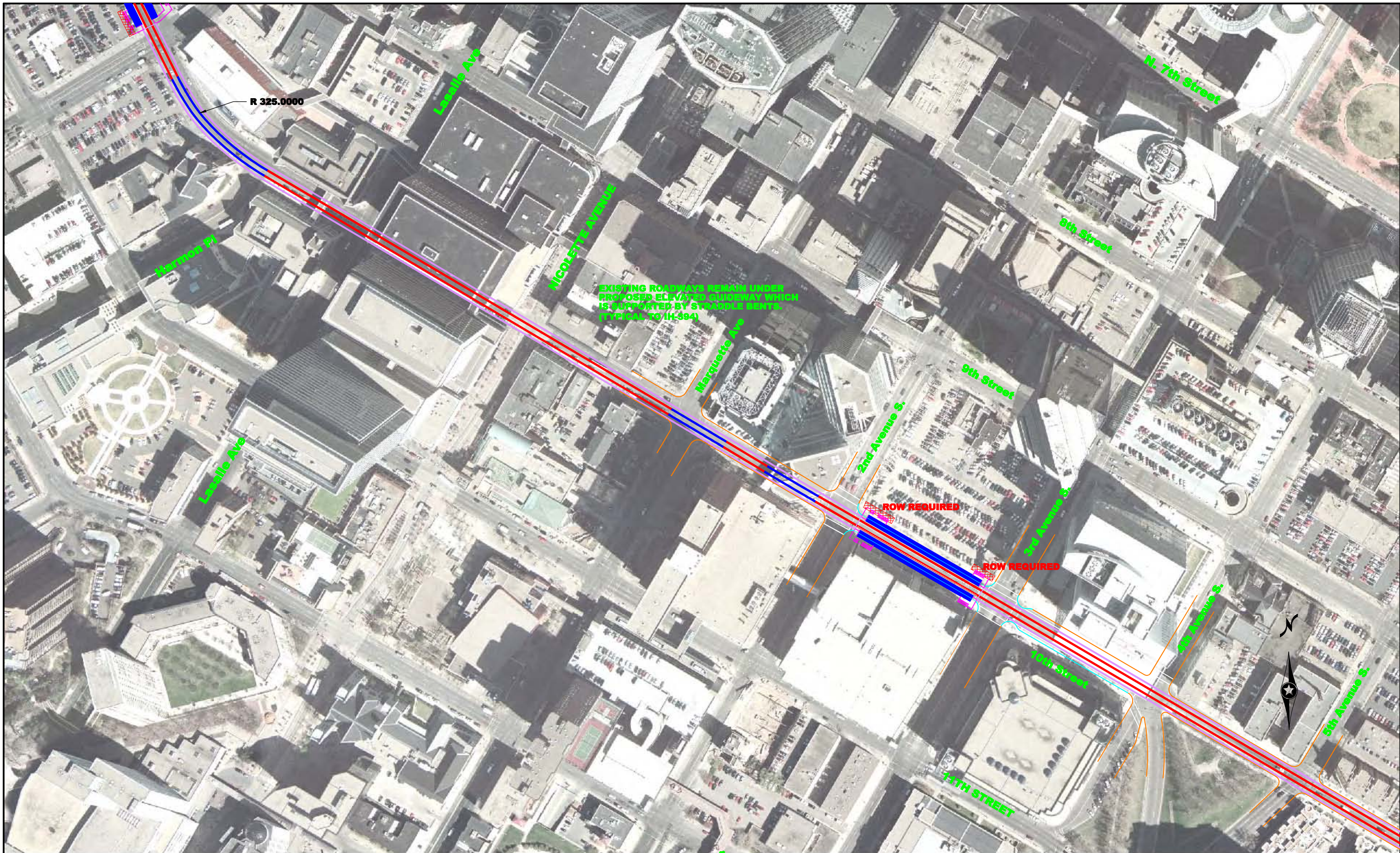


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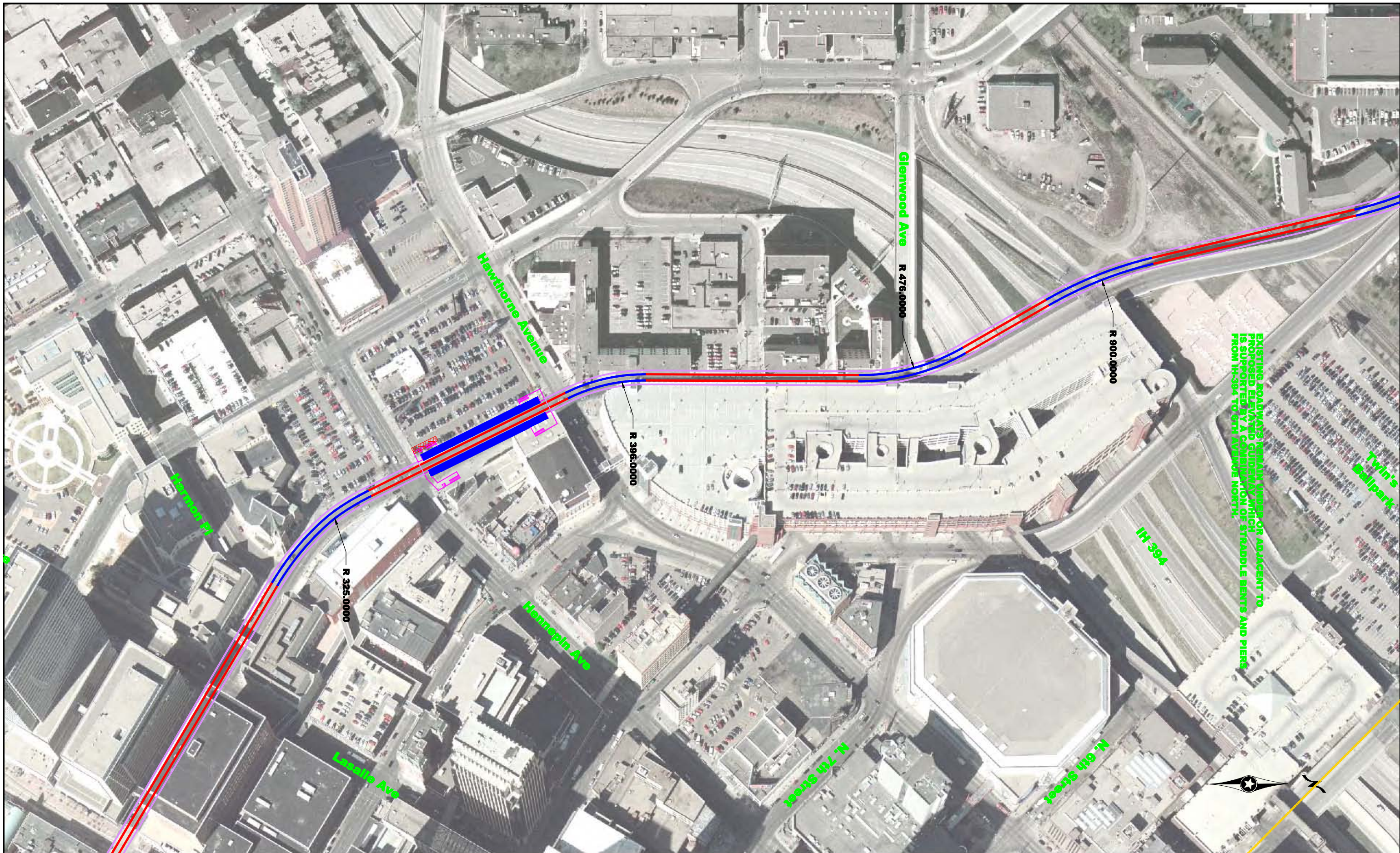


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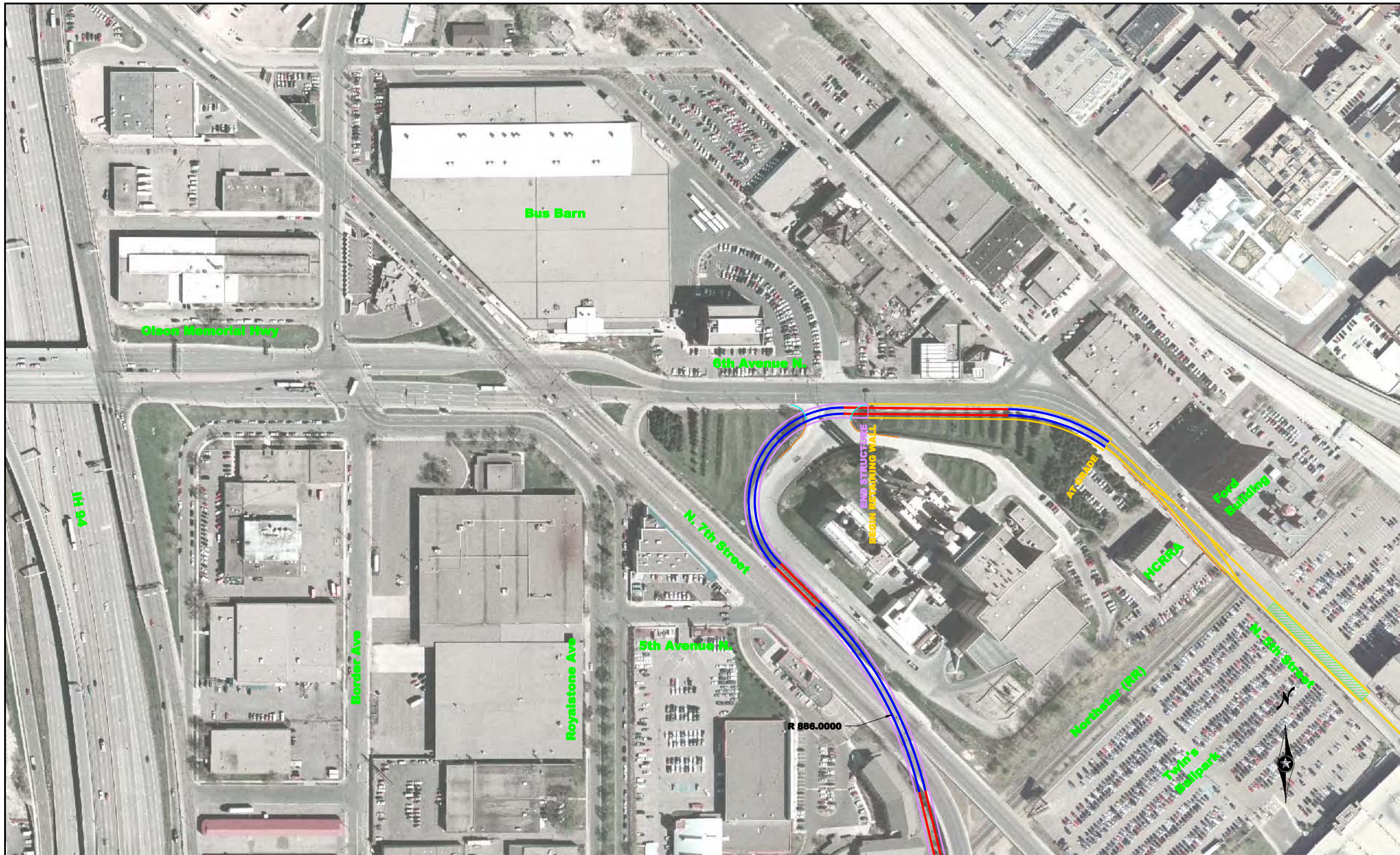
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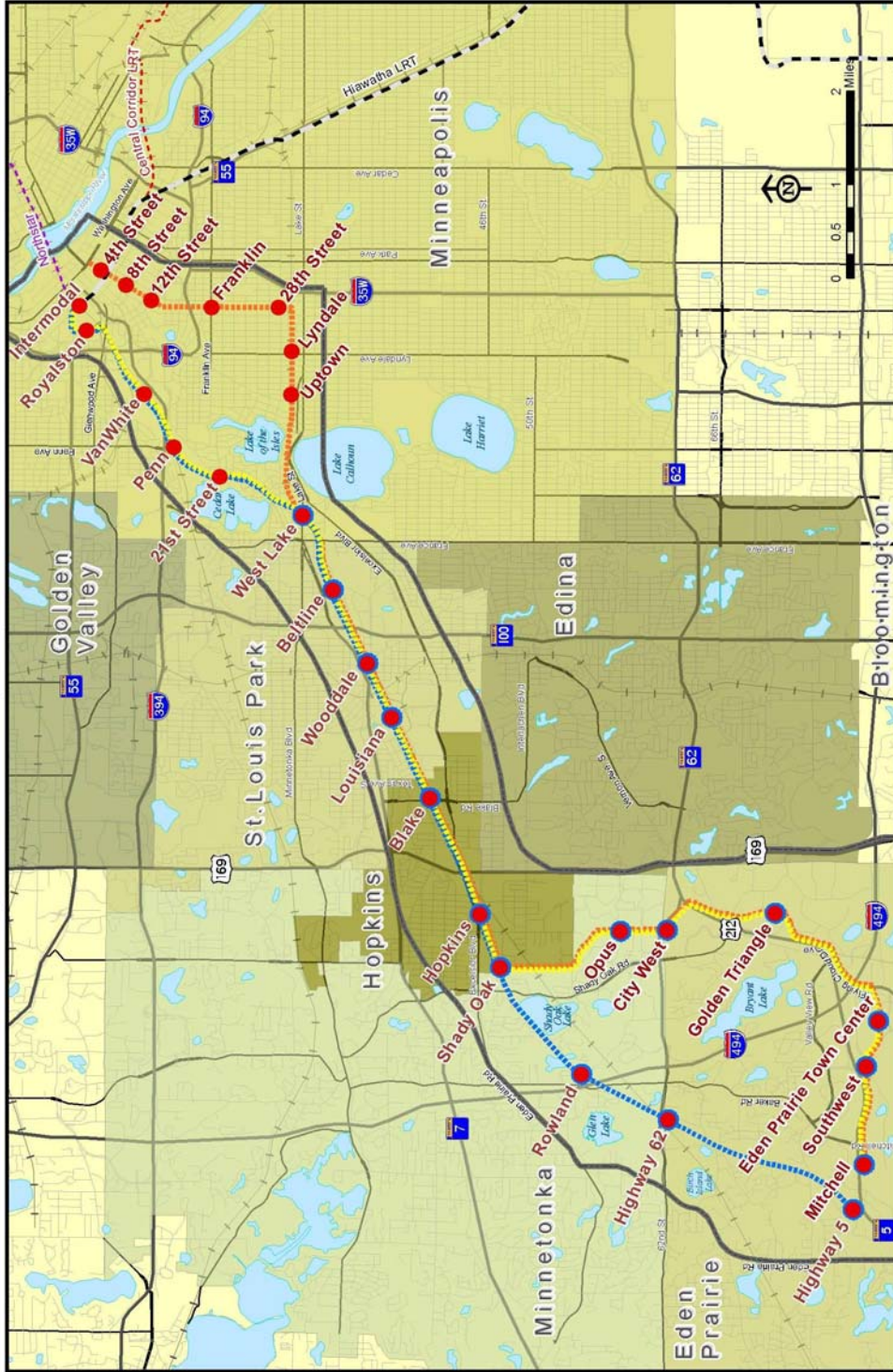
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## **Appendix B – Alternatives to be Studied in the DEIS**

# Light Rail Transit (LRT) Alternatives

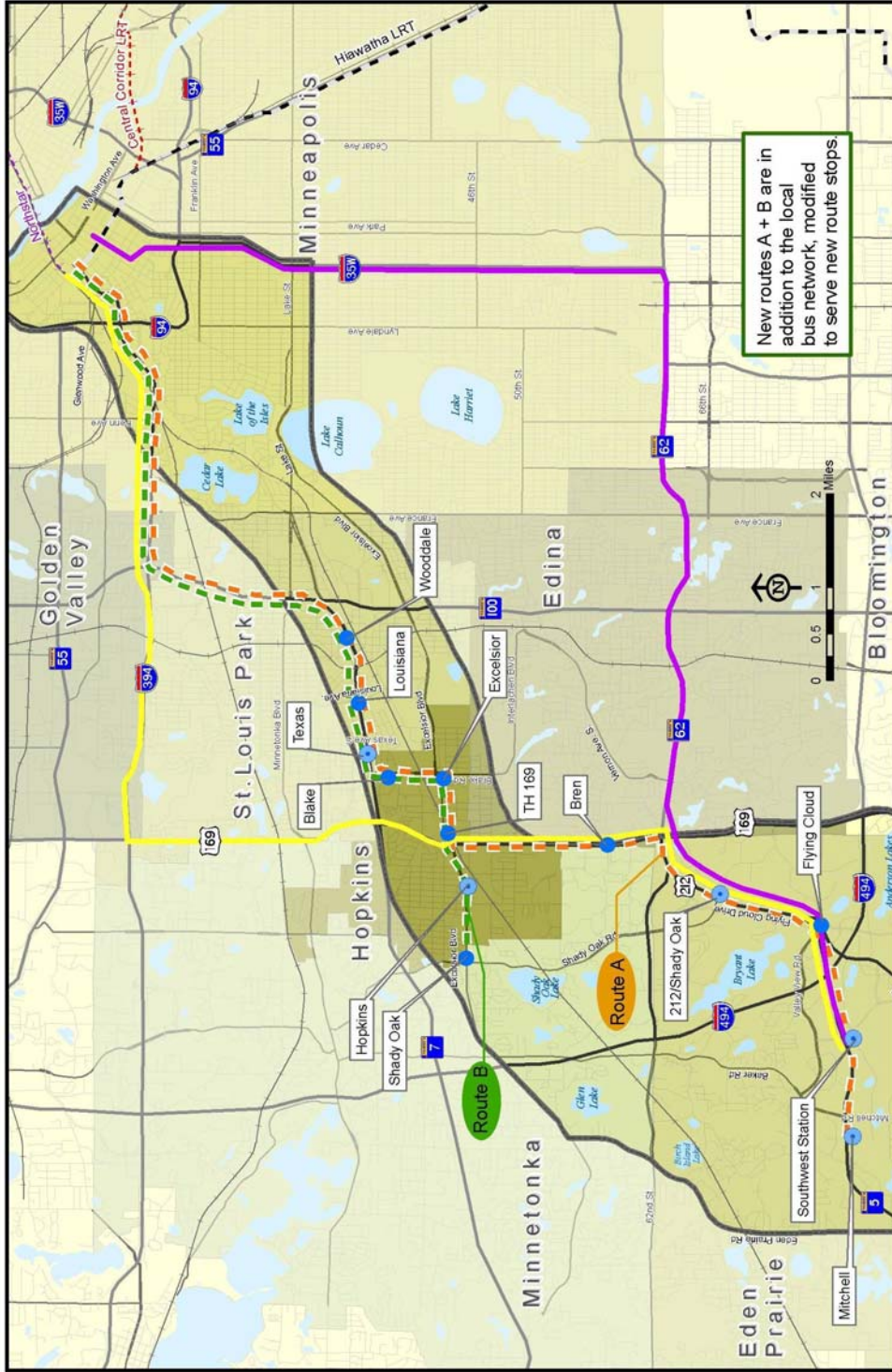


**Legend**

- Station
- Park and Ride Station
- Study Area
- LRT Route 3A
- LRT Route 1A
- LRT Route 3C
- Hiawatha LRT
- Central Corridor LRT
- Northstar Commuter Rail

**Southwest Transitway**  
**Draft Environmental Impact Statement**

# Enhanced Bus Alternative



**Southwest Transitway**  
Draft Environmental Impact Statement

**Legend**

- Bus Stop with Park & Ride Lot
- Bus Stop Location
- Study Area
- Route A Limited Stop (New)
- Route B Limited Stop (New)
- SouthWest Express Bus via I-394 (Existing)
- SouthWest Express Bus via I-35W (Existing)
- Hiawatha LRT
- Central Corridor LRT
- Northstar Commuter Rail

## **Appendix C – Correspondence with CIDNA**

**Elabbady, Mona N.**

---

**From:** arthur higinbotham [ahiginbotham@msn.com]  
**Sent:** Tuesday, December 09, 2008 7:01 AM  
**To:** Katie.Walker@co.hennepin.mn.us  
**Cc:** Gail.Dorfman@co.hennepin.mn.us; Ralph.Remington; Robert.Lilligren; Don Pflaum; Steve Hay; Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter; Kathie Doty  
**Subject:** Re: Option E Clarification

The five blocks of track connecting the Option E route from Park and S. 10th to the Metrodome would be rail tracks, with no station at S. 10th and Park. Trains would be scheduled to bypass downtown on this route selectively to fit commuter schedules; for example, from 7:30 a.m. to 5 p.m. some trains would go directly from SW to the University of Minnesota, Midway and St. Paul on the Central Corridor line and vice versa; others would go directly from SW to the airport and Mall of American on the Hiawatha line during heavy usage hours for the airport and the Mall; most of the trains would make the loop through downtown Minneapolis, particularly at morning and evening rush hour. For any of these routes, a station is not required at Park and S. 10th St. There is no intention that passengers would transfer to use the Park Av. shortcut. The schedule has to be set by Metro Transit, not the proponents of Option E.

A station stop between Franklin and 2nd/3rd on the Option E downtown line is not required; the Elliot Park neighborhood would be served by either of these stops. Passengers from HCMC would use the Metrodome station, presumably taking the Park Av. shortcut trains to the southwest.

The 5 block connection is designated to be on Park Av., not Chicago as HCRRA specified for the Mayor's Option D. It is clear that it is easier to make the turn onto the Hiawatha/Central line headed south from Park than from Chicago: no interference with Metrodome entrance/monuments; an easy 45 degree turn from Park to the 5th St. line.

Also, a reminder: Option E has no station stop at Royalston until the Twins would fund such a stop, since the ridership of their patrons from the Target Stadium are not included in the ridership figures.

A long answer, but one designed to prevent any misunderstandings.

Thanks.

Art

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

**From:** [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

**To:** [Art Higinbotham-CAC](#)

**Cc:** [Gail.Dorfman@co.hennepin.mn.us](mailto:Gail.Dorfman@co.hennepin.mn.us) ; [Ralph.Remington](#) ; [Robert.Lilligren](#) ; [Don Pflaum](#) ; [Steve Hay](#) ; [Oscar Gonzalez](#) ; [Mona N Elabbady -HDR](#) ; [Terry Phemister](#) ; [Kathie Doty](#)

**Sent:** Tuesday, December 09, 2008 12:34 AM

**Subject:** Re: Option E Clarification

Art, we are still unclear about how you envision the LRT route on Chicago Ave operating between 10th/Park and the Metrodome. Is that intended to be a shuttle between 10th/Park and the Metrodome? If that is the case a station would be required at 10th/Park for passengers to transfer between the long line LRT line and the short shuttle LRT. Or did you intend for this to be a branch of the SW LRT line with every other train going to the Metrodome via Chicago

rather than on 10th through downtown? In this case a station is not required at 10th/Park. And finally can you clarify what you mean by the LRT on Chicago Ave interlining with Hiawatha LRT? Do you mean routing SW trains via Chicago Ave down the Hiawatha line. Once these points are clarified we can move ahead with the analysis of Option E. Thanks.

Katie Walker

Transit Project Manager

612.348-2190

612.385-5655

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**From:** "arthur higinbotham" [ahiginbotham@msn.com]

**Sent:** 12/01/2008 08:19 PM CST

**To:** Catherine Walker

**Cc:** Gail Dorfman; "Ralph.Remington" <Ralph.Remington@ci.minneapolis.mn.us>; "Robert.Lilligren" <Robert.Lilligren@ci.minneapolis.mn.us>; "Donald.Pflaum" <donauld.pflaum@ci.minneapolis.mn.us>; "Steven.hay" <steven.hay@ci.minneapolis.mn.us>; "oscar gonzalez" <oscar.gonzalez@hdrinc.com>; <Mona.Elabbady@hdrinc.com>; <Terry.Phemister@hdrinc.com>; "Kathie Doty" <kdoty@umn.edu>

**Subject:** Re: Option E Clarification

The following are corrections to the map and written descriptions for Option E:

1. The Dean Parkway station stop would be in lieu of the W. Lake St. station stop, eliminating the latter because of access issues. It could be located as a kiss-and-ride stop over Dean Parkway itself, or north of the Calhoun Village Mall, where it could be accessed from Market Plaza through an easement negotiated with the Mall owners, Pfaff Calhoun, and where a park and ride facility could be constructed, or to the east of Dean Parkway, on land owned by Weizman on which the Lander Group had planned to construct condominiums, a project now abandoned.
2. There would be grade separation at both Humboldt and Irving on the Greenway to accommodate commuter traffic from ECCO, CARAG, Lynnhurst and Linden Hills. No grade separation should be provided at James to discourage use of E. Lake of the Isles Parkway as an auto commuter route.
3. There would be no station stop at 10th St. and Park Av.; LRT would not need to stop in that area because of anticipated low ridership. This is also true for trains using Park or Chicago to interline with the Hiawatha and Central Corridor lines at the existing Metrodome station stop. The preferred route for this express connection is Park Av., as it can make a smooth 45 degree turn into the Metrodome station stop; the Chicago route will run to close to the Metrodome to make this connection.
4. The LRT would not make the abrupt 135 degree turn north of the incinerator (or whatever name you use); the LRT would cross the parking lot north of the incinerator, turning first at a 90

degree angle from 7th St., then turning another 45 degrees before the parking lot entrance, connecting with recently completed tracks leading to the intermodal station.

5. Since ridership studies will not include Target Stadium patrons, no station stop is planned on the 7th/10th Street side of the Stadium.

Since the LRT will be running as an elevated line from southwest of Hennepin until it turns around the incinerator to avoid blocking access to the garage from 10th St., a future station stop could be built next to the Stadium as a future addition at the elevation of the tracks, adjacent to the upper deck of the Stadium, as I pointed out at the HDR discussion of the intermodal station design two weeks ago.

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

**From:** [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

**To:** [ahiginbotham@msn.com](mailto:ahiginbotham@msn.com)

**Cc:** [Gail.Dorfman](mailto:Gail.Dorfman) ; [Ralph.Remington](mailto:Ralph.Remington) ; [Robert.Lilligren](mailto:Robert.Lilligren) ; [donald.pflaum@ci.minneapolis.mn.us](mailto:donald.pflaum@ci.minneapolis.mn.us) ; [Steve.Hay](mailto:Steve.Hay) ; [Oscar.Gonzalez](mailto:Oscar.Gonzalez) ; [Mona.Elabbady@hdrinc.com](mailto:Mona.Elabbady@hdrinc.com) ; [Terry.Phemister@hdrinc.com](mailto:Terry.Phemister@hdrinc.com) ; [Kathie.Doty](mailto:Kathie.Doty)

**Sent:** Monday, December 01, 2008 3:55 PM

**Subject:** Option E Clarification

Art.....As we discussed last week, attached is a map and a written description of the Southwest LRT Project Team's understanding of your Option E proposal submitted for evaluation during the NEPA/MEPA Scoping Process. In order to stay on schedule, we are requesting that you review this map and the attached memo and provide any changes/clarifications/modifications to me no later than 5:00 PM on Friday, December 5, 2008. Thank you.

(See attached file: Option E\_map\_120108.pdf)(See attached file: OptionE\_ClarificationMemo\_120108.pdf)

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

612.385-5655  
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**Appendix K – Southwest Transitway Scoping Report  
(Comments/Responses)**



# Southwest Transitway Scoping Report

## Comments and Responses

Name	Document #	Comment #	Response
<b>Adair, Richard</b> 10269		1/a	Comment noted.
	10355	6.1/a	Comment noted.
		2.3/e	Comment noted.
<b>Adams, Norma</b> 10083		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
<b>Ahlstrom, Sandy</b> 10308		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		8.2/a	The project operating funding strategy including operating and maintenance costs will be discussed in Section 8.1 of the DEIS.
<b>Ahrens, Jeremy</b> 10015		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
	10050	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Allen, Lynda</b> 10339		8.1/a	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/e	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need. The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/h	Comment noted.
		1.5/b	Comment noted.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.7/d	Safety and security issues associated with the construction and operation of the proposed project including impacts to police, fire and medical emergency transport will be assessed in Chapter 3.7.

**Allendorf, Dick**  
10102

		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
		8.2/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.3/f	Impacts of the proposed project on transportation facilities and services, including structures and new maintenance and service facilities and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		2.3/g	Comment noted.
		3.1/f	Comment noted.

**Anderson, Brian**  
10060

		2.3/e	Comment noted.
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<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.1/b	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
	10160		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Archer, Greg</b>	10023		
		2.3/g	Comment noted.
		2.3/b	Comment noted.
		5.3/a	Comment noted.
		6.2 /a	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.2/d	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		3.1/f	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
<b>Archer, Martha</b>	10023		
		2.3/g	Comment noted.
		2.3/b	Comment noted.
		5.3/a	Comment noted.
		6.2 /a	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.2/d	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		3.1/f	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
<b>Arieta, Nancy</b>	10340		
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/j	Comment noted.
		1.5/e	Comment noted.
<b>Arnold, Bill</b>	10059		
		1/a	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Azam, Nus</b>	10217		
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/e	Comment noted.
		2.3/j	Comment noted.
<b>Ball, Craig</b>	10228		
		2.3/g	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
<b>Barber, Paul</b>	10121		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		6.2 /a	Comment noted.
<b>Barbier, Jack</b>	10242		
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
<b>Barnett, Leah</b>	10045		
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
<b>Barnett, Richard</b>	10045		
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
<b>Barr, John</b>	10249		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/j	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Barry, Barry</b>	10260		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Barten, Nathan</b>	10216		
		2.3/g	Comment noted.
		2.3/j	Comment noted.
<b>Beck, Jeffrey</b>	10280		
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		3.3/b	Real property acquisition and associated displacements of people and businesses and proposed mitigation will be assessed in Section 3.3 of the DEIS. All real property acquisitions will be accomplished pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as amended.
		8.2/a	Comment noted.
<b>Behuniak, Jason</b>	10183		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/a	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/e	The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Bell, Carolyn</b>	10309		
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Comment noted.
		2.3/f	Comment noted.
<b>Bender, Dave</b>	10037		
		2.3/b	Comment noted. Additional response pending.
	10114		
		2.3/j	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Benson, Matthew</b>	10187		
		2.3/g	Comment noted.
<b>Biehn, Marian</b>	10275		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
		3.2/w	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/i	The travel demand forecast model estimates the number of drivers needing access to stations. Concept design will identify loss of parking.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
<b>Bigelow, Justin</b>	10154		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.1/b	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
<b>Bohman, Alex</b>	10310		
		1/a	Comment noted.
<b>Bondhus, Jake</b>	10141		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		5.2/a	Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Bono, Mike</b> 10291		2.3/j	Comment noted.
		1/a	Comment noted.
		9.1/b	Comment noted.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Comment noted.
		1.4/c	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis. Hennepin County's Study of the Bottineau Line is independent of the scope of this Draft EIS.
		2.3/e	Comment noted.
		2.3/f	The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
		3.5/b	Comment noted.
	3.1/a	Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.	
<b>Bowron, Arthur W</b> 10063		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		5.1/b	Comment noted.
		6.2 /a	Comment noted.
		5.1/b	Comment noted.
		3.5/b	Impacts to and proposed mitigation for designated parks, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Bowron, Marion</b> 10063		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		5.1/b	Comment noted.
		6.2 /a	Comment noted.
		5.1/b	Comment noted.
		3.5/b	Impacts to and proposed mitigation for designated parks, open space, sanctuaries and other eligible properties, other than archaeological sties, will be discussed in Section 3.5 of the DEIS.
<b>Box, David</b> 10016		2.3/g	Comment noted.
<b>Brady, Dave</b> 10214		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
<b>Broberg, Kris</b> 10117		2.3/g	Comment noted.
<b>Bruns, Dennis</b> 10341		2.3/e	Comment noted.
		3.8/x	Environmental justice populations are defined by Executive Order 12898. Methods for identifying these populations will be described, and impacts to these populations will be assessed in Chapter 3.8 of the DEIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
<b>Carlson, Josh</b> 10147		1/a	Comment noted.
		2.3/g	Comment noted.
		2.3/j	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		8.2/a	Comment noted.
<b>Carrero, Susan</b> 10072		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/k	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
<b>Caskey, Nathan T</b>	10163	1/a	Comment noted.
		2.3/e	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need. The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
	10185	2.3/g	Comment noted.
<b>Chapman, David</b>	10107	2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	Comment noted.
<b>Christianson, Lynn</b>	10149	4.9/c	The SWT LRT system is to be consistent with Metro Transit Design Guidelines, which stipulate the power system shall be overhead catenary. Land uses that are sensitive to EMI will be identified during DEIS studies.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.7/a	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
<b>Clark, Cari Jo</b>	10111		
		1/a	Comment noted.
<b>Colby, Jeanette</b>	10009		
	10073	4.1/a	Geological conditions along the alternative alignments will be assessed in the DEIS. Unique or special design issues will be identified.
	10098	6.3/f	Comment noted.
	10115	6.3/f	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
	10274	3.4/b	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		3.4/b	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.1/b	Geologic resources including soils and near surface geology conditions and associated project impacts will be assessed in Chapter 4.1.
		4.5/b	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.4/b	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		3.1/c	Influences and impacts of local land use and economic development plans on the project will be assessed in Section 3.1 of the DEIS.
		5.2/a	Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.3/a	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
	10293	6.1/b	Comment noted.
		2.3/f	The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.5/b	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.6/a	Comment noted.
		3.5/b	Comment noted.
	10295	4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		2.3/e	Comment noted.
		1/a	Comment noted.
		3.5/c	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/g	Comment noted.
		2.3/f	Comment noted.
<b>Colby, Lee M</b>	10209		
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		8.1/d	Comment noted.
<b>Colestock, Paula</b>	10143		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
<b>Collins, Rick</b>	10272		
		3.1/b	Development effects of the project and proposed mitigation will be assessed in Section 5.3 of the DEIS.
		3.1/c	Comment noted.
		1.4/c	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.1/c	The location of known sites or potential sites containing hazardous or regulated materials, and the potential impacts and proposed mitigation of the project on these sites will be assessed in Section 4.8 of the DEIS.
		3.8/b	Comment noted.
		5.2/a	Comment noted.
		1.5/b	Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
	10296		
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.1/e	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
<b>Coltman, Ron</b>			
	10151		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
<b>Dahlquist, Barb</b>			
	10311		
		6.3/c	Comment noted.
<b>Dahlquist, Matthew</b>			
	10290		
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
	10312		
		1.5/a	Comment noted.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
<b>Daugherty, Jennifer G</b>			
	10203		
		2.3/g	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Dawlquist, Mathew</b> 10297		2.3/f	The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		7.1/b	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
<b>deGarmo, John</b> 10081		/	<i>duplicate</i>
<b>deGarmo, Sanja</b> 10081		/	<i>duplicate</i>
<b>Delagran, Louise</b> 10019		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.4/c	Determination of eligible historic properties, impacts and mitigation will be assessed in Section 3.4 of the DEIS.
		1.5/d	Comment noted.
		2.3/g	Comment noted.
		2.3/j	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>D'Emanuele, Ross</b> 10271		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		4.5/b	The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.4/c	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		4.3/a	Impacts to biological resources, including wildlife, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS. Soil testing will occur during preliminary engineering and final EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		3.1/d	The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
	3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
	3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.	

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3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

8.1/b Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.

**DeSanctis, Michael V**  
10091

1/a Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.

6.2 /a Comment noted.

5.2/a Comment noted.

4.5/b The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.

3.1/a Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

8.1/d Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.

4.3/a Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.

**DeVeau, Donald J**  
10254

6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

3.1/d Comment noted.

6.3/c Comment noted.

11.1/d Comment noted.

3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.

3.7/e Comment noted.

6.3/c Comment noted.

3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.

6.3/c Comment noted.

4.3/a Comment noted.

**Devoto, Horacio**  
10034

3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.5/a	Comment noted.
<b>DeWitt, John</b>	10298		
		1.5/b	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
<b>Diamond, Gary</b>	10342		
		1.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Dillon, Ezra</b>	10044		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Dillon, Mike</b>	10119		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
<b>Ditter, Vida</b>	10047		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		3.1/f	Comment noted.
		3.8/b	Comment noted.
		3.1/b	Comment noted.
	10299		
		2.3/f	Comment noted.
		4.1/a	Geologic resources including soils and near surface geology conditions and associated project impacts and proposed mitigation will be assessed in Section 4.1 of the DEIS.
		1.5/b	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Donnay, Dennis</b> 10002		1.5/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.3/d	Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
<b>Dorsey, Rick</b> 10343		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Comment noted.
		2.3/j	Comment noted.
<b>Dray, Susan</b> 10230		8.1/d	Comment noted.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.

**Driver, Adam**  
10236

		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/c	Comment noted.
		6.3/d	Comment noted.
		6.3/a	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

**Du, Joy**  
10017

		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
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**Dubbels, Brock**  
10076

		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

**Name Document # Comment # Response**

**Dusheck, Nathan**  
10123

- 1/a Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
- 2.3/e The routing of Alternative 1A, and its ability to meet the purpose and need of the Southwest Transitway Project relative to the other proposed alternatives, will be evaluated in the Draft EIS. The Purpose and Need for the project--in effect its goals--will be discussed in the Draft EIS.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  
  
Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.

**Dvorak, Mark**  
10116

- 11.1/d Comment noted.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 2.3/f Alternative 3A will be evaluated in the Draft EIS.
- 3.3/a Real property acquisition and associated displacements of people and businesses and proposed mitigation will be assessed in Section 3.3 of the DEIS. All real property acquisitions will be accomplished pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as amended.
- 1.5/d The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
- 8.1/b Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
- 2.3/e Alternative 1A will be evaluated in the Draft EIS.

**Edlavitch, Betsy**  
10127

- 6.3/d Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.

**Eeman, Carl**  
10313

- 1.5/d Comment noted.
- 2.3/i Station design will occur during Final Design not during the Draft EIS evaluations.
- 9.1/b Comment noted.
- 11.1/e Comment noted.
- 8.2/a Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Ellingson, Bob</b> 10300		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		1.5/b	Comment noted.
		1.5/b	Comment noted.
		4.2/b	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
<b>Elliott, Sean</b> 10171		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
<b>Endres, Chris</b> 10101		2.3/g	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.1/c	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
<b>Enochs, Mark B</b> 10253		1.3/b	Comment noted.
<b>Erickson, Melinda L</b> 10200		2.3/g	Comment noted.
		1/a	Comment noted.
<b>Everett, Gary</b> 10120		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Farber, Damon</b> 10220		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
	10231	2.3/f	At grade.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Farber, Steve</b>	10301		
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		2.3/f	Comment noted.
		3.1/f	Comment noted.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		5.3/a	Development effects of the project and proposed mitigation will be assessed in Section 5.3 of the DEIS.
<b>Fehler, Dan</b>	10168		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
<b>Feldman, Scott</b>	10150		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Ferlauto, Edward</b>	10204		
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
<b>Finstad, Brian</b>	10041		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Fitzmorris, Shelley</b>	10314		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/d	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.2/a	Comment noted.
		3.1/b	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
<b>Fogelberg, Paul</b>	10125		
		11.1/d	Comment noted.
<b>Foster, Ned</b>	10138		
		3.1/d	The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		1/a	Comment noted.
<b>Frank, David R</b>	10038		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
<b>Frank, John</b>	10001		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
<b>Frederick, Michael</b>	10159		
		2.3/g	Comment noted.
<b>Fucile, Pat</b>	10215		
		1/a	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/g	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
<b>Fuhr, Susan</b>	10198		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
<b>Generous, Bob</b>	10197		
		2.3/g	Comment noted.
<b>Genis, Lisa</b>	10126		
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		6.1/b	Comment noted.
<b>Getschow, Rick</b>	10110		
		1/a	Comment noted.
		5.2/a	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.1/b	Comment noted.
		3.1/e	Comment noted.
		6.2 /a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.3/c	Comment noted.
		3.1/i	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.2 /a	Comment noted.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.1/h	Comment noted.
<b>Gimmestad, Dennis A</b>	10286		
		1.3/b	The Section 106 process for determination of area of potential effects, eligibility, adverse effects, and treatment will be addressed in Section 3.4 of the Draft EIS.
		3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
<b>Goff, William</b>	10258		
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.3/d	Comment noted.
		2.3/j	Comment noted.
		4.2/e	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		3.3/b	Comment noted.
		1.3/b	Comment noted.
<b>Gohman, Nancy</b>	10288		
		1/a	Comment noted.
		6.3/b	Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis. Hennepin County's Study of the Bottineau Line is independent of the scope of this Draft EIS.
<b>Gohmert, Martha</b>	10190	4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.3/a	Real property acquisition and associated displacements of people and businesses and proposed mitigation will be assessed in Section 3.3 of the DEIS. All real property acquisitions will be accomplished pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as amended.
<b>Goldsmith, Steven</b>	10174	3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		2.3/k	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		4.2/d	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.1/d	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A, 3A, and 3C will be evaluated in the Draft EIS.
		3.1/f	Comment noted.
<b>Grace, C</b>	10078	8.2/a	Comment noted.
	10079	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.2 /a	Comment noted.
		2.3/f	Comment noted.
		6.3/c	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Greene, David</b> 10315		2.3/j	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.8/b	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
<b>Greene, Marion</b> 10264		6.2 /a	Comment noted.
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
<b>Grimsrud, Pat</b> 10227		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/a	Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.
<b>Grouws, Michael</b> 10086		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/g	Comment noted.
<b>Grube, Julie</b> 10207		3.1/h	Comment noted.
		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
	2.3/g	Comment noted.	
	3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.	
	2.3/e	Comment noted.	

**Name Document # Comment # Response**

**Gurwitch, Sara**  
10029

- 3.1/d The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
- 1/a Comment noted.
- 4.3/a Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.

**Hansen, Kristen**  
10206

- 2.3/g The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
- 3.7/b Comment noted.

**Hanson, Darlene**  
10188

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 1/a Comment noted.

**Hart, Jordan**  
10236

- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 6.3/c Comment noted.
- 6.3/d Comment noted.
- 6.3/a Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
- 2.3/i Station access will be addressed in Section 5.2 of the DEIS.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

**Hartley, Blaire**  
10108

- 6.3/c Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
<b>Hearn, Robert</b>	10082		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
<b>Heglund, Richard</b>	10277		
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
<b>Hermann, Frank</b>	10170		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
<b>Higgins, Alyssa</b>	10192		
		2.3/e	Comment noted.
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
		1/a	Comment noted.
		2.3/j	Comment noted.
<b>Higgins, Mary K</b>	10205		
		2.3/g	The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
<b>Higinbotham, Arthur E</b>	10000		
		3.2/a	Comment noted.
		2.3/j	A tunnel section in this portion of the corridor is not under consideration.
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
		2.3/h	Station location will be assessed.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/i	Station design will occur during Final Design not during the Draft EIS evaluations.
		4.9/c	SWT LRT system is to be consistent with Metro Transit design Guideline which stipulate the power system shall be overhead catenary. There is no proven technology in the USA for underground power for light rail due to the life safety risks of direct current systems.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.1/a	A proposed operating plan, including train speeds, will be developed as a part of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.
		4.2/b	Comment noted.
		4.8/a	Comment noted.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		3.1/b	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/b	Comment noted.
		3.3/b	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/i	Comment noted.
10004		2.3/j	Comment noted.
10005		11.1/a	A quorum is not required to hold a hearing.
		11.1/c	Comment noted.
10008		3.1/i	Comment noted.
		3.1/c	Comment noted.
		3.1/e	Comment noted.
		2.3/l	Maintenance and storage facilities, power stations and signal structures will be evaluated in the DEIS
		5.3/a	Comment noted.
		3.1/i	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.

Name	Document #	Comment #	Response
		3.1/f	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
10031			
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
10042			
		11.1/d	Conceptual engineering will be prepared as part of the DEIS which will address this question.
10052			
		3.3/b	Comment noted.
		4.3/w	Comment noted.
		2.3/j	Comment noted.
		3.7/a	Comment noted.
		4.2/b	Comment noted.
		2.3/j	Comment noted.
10066			
		5.2/a	Station access will be addressed in Section 5.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		5.2/a	Comment noted.
10094			
		6.1/c	Track design and train storage at appropriate locales will be assessed in the DEIS.
10095			
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis.
		2.3/j	Comment noted.
10122			
		/	<i>duplicate</i>
10139			
		8.1/a	Comment noted.
10165			
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		6.2 /a	Comment noted.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		2.3/j	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/g	The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
		8.1/b	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
		2.3/l	Maintenance and storage facilities, power stations and signal structures will be evaluated in the DEIS
		6.1/c	Comment noted.
10166		3.1/b	Comment noted.
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.
		1.3/a	Comment noted.
		3.1/i	Comment noted.
		2.3/h	Comment noted.
		3.1/c	Comment noted.
		1.3/d	The need for the Southwest Transitway Project and the study area were determined by numerous studies including the Southwest Transitway Alternatives Analysis. Hennepin County's Study of the Bottineau Line is independent of the scope of this Draft EIS.
10175			
		4.1/a	Soil testing will occur during preliminary engineering and final EIS.
10176			
		2.3/i	Station access will be addressed in Section 5.2 of the DEIS.
10177			
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
10179			
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/h	The location of stations and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.7/a	Safety and security issues associated with LRT and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
10243			
		3.7/z	Comments noted.
10289			
		1/a	Comment noted.
		3.1/e	Comment noted.
		2.3/e	Comment noted.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
	10302	2.3/f	Comment noted.
		2.3/j	Comment noted.
		3.1/f	Comment noted.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		3.8/b	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
	10358	2.3/j	Revision to Option E noted and implemented.
<b>Higinbotham, Mark</b>	10344	6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.3/b	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/j	Comment noted.
		1.3/e	The Draft EIS will evaluate and document the social, economic, and environmental impacts of the proposed alternatives for the Southwest Transitway Project consistent with the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA).
		1.5/b	Comment noted.
<b>Hinderlie, Maren</b>	10137	2.3/g	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Comment noted.
<b>Hirschler, Nadine</b>	10238	2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
<b>Hirschler, Ned</b>	10238	2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
<b>Hofmeister, Sally</b>	10167	1/a	Comment noted.

**Name Document # Comment # Response**

**Hogland, Phill**  
10010

- 6.3/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 4.6/a Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
- 4.7/a Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 8.2/b The project operating funding strategy including operating and maintenance costs will be discussed in Section 8.1 of the DEIS.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

**Hoopman, Mary**  
10316

- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 6.3/d Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 2.3/j Comment noted.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 2.3/j The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.

**Horscroft, Dudley**  
10013

- 2.3/f Alternatives 3A and 3C will be evaluated in the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 2.3/g The cost effectiveness of Alternative 3C will be evaluated in the Draft EIS.
- 2.3/j The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
- 2.3/c Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Hupp, Susan C</b> 10234		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
<b>Hutcheson, Sigrid</b> 10107		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	Comment noted.
<b>Imboden, Anders</b> 10262		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.2 /a	Comment noted.
		6.1/b	Comment noted.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		3.1/e	Comment noted.
	10317	2.3/j	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/g	Comment noted.
<b>Imboden, Cheryl</b> 10105		2.3/g	Comment noted.
		3.1/f	Comment noted.
		6.1/b	Comment noted.
<b>Imboden, Durant</b> 10105		2.3/g	Comment noted.
		3.1/f	Comment noted.
		6.1/b	Comment noted.
<b>Imboden, Thatcher</b> 10039		11.1/a	Comment noted.
		11.1/d	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		8.1/a	Comment noted.
		2.3/j	Comment noted.
	10067	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		6.1/b	Comment noted.
		6.3/d	Comment noted.
	10068	2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.5/c	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		1.4/c	Comment noted.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		8.1/e	Comment noted.
		1.5/d	Comment noted.
		2.3/i	The travel demand forecast model estimates the number of drivers needing access to stations. Concept design will identify loss of parking.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.1/b	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		3.1/f	Influences and impacts of the project's alternatives on existing land use, and influences and impacts of existing land use on the project's alternatives will be assessed in the Draft EIS. The public will be afforded many opportunities to participate and provide data during the Draft EIS process.
		3.1/b	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/j	Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative.
		1.5/c	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		2.3/j	Design considerations will occur during Preliminary Engineering. Alternatives such as grade separations will be evaluated in Section 2.3 of the DEIS. Impacts and proposed mitigation to pedestrian and bicycle trails will be assessed in Section 6.3 of the DEIS.
	10255		
		/	<i>duplicate</i>
<b>Ingman, Jim</b>	10195		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
		2.3/j	Comment noted.
<b>Ingraham, Greg</b>	10106		
		1/a	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Isaacs, Aaron</b>	10186		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		8.1/a	Comment noted.
		2.3/j	Comment noted.
<b>Jacobsen, Marnie L</b>	10259		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.

**Name Document # Comment # Response**

**James, Bill**

10359

- 6.3/b Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 3.1/b Comment noted.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.7/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.

**Jenson, Bruce**

10346

- 1/a Comment noted.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
- 2.3/j Comment noted.

**Johnson, Aimee E**

10021

- 3.5/c Impacts to park and other 4(f) properties and means to avoid or mitigate will be addressed in Section 3.5 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
- 3.1/i Impacts to housing and proposed mitigation, and impacts to property values will be evaluated in Section 3.1 of the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

10318

- 3.4/b Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 6.2 /a Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Johnson, Grant</b> 10049		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.5/b	Comment noted.
<b>Johnson, LaShavio</b> 10020		2.3/f	Comment noted.
		2.3/g	Comment noted.
<b>Johnson, Mark</b> 10184		1.3/b	The Section 106 process for determination of area of potential effects, eligibility, adverse effects, and treatment will be addressed in Section 3.4 of the Draft EIS.
		3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
<b>Johnson, Marshall</b> 10169		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/f	Comment noted.
<b>Johnston, Steven</b> 10072		2.3/e	Comment noted.
		2.3/f	Comment noted.
<b>Johnston, Steven</b> 10072		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/k	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
<b>Jones, Ruth V</b>	10294		
		3.2/a	Comment noted.
<b>Katch, Peggy</b>	10303		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/h	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		1.5/a	Comment noted.
<b>Kehoe, Beth</b>	10267		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
<b>Kieffer, Joe</b>	10232		
		1/a	Comment noted.
		2.3/g	Comment noted.



**Name Document # Comment # Response**

**Kinkend, Scott**  
10319

- 2.3/e ROW needed for Alternative 1A will be evaluated in the Draft EIS.
- 2.3/f The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
- 3.5/a Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
- 2.3/j The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
- 3.8/b Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
- 3.2/a Comment noted.

**Kiss, Jennifer**  
10320

- 2.3/g Comment noted.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 6.2 /a Comment noted.
- 6.3/a Traffic and parking impacts will be assessed in the DEIS.
- 3.7/e Comment noted.
- 3.1/i Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 4.7/a Comment noted.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 3.8/c Comment noted.

**Kleiman, Jaime**  
10025

- 2.3/g Comment noted.

**Name Document # Comment # Response**

**Klein, Maria**

10069

- 1/a Comment noted.
- 3.5/b Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
- 2.3/g Comment noted.
- 3.1/a The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 8.1/a Comment noted.
- 6.2 /a Comment noted.
- 6.3/d Comment noted.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
- 1.4/c Comment noted.
- 2.3/e Comment noted.
- 3.3/a Comment noted.
- 3.1/c Comment noted.
- 1.3/e Comment noted.

10347

- 3.1/d The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
- 3.1/a Comment noted.
- 2.3/f Alternatives 3A and 3C will be evaluated in the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 8.1/b Comment noted.
- 5.2/a Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
- 4.3/a Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 2.3/e Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need. The ability of Alternative 1A to meet the purpose and need of the Southwest Transitway Project will be evaluated in the Draft EIS.

**Kliebenstein, Shawn**

10194

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

**Klingel, Todd**

10283

- 1/a Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		8.1/a	Comment noted.
		3.1/f	Comment noted.
		6.1/c	Comment noted.
		2.3/g	Comment noted.
		6.3/f	Impacts of the proposed project on transportation facilities and services, including structures and new maintenance and service facilities and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
<b>Koerth, Maggie</b>	10024		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Kragtorp, Katherine</b>	10048		
		1/a	Comment noted.
<b>Krause, Gerald</b>	10356		
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.2/a	Comment noted.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
<b>Kuam, Peggy</b>	10046		
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
<b>Kubat, Tina</b>	10118		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		4.7/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
<b>Kubin, Marianne</b>	10193		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
<b>Lamb, Brian J</b>	10284		
		1/a	Comment noted.
		5.2/a	Comment noted.
		1.3/b	Comment noted.
<b>Lanis,</b>	10062		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Lapray, Jami</b>	10321		
		1/a	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
<b>Larson, Ted</b>	10140		
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		2.3/g	Comment noted.
		6.3/a	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
<b>Larson, Todd</b>	10164		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>LaRue, Cheryl</b>	10022		
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
	10028		
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
	10030		
		2.3/e	ROW needed for Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	The right of way needed for Alternative 3A will be evaluated in the Draft EIS.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
	10051		
		2.3/j	Comment noted.
		4.6/a	Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
		3.3/a	Impacts of the proposed project on existing and proposed rights-of-way will be assessed in Section 3.3 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/g	Comment noted.
	4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.	
	4.6/x	Comment noted.	
	1.5/v	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
	11.1/d	Comment noted.	
10248			
	1/a	Comment noted.	
<b>Lasky, Marissa</b>	10322		
		2.3/g	Comment noted.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
	3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.	
<b>Le, Christina</b>	10263		
		3.2/w	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
	3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.	

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.3/d	Impacts and proposed mitigation to pedestrian walkways, trails, and access points will be assessed in Section 6.3 of the DEIS. The project will be designed in accordance with current ADA requirements and design standards to ensure access and mobility for all.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Lininger, Rachael</b>	10056		
		1/a	Comment noted.
		2.3/g	Comment noted.
		3.1/f	Comment noted.
<b>Little, Lynn</b>	10058		
		2.3/g	Comment noted.
		2.3/h	The location of stations and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
<b>Litwin, Nancy</b>	10075		
		2.3/f	Comment noted.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
<b>Lorenzen, William E</b>	10250		
		1.3/b	Comment noted.
<b>Louis, Michael</b>	10323		
		2.3/e	The routing of Alternative 1A, and its ability to meet the purpose and need of the Southwest Transitway Project relative to the other proposed alternatives, will be evaluated in the Draft EIS. The Purpose and Need for the project--in effect its goals--will be discussed in the Draft EIS.
		2.3/j	Comment noted.
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.1/b	Comment noted.

**Name Document # Comment # Response**

10348

- 2.3/f The benefits, impacts, and proposed mitigation of Alternative 3A will be evaluated in the Draft EIS.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 6.3/c Comment noted.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 3.7/e Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
- 6.3/e Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 6.3/d Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

**Low, Kathy**

10080

- 3.1/b Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
- 4.3/a Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 3.7/a Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  
  
Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 8.2/b The project operating funding strategy including operating and maintenance costs will be discussed in Section 8.1 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
<b>Lutgen, Roger</b>	10018		
		3.1/g	Comment noted.
<b>Lux, Paul</b>	10201		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
<b>Madlon-Kay, Richard</b>	10092		
		6.1/b	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Magers, Mary</b>	10324		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
<b>Manning, Bruce</b>	10061		
		1/a	Comment noted.
		2.3/h	Comment noted.
		6.1/b	Comment noted.
		3.1/g	Comment noted.
<b>McCarthy, Arlene</b>	10284		
		1/a	Comment noted.
		5.2/a	Comment noted.
		1.3/b	Comment noted.
<b>McKenna, Sean</b>	10033		
		2.3/g	Comment noted.
<b>McKlveen, Robert</b>	10240		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
<b>McNally, Amy</b>	10084		
		2.3/j	Comment noted.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
<b>Meier, Diane</b>	10237		
		2.3/e	Comment noted.
<b>Meier, Nathaniel</b>	10237		
		2.3/e	Comment noted.
<b>Mendoza, Reuben</b>	10325		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
<b>Metz, Rob</b>	10273		
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
<b>Michel, Cecilia</b>	10245		
		2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic including the operation of proposed project on police, fire and medical emergency transport and proposed mitigation will be assessed in Section 6.2 of the DEIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.7/e	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
	10281	3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/f	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/h	Means of vehicle and pedestrian egress will be evaluated in the DEIS.
<b>Miller, Allen</b>	10104	2.3/g	Comment noted.
		4.2/d	Impacts to water quality including wetlands and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.8/a	The location of known sites or potential sites containing hazardous or regulated materials, and the potential impacts and proposed mitigation of the project on these sites will be assessed in Section 4.8 of the DEIS.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.1/i	Impacts to housing and proposed mitigation, and impacts to property values will be evaluated in Section 3.1 of the Draft EIS.
		3.3/b	Rights-of-way impacts will be assessed in the DEIS.
<b>Millikan, Steve</b>	10162	2.3/g	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
<b>Moran, Larry</b>	10064	6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		2.3/j	Comment noted.
		4.2/b	Impacts to water quality including ground and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.
		4.5/a	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.2/d	Comment noted.
		4.5/b	The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS. Water resources issues will be assessed in Section 4.2 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/h	Means of vehicle and pedestrian egress will be evaluated in the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		2.3/i	Impacts of park and ride facilities will be assessed as a part of the DEIS.
		1/a	Comment noted.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
<b>Mudra, Michael</b>	10161		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
<b>MulQueeney, Pat</b>	10077		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		5.3/a	Comment noted.
<b>Murphy, Samuel</b>	10191		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/f	Economic influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
<b>Murphy, Tina</b>	10128		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Nallick, Mike</b> 10360		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
<b>Neal, Scott H</b> 10256		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
<b>Nelson, Charlie</b> 10152		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/f	Comment noted.
		2.3/g	Comment noted.
<b>Noel, R</b> 10113		2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		3.1/h	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/a	Comment noted.
	1/a	Comment noted.	
	2.3/e	Alternative 1A will be evaluated in the Draft EIS.	
	2.3/f	Alternative 3A will be evaluated in the Draft EIS.	
	4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.	
	6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.	

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.2/a	Comment noted.
<b>Otto, Elmer</b>	10087	1/a	Comment noted.
		6.2 /a	Comment noted.
	10090	6.1/b	Comment noted.
		1/a	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
<b>Pablo,</b>	10026	2.3/g	Comment noted.
<b>Paprocki, Loran</b>	10326	1/a	Comment noted.
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		4.6/a	Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
		3.1/a	Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.2/b	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
<b>Parkins, Janette</b>	10158	11.1/d	Refer to the project website for maps of the proposed alignments at <a href="http://www.southwesttransitway.org">www.southwesttransitway.org</a> .

**Name Document # Comment # Response**

**Peterson, Donna**  
10349

- 4.3/a Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 4.7/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
- 6.2 /a The impacts of the proposed project to roadways and traffic including the operation of proposed project on police, fire and medical emergency transport and proposed mitigation will be assessed in Section 6.2 of the DEIS.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

**Peterson, Doug**  
10327

- 2.3/e Comment noted.
- 2.3/f The route of Alternative 3A will be evaluated in the Draft EIS.
- 2.3/j Comment noted.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 3.1/d The impacts of the project on publicly held lands in the project area and potential mitigation will be evaluated in Section 3.1 of the Draft EIS.
- 1.5/b Comment noted.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

**Pier, Bryce T**  
10146

- 2.3/g Comment noted.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 3.1/a Influences and impacts of the project on existing land use will be evaluated in the Draft EIS.
- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
- 2.3/j The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
- 2.3/e Alternative 1A will be evaluated in the Draft EIS.
- 2.3/f Alternative 3A will be evaluated in the Draft EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Pierce, Janice</b> 10142		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
<b>Plimpton, Nicholas</b> 10100		2.3/g	Comment noted.
<b>Pope, Louise</b> 10032		2.3/e	Comment noted.
		2.3/f	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
<b>Possehl, Marlin</b> 10287		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.8/b	Comment noted.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		3.1/f	Comment noted.
<b>Pursell, Michael</b> 10003		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Puzak, George</b> 10265		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		9.1/b	Indirect and cumulative impacts of the proposed project will be assessed in Section 9.1 of the DEIS.
		1.5/d	The technical methodology for travel forecasting, including all underlying assumptions and inputs, will be documented in a technical memorandum attached to the DEIS.
		6.1/a	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
		6.2 /a	Comment noted.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.1/i	Impacts to housing and proposed mitigation, and impacts to property values will be evaluated in Section 3.1 of the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.7/e	Comment noted.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		2.3/j	Comment noted.
		2.3/g	Comment noted.
		1.5/a	Comment noted.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		3.1/h	Influences and impacts of the project's alternatives on existing and planned land uses will be assessed in the Draft EIS.
		3.5/b	Impacts to and proposed mitigation for designated parks, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
	10329	2.3/j	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/f	Comment noted.
		3.1/b	Comment noted.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		2.3/j	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.3/b	Comment noted.
	10350	9.1/b	Comment noted.
		9.1/b	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
<b>Quinlivan, Lori</b>	10189		
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.6/a	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Quinlivan, Steve</b>	10189		
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.6/a	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
<b>Reinemund, Steven</b>	10012		
	10328	2.3/g	Comment noted.
		2.3/g	Comment noted.
<b>Remington, Ralph</b>	10357		
		2.3/j	Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative.
<b>Reuter, Anthony</b>	10233		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Richardson, Bruce</b>	10257		
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		4.6/a	Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.
<b>Richmond, Martin</b>	10071		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Rosar, Karen</b>	10112		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.1/f	The beneficial and adverse influences and impacts of the project's alternatives on existing and future land use will be assessed in the draft EIS.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
	10304		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Rosheim, Matt</b>	10239		
		2.3/f	Alternatives 3A and 3C will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Comment noted.
<b>Russell, Debra</b>	10202		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
<b>Russell, Jody</b>	10035		
		1/a	Comment noted.
		2.3/e	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
<b>Russell, Peter</b>	10202		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
	10208	2.3/e	Comment noted.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		2.3/g	Comment noted.
<b>Sabo, Julie</b>	10306	2.3/g	Comment noted.
		3.1/c	Comment noted.
		6.1/a	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
<b>Sand, Sherry</b>	10211	2.3/e	Alternative 1A will be evaluated in the Draft EIS.
<b>Sanger, Sue</b>	10330	1/a	Comment noted.
		2.3/f	The right of way needed for Alternative 3A will be evaluated in the Draft EIS.
		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		3.3/b	Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		6.3/b	Comment noted.
<b>Schade, Barry</b>	10182	1/a	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		3.7/e	Comment noted.
		3.7/a	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
			Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		3.7/c	Comment noted.
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
	10331	3.7/b	Comment noted.
		1/a	Comment noted.
		2.3/h	Comment noted.
<b>Schirrmeister, Laila</b>	10096		
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		8.1/b	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
<b>Schlagel, Randy</b>	10155		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Schrader, Karl</b>	10213		
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
<b>Schultz, Kevin</b>	10351		
		3.1/d	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		3.1/c	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		3.1/f	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		8.1/a	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
		3.1/g	The beneficial and adverse impacts and influences of the project's alternatives will be assessed in the Draft EIS.
<b>Schwanke, Mary</b>	10268		
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		3.1/f	Comment noted.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
<b>Scott, Christine</b>	10172		
		2.3/g	Comment noted.
		2.3/e	Comment noted.
		2.3/f	Comment noted.
<b>Sellmeyer, Robert</b>	10157		
		2.3/g	Comment noted.
<b>Senske, Lorie</b>	10247		
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Sharlin, Robert</b>	10270		
		4.5/c	Comment noted. The potential impacts on air quality, emissions caused by vehicles and climate conditions will be assessed in Section 4.5 of the DEIS.
		2.3/f	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Sheldon, Amy</b>	10153		
		2.3/e	Comment noted.
		2.3/f	Comment noted.
		2.3/h	Comment noted.
<b>Shelley, David</b>	10099		
		2.3/g	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/f	Comment noted.
		1.5/b	Comment noted.
		3.1/b	Comment noted.
		3.1/g	The beneficial and adverse impacts and influences of the project's alternatives will be assessed in the Draft EIS.
		3.1/e	Comment noted.
		9.1/b	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		8.1/a	Comment noted.
<b>Simich, Len</b>	10225		
		11.1/f	Comment noted.
<b>Singer, Julia</b>	10135		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
<b>Singer, Skip</b>	10332		
		2.3/f	Comment noted.
		2.3/h	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Sjoquist, Nancy</b> 10305		3.1/c	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		2.3/g	Comment noted.
<b>Slick, Cameron</b> 10333		9.1/b	Comment noted.
		2.3/j	The benefits and potentially adverse impacts of the alignment of Alternative 3C will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	The route of Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
<b>Smith, Bob</b> 10196		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		6.1/c	Comment noted.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
<b>Smith, Carol</b> 10199		2.3/g	Comment noted.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		2.3/j	Comment noted.
<b>Smith, Irv</b> 10093		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		3.6/a	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>	
<b>Smith, Nancy</b> 10093		2.3/f	Comment noted.	
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.	
		4.7/a	Comment noted.	
		3.6/a	Comment noted.	
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.	
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.	
		2.3/f	Comment noted.	
		10144		
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.	
<b>Snoke, Peg</b> 10352		2.3/e	Alternative 1A will be evaluated in the Draft EIS.	
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.	
		6.3/d	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.	
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.	
		4.2/d	Impacts to water quality including wetlands and surface water and proposed mitigation will be discussed in Section 4.2 of the DEIS.	
<b>Sou, William</b> 10065		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.	
<b>Spencer, Sheila</b> 10235		2.3/e	Alternative 1A will be evaluated in the Draft EIS.	
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.	

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Spencer, Thad</b> 10089		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Comment noted.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
<b>Stelter, Joanne</b> 10241		2.3/g	Comment noted.
<b>Strate, Jeff</b> 10353		2.3/e	Comment noted.
		3.1/f	Comment noted.
		3.1/i	Comment noted.
<b>Suchanek, Greg</b> 10334		6.3/b	Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
		3.8/c	Comment noted.
		3.1/i	Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.

**Name Document # Comment # Response**

**Sweet, Joe**

10109

- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

**Sweiger, Cindy**

10180

- 3.1/i Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
- 11.1/d Comment noted.

**Taffe, Mari**

10070

- 6.3/f Impacts of the proposed project on transportation facilities and services, including structures and new maintenance and service facilities and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.

10252

- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 3.2/a Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
- 2.3/i Station access will be addressed in Section 5.2 of the DEIS.
- 6.2 /a The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
- 4.5/b The potential impacts on air quality and emissions caused by vehicles will be assessed in Section 4.5 of the DEIS.
- 6.3/c Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRRA) recognizes that bike and pedestrian trails within the HCRRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.
- 3.6/a Comment noted.

**Tam, Kevinn**

10148

- 2.3/f Alternative 3A will be evaluated in the Draft EIS.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Thompson, Cheri</b> 10074		4.7/a	Comment noted.
		2.3/g	Comment noted.
<b>Thompson, Julia</b> 10173		3.1/f	Comment noted.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
<b>Thompson, Karis</b> 10085		11.1/d	Comment noted.
		2.3/e	Comment noted.
<b>Timm, Beth</b> 10097		2.3/f	Comment noted.
		11.1/d	Comment noted.
<b>Toberman, Bonnie</b> 10036		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		4.7/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/g	Comment noted.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		1/a	Comment noted.
<b>Trostel, Parker</b> 10226		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		4.3/a	Impacts to biological resources, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		4.7/a	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		4.5/b	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		6.3/c	Impacts and mitigation of the proposed project on existing bike and pedestrian facilities will be addressed in Section 6.3 of the DEIS.
		3.5/a	Project effects on open space and recreation resources that are eligible for evaluation as Section 4(f) properties will be discussed in Section 3.5.
<b>Tunesi, Lorenzo</b>	10210		
		1/a	Comment noted.
<b>Tweeten, Thomas</b>	10131		
		2.3/j	Comment noted.
		6.1/b	Comment noted.
		3.8/a	Impacts of the proposed project on environmental justice populations proposed mitigation, as defined by Executive Order 12898, will be assessed in Section 3.8 of the DEIS.
		4.5/c	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
<b>VanAmerongen, Lecia</b>	10244		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		3.7/e	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		4.7/a	Comment noted.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		4.5/a	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
<b>Vickerman, Peter</b>	10212	2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
<b>Villalta, Richard</b>	10088	8.1/b	Capital funding strategies including cost estimates, funding secured to date, the capital financing approach of the project will be discussed in Section 8.1 of the DEIS.
		4.3/a	Impacts to biological resources, including plant communities, wildlife and habitat, exclusive of threatened and endangered species, and proposed mitigation will be discussed in Section 4.3 of the DEIS.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.1/a	Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.
		6.3/c	Impacts and mitigation to pedestrian and bicycle trails outside of public street rights of way will be assessed in Section 6.3 of the DEIS. Hennepin County Regional Railroad Authority (HCRRA) recognizes that bike and pedestrian trails within the HCRRA right of way provide important access to LRT stations and, where possible, both modes of transportation should co-exist. HCRRA will coordinate with the various park interests that operate the trails to minimize the project's impacts to the existing bike/pedestrian trails.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/a	Traffic and parking impacts will be assessed in the DEIS.
		3.7/b	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		3.6/a	Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
	10245	2.3/g	Comment noted.
		2.3/j	The technical feasibility, ridership and costs of Option E will be assessed as part of scoping. If the option is carried forward in the DEIS it will be fully evaluated as an alternative.
		2.3/e	Comment noted.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic including the operation of proposed project on police, fire and medical emergency transport and proposed mitigation will be assessed in Section 6.2 of the DEIS.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		3.7/e	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
	10281	2.3/f	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		2.3/h	Means of vehicle and pedestrian egress will be evaluated in the DEIS.
<b>Walker, Marlene</b>	10354	3.1/i	Impacts to housing and property values will be assessed in Section 3.1 of the DEIS.
		6.1/b	Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Walser, Robert Y</b>	10218		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
	10276		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Ward, Craig</b>	10360		
		2.3/j	Comment noted.
		3.2/a	Impacts and proposed mitigation of the project on neighborhoods, community services, and community cohesion will be assessed in Section 3.2 of the DEIS.
		3.5/b	Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
<b>Warden, Kent</b>	10014		
		2.3/e	Alternative 1A will be evaluated in the Draft EIS.
		2.3/f	Alternatives 1A and 3A will be evaluated in the Draft EIS.
		2.3/g	Comment noted.
	10251		
		/	<i>duplicate</i>
	10292		
		2.3/e	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		3.1/b	The effect of the project on planned development and development trends will be assessed in the Draft EIS.
		6.1/c	Comment noted.
		6.3/f	Comment noted.
		2.3/g	Comment noted.
		6.2 /a	Comment noted.



<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		6.3/e	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		6.1/b	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/j	Numerous studies, including the Southwest Transitway Alternatives Analysis, have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
	10307		
		1/a	Comment noted.
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		5.1/b	Regional economic impacts of the proposed project will be assessed in Chapter 5.1.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		2.3/g	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.1/c	Comment noted.
		6.1/b	Comment noted.
<b>Waterhouse, James</b>	10148		
		2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
<b>Webster, Thomas</b>	10181		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/h	The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
		6.3/d	Comment noted.
<b>Weisberg, Larry</b>	10335		
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
<b>Wendt, Jerry</b>	10156	2.3/f	Alternative 3A will be evaluated in the Draft EIS.
		2.3/j	Comment noted.
<b>Werner, Ron</b>	10336	2.3/e	Comment noted.
		2.3/f	Comment noted.
		1.5/a	Comment noted.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		3.7/c	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.
		6.3/d	Comment noted.
<b>Wertz, Bob</b>	10040	1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		4.5/c	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		5.1/b	Comment noted.
<b>West, Norman</b>	10011		
		11.1/b	Phone participation is permissible.
<b>Westlake, Kenneth A</b>	10285	1.3/b	Comment noted.
		6.1/c	The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.
		1/a	Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
		11.1/b	Comment noted.
		4.5/a	Air Quality and climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.5/b	Comment noted.
		4.5/c	Climate conditions and the potential impacts and proposed mitigation of the project will be assessed in Section 4.5 of the DEIS.
		4.2/a	Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
		6.3/f	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
		2.3/i	The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
		2.3/h	Comment noted.
		3.8/x	Impacts of the proposed project on environmental justice populations, as defined by Executive Order 12898, will be assessed in Chapter 3.8
		3.7/b	Safety and security issues associated with LRT, roadway, bicycle, pedestrian and station access and proposed mitigation to avoid and reduce risks will be assessed in Section 3.7 of the DEIS.  Issues associated with the construction and operation of the proposed project on police, fire and medical emergency transport and proposed mitigation to avoid and reduce will be assessed in Section 6.2 of the DEIS.
		4.8/a	The location of known sites or potential sites containing hazardous or regulated materials, and the potential impacts and proposed mitigation of the project on these sites will be assessed in Section 4.8 of the DEIS.
		6.2 /a	The impacts of the proposed project to roadways and traffic and proposed mitigations will be assessed in Section 6.2.
		6.3/b	Impacts of the proposed project on transportation facilities and services, including on-street parking, freight rail and trucking, structures and new maintenance and service facilities and power and substation and signal bridges and proposed mitigation of project's impact(s) will be assessed in Section 6.3 of the DEIS.
		9.1/a	Indirect and cumulative impacts of the proposed project will be assessed in Section 9.1 of the DEIS.
		9.1/b	Comment noted.
		3.4/a	Section 106 process for determination of area of potential effects (impacts), eligibility, adverse effects and treatment (proposed mitigation) will be addressed in Section 3.4 of the DEIS.
		4.6/a	Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.
		4.7/a	Comment noted.
		11.1/d	Comment noted.
<b>Wietgreffe, Steve</b> 10145		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
<b>Wilde, Roger</b> 10057		2.3/f	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Comment noted.
<b>Wilde, Susan</b> 10057		2.3/f	Comment noted.
		2.3/g	The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
		2.3/e	Comment noted.

**Name Document # Comment # Response**

**Willette, Brian**  
10054

- 1/a Numerous studies, including the Southwest Transitway Alternatives Analysis have documented the need for improved mobility and that light rail transit is the preferred mode to meet this need.
- 2.3/g Comment noted.
- 2.3/j Comment noted.
- 2.3/e Comment noted.
- 2.3/f Comment noted.
- 3.1/f Comment noted.
- 3.1/b Comment noted.
- 3.2/a Comment noted.
- 3.1/a Comment noted.
- 2.3/h Comment noted.
- 6.3/f Comment noted.
- 3.1/c Influences and impacts of land use planning on the project will be assessed in Section 3.1 of the DEIS.

10055

- 3.7/z Safety and security issues associated with the construction and operation of the proposed project including impacts to police, fire and medical emergency transport will be assessed in Chapter 3.7.
- 4.2/a Section 404 of the Clean Water Act processes will be followed to determine the presence of and impacts to waters of the US and proposed mitigation. Findings will be discussed in Section 4.2 of the DEIS.
- 4.3/a Comment noted.
- 3.1/d Comment noted.
- 3.5/b Impacts to and proposed mitigation to designated park, open space, sanctuaries and other eligible properties, other than archaeological sites, will be discussed in Section 3.5 of the DEIS. Archaeological resources will be assessed in Section 3.4 of the DEIS.
- 3.6/a Impacts and proposed mitigation of the project on the visual quality and aesthetic characteristics of the LRT corridor will be assessed in Section 3.6 of the DEIS.
- 5.2/a Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.

**Williams, Kathy**  
10337

- 1.5/e Comment noted.
- 2.3/e Comment noted.
- 2.3/f Comment noted.
- 3.2/a Comment noted.
- 3.1/a Comment noted.
- 6.3/b Comment noted.
- 2.3/h Comment noted.

**Name Document # Comment # Response**

**Wilson, Craig A**  
10261

- 2.3/e Comment noted.
- 2.3/f Alternatives 1A and 3A will be evaluated in the Draft EIS.
- 2.3/h The location of stations for Alternatives 1A, 3A, and 3C, the beneficial and adverse impacts of the stations, and potential mitigation for any adverse impacts will be evaluated in the Draft EIS.
- 5.2/a Station area development, public/private development, redevelopment, and infill development will be assessed in Section 5.2 of the DEIS.
- 2.3/i The travel forecast model estimates and the concept design will identify the location, need, and amount of parking required at the stations.
- 4.6/a Noise and vibration impacts and the proposed mitigation of the project will be assessed in Section 4.6 and Section 4.7 of the DEIS pursuant to Federal Transit Administrations guidance titled Transit Noise and Vibration Impact Assessment, May 2006.

**Wilson, Marty**  
10053

- 1/a Comment noted.
- 2.3/j Comment noted.

**Wolf, LeeAnn**  
10266

- 6.1/b The relationships and alterations to the existing and programmed public transit system(s) will be assessed in Section 6.1 of the DEIS.

**Zachek, Brian**  
10279

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 6.3/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
- 3.1/i Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 3.1/i Comment noted.
- 3.8/c Comment noted.

**Zachek, Wing**  
10279

- 2.3/g The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.
- 6.3/b Relocation of the freight rail line is an independent study being undertaken by Hennepin County.
- 3.1/i Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County.
- 3.1/i Comment noted.
- 3.8/c Comment noted.

<b>Name</b>	<b>Document #</b>	<b>Comment #</b>	<b>Response</b>
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**Zachek, Zoey**  
10279

- |       |   |
|-------|---|
| 2.3/g | The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS.  |
| 6.3/b | Relocation of the freight rail line is an independent study being undertaken by Hennepin County.  |
| 3.1/i | Impacts and proposed mitigation associated with the relocation of the freight line in St. Louis Park is an independent study being undertaken by Hennepin County. |
| 3.1/i | Comment noted.  |
| 3.8/c | Comment noted.  |

**Zachik, Brian**  
10338

- |       |   |
|-------|---|
| 6.3/b | Relocation of the freight rail line is an independent study being undertaken by Hennepin County.  |
| 4.6/a | Impacts and proposed mitigation associated with the relocation of the freight rail line in St. Louis Park are an independent study being undertaken by Hennepin County.   |
| 4.7/a | Comment noted.  |
| 3.8/c | Comment noted.  |
| 2.3/g | Comment noted.  |
| 2.3/j | Alternatives 1A, 3A, and 3C including the routes/alignments, benefits, impacts, and proposed mitigation will be evaluated in the Draft EIS. The technical feasibility, ridership, and costs of Option E will be assessed as part of scoping. If Option E is carried forward in the Draft EIS, it will be fully evaluated as an alternative. |

**Zimmerman, Robert D**  
10246

- |       |  |
|-------|--|
| 2.3/g | The benefits, impacts, and proposed mitigations for Alternative 3C will be evaluated in the Draft EIS. |
|-------|--|

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

10164

1 of 1

Hello,

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

1/2.3/f

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

10165

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

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



ALTERNATIVE LRT STATION LOCATION FOR GREENWAY  
LRT ROUTE

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

1/2.3/h

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

2/1.5/d

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

3/6.2/a

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

4/3.3/b

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

5/2.3/i

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

6/2.3/j

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

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

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

7/6.3/b

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

8/6.1/a

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

**SW LIGHT RAIL RESOLUTION:**

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

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

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

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

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

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

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

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

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

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

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

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

9/2.3/g

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

10/8.1/b

11/2.3/j

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

12/2.3/j

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

13/2.3/l

14/6.1/c

CIDNA Board  
Arthur E. Higinbotham, Chair

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

1/3.1/b

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

2/4.1/a

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

3/1.3/a

4/3.1/i

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

5/2.3/h

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

6/3.1/c

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

10166

7/1.3/d

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

**Scoping Comment Form**  
**Southwest Transitway Project**

10167

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

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

1/1/a

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

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

**Thank You!**

Eden Prairie City Hall, October 23, 2008

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

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

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

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

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

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




10169


**From:** [Marshall.Johnson](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**cc:** [Marshall.Johnson](#)  
**Subject:** Kenilworth Option  
**Date:** 10/14/2008 07:48 AM

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1/2.3/e  
2/2.3/f

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

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

 Before printing, please think about the environment

10170

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

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1/2.3/e  
2/2.3/f

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

Frank Hermann  
Zip 55416

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

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

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

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

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

1 / 2 . 3 / f

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

2 / 2 . 3 / g

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

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

3/2.3/j

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

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

Sincerely,  
Sean and Meghan Elliott

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

---

Dear Committee,

1/2.3/g

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

2/2.3/e

3/2.3/f

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

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

Sincerely,  
Christine Scott

10173

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

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

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

Thank you,

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

1/2.3/h  
2/11.1/d

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

10174

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

1/3.5/b

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

2/3.1/i

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

3/3.6/a

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

4/2.3/k

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

5/2.3/h

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

6/4.2/d

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

7/3.1/b

mention the greenway itself.

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

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

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

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

Sincerely,

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

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

8/3.1/d

9/2.3/e

10/2.3/f

11/3.1/f



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

---

Katie Walker  
 Transit Project Manager  
 612.348-2190  
 612.385-5655

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

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

1/4.1/a

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

Arthur E. Higinbotham

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

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Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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---

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

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

1/2.3/i

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

10176

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

Arthur E. Higinbotham

10177

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

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Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

---

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

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

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

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

10177

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

Arthur E. Higinbotham

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

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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

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

1/2.3/j

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

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

3/2.3/h



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

Arthur E. Higinbotham



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

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**10180**

Good Morning~

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

1/3.1/i

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

2/11.1/d

Please address both of my concerns.

Thank you.

Cindy Sweiger  
Green Circle Drive

10181

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

---

Hello,

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

2/2.3/h

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

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

---

Thanks.

Thomas Webster  
4050 Dupont Ave N  
Minneapolis, MN 55412

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

**10182**

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

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

10182

## Comments for Southwest Transitway DEIS scoping document

### Bryn Mawr Neighborhood Association

10/10/2008

#### **Bryn Mawr supports the project and Kenilworth alignment.**

1/1/a

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

2/2.3/e

3/2.3/f

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

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

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

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

4/3.1/a

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

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

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

**Current access to the Cedar Lake Trail must be maintained.**

5/6.3/c

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

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

6/3.7/e

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

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

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

7/3.7/a

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

8/2.3/h

**Desired Station at Penn Avenue presents a safety challenge.**

9/3.7/c

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

10/6.3/d

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

11/3.7/b

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

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

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



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

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**10183**

To Whom It May Concern:

1/2.3/g

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

2/3.1/e

3/6.1/a

4/2.3/e

5/2.3/f

Sincerely,

Jason K. Behuniak  
Stevens Square Home Owner



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

---

Hello:

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

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

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

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

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

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

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

Best regards,

Mark Johnson

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

---

1/2.3/g

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

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

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

To Katie Walker and the HCRRA staff:

1/2.3/f  
2/8.1/a

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

3/2.3/j

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

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

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

\*\*\*\*\*

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

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10187

Hello,

1 / 2 . 3 / g

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

Regards,

Matthew Benson  
2951 Fillmore St NE  
Minneapolis 55418

701-388-4963

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

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10188

Hi,

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

2/4.6/a

3/1/a

Darlene

---

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

10189

November 1, 2008

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

Dear Ms. Walker:

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

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

#### Kenilworth Trail

##### *Narrow Passage Way*

1/4.3/a

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

##### *Noise and Vibration and Train Bells*

2/4.6/a

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

3/4.7/a

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

10189

*Traffic*

4/6.2/a Many residents of Calhoun Isles use Cedar Lake Parkway for their primary access route. **Regular train traffic will result in frequent back-ups.** What solution can be offered to prevent these traffic issues?

Midtown Greenway

5/3.2/a **If the Midtown Greenway route is selected, the proposed project will also have negative social, economic and environmental consequences unless appropriately mitigated.**

*Noise and Vibration and Train Bells*

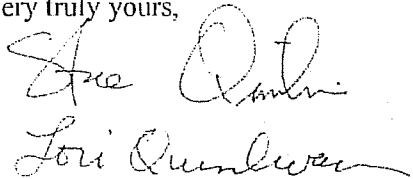
6/4.6/a **We have the same concerns about noise, vibration and train bells with this route as well.** As with the Kenilworth route, we are concerned about the impact of any barriers that may be used, and the impact on the current environment.

*Access to Calhoun Isles*

7/3.2/a Currently residents of Calhoun Isles can access the Calhoun Village shopping area through a gate to the Midtown Greenway. **If the Greenway option is selected, this gateway access must be maintained to prevent negative consequences.** We believe that many users of the Greenway and Kenilworth trails use this gate, in addition to residents of Calhoun Isles. Merchants in the shopping center would also be negatively impacted if this access is not maintained.

Thank you for considering our comments.

Very truly yours,



Steve and Lori Quinlivan

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

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

Marcy Gohmert  
Concerned Resident

1/4.6/a

2/4.7/a

3/3.3/b



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

---

1/2.3/e

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

2/2.3/f

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

3/3.2/a

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

4/2.3/g

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

5/3.1/f

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

Thank You,

Sam Murphy  
2028 Kenwood Parkway  
Minneapolis

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

10192

---

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

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

Alyssa Higgins  
Long Lake, MN







1/2.3/e

2/2.3/i

3/1/a

4/2.3/j

10193

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Inbox: LRT through Eden Prairie (1 of 1)

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

From: Marianne Kubin <kmkubin@webtv.net>

To: kkubin@usfamily.net

Subject: LRT through Eden Prairie

[ Show All Headers ]

We live on Valleyview Road & Smetana Lane.

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

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

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

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

Delete | Reply | Forward | Message Source | Print | **Report as Spam/Bulk**

Back to Inbox

*Sincerely,*

*Marianne Kubin*

*We cannot get through on the E-Mail address.*

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

**10194**

1/2.3/g

---

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

This message is for the designated recipient only and may contain privileged, proprietary, or otherwise private information. If you have received it in error, please notify the sender immediately and delete the original. Any other use of the email by you is prohibited.

10195

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

---

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

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

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

Thank you.

Jim Ingman  
Eden Prairie, MN

Scoping Comment Form  
Southwest Transitway Project

10196



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

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

1/2.3/h

Let Build the Southwest Line use 21<sup>st</sup> Penn Row.

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

2/6.1/c

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

3/2.3/j

Service this Station by some old Time Street cars that would

Mayor of Mpls would like would Service uptown, Lyndale

Nic, 4<sup>th</sup> Ave, Chicago, Bloomington Ave, Cedar Ave. to Lake St. Station

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

West Run over to the U. of M. end at 29<sup>th</sup> Ave. Station -

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

at the School Southwest Line would help Metro Done a lot and Teams

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

to Buffalo Lake and Montreal Line, and The Dan Patch

Name Bob Smith

Address 4516 58<sup>th</sup> Ave N. #119

City/State/Zip Brooklyn Center, Minn. 55429

Telephone 763-504-1289

E-mail

Thank You!

Line, at Wood Dale come in Mpls. I would like use the Royalston Penn Line. Someday Get it Build to Louisiana Station on Hwy 55. Lousing stop at Humboldt, Penn Thomas France Ave, Hwy 100 Douglas Dr. Louisiana Station. Penn Ave should have a ramp Build too. Thank you

4/2.3/i

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



SOUTHWEST

transitway

fold here

Three horizontal lines for an address or return address.

Place  
Stamp  
Here

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

fold here

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

10197

1/2.3/g

---

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

Thank you.

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



10198

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

---

To whom it may concern

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

1/6.3/c

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

2/2.3/f

Run the transit through the business sections of Eden Prairie.

3/2.3/g

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

4/3.7/e

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

Thank You

Susan Fuhr  
7090 Bunker Court  
Eden Prairie MN 55346  
[sfuhr@analysts.com](mailto:sfuhr@analysts.com)  
952-949-3988

10199

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

---

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

1/2.3/g

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

2/6.3/a

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

3/2.3/j

**Carol Smith, Marketing**



7625 Smetana Lane | Eden Prairie, MN 55344  
952-567-6518 direct | [csmith@compellent.com](mailto:csmith@compellent.com)

*2008 Infoworld SAN of the Year  
2008 Microsoft Partner of the Year-Advanced Infrastructure Solutions, Storage Solutions*

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

10200

---

Hi SW Corridor Planning Folks,

1/2.3/g

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

2/1/a

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

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

Sincerely,

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

10201

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

---

1/1/a

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

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

To whom it may concern -

1/6.3/c

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

2/2.3/f

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

3/2.3/g

4/3.1/i

Sincerely,

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

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

From: Julie Grube [mailto:[juliegrube@isd.net](mailto:juliegrube@isd.net)]  
 Sent: Tuesday, October 07, 2008 10:25 AM  
 To: Lynn O'Shaughnessy; ann hicks; kathy Darick; Susan Scholl; Fuhr, Susan; Shawna Miller; Nosbush, Stacy; [Dave\\_Ring2000@yahoo.com](mailto:Dave_Ring2000@yahoo.com); Doug Vanderwerf; Russell, Debra; Bridget Leibold; Jeanne Root; Doug Vanderwerf; Grube, Mark  
 Subject: [Fwd: Comments on SW Corridor]

Hi Neighbors,

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

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

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

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

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

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

Spread the word!!

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

10202

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

Julie

To Whom it may concern:

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

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

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

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

Thank you for your time and attention

Julie Grube

--

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

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

1/2.3/g

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

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



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Thank you in advance for your cooperation.

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

<http://www.rkmc.com>

---



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

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Southwest Corridor, Hennepin County Transit Officials:

1/4.6/a

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

2/2.3/g

3/4.6/a

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

4/6.2/a

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

5/3.7/e

Sincerely,

Edward Ferlauto  
3156 Dean Court  
Minneapolis, MN 55416

(612)929-1004  
[slfelicity@aol.com](mailto:slfelicity@aol.com)

---

New **MapQuest Local** shows what's happening at your destination. Dining, Movies, Events, News & more. [Try it out!](#)

10205

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

1/2.3/g

---

I am a regular bus and train rider.

I vote for through Uptown

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

Mary Kay  
Assistant to Administration  
MTS Dist. 4017-07

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

10206

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To Whom it May Concern;

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

Thank you for your time,

Kristen Hansen  
Resident of Eden Prairie, MN

1/2.3/g

2/3.7/b

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

10207

To Whom it may concern:

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

1/2.3/f  
2/2.3/g

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

3/3.1/b

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

4/2.3/e

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

Thank you for your time and attention

Julie Grube

--

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

10208

Scoping Comment Form  
Southwest Transitway Project

NOV 06 2008



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

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

I AM WRITING TO STRONGLY OPPOSE LRT PROPOSAL 1A, WHICH WOULD GO STRAIGHT THROUGH MY BACK YARD. ONE OF THE REASONS WE PURCHASED OUR HOUSE WAS THE LOCATION OF THE TRAIL, SOMETHING WE USE EVERY DAY, ALL YEAR LONG. HAVING GROWN UP IN EUROPE, I CAN APPRECIATE THE NEED FOR PUBLIC TRANSPORTATION. PLACING IT ON THE PROPOSED 1A ROUTE MAKES NO SENSE TO ME AT ALL AS IT BISECTS PURELY RESIDENTIAL AREAS. PROPOSAL 3A MAKES MORE SENSE AS IT WOULD SERVICE OPUS AND THE GOLDEN TRIANGLE, FOLLOWED BY A LINKING WITH THE SOUTHWEST TRANSIT CENTER. YOUR TIME IN READING THIS IS GREATLY APPRECIATED.

1/2.3/e

2/3.1/a

3/2.3/g

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

Thank You!



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

10209

---

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

1/3.2/a

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

2/2.3/g

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

3/8.1/d

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

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

Lee Colby  
2425 Franklin Ave.

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

**10210**

-----

To whom this may concern:

1/1/a

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

Lorenzo Tunesi  
4413 Ellsworth Drive  
Edina, MN 55435

10211

**From:** [Sherry Sand](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Light Rail to Eden Prairie  
**Date:** 10/07/2008 08:38 AM

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

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

1/2.3/e



10212

**From:** Peter Vickerman  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Alignment comments  
**Date:** 10/07/2008 08:21 AM

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1/2.3/e  
2/2.3/f  
**I am overwhelmingly in favor of the route through Kennilworth.** The costs are lower and the ability for trains to go directly on to the Hiawatha or Central corridor makes all corridors much more effective.

Peter Vickerman  
Minnetonka, MN

---

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

10213

1/1/a

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

Thanks,

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

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

10214

1/2.3/g

2/2.3/e  
3/2.3/f

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

Thanks,

Dave

10215

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

1/1/a

2/6.3/c

3/2.3/g

4/6.1/b

---

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

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

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10216

Hello,

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

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

Nathan Barten

Scoping Comment Form  
Southwest Transitway Project

10217



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

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

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

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

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

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

Thank You!



Scoping Comment Form  
Southwest Transitway Project

10218

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

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

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

~~Ad~~

Name ROBERT YOUNG WASSER

Address 2308 FREMONT AVE S

City/State/Zip Minneapolis, MN 55405

Telephone Private

E-mail Private

Thank You!

10220

Lisa

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

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

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

To: Goodman, Lisa R.

Subject: Feedback Form

Phone: 612.332.7522

Fax: 612.332.0936

Web: [www.damonfarber.com](http://www.damonfarber.com)



10220

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

---

Please consider this input to the SW LRT scoping process.

Art Higinbotham

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

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

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

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

Thanks and your yard is looking great!!

David

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

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David:

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

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

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

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

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

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

Do you think this a possibility?

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

**Damon Farber Associates**

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

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

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

10225

---

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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

Hello Katie,

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

1/11.1/f

October 17, 2008

To: Hennepin County Rail Authority

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

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

1/2.3/j

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

2/2.3/g

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

3/4.3/a

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

4/3.2/a

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

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

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

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

10226

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

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

Sincerely,

Parker Trostel

**From:** Pat Grimsrud  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Route Planning.  
**Date:** 10/21/2008 12:56 PM

10227

Greetings:

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

1/6.3/c

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

2/6.2/a

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

3/3.2/a

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

4/3.1/a

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

5/2.3/j

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

Thank you for considering my concerns

+++++

Pat Grimsrud  
[grimsrud@earthlink.net](mailto:grimsrud@earthlink.net)  
2885 Knox Ave S. # 801  
Mpls, MN 55408

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

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10228

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

1/2.3/g

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

2/2.3/j

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

Thanks,

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



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

---

Greetings,

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

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

from increased automobile traffic.

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

12/2.3/g

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

13/2.3/j

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

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

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

14/6.3/a

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

15/6.1/b

Thank you for your consideration.

Best,

--Susan

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

16230

Phone: +1 612 377 1980

Fax: +1 612 377 0363

[susan.dray@dray.com](mailto:susan.dray@dray.com)

[www.dray.com](http://www.dray.com)

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

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

---

10231

Hello:

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

I look forward to your response.

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

612-332-7522

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

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10232

Hello,

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

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

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

Thanks for taking my opinion into consideration.

Joe Kieffer

1/1/a

2/2.3/g

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

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**10233**

1/2.3/g

please choose route 3c!

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

--

Anthony Reuter  
952.451.7685

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

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10234

1/2.3/f

2/2.3/g

3/3.1/b

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

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

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

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

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

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10235

Yikes!

1/2.3/e

2/2.3/f

3/6.3/c

4/4.3/a

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

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

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

Sincerely,  
Sheila Spencer  
612-374-0111



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

10236

To whom it may concern:

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

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

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

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

Thank you,

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

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10237

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

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1/2.3/e

Thanks for the great map!

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

Thank you.

Diane Reed and Nathaniel  
Meier family

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

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10238

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

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

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

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**10239**

Hi,

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

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

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

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

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10240

Please consider the following in route selection:

1/2.3/f

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

2/2.3/j

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

3/6.3/c

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

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

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

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

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10241

Hello,

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

1/2.3/g

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

Thank you for your consideration,  
Joanne Stelter

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

10242

NOV 06 2008

November 5, 2008

Southwest Corridor  
Hennepin County Transit  
417 N. 5<sup>th</sup> St.  
Minneapolis, MN 55401

To the movers and shakers at HCT:

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

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

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

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

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

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

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

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

more. . .

**Think about this for a minute:**

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

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

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

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

Respectfully yours,



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



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

Imagine a Star Tribune headline on January 1, 2020:

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

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

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

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

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

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

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

16243

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

continued

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

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

Arthur E. Higinbotham

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

10244

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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

Dear Katie,

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

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

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

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

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

Thank you for requesting input and participation.

Sincerely,  
Alice Van Amerongen

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

12/2.3/g  
13/2.3/j

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

10245

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

**Subject:** Comments for DEIS Scoping Process

To: Southwest Corridor LRT

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

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

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

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

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

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

5/6.2/a

Picture (Metafile)

6/3.7/b

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

7/3.7/e

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

8/3.2/a

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

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

10245

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

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

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

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

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

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

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

Thank you for thoughtfully considering our concerns.

**Rick Villalta & Cecilia Michel**



Please consider the environment before printing this e-mail.

10246

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

---

Hi,

1/2.3/g

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

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

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

Thank you very much.

Sincerely,

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

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

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10247

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

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

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

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

Thank you for your attention and time.

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



10248

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

---

1/1/a

**GREAT WORK!**

Cheryl LaRue

---

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

Scoping Comment Form

10249

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

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

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

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

**RAILogistics West**

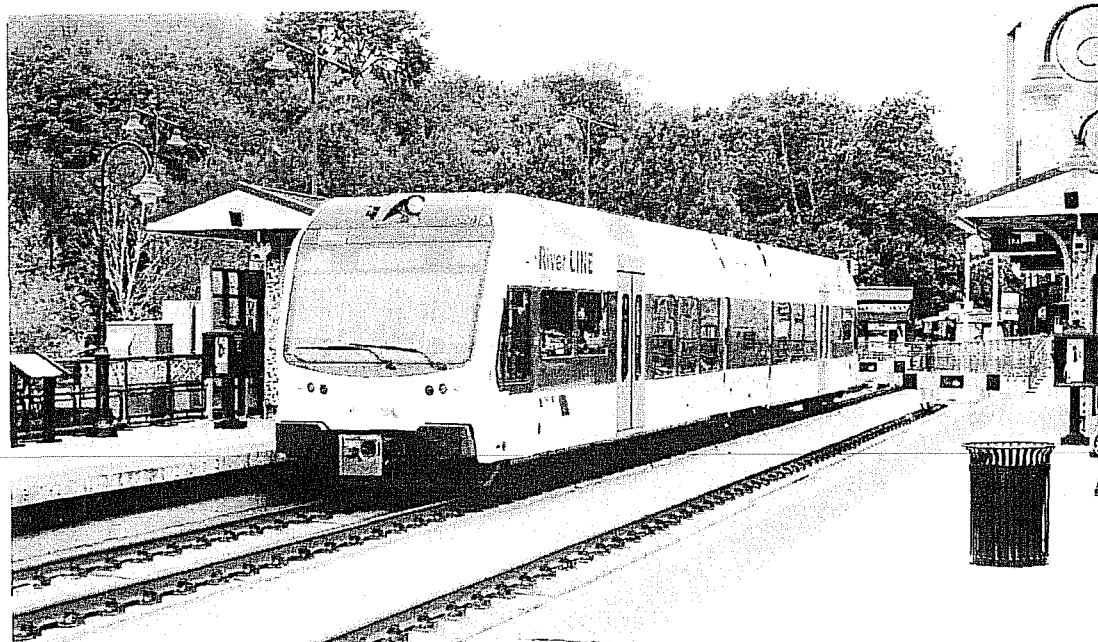
1502 N. 5<sup>th</sup> St., Unit # 205  
Hopkins, MN 55305

**RAILogistics East**

166 High St.  
Metuchen, NJ 08840

John D. Barr,  
President

[jdhbarr@aol.com](mailto:jdhbarr@aol.com)  
732.632.7883





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

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

File Code: 190-15-13

September 30, 2008

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

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

Dear Ms. Walker:

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

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

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

1/1.3/b

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

Sincerely,

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

10251

DUPLICATE OF 10292 - REFER TO 10292 FOR CODING

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

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

DUPLICATE OF 10292 - REFER TO 10292 FOR CODING

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

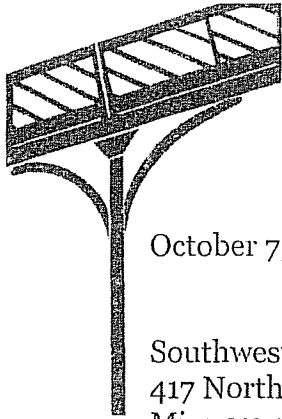
- Provide the most direct transit service to downtown for the heavy commuter ridership expected from southwest suburban area;
- Promote major economic development projects planned for the Bassett Creek Valley and Target Field ballpark/ "Twinsville" area
- Connect at North Loop Transit Hub allowing for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

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

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

Kent D. Warden, RPA  
Executive Director  
612-338-8627  
[kw@bomampls.org](mailto:kw@bomampls.org)

October 2008



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

OCT 09 2008

10252

October 7, 2008

Southwest Corridor  
417 North 5<sup>th</sup> Street  
Minneapolis, MN 55401

To Whom It May Concern:

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

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

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

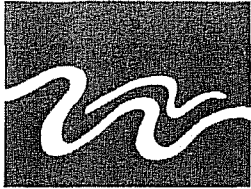
This is just one of the many concerns facing neighborhoods adjacent to the Southwest Light Rail Corridor. We would like to encourage Transit for Livable Communities to consider working on the issue of Southwest Corridor Light Rail so that it takes shape in a way that benefits riders while making the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

Sincerely,

Mari Taffe  
WCNC Chair

1/2.3/h  
2/3.2/a

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



Riley  
Purgatory  
Bluff Creek  
Watershed District

www.rileywd.org

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

**10253**

October 23, 2008

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

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

Dear Ms. Walker:

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

1/1.3/b

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

If you have any questions or concerns, please feel free to contact me at [Mark.Enochs@CH2M.com](mailto:Mark.Enochs@CH2M.com) or 651.365.8542.

Sincerely,

CH2M HILL, INC.  
District Engineer

Mark B. Enochs  
Vice President/Program Manager

c: Board of Managers

October 27, 2008

Three Rivers  
Park District  
Board of  
Commissioners

Sara Wyatt  
District 1

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

RE: Environmental Review Process for the Southwest Transitway Project

Marilynn Corcoran,  
Vice Chair  
District 2

Dear Ms. Walker:

Mark Haggerty  
District 3

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

Dale Woodbeck  
District 4

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

Rosemary Franzese  
District 5

Larry Blackstad, Chair  
Appointed

1/6.3/c

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

Joan Peters,  
Appointed

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

Cris Gears  
Superintendent

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

10254

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



10254

9/6.3/c

- A comprehensive, user-friendly, simple wayfinding system is essential for the successful operation of roadway system, transit, and trail.
- The regional trails act as the major arteries of the system-wide trail network. With the advent of LRT, there is the opportunity to promote bicycle and pedestrian access to the LRT stations through use of the system-wide trail network. **Of particular importance are the local trail networks that feed into the regional trails that in turn will provide access to the LRT stations.** As part of the LRT planning and implementation process, the local trail networks should be reviewed and recommendations drafted on how to fully develop the local trail network to promote pedestrian and bicycle access to the LRT.
- Phasing – Full and complete build-out of entire system is essential for effective and efficient operations of transportation, transit, rail, and trail uses.

10/4.3/a

- **The Park District strongly encourages the design and development of the Southwest Transitway Initiative incorporate all measures to conserve resources, protect natural features, and incorporate sustainable features in order to reduce negative impacts on people and the environment.**

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

Sincerely,



Donald J. DeVeau, Director  
Department of Planning and Development

DJD:icl

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



1406 W. Lake St.  
Minneapolis, MN 55408

P 612.823.4581

F 612.823.3158

DUPLICATE OF DOCUMENT 10067  
REFER TO 10067 FOR CODES

www.uptownminneapolis.com



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

**10255**

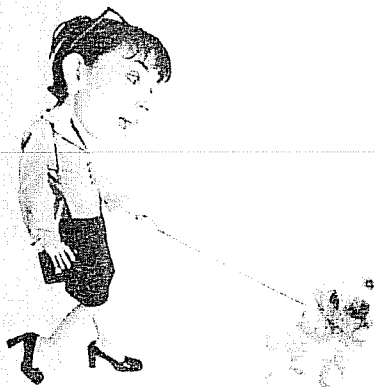
DUPLICATE OF DOCUMENT 10067  
REFER TO 10067 FOR CODES

October 28, 2008

Dear Ms. Walker,

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

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





1406 W. Lake St.

Minneapolis, MN 55408

P 612.823.4581

F 612.823.3158

10255

www.uptownminneapolis.com



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

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

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

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

Sincerely,

Thatcher Imboden  
Uptown Association, President

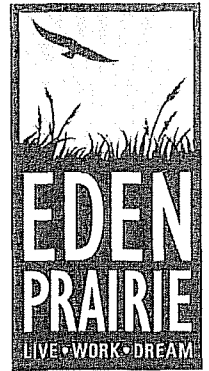
cc. Council Member Ralph Remington  
Mayor R.T. Rybak  
County Commissioner Gail Dorfman



10256

OFFICE OF THE CITY MANAGER | October 31, 2008

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



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

8080 Mitchell Rd  
Eden Prairie, MN  
55344-4485

[edenprairie.org](http://edenprairie.org)

RE: Southwest Transitway Scoping

Ms. Walker:

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

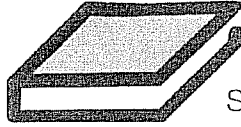
1/2.3/f I would also like to reiterate the City's support for the project and strong preference for  
2/2.3/g the LRT 3 Alternatives. The LRT 3 Alternatives that connect the Eden Prairie Major  
3/3.1/f Center Area, the Golden Triangle Area, and Opus better serve the employment and  
commercial centers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

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

Sincerely,

Scott H. Neal  
City Manager

NOV 03 2008



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

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

**10257**

October 31, 2008

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

To Whom It May Concern:

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

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

1/6.3/b

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

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

2/4.6/a

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

10257

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

Very truly yours,



Bruce Richardson  
St. Louis Park Board of Education Chair

cc City of St. Louis Park



Minnesota Department of Transportation

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

November 3, 2008

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

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

Dear Ms. Walker:

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

**Traffic:**

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

1/3.7/b

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

2/6.3/d

3/2.3/j

4/4.2/e

**Water Resources:**

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

5/3.3/b

**Permits:**

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

10258

1/1.3/b

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

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

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

Mn/DOT document submittal guidelines require either:

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

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

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

Sincerely,



William Goff  
Senior Planner

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

**Copy via Groupwise:**

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



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

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To whom this may concern:

1/2.3/e  
2/2.3/f

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

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

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

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

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

M.L. Jacobsen

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

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**10260**

1/2.3/g

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

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

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

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

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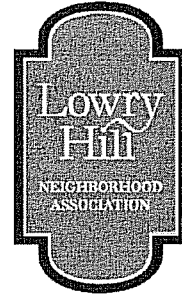
November 7, 2008

Dear Southwest Transitway Project Manager,

Please find attached a letter of support from our organization.

Thank you,

Craig Wilson  
President of the Lowry Hill Neighborhood Association



November 7, 2008

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

Dear Southwest Project Manager,

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

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

The LHNA Board of Directors passed the following motion:

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

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

Thank you for bringing transit to our community.

Sincerely,

Craig A. Wilson  
President

1/2.3/e  
2/2.3/f  
  
3/2.3/h  
4/5.2/a  
5/2.3/i  
6/4.6/a

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

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1/2.3/g

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

There are a number of reasons for choosing 3C:

2/6.2/a

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

3/6.1/b

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

4/2.3/j

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

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

5/3.1/e

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

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

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

Thank you,

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

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

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

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To Southwest Project Manager:

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

Christina Le

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10263

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

Southwest Transitway  
417 North 5<sup>th</sup> St.  
Minneapolis, MN 55401

Date: November 7, 2008

To Whom It May Concern:

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

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

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

7/2.3/g

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

Thank you very much for your time and consideration.

Sincerely,

Christina Le

TDN Enterprises LLC  
Principal



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

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Dear Citizens,

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

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

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

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

Thank you again.

Sincerely,

Marion Greene  
2407 Girard Ave. S.  
Minneapolis MN 55405  
612-374-8728  
[marion888-at-yahoo.com](mailto:marion888-at-yahoo.com)

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

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Ms. Walker:

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

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

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

George Puzak  
1780 Girard Avenue South  
Minneapolis, MN 55403-2941  
tel 612-250-6846  
[greenparks@comcast.net](mailto:greenparks@comcast.net)

10265

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

November 7, 2008

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

Re: Scoping Process Comments for Southwest Light Rail Transit

Dear Ms. Walker:

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

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

1/2.3/g

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

2/9.1/b

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

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

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

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

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

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

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

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

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

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

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

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

6/3.1/b

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

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

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

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

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

7/2.3/h

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

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

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

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

8/2.3/j

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

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

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

9/6.2/a

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

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

10/3.5/b

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

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

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

11/4.3/a

**The Kenilworth Greenbelt possesses unique natural amenities.**

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

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

12/6.3/c

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

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

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

13/4.2/a

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

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

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

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

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

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

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

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

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

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



### **The Kenilworth Corridor has traffic choke-points.**

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

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

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

19/3.7/b

20/3.7/e

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

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

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

21/3.6/a

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

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

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

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

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

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

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

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

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

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

### **All bike and walking trails should be preserved.**

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

### **Selecting an LRT Route is a 100-year decision.**

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

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

Thank you for your thoughtful consideration of these issues.

Sincerely,

George Puzak

1780 Girard Avenue South  
Minneapolis, MN 55403-2941  
tel 612-250-6846  
[greenparks@comcast.net](mailto:greenparks@comcast.net)

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

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10266

1/6.1/b

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

LeeAnn Wolf

---

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

1/2.3/e  
2/2.3/f

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

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

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

--

Beth St. John Kehoe

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

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10268

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

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

2/3.1/f  
3/2.3/i  
4/6.3/c I read your statement about park trails being next to rail trails in other parts of the country. Putting it on the Kenilworth trail having to stop access to the park about every 7 minutes during busy times does not allow accessibility. I have used those trail frequently since they have opened. Each year I see more and more people using the trails. Families from many areas of the city use these trails. This is wonderful and at this time of extensive obesity problems in our city should not be discouraged in any way.

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

Thank you,  
Mary Schwanke  
1977 Kenwood Parkway

Scoping Comment Form  
Southwest Transitway Project

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

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

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

1/1/a

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

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

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

Thank You!

St. Louis Park City Hall October 14, 2008

**Scoping Comment Form**  
**Southwest Transitway Project**

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

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

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

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

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

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

Thank You!

ST. LOUIS PARK CITY HALL OCTOBER 14, 2008



## EAST ISLES RESIDENTS' ASSOCIATION

November 7, 2008

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

Dear Ms. Walker:

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

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

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

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

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

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

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

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

7/2.3/j

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

8/4.6/a

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

9/6.3/c

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

10/3.4/c

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

11/4.2/a

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

12/4.3/a

13/3.1/i

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

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

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

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

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

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

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

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

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

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

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

10271

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

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

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

Sincerely,



**Ross D'Emanuele**  
EIRA President

(612)343-2161

[d.emanuele.ross@dorsey.com](mailto:d.emanuele.ross@dorsey.com)

NOV 10 2008

A DIVISION OF RYAN COMPANIES US, INC.

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



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

November 7, 2008

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

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

Dear Ms. Walker:

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

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

10272



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

1/3.1/b

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

2/3.1/c

3/1.4/c

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

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

10272



4/3.1/c

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

5/3.8/b

6/5.2/a

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

7/1.5/b

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

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

10277

November 7, 2008  
Page 4 of 4



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

Sincerely,

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

Rick Collins  
Vice President Development

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



Scoping Comment Form  
Southwest Transitway Project

10273



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

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

Hello,

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

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

1/3.7/e

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

Thank you!  
Rob

Thank You!



10274

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


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

November 5th, 2008

Dear Commissioner Dorfman and Ms. Walker:

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

Best regards,



Jeanette Colby

10274

## Southwest LRT Scoping Questions

1/4.3/a

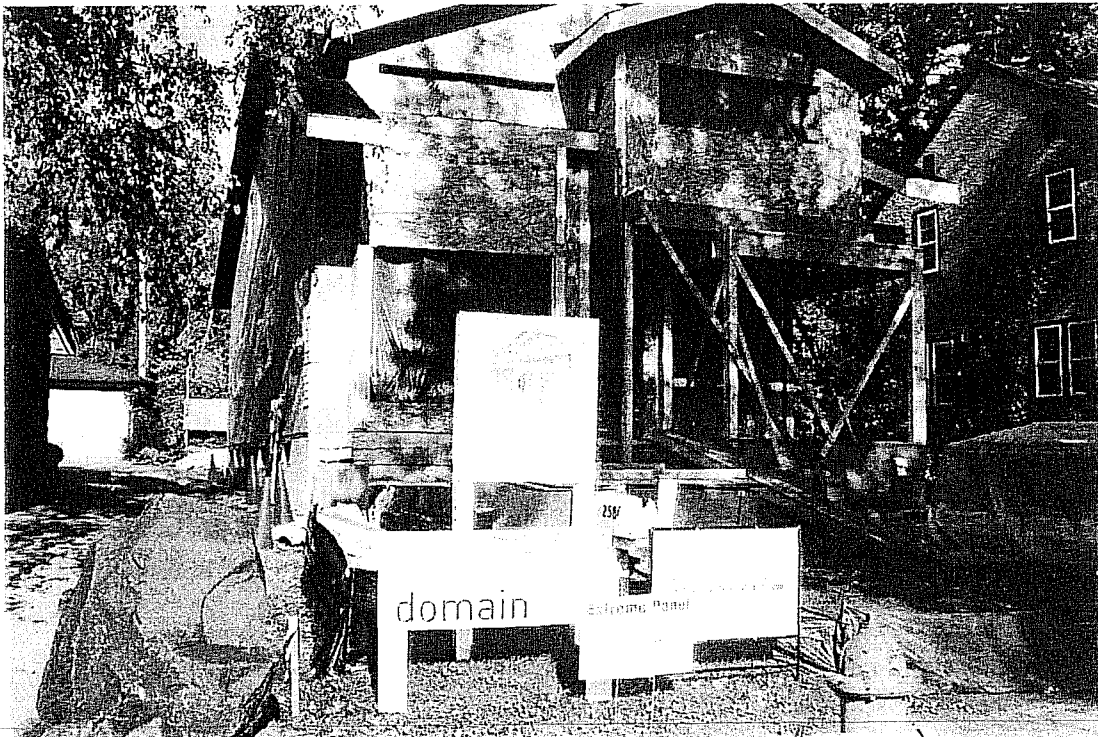
- The Kenilworth Trail Area between Cedar Lake Parkway and I394 is functionally (if not formally) an extension of Cedar Lake Park. It is known as a “pristine nature preserve in the middle of the city.” How will wildlife habitat along the Kenilworth Corridor be affected by a fast train running through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

2/6.3/a

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



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



6/4.1/b

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

7/4.5/b

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

8/4.6/a

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

9/6.2/a

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

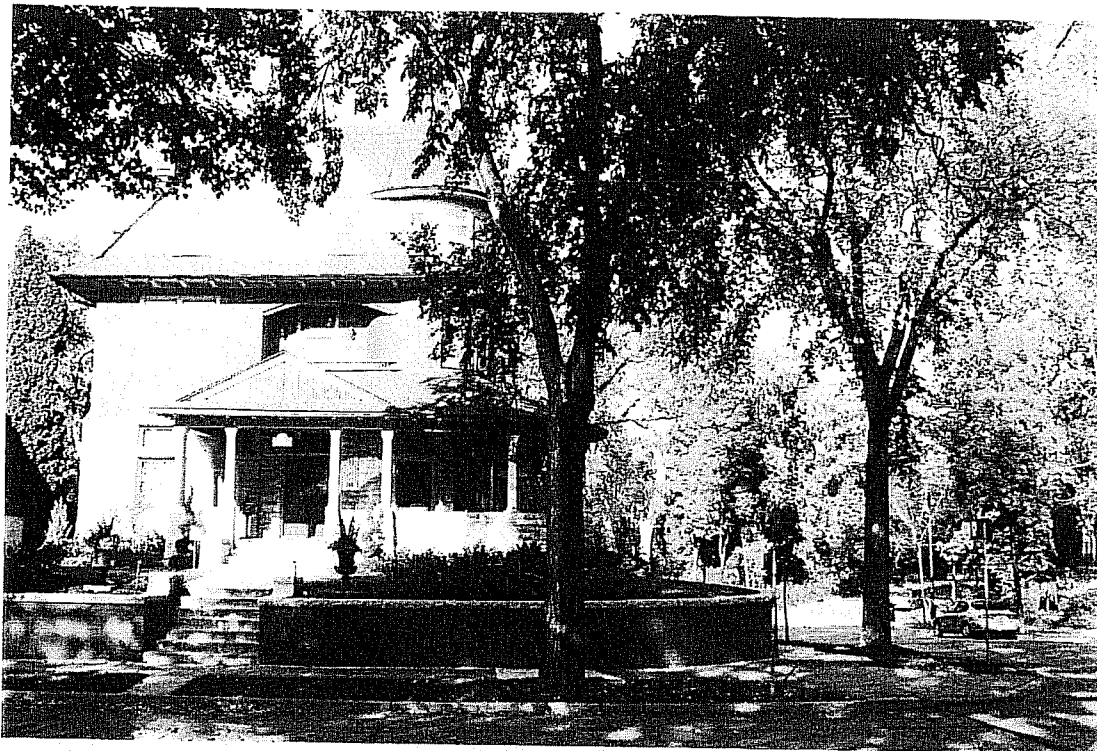
10/3.7/b

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

10274

11/3.4/b

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



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



12/3.5/a

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



13/3.5/b

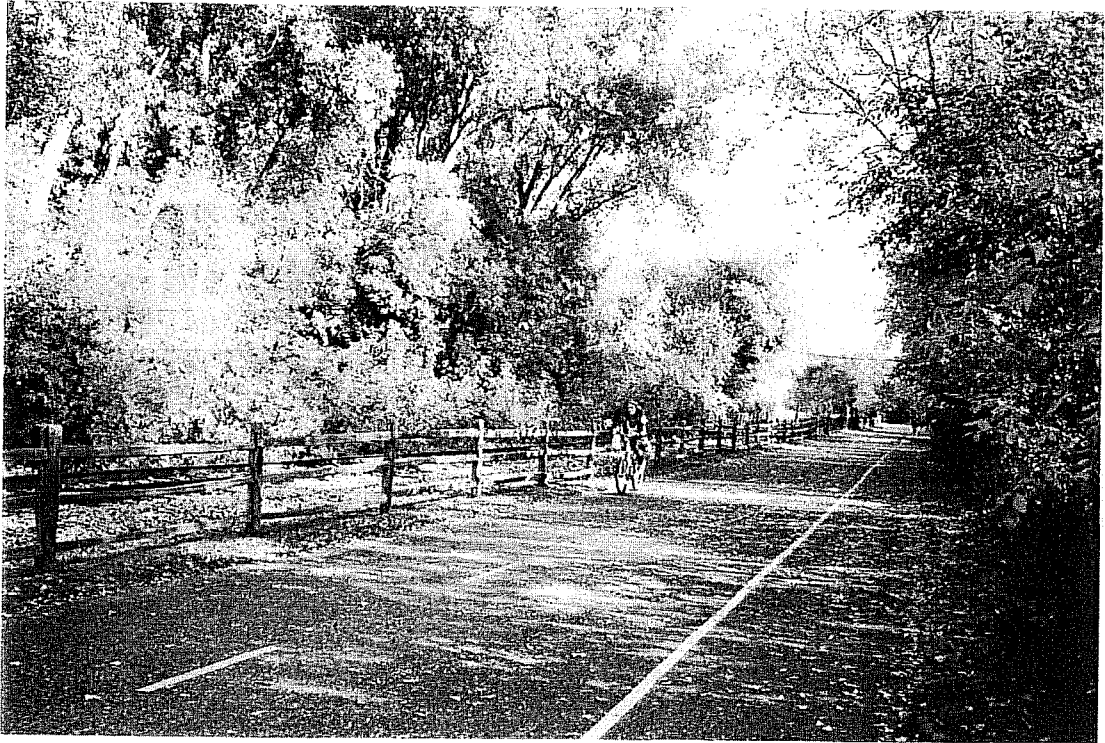
- A Southwest LRT line along the Kenilworth Trail will essentially create a wall of separation between the public and the Cedar Lake Park, severely impeding access to the park. There are currently many informal access points into Cedar Lake Park; these would be eliminated with LRT, leaving 21<sup>st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

14/3.7/e

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



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



15/3.6/a

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

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



16/3.1/i

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

17/1.5/d

18/3.1/b

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

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



Questions relating to a station at 21<sup>st</sup> Street

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

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



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

MARIAN BIEHN: Good afternoon,

1/2.3/f

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

2/2.3/g

3/3.2/w

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

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

4/6.2/a

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

5/4.7/a

6/2.3/i

7/4.6/a

8/3.1/h

Scoping Comment Form  
Southwest Transitway Project

10276



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

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

1/2.3/g

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

~~Add~~

Name

ROBERT YOUNG WALSER

Address

2308 FREMONT AVE S

City/State/Zip

Minneapolis, MN 55405

Telephone

Private

E-mail

Private

Thank You!



Scoping Comment Form  
Southwest Transitway Project

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

1/2.3/e

2/2.3/f

3/2.3/h

4/2.3/i

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

GO FOR IT!

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

Thank You!



Scoping Comment Form

Southwest Transitway Project

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

Please see attached letter

Name Brian Zachek
Address 6108 Minnetonka Blvd.
City/State/Zip St. Louis Park, MN 55416
Telephone (952) 922-9165
E-mail zachan3@gmail.com

Thank You!

10279

10/30/08

To Ms. Katie Walker,

1/2.3/g

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

2/6.3/b

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

3/3.1/i

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

4/3.1/i

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

5/3.8/c

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

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

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

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

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

Sincerely,

Brian, Wing and Zoey Zachek

Brian Zachek, Wing Chanzachek, Zoey Zachek

952.922.9165

Zachan3@gmail.com

Scoping Comment Form  
Southwest Transitway Project

10280



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

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

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

1/6.2/a

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

2/2.3/j

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

3/3.3/b

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

4/8.2/a

E-mail

For their condo properties

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

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

Thank You!

Southwest Transitway • September 2008

# Comments for DEIS Scoping Process

1/2.3/f Thank you for this opportunity to comment. I have lived with my family one half block east of the Kennilworth Trail area for 13 years. We are in a unique area bordered by the Trail and railroad tracks to the West, Cedar Lake to the East. The Kennilworth Channel is just to the South. To the Northeast is the one way Burnham Bridge. As such there neighborhood is known locally as the "One way In" neighborhood. This geographic neighborhood affords its residents, visitors and emergency vehicles only one way into the neighborhood. If you look at a map, you can see that is from the intersection of Burnham Road and Cedar Lake Parkway which is mere yards from 3 of the proposed LRT options now before you in Options 1-A, I believe. Looking at a map carefully you can see that many roads and recreational paths converge at this point also. The Kennilworth walking and bike paths cross here. Traffic from Dean Parkway, Cedar Lake Parkway and Sunset Boulevard all converge here. The walking and biking paths connecting Cedar Lake and Lake of the Isles also converge at this point. Finally, freight trains infrequently block all of this traffic for several minutes at a time. Now this is inconvenient but tolerable as it usually does not happen that often. When it does however, especially if it happens at rush hour traffic can be delayed considerably on Cedar Lake Parkway, Dean Parkway, Sunset Boulevard and even the cross street Benton (Just off Cedar Lake Parkway) becomes clogged until the train passes. If the Southwest Transitway goes through this route, it will only make the problem worse as the trains will "depart from stations every 7.5 minutes during rush hour and every 15-30 minutes during the rest of the day." (Southwest Transitway Publication Volume 2.1 1 September 2006, page 2).

2/6.2/a  
 1. Safety and Security  
 This volume of trains passing through the above described area will not only cause nearly constant traffic jams, it will threaten the safety of the residents in our One Way In neighborhood. This is due to the fact that emergency vehicles may be blocked from getting into the homes here when the trains are passing through in such a frequent and constant pace. Police will not be able to respond in a timely manner to residents calls for help. Firefighters will be delayed. Emergency preparedness personnel will lose precious moments in their quest to save a life perhaps losing an opportunity to save a drowning victim at nearby busy South Beach just yards from the busy intersection where LRT will cross

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

3/3.7/b  
 4/2.3/h  
 Please visit this area when a train is passing through and you will better understand the seriousness of this issue to our neighborhood. Please consider other options available to you. Thank you for your time and consideration of the facts herein. I invite your questions or comments to the safety, security and traffic issues raised.

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

SUMMARY for SW LRT PUBLIC HEARING  
October 14, 2008

Chairman McLaughlin and commissioners,

I'm GEORGE PUZAK, a Minneapolis citizen. Thank you for hosting these public hearings. I'm here to speak **in favor of Route 3C through Uptown.** 1/2.3/g

1. **Route 3C would serve the most highly-populated neighborhoods.** This includes East Isles, Stevens Square, Loring Park, and Whittier, some of the most densely populated and diverse areas in the state. 2/1.5/a

2. **Route 3C would promote private commercial investment.** The Uptown Lyn-Lake area has 1.2 million square feet of office-retail space. Much of this space is owned by small, independent businesses. SMALL businesses are leading job-creators. 3/3.1/b

Other speakers have mentioned the Bassett's Creek Valley development. This is a **potential future** project. It will happen because of its close proximity to Interstate 394 and downtown Minneapolis, not because of LRT. For example, the West End development at 394 and Park Place, is developing without LRT.

3. **Route 3C would directly serve the down-town core,** including the Convention Center, the IDS Center, and the region's financial district. This route would re-enforce the Nicollet Mall as a premier destination. 4/3.1/h

4. **Route A would travel through the Kenilworth Corridor. Fast, high-frequency LRT trains through this corridor would irreparably harm the Chain of Lakes Regional Park and Cedar Lake Park.** These amenities compare to the Mississippi River Gorge, Minnehaha Falls, and Theodore Wirth Park in their importance to our city and state. They provide natural beauty, wildlife, and quiet to the urban environment. 5/3.5/b

5. **Route A would cross Cedar Lake Parkway, a NATIONAL SCENIC BYWAY.** On the Hiawatha line, LRT trains are GRADE-SEPARATED with a tunnel under the National Scenic Byway.

**Cedar Lake Parkway's NATIONAL DESIGNATION should protect it.** Any LRT in Kenilworth should defer to the Parkway as a NATIONAL SCENIC BYWAY. 6/3.5/a

6. If Route A is chosen, **SUBSTANTIAL and MEANINGFUL MITIGATION would be required.** Minneapolis has history of mitigating rail impacts, with trenches and tunnels. For example, the Midtown Corridor was trenched 22 feet deep for 3 miles.

**More recently, Minneapolis and other cities have built tunnels for new LRT. Minneapolis** built a tunnel under the Airport for LRT. **Pittsburgh** is building two LRT tunnels. One tunnel, under the Allegheny River, will preserve natural amenities and vistas. The second tunnel extends LRT to the city's Convention Center. **Dallas** is digging a three-mile tunnel. **Denver, Portland, Seattle** are each building multiple LRT tunnels.

Hennepin County should study these examples. And, **If Route A is selected, the mitigation should include a ONE-MILE rail tunnel from LAKE STREET to FRANKLIN AVENUE or to I-394.**

7/2.3/j

In closing,  
**Route 3C through Uptown would serve highly populated areas, reinforce Lake Street, and directly serve the downtown financial district.**

With this alignment, Route A's entrance to downtown could be used by an LRT line serving Plymouth and Golden Valley. The Kenilworth Corridor would be used for existing freight. Kenilworth could also support a potential commuter rail line (similar to Northstar) to Belle Plain or farther west.

Based on all of these factors, Route 3C through Uptown offers the greatest benefits to Minneapolis and the region. Thank you.

George Puzak  
1780 Girard Avenue South  
Minneapolis, MN 55403-2941  
[greenparks@comcast.net](mailto:greenparks@comcast.net)  
cell 612-250-6846

NOV 04 2008

October 30, 2008

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

Ms. Walker,

1/1/a

The Minneapolis Regional Chamber of Commerce (MRCC) supports the continued progress and investments in developing high-quality, high-frequency transit service in our region. To serve the southwest communities of the metropolitan region, the MRCC supports a light rail transit line that serves Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis – known as the Southwest Transitway.

2/2.3/f

After reviewing the three proposed route alignments being considered by the Hennepin County Regional Railroad Authority and its partners for this project, the MRCC supports the LRT 3A route for the following reasons:

3/8.1/a

- LRT 3A has the lowest cost-effectiveness index (CEI) and the largest number of "2030 new riders" of the three options being considered.

4/3.1/f

- LRT 3A enhances and promotes multiple economic development projects in the region, including the Opus /Golden Triangle, Basset Creek Valley and Target Field/"Twinsville" area.

5/6.1/c

- LRT 3A connects with the proposed intermodal transit station in the North Loop neighborhood, allowing for transfer and through service to the Hiawatha and Central LRT lines, as well as the North Star commuter rail service.

6/2.3/g

With regards the alternative alignment proposed for downtown Minneapolis (LRT 3C), the MRCC opposes this option for the following reasons:

- LRT 3C has the highest CEI and the largest capital and operating costs of the proposed alignments.

7/6.3/f

- LRT 3C would terminate on 4th Street and does not interline with the Hiawatha LRT. This is problematic for commuters transferring to the Hiawatha line and access to the existing transit maintenance facility.

10283

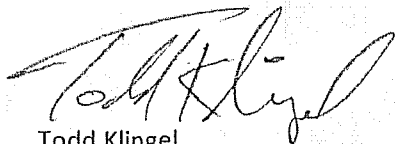
- 8/6.3/a
  - LRT 3C on Nicollet Mall runs contrary to and could prohibit the ability to operate a circular transit service or place vehicle parking on the mall.
- 9/3.1/b
  - LRT 3C does not support the proposed economic development projects of Basset Creek Valley or Target Field/"Twinsville", and will not provide transfers to or through service at the proposed intermodal station and the North Star commuter rail.

In 2009, the three proposed route alignments will be evaluated and one alignment will be selected for implementation by 2015. This is an aggressive timeframe. The MRCC also supports moving this project forward by securing the necessary state and local funding, as well as government approvals to meet this deadline. The MRCC will continue to be an active participant on the Southwest Policy Advisory Committee and the Southwest Transit Alliance.

Please accept these comments in lieu of the scoping comment form provided in the *Scoping Information Booklet*. Please let me know if you have any questions.

Thank you for the consideration.

Sincerely,



Todd Klingel  
President & CEO

cc: Commissioner Peter McLaughlin, Chair – Hennepin County Regional Railroad Authority  
Commissioner Gail Dorfman, Chair – Southwest Transitway Policy Advisory Committee



November 5, 2008

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

Dear Ms. Walker,

As a regional supporting agency of the Southwest Transitway, the Metropolitan Council and Metro Transit are encouraged to see the project proceed to the Draft Environmental Impact Statement (DEIS) phase. **We see this corridor as a strategic step in the development of a regional network of transitways, as called for in the Metropolitan Council's 2030 Transportation Policy Plan. Improving transit is an essential element in ensuring the continued growth and vitality of our metropolitan region.**

1/1/a

**The Southwest Transitway will improve mobility, provide reliable, time-competitive transit service, and significantly improve reverse commute options for core city residents while boosting the potential for transit-oriented development. The development of the Southwest Transitway is consistent with the Council's vision for the development of a regional network of transitways that link major destinations and employment areas, facilitate transit-oriented development patterns, and accommodate growth in a flexible, connected and efficient manner.**

2/5.2/a

3/1.3/b

We are confident that the DEIS will provide the necessary level of analysis and refinement that will allow the locally preferred alternative to achieve the goals outlined in the scoping process. We realize that this process is not an easy one and we encourage Hennepin County to work as closely as possible with the Federal Transportation Administration and with the Metropolitan Council to ensure that the DEIS process follows all federal, state and local rules related to this very important process. To that end, both Metropolitan Council and Metro Transit staff stand ready to offer assistance to the County in the DEIS process.

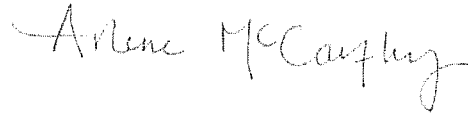
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As always, we appreciate Hennepin County's and the Hennepin County Regional Railroad Authority's strong and consistent advocacy of transit as a key feature in moving our metropolitan area towards a sustainable transportation future.

Sincerely,



Brian J. Lamb  
General Manager  
Metro Transit



Arlene McCarthy  
Director  
Metropolitan Transportation Services

C: Peter Bell  
Tom Weaver  
Vince Pellegrin  
Julie Johanson  
Mark Fuhrmann  
John Levin  
Tom Thorstenson  
Amy Vennewitz



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

10285

NOV 06 2008

REPLY TO THE ATTENTION OF

E-19J

Marisol Simon  
Regional Administrator, Region 5  
Federal Transit Administration  
200 West Adams Street, Suite 2410  
Chicago, IL 60604

RE: Scoping Comments on the Notice of Intent to Prepare an Environmental Impact Statement for the Southwest Transitway Project in Hennepin County, Minnesota

Dear Ms. Simon:

This letter is provided in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. **The U.S. Environmental Protection Agency (EPA) anticipates reviewing the Environmental Impact Statement (EIS) your agency is preparing for the Southwest Transitway Project in Hennepin County, Minnesota. We have reviewed the September 25, 2008, Notice of Intent (NOI) to prepare an EIS, the Green Means Go scoping information booklet, and the Coordination Plan, dated September 2008. We also participated in the October 15, 2008 Interagency Scoping Meeting.**

A Minneapolis southwest public transit corridor has been under consideration since 1980. This corridor is defined and anchored by the two large residential/employment centers of downtown Minneapolis and the southwest Golden Triangle. Following a series of studies and plans, a Southwest Rail Transit Study was begun in 2003, resulting in the publication of the Southwest Transitway Alternatives Analysis in 2007. Although an extensive roadway/expressway system and a significant and successful bus system serves the metropolitan region, including this corridor, three needs are identified as unmet by the available transportation systems. This proposal's purpose and need are to: 1) improve mobility in this congested corridor; 2) develop a competitive rapid transit alternative for public-transit-dependent and transit-choice travelers; and 3) provide reverse commute service, which is currently unavailable for this area.

Alternatives include a NEPA baseline No-Build proposal and a New Starts baseline of Transportation System Management (TSM) modifications combined with enhanced bus service. Three build alternatives are being brought forward, proposing different routes for a light rail transit system comparable to and compatible with the Hiawatha and Central Corridor Lines. All three alternatives would connect to other transit lines at the downtown Minneapolis Intermodal

1/1.3/b

Station, extend southwest through St. Louis Park and Hopkins, and terminate along State Route 5 in Eden Prairie.

2/6.1/c

It is clear from the existing Hiawatha Line and the developing Central Corridor Line, that the metropolitan Minneapolis-St. Paul region is developing a public rapid transit system. Therefore, one purpose for this Southwest Transitway project would seem to be to extend the developing regional rail transit system to this corridor of the metropolitan area and thus provide direct access from this southwest area to the other branches of the rapid transit system. We

3/1/a

recommend that the DEIS discuss this concept more directly in the purpose and need.

4/11.1/b

We would appreciate the opportunity to work with FTA, providing additional, more specific guidance as this project progresses and planning becomes more refined and specific. Based upon the information provided to date, EPA will look for more clarification in the DEIS regarding issues of air quality, water resources, and other impacts including, but not limited to the following:

5/4.5/a

#### Air Quality

- This project must demonstrate transportation conformity with the State Implementation Plan for air quality in the Minneapolis-St. Paul metropolitan region. Air conformity modeling and determinations should be presented in the DEIS using current air quality data and approved methodologies, including for "hot spots" at a number of at-grade crossings with potential to create local congestion pollution. The DEIS should quantify the net air emission consequences for each of the alternatives.

- There is a growing awareness of carbon dioxide and other greenhouse gases as they may affect our global climate. While this transit project is anticipated to reduce such emissions from private

6/4.5/b

vehicles, the system may add bus diesel exhaust and electric generation emissions for trains. The

7/4.5/c

DEIS should quantify these emissions and discuss their general impact upon the global climate. It would also be appropriate to consider how climate changes may impact this project.

8/4.2/a

#### Water Resources

- Discussion of avoiding, minimizing and mitigating for impacts to surface waters, wetlands, and floodplain areas affected by the project should be presented in the DEIS, for project construction, maintenance and operational impacts. This should include provisions for the handling of stormwater run-off volumes and pretreatment prior to discharging to natural water resources.

-The DEIS should provide specific mitigation details and commitments, including maintenance of such water resource impact mitigations. An adaptive management program for these functions may be appropriate.

#### Other Impacts

9/6.3/f

-The DEIS should discuss all impacts arising from project ancillary operations, including storage and maintenance facilities, power stations, electric generation and other utilities.

10/2.3/i

-Park and ride stations are indicated in figures provided, but the agency scoping meeting suggested some key station locations may not be able to accommodate much parking. Alternate

11/2.3/h

station locations, use of parking decks, feeder bus networks, and other measures should be considered to enhance rider access and thus optimize ridership so the project purpose and need are

met and environmental justice community needs are adequately addressed.

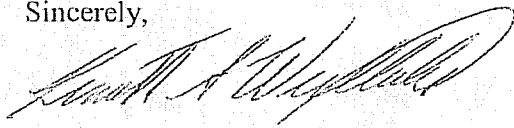
- 12/3.8/x -Environmental justice communities should be defined and identified, including maps. All potential and applicable impacts to these communities should be assessed in the DEIS.
- 13/3.7/b -Considerations for safety issues, including emergency responders, should be discussed.
- 14/4.8/a -Any toxic or hazardous waste sites that might be disturbed by the project should be identified, mapped, and assessed for possible remediation.
- 15/6.2/a -Impacts and contributions to the existing transportation network including freight/industrial, automotive, pedestrian, and bicycle modes should be fully presented in the DEIS.
- 16/6.3/b -Indirect and cumulative impacts should include specific considerations for neighborhoods along the right-of-way, socioeconomic impacts, land use changes as they affect both society and natural resources, invasive species, and other impacts specific to this area.
- 17/9.1/a
- 18/9.1/b
- 19/3.4/a -All historic and cultural resources should be located, mapped, and discussed as to how they might be affected and how these impacts can be mitigated.
- 20/4.6/a -Noise and vibration generators and receptors should be identified, mapped and fully discussed, with minimization and mitigation options evaluated.
- 21/4.7/a

We have agreed to be a participating agency on this project, consistent with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). EPA always retains its NEPA designated role of participating in federal project development of Purpose and Need, alternatives, methods of evaluation, and measures for avoidance, minimization and mitigation of impacts to the human and natural environment. We also retain our independent responsibility to review and comment for the public record on the DEIS. We intend to fully participate in this project concurrent with these designated responsibilities.

Thank you for the opportunity to provide these scoping comments. A hard copy of the project Alternatives Analysis published in 2007 would be appreciated. If you have any questions on our comments, please contact myself or Norm West, by phone at (312) 353-5692 or by e-mail at [west.norman@epa.gov](mailto:west.norman@epa.gov).

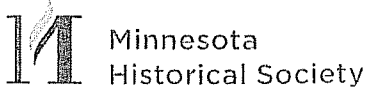
22/11.1/d

Sincerely,



Kenneth A. Westlake, Supervisor  
NEPA Implementation  
Office of Enforcement and Compliance Assurance

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



**State Historic Preservation Office**

November 7, 2008

Ms. Katie Walker  
 Transit Project Manager  
 Hennepin County Community Works & Transit  
 417 North 5<sup>th</sup> Street, Suite 320  
 Minneapolis, MN 55401-1362

Re: Southwest Transitway Project  
 Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park & downtown Minneapolis  
 Hennepin County  
 SHPO Number: 2009-0080

Dear Ms. Walker:

Thank you for your notification of the initiation of the environmental planning process for the Southwest Transitway Project.

1 / 1 . 3 / b

We look forward to working with the Federal Transit Administration and the Hennepin County Railroad Authority in reviewing this project under Section 106 of the National Historic Preservation Act (36CFR800).

2 / 3 . 4 / b

In carrying out the provisions of this review, we would urge that the efforts to identify and evaluate historic properties be carried out at an early stage in the planning process. As various stakeholders become involved in aspects of project planning, it is crucial that information on the location and nature of historic properties in the project area is available. Then, historic properties can be taken into account as planning decisions are made. Adverse effects are more easily avoided, and opportunities to incorporate historic properties into the overall project scheme may be facilitated.

You can contact our office at 651-259-3456.

Sincerely,

A handwritten signature in cursive script that reads 'Kelly Hagg Johnson'.

Dennis A. Gimmestad  
 Government Programs & Compliance Officer

cc: Jack Byers, Minneapolis Heritage Preservation Commission  
 John Gertz, Eden Prairie Heritage Preservation Commission

To Whom It May Concern:

1/2.3/e

2/2.3/f

3/3.1/b

**The Redevelopment Oversight Committee (ROC) for the Bassett Creek Valley strongly supports the Kenilworth alignment of the SW LRT. The Kenilworth alignment has the potential to substantially advance development in a community that has tremendous opportunity given its proximity to downtown Minneapolis. Bassett Creek Valley has been isolated for nearly a century of decision-making: the Kenilworth alignment is necessary to ensure a successful redevelopment that will provide living-wage jobs, quality affordable housing, an increase in businesses that serve the surrounding community, and an improved natural environment.**

4/3.8/b

The widely accepted and respected report coming from a joint project of Twin Cities Greater United Way and the Itasca Project - Close the Gap: A Business Response to Our Region's Growing Disparities cites The Brookings Institute report, Mind the Gap, that details the alarming facts about the socioeconomic disparities in our region. **It is our opinion that similar socioeconomic disparities that exist in and around Bassett Creek Valley would improve significantly with the Kenilworth alignment by connecting our people and commerce.** We believe that Hennepin County should act aggressively to address these disparities by approving the Kenilworth alignment as addressing these disparities is, per the above referenced report, "not only the right thing to do – it is also the smart thing to do."

The following are a list of basic points to consider in evaluating proposed routes:

5/1.5/d

**Proposed development on Linden Yards and the Impound Lot are likely to generate approximately 6,000 – 8,000 employees and 800-900 households upon completion of proposed development. These increases in employment and housing were not taken into consideration in the current estimated ride ship numbers as the small area plan for Bassett Creek Valley was not approved at the time of the initial survey.**

The county owns most of the land through the Kenilworth alignment making it the most economic alternative.

Affordable housing viability in Bassett Creek Valley is improved by providing cost-effective and readily available transit options for lower income area residents.

6/3.1/f

Employers will find Bassett Creek Valley an ideal area to locate by virtue of the labor force in the area and connections to potential employees in the SW metro area; connections to the Hiawatha Line to the airport and MOA; connections to the Central Corridor LRT to St. Paul; and the Northstar commuter line – all of which lines are not readily accessible via the Uptown alignment. Furthermore, the Kenilworth alignment is a much faster route into downtown Minneapolis.

Improved connections for area residents to employment centers all along the SW LRT; the Hiawatha Line; the Central Corridor LRT; and Northstar commuter line.

Improved Regional access to Bryn Mawr Meadows Athletic Fields/Brywn Mawr Commons; Dunwoody Institute; Minneapolis Community and Technical College\

(MCTC); Metro State University; the Walker Art Center; and Parade Stadium.

The SW LRT has the potential to build a strong and connected regional economy. The Kenilworth alignment is best situated to ensure that the public investment benefits the most people and especially those in need.

Bassett Creek Valley Redevelopment Oversight Committee (“ROC”)





10288

October 14, 2008

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

RE: Scoping for the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project

Dear Ms. Walker,

1/1/a The City of St. Louis Park supports the work of the HCRRA and the development of LRT within the Southwest corridor at the earliest possible date. Improved transit service in the region and Hennepin County and, especially LRT in the Southwest corridor, is vital to future health and prosperity of our area. We applaud the County's leadership and steadfast commitment to bringing LRT service to Southwest Hennepin County.

A project of this magnitude and importance deserves careful planning and evaluation at each step of the process. We look forward to eagerly participating in the Draft Environmental Impact Statement (DEIS) process for the Southwest Transitway. We expect that a careful analysis of the potential impacts will be prepared; and, that potential mitigating measures (and necessary funding) to address any negative impacts will be identified for the corridor.

2/6.3/b For St. Louis Park the potential impacts of the Southwest Transitway Project extend beyond the immediate Southwest Corridor itself. They include impacts associated with the potential relocation of freight rail from the trail corridor south of TH7 to the Canadian Pacific (CP) and Burlington Northern Santa Fe (BNSF) rail alignments which pass through the heart of St. Louis Park's residential areas. While we have issues that we have listed below that concern the proposed transitway itself, we especially ask that you make sure issues associated with the potentially rerouted freight rail are completely and comprehensively addressed.

Rerouted freight rail traffic is a big change with the potential to negatively affect many residents and businesses. It is an important issue that the community has anticipated for many years. In 1997 the City of St. Louis Park initiated the Railroad Task Force to study the impact of freight rail traffic on our community and the impact on our neighborhoods if freight rail would be rerouted from its

Ms. Katie Walker, AICP

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3/1.3/d

present tracks along Highway 7/25 to the north-south tracks in St. Louis Park. Such diversion would add significant train traffic to our neighborhoods, which include many homes within 50 ft. of the tracks, sometimes even closer. It would also result in a substantial increase of freight rail traffic immediately adjacent to St. Louis Park High School, and would significantly interfere with vehicle traffic on many already-congested streets, including Excelsior Blvd.

The Task Force expressed a strong preference that freight rail traffic not be rerouted through St. Louis Park, but acknowledged that such rerouting maybe necessary. It reached consensus on principles that should guide the relocation. St. Louis Park requests that the DEIS also use these principles to guide its evaluation of the impacts of the freight rail rerouting and the design of mitigating measures. The principles are:

- Rail traffic should run smoothly, entering and leaving St. Louis Park as efficiently and safely as possible;
- No de-coupling or switching of rail cars should take place in St. Louis Park;
- Noise, vibration, and other adverse impacts on adjacent neighborhoods must be minimized to the extent feasible;
- Safety of at-grade rail/street intersections must be improved for pedestrians, motorists and bicyclists;
- Freight rail traffic coming from the west or east must be split, with half diverted north and half south along the CP tracks

Funding must be made available to accomplish these principles, as part of the development of the SWLRT.

The City of St. Louis Park (SLP) submits the following comments and requests several items be included into the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project.

#### Elimination of Current "Bottleneck"

Two of the potential SWLRT routes (# 1A and 3A) would include a short segment (less than ¼ mile) near W. Lake St. where freight trains currently travel, that is currently too narrow to accommodate the SWLRT parallel to the existing freight rail tracks and bike trail. If either of these routes is selected and the narrow "bottleneck" is not widened or other steps are not taken to accommodate all three modes of transportation, the freight rail would have to be diverted elsewhere. Due to the scarcity of north-south tracks within Hennepin County, that diversion could likely be through St. Louis Park, on the Canadian Pacific and Burlington Northern Santa Fe rail alignments.

10288

Ms. Katie Walker, AICP  
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St. Louis Park recognizes that the costs and regulatory requirements necessary to implement the mitigation measures associated with freight rail diversion (please see below) will be significant. We therefore urge that the DEIS fully explore the feasibility and costs of alternatives that would eliminate the diversion of freight rail traffic through St. Louis Park.

We request consideration of the following alternatives:

- Purchase sufficient right-of-way adjacent to the "bottleneck" near W Lake St. to accommodate SWLRT, freight rail, and the bike trail.
- Reroute or elevate the bike trail to permit SWLRT and freight rail within the "bottleneck" at West Lake Street.

The costs of one or more of these alternatives, if adopted, likely could be significantly cheaper than the costs of mitigation for freight rail relocation, and would eliminate the extensive disruption to St. Louis Park neighborhoods that would be caused by freight rail diversion.

#### DEIS study requirements – Freight Rail Rerouting

Freight rail relocation would result in a major increase in freight traffic in residential neighborhoods within St. Louis Park, and many impacts need to be evaluated with the DEIS prior to any decision to affect this potential change. St. Louis Park requests that Hennepin County Regional Rail Authority (HCRA) address and mitigate impacts on neighbors and neighborhoods adjacent to the CP and BNSF railways in the event that the freight rail is rerouted. The following items need to be evaluated as part of the DEIS process:

- Determine the amount of increased rail traffic that would occur from rerouting trains to the north and east.
- Analyze the need for upgraded tracks and railroad bridges to permit trains to safely and efficiently travel through St. Louis Park.
- Assess the noise, vibration, visual and aesthetic impacts on residences and businesses and determine how to mitigate, in consultation with adjacent neighbors and businesses them.
- Evaluate the specific impacts on St. Louis Park High School with regard to traffic, pedestrian crossings, noise impacts, and the disruption to the learning process from additional rail traffic.
- Evaluate all at-grade rail/street intersections to be improved for the safety of pedestrians, motorists and bicyclists, including the need for signalized crossings. Evaluate using the proper railroad protective devices and the increased noise from additional train traffic.
- Evaluate noise walls, landscaped berms, soundproofing insulation and/or other measures to mitigate negative impacts of rail traffic on the many hundreds of homes and the St. Louis Park Senior High School that are located immediately adjacent to the freight rail tracks.

Ms. Katie Walker, AICP

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- Determine if there is a need to purchase more property to accommodate and mitigate the impacts of more rail traffic. Consider purchase of adjacent homes within the usual and customary distance to the rail lines, to create a green buffer for other nearby homes and to provide adequate space to construct noise barriers.
- Evaluate the impacts of building two new bridge connections at the Golden Auto site and an additional rail interconnection at the "iron triangle" site (which must be done prior to the rerouting of any rail traffic).
- Consider that Three Rivers Park District is conducting a feasibility study for a north-south bike/walking trail. Any freight rail diversion should be examined for issues concerning mitigation with trail location, construction, and usage, including the safety impacts of these two adjacent uses.
- Consider the extent which freight rail cars contain hazardous substances as they travel through St. Louis Park, and the impact on our community of any potential derailment.
- Assess elimination of the rail "wye" in the Elmwood/Oxford neighborhood, on which trains are backed up, de-coupled and reconfigured. This is a lengthy and noisy process that adversely affects the neighborhood all hours of the day and night.
- Evaluate the possibility of moving the current rail switching and blocking operations (which occur in SLP, Hopkins, and Minnetonka) to Glencoe.

The potential diversion of freight rail traffic through St. Louis Park would not be necessary but for the potential construction of the SWLRT along Route Nos. 1A or 3A and the potential decision by HCRRA to decline to fix the "bottleneck". Absent such decisions, freight rail traffic could continue indefinitely on its present alignment through the Kenilworth corridor. We believe it is critical that funding be made available to evaluate these impacts on St. Louis Park, as part of the development of the SWLRT. Additionally, the costs of these required measures must be considered, and be transparent to the public, as an integral element of the overall costs of Route Nos. 1A and 3A, when the final route is selected.

#### DEIS Study Requirements – Additional Transit Impacts

There are a number of issues that need additional attention beyond the typical required DEIS items, due to associated transportation issues. To address these issues, St. Louis Park requests that HCRRA address the following items to be evaluated as part of the DEIS process:

- Address the need to grade separate the light rail line and trail at both Beltline Boulevard and Wooddale Avenue.
- Evaluate the impacts of access, circulation and traffic issues in the station areas.
- Determine the need for parking in the station areas, and determine the demand versus supply and the spillover impacts to neighborhoods.

10288

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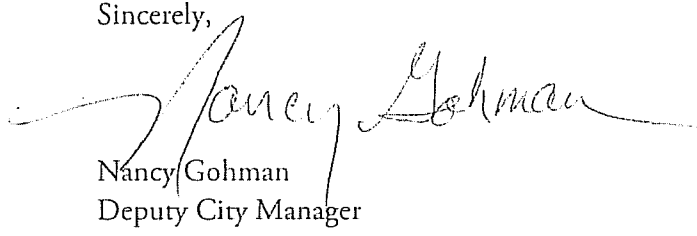
- Determine the need for a circulating feeder bus system to serve the transit stations; and resolve how that will be provided.

**Conclusion**

The full costs of rerouting freight rail traffic through St. Louis Park must be evaluated as part of route selection for SWLRT. The above suggests the types of improvements which will be necessary, and which require analysis as part of the DEIS process. We expect that these issues would be reviewed as part of this process and it is our request that the DEIS process incorporate all of our concerns as listed above. We additionally request that the DEIS process include at least one meeting within St. Louis Park to discuss these unique issues.

Thank you for your attention to these concerns.

Sincerely,



Nancy Gohman  
Deputy City Manager

- CC: Mayor Jeff Jacobs  
Councilmember John Basill  
Councilmember C. Paul Carver  
Councilmember Phil Finkelstein  
Councilmember Paul Omodt  
Councilmember Loran Paprocki  
Councilmember Sue Sanger  
City Manager Tom Harmening  
Jim Brimeyer, PAC Member  
Lisa Miller, CAC Member  
Bob Tift, CAC Member  
Bill James, CAC Member  
Shawn Klein, CAC Member

CIDNA Resolution In Support of the Southwest LRT Route  
Serving the Largest Population

1/1/a  
2/3.1/e

Whereas Mass Transit projects should, by definition, aspire to serve the greatest possible number of people, and...

Whereas Mass Transit projects in Europe and China have been demonstrated to return rapidly increasing benefits population densities of up to 50 people per acre, and...

Whereas the population density of Minneapolis is less than 10 people per acre, and...

Whereas the 2.5 mile stretch of Kenilworth Corridor and Cedar Lake Park (from Lake Street to north of I-394) is among the least densely populated areas in the entire city (approaching zero people per acre north of Cedar Lake Parkway), and...

Whereas the Cedar-Isles-Dean neighborhood is in the unique position of being impacted in roughly equal measure no matter which of the current Southwest Corridor Light Rail Transit proposals is chosen, therefore...

Be it hereby resolved that the Cedar-Isles-Dean Neighborhood Association (CIDNA) supports the selection of a Southwest Corridor Light Rail Transit routing that serves the greatest possible number of people, and

3/2.3/e  
4/2.3/f

Be it further resolved that CIDNA opposes the selection of "Alternative A" (also referred to as the "Kenilworth Alignment") because it is farthest from achieving that goal.

*Cecilia E. Johnson*  
KATE E. JOHNSON  
CIDNA BOARD CHAIR

Mattias Dahlquist - official public comment received 10-07-08

- 1/6.2/a
1. In the 3 mile distance between I-394 and the south end of Lake Calhoun there are only 2 roads that cross the Chain of Lakes in the east-west direction - Lake Street and Cedar Lake Parkway. An at-grade LRT crossing at Cedar Lake Parkway with one train in each direction every 7.5 minutes (possibly closing the Parkway as frequently as every 3.75 minutes) will dramatically interfere with one of those two available routes. When studying the impacts of a street/rail intersection here, the DEIS must not only consider the impact to traffic on Cedar Lake Parkway, but also the effect of drivers choosing Lake Street (already a very congested street) as the only nearby alternate route.
  2. The DEIS must consider the dramatically increased amount of traffic on Cedar Lake Parkway and Dean Parkway during the Summer months. The intersection between these Parkways already backs up for several blocks in each direction during Summer afternoon rush hours. Any traffic study conducted between September and May will not capture the full impact of Alternative A LRT traffic on the greatly increased numbers of people who come to enjoy the Chain of Lakes when the weather is favorable.
  - 2/3.5/a
  3. Cedar Lake Parkway is part of the Grand Rounds Scenic Byway - the \*only\* designated National Scenic Byway located in an urban area. This historic and unique designation must be taken into consideration when studying Alternative A. Choking a Scenic Byway with frequent rail crossings is not consistent with the nature of this asset. This was taken into account with the intersection of the Hiawatha LRT and Minnehaha Parkway resulting in grade separation. Equal consideration is required for Cedar Lake Parkway.
  - 3/6.3/c
  4. The last few years have witnessed a dramatic increase in bicycle commuting in Minneapolis. Despite our unfavorable climate during much of the year, we are now ranked second in the nation in the percentage of our residents commuting by bicycle. The narrow Kenilworth corridor just north of Lake Street was not originally designed as a commuter corridor, but through grass-roots efforts has become one of the most heavily used in the city. Squeezing 2 tracks of rail, 2 lanes of bike traffic, and a walking path within a few feet of townhouses and a high-rise apartment building is impractical and possibly dangerous, requiring bikers and riders to share a common and very narrow path. The DEIS must give this great consideration, especially compared to a Greenway corridor that was designed almost 100 years ago with more than sufficient width for rail, bike and walking traffic, and which runs above or below grade to avoid interference with most street-level intersections.
  - 4/4.6/a
  5. According to the FTA noise study guidelines, the closer noise barriers are placed to rail lines the less effective they are. Because of the narrowness of the Kenilworth corridor, there is little room to implement sufficient noise mitigation for those who will live within a few feet of Alternative A LRT tracks. The DEIS must account for necessary noise mitigation for Alternative A even if such mitigation will have a negative impact on the Cost Effectiveness Index for this alignment.

**Kenwood Isles Area Association  
September 8, 2008**

**Resolution supporting light rail transit for the long-term  
best interests of the City of Minneapolis.**

- 1/1/a Whereas the Kenwood Isles Area Association (KIAA) supports public transportation, including light rail, for the city of Minneapolis and the Metropolitan region; and
- 2/9.1/b Whereas the proposed Southwest LRT ("LRT") represents a significant investment in public infrastructure that will serve the area for the next 50 to 100 years; and
- 3/3.1/f Whereas KIAA believes that in addition to providing economic stimulus and transportation services for fast growing suburbs, such an investment should also consider in equal weight the usage and the long-term best interests of Minneapolis residents, neighborhoods, businesses, and regional amenities; and
- 4/6.1/c Whereas KIAA believes that such benefits as interlining the LRT with the Hiawatha Line should not outweigh the benefits of serving the usage and long-term best interests of Minneapolis constituents; and
- 5/6.3/c Whereas the LRT in the Kenilworth Corridor would have an adverse environmental impact on the unique urban green space along the Kenilworth Trail, currently used by recreational bikers, skaters, runners, walkers, bike commuters, children, families, domestic animals, and wildlife; and
- 6/3.2/a Whereas many residences in the Kenwood-Isles Neighborhood abut or are located very close to the Kenilworth Corridor and the LRT would have an adverse environmental impact on these homes and negatively impact the quality of life in these homes; and
- 7/4.3/a Whereas the LRT in the Kenilworth Corridor would have an adverse environmental impact on parts of Cedar Lake Park and its wildlife habitat, and would impede access to the Park by the public, including neighborhood residents; and
- 8/3.5/a
- 9/6.2/a Whereas Cedar Lake Parkway, a National Scenic Byway, is an important traffic artery for area residents, and LRT in the Kenilworth Corridor would cause adverse traffic flow impacts at that intersection and through Kenwood streets; and
- 10/2.3/j Whereas there is precedent in Minneapolis for mitigation of rail traffic impacts (e.g., a 22-foot deep trench crossed by 28 street bridges along a corridor now used as the Midtown Greenway, and a tunnel under the Minneapolis-St. Paul International Airport built for the Hiawatha LRT line); and



Whereas whichever alignment is chosen for the LRT, KIAA residents currently have limited access to public transportation and such needs must be addressed through more inclusive public transportation policies;

12/2.3/g

**Therefore, be it resolved** that the KIAA supports the thorough and balanced examination of the proposed LRT alignments 3C and Option E in view of serving Minneapolis residents, neighborhoods, employers, businesses, and regional amenities; and

13/1.3/d

**Be it further resolved** that KIAA supports an in-depth study, before the Southwest LRT alignment preference is chosen, to determine whether the needs of the proposed Basset Creek Valley Redevelopment District can be served by the proposed Bottineau Line currently under consideration by Hennepin County; and

14/2.3/e

**Be it further resolved** that if the Kenilworth Corridor alignment is selected for the LRT, KIAA expects to work closely with Hennepin County and the City of Minneapolis to design plans that include real and substantial mitigation and betterments that will be acceptable to the Kenwood neighborhood. Until such plans have been developed, KIAA opposes the LRT in the Kenilworth Corridor; and

15/2.3/f

16/3.5/b

**Be it further resolved** that KIAA supports LRT design measures that enhance rather than degrade the neighborhoods, parks, and green spaces along any selected alignment, including alignments 3C or E; and

17/3.1/a

**Be it further resolved** that KIAA strongly urges Hennepin County and the City of Minneapolis to take all possible measures to identify and secure funding to pay for design measures considered "betterments" by agencies outside of our community regardless of which alignment is chosen. Design measures significantly above the minimum required mitigation in certain areas are justified by the disproportional environmental impact to residential and green spaces compared to the more commercial areas along the line.

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

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

- 1/2.3/e  
2/2.3/f
- Greater Minneapolis BOMA supports the Kenilworth Corridor option for entering downtown Minneapolis because it would:
- Provide the most direct transit service to downtown for the heavy commuter ridership expected from southwest suburban area;
  - Promote major economic development projects planned for the Bassett Creek Valley and Target Field ballpark/ "Twinsville" area
  - Connect at North Loop Transit Hub allowing for easy transfer to and/ or through-service to Hiawatha and Central Corridor LRT and North Star Commuter Rail;
  - Allow use of existing infrastructure at Transit Hub, 5<sup>th</sup> Street rail corridor and Hiawatha maintenance facility.
- 3/3.1/b
- 4/6.1/c
- 5/6.3/f
- 6/2.3/g
- We specifically oppose Southwest Corridor entering downtown Minneapolis on Nicollet Mall for the following additional reasons.
- 7/6.2/a
- Downtown street capacity is under stress. This route takes down an important additional street for rail service while capacity to handle it exists on 5<sup>th</sup> Street.
- 8/2.3/h
- Rail service on Nicollet Mall would only have three downtown stops – at 12<sup>th</sup>, 8<sup>th</sup> and 4<sup>th</sup> streets – and be counterproductive to the longstanding goal of providing high quality circulator service on the Mall.
- 9/6.3/e
- Service would dead-end at 4<sup>th</sup> Street with no opportunity for through routing to other lines or access to the existing maintenance facility.
  - After rebuilding Marquette and 2<sup>nd</sup> Avenue with double bus lanes, 1/3 of busses now on Nicollet (all rush hour express) will be relocated to those streets and, according to the *Access Minneapolis* plan, those remaining will provide circulator quality service (i.e. clean, quiet Hybrids, carefully timed intervals and a free ride within downtown). If replaced by LRT, this amenity is lost and the remaining 2/3 of those busses would be shifted to other congested streets.
- 10/6.1/b
- 11/2.3/j
- Minneapolis has studied feasibility of Streetcars to replace local bus service on key arterial routes including those entering downtown on Nicollet Mall, and that would be precluded under this concept.

Kent D. Warden, RPA  
Executive Director  
612-338-8627  
[kw@bomampls.org](mailto:kw@bomampls.org)

October 2008

From: Jeanette Colby <jmcolby@earthlink.net>

10293

To: Tracy Nordstrom <tnordstrom@minneapolisparks.org>

Cc: Art Higinbotham <ahiginbotham@msn.com>; George Puzak <greenparks@comcast.net>; John Gurban <jgurban@minneapolisparks.org>; tnorczyk@minneapolisparks.org; Lisa Goodman <Lisa.Goodman@ci.minneapolis.mn.us>; Pat Scott <pscott01@hotmail.com>; Brian Willette - CLPA <bjwillette@hotmail.com>; Keith Prussing <keith@drkeithprussing.net>

Sent: Wednesday, October 8, 2008 6:19:06 PM

Subject: SW LRT Scoping Period Ends 11/7

Dear Tracy,

I'm wondering if, in your role as Park Board Commissioner, you've had a chance to investigate Hennepin County's proposal to put LRT on the Kenilworth trail?

You probably know that the county is currently conducting a \$2.5 million Draft Environmental Impact Statement. The "scoping period," in which the issues to be studied are determined, is now open and runs through November 7th. This would be the time for the Minneapolis Park Board to submit concerns about potential impacts to parks and people's park experiences.

Apparently, if specific potential environmental impact issues don't get submitted at this time, it is much (MUCH) harder to raise them later.

I understand that Tom Nordyke is planning to meet with Art Higinbotham, chairperson of the CIDNA neighborhood, on October 23rd. I think they may discuss the Park Board's participation in the scoping process.

You and Commissioner Nordyke would certainly identify additional issues, but it seems to me that there are four major areas of Park Board concern in this matter:

1/2.3/f

1) Cedar Lake Parkway:=2

2/6.2/a

0 A National Scenic Byway, a light rail train would cross at the Kenilworth Trail every 7.5 minutes in each direction. This would affect traffic flow, air quality, ambient noise (clanging crossing bells), and people's experience of Cedar South Beach.

3/4.5/b

4/4.6/a

2) The Kenilworth Channel: LRT would require a new bridge over the channel between Lake of the Isles and Cedar Lake, and fast trains would cross this bridge every few minutes. As you know, this would completely change the serene experience of going through the channel in canoes, kayaks, or on cross-country skis.

5/3.5/b

3) Cedar Lake Park: The LRT would run next to Cedar Lake Park, a park that was established and maintained through thousands of hours of volunteer work over the last 20 years. A stop is proposed at 21st

10293

Street, near Hidden Beach that the Park Board has worked so hard and effectively to improve.

6/4.2/a

4) **Water Quality** of Cedar Lake and Lake of the Isles: The LRT would expand the impervious surface area along the Kenilworth Trail. I wonder if this would **degrade the water quality in nearby lakes**.

Thank you, Tracy, for taking some of your valuable time to consider this issue. The Chain of Lakes is such a jewel in our city and region. Your positive and committed advocacy is truly appreciated.

Jeanette Colby

2218 Sheridan Ave S

Minneapolis, MN 55405

612-339-8418

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

From: ruthjones <ruthjones@prodigy.net>  
To: david Klopp <david@sofasandchairs.com>; dann.topoluk@state.mn.us;  
mcpersonjim@bhi.com; meredith montgomery <mmont@scc.net>; Neil Trembley  
<ntrembley@datarecognitioncorp.com>; keith prussing  
<keith@drkeithprussing.net>  
Cc: Tracy Nordstrom <tracy@tracynordstrom.com>; Tom Nordyke  
<nordyketom@aol.com>; Gail Dorfman <Gail.Dorfman@co.hennepin.mn.us>  
Sent: Fri, 10 Oct 2008 8:51 am  
Subject: Re: Appeal to Park Board Commissioners for help re: LRT  
Scoping Period Ends 11/7

Dear Jeanette and CLPA people:

1/3.2/a

Thanks to Jeanette for her beautifully done e-mail, setting forth the main quality-of-life concerns re: LRT running through the Southwest Corridor, a sensitive environmental area!

I hope that the Park Board will buy into the seriousness of the need of CIDNA, CLPA, and other local organizations and individuals for their help and support in connection with providing LRT planners with testimony about our collective concerns in advance of the November 7th, 2008 "scoping deadline".

Regarding concentrated efforts to give this more "press" as we come to this crucial deadline, I know it couldn't not help.

Ruth  
612-926-1377

----- Forwarded Message -----

Southwest Transitway Scoping Meeting – October 7, 2008 – Hennepin County Government Center –  
3:02pm

1/2.3/e JEANETTE COLBY: Thank you. Thank you, Mr. Chair and Commissioners for giving me the opportunity to present today. I just have a couple things to say. I'm Jeanette Colby, I'm a board member with the Kenwood Isles Area Association, which is the neighborhood association in Kenwood. And I, on September 8th KIAA passed a resolution relating to this, the Southwest LRT. But before I present a brief synopsis of that, I'd like to just say that I hope you won't spend too much resources, or too many resources on studying option 1A because the representatives from Minnetonka and Eden Prairie have made it very clear that they will veto that one. So they, it's, they have park land there that's in the Hennepin County corridor that they, it's not park land, it's green space, that they appreciate and they also feel that economic development opportunities there won't be, there won't be economic development opportunities there.

2/1/a So the Kenwood Isles Area Association passed a resolution supporting light rail transit for the long-term best interests of Minneapolis on September 8, 2008. And a couple key points. Kenwood, KIAA believes that in addition to providing economic stimulus and transportation services for our wonderful fast growing suburbs of Hennepin County, we also need to consider an equal way end usage, the long-term best interest of Minneapolis residents, neighborhoods, businesses and regional amenities.

3/3.5/c The LRT in Kenilworth corridor would have an adverse environmental impact on the unique urban green space along Kenilworth Trail, currently used by many, many people, not just Kenwood residents, but it's very well used. In other words, this is functionally a park land right now, the Kenilworth corridor, and it's sort of an extension of Cedar Lake Park. And it's a little like the county owned land on the south end of the route.

4/2.3/g So KIAA says be it resolved therefore that the KIAA supports the thorough and balanced examination of the proposed LRT alignments 3C and option E which you will hear presented later in view of serving Minneapolis residents, neighborhoods, employers, businesses and regional amenities. And be it further resolved that if the Kenilworth corridor alignment is selected for the LRT, KIAA expects to work closely with Hennepin County and the City of Minneapolis to design plans that include real and substantial mitigation and betterments that will be acceptable to the Kenwood neighborhood. Until such plans have been developed KIAA opposes the LRT in the Kenilworth corridor.

5/2.3/f And be it further resolved that KIAA supports LRT's design measures that enhance rather than degrades the neighborhoods, parks and green spaces along any selected alignment, including alignments 3C or option E. And I, I offered a full copy of the resolution to each of the commissioners, and I thank you very much for taking a look at it.

COMMISSIONER McLAUGHLIN: Thank you very much. Next witness is Rick Collins. Welcome to the committee of the Rail Authority.

RICK COLLINS: Thank you, Mr. Chair, Commissioners. My name again is Rick Collins, I'm vice president of development for Ryan Companies. And I'm here to speak in support of alignment A, whether 1A or 3A. You have in front of you a two-page, actually it's now making its way down to you, a two-page set of exhibits prepared by Ryan Companies and our development team about a proposed development on which we have been working in the Bassett Creek Valley area for some five years.

1/3.1/b

We have been working with both the Harrison and Bryn Mawr neighborhoods through your joint powers committee called the Redevelopment Oversight Committee on a master plan for the 230 acres that is on the first page that's in front of you. Within that 230-acre site on the second page you will see represented Ryan's proposed redevelopment of what today is known as the Linden Yards and impound lot areas in the City of Minneapolis. That totals some 56 areas.

2/3.1/e

Our proposal includes approximately 1.5 million square feet of office space and between 800 and 900 housing units that collectively will bring between 6 and 8,000 new employees and approximately 2,000 new residents to the Bassett Creek Valley which would be served by routes 1A or 3A. It's important to note that none of those proposed numbers were included in ridership estimates on this corridor up to this point in time. So this is new information that we're pleased to bring forward.

This development site as you can see by its representation is a very narrow site bounded on the north side of Bryn Mawr Meadows Park and on the south side by Interstate 394. It's very physically constrained and the soils in this area are very porous, very poor soils for development. In order for this development to proceed, significantly improved transit service is critical so that we can reduce the overall count of parking spaces in the immediate area and proceed with a more urban style development instead of a suburban style office development.

3/2.3/e

So again, speaking on behalf of Ryan Companies and our proposed redevelopment, we support routes 1A or 3A. Thank you.

4/2.3/f

COMMISSIONER McLAUGHLIN: Thank you very much. Thank you for your work. The ROC did a lot of work over many, many years, so congratulations. Mathew Dawlquist is next.

MATHEW DAWLQUIST: Thank you, Commissioners and Mr. Chair, for allowing me the opportunity to address you today. My name is Mathew Dawlquist. I am a board member of the Cedar Isles Dean Neighborhood Association, also a board member of the Midtown Greenway Coalition, but I'm speaking to you today as a private citizen with several concerns that I believe that the environmental impact study phase needs to take into consideration when studying particularly option A routes for the Southwest light rail transit.

1/2.3/f  
2/6.2/a  
No.1, in the three-mile distance between Interstate 394 and the south end of Lake Calhoun there are only two roads that cross the chain of lakes in the east, west direction, Lake Street and Cedar Lake Parkway. An at-grade light rail transit at Cedar Lake Parkway with one train in each direction every 7.5 minutest possibly closing this parkway as frequently as every 3.75 minutest will dramatically interfere with one of those two available routes. When studying the impacts of a street rail intersection here the direct environmental impact study must not only consider the impact or traffic on Cedar Lake Parkway itself t but also the effect of drivers choosing Lake Street already a very congested street as the only nearby alternate route.

3/6.2/a  
No. 2, the DEIS must consider the dramatically increased amount of traffic on Cedar Lake Parkway and Dean Parkway during the summer months. The intersection between these parkways already backs up for several blocks in each direction during summer afternoon rush hours. Any traffic study conducted between September and May will not capture the full impact of alternative A LRT traffic on the greatly increased numbers of people who come to enjoy the chain of lakes when the weather is favorable.

4/7.1/b  
No. 3, Cedar Lake Parkway is part of the Grand Rounds Scenic Bywayt the only designated national scenic byway located in an urban area. This historic and unique designation must be taken into consideration when studying alternative A. Choking a scenic byway with frequent rail crossings is not consistent with the nature of this asset. This was taken into account with the intersection of the Hiawatha LRT in Minnehaha Parkway resulting in great separation. Equal consideration is required for Cedar Lake Parkway.

5/6.3/c  
No.4, the last few years have witnessed a dramatic increase in bicycle commuting in Minneapolis. Despite our unfavorable climate during much of the year, we are now ranked second in the nation in the percentage of our residents commuting by bicycle. The narrow Kenilworth corridor just north of Lake Street was not originally designed as a commuter corridor but through grass roots efforts has become one of the most heavily used in the city. Squeezing two tracks of rail, two lanes of bike traffic and a walking path within a few feet of townhouses and a highrise apartment building is impractical and possibly dangerous requiring bikers and riders to share a common and very narrow path. The DEIS must give this great consideration especially compared to a Greenway corridor that was designed almost 100 years ago with more than sufficient width for rail, bike and walking traffic and which above or below grade to avoid interference with most street level intersections.

6/4.6/a  
And finally, according to FTA noise study guidelines, the closer noise barriers are placed to rail lines, the less effective they are. Because of the narrowness of the Kenilworth corridor, there is little room to implement sufficient noise mitigation for those who will live within a few feet of the alternative A LRT tracks. The DEIS must account for necessary noise mitigation for alternative A even if such mitigation will have a negative impact on the cost effectiveness index for this alignment. Thank you very much.



COMMISSIONER McLAUGHLIN: Thank you very much. John Dewitt. Welcome.

JOHN DEWITT: Thank you, Mr. Chair. I'm John Dewitt. I live at 1531 East River Parkway in Minneapolis. In 1995 Barb Tholman and I funded Transit for Livable Communities, a transit advocacy group, and I served on as board for almost ten years. I served on a citizens advisory committee for the Hiawatha light rail line for six years. Today I am chair of the transit committee in my neighborhood Prospect Park where we're dealing with main issues from the Central corridor light rail line. Today I'm representing the Midtown Greenway Coalition where I'm co-chair of its land use and transportation committee and the Midtown Community Works Partnership where I'm an alternate on the Southwest LRT pack.

Status quo transportation planning today is challenged by petroleum price and availability, global warming, an obesity epidemic and an aging population. This convergence of issues suggests that we can no longer plan as if it were still 1950. We need to start planning for 2050.

The Met Council's draft 2030 transportation policy plan promotes its goal of doubling transit ridership by 2030. But if you factor in population growth that means it will grow transit ridership from 2.3 percent of the trips in our region today to 3.3 percent. A 1 percent increase isn't going to buy us much. **The vitality and economic competitiveness of our region and a rapidly changing world are dependent on a much more robust regional transit network.**

1/1.5/b

**We need to focus on building the robust multi-modal regional transportation network based on spine lines linking the central cities to the suburbs with circumferential lines connecting those spine lines, sort of like a spider's web.**

2/6.1/a

Nearly ten years ago the Midtown Greenway Coalition proposed a street car line in the Greenway that would serve 16 of the 17 Greenway neighborhoods while connecting the Hiawatha and Southwest LRT lines. **In support of this network alignment the coalition passed a resolution two years ago which reads, "Now therefore be it resolved that the Midtown Greenway Coalition favors a configuration for the Southwest LRT corridor that utilizes the Kenilworth corridor alignment to provide access to downtown Minneapolis in conjunction with the street car line in the Midtown Greenway connecting the Southwest and Hiawatha LRT corridors."**

3/2.3/e

3/2.3/f

**A month later the Midtown Community Works Partnership passed a resolution containing the following whereas, "Whereas the MCWP asserts that the superior regional configuration would be a network alignment utilizing a street car line in the Midtown Greenway to link a Southwest LRT line running through the Kenilworth corridor with the Hiawatha line."**

4/2.3/j

These two resolutions are supportive of the kind of regional network that we need to implement. Thank you.

COMMISSIONER McLAUGHLIN: Thank *your* Mr. Higgenbotham. Next we have Vida Ditter. Welcome.

VIDA DITTER: Hi. My name is Vida Ditter and I'm from Bryn Mawr and work on the *ROCr* a member of the ROC. And my apologies because I think you're going to hear some of the same things you've heard from the other two before. I should have coordinated. Steve took half my speech and Rick took the other half r so that leaves me hanging here. What I will tell you is a little bit about the ROC for those who haven't heard about it before. It's been going for ten years r it's as a citizens advisory put in place by the city. Some four years ago we started to partner with Ryan Companies because we had no funding of our own and they came on board and helped us find the experts who did all kinds of analysis, storm water, drainage, so on, transportation.

1 / 2 . 3 / f      One of the things we found was that the Southwest LRT is absolutely critical to any development that goes on in the Bassett Creek Valley. You have done the ballpark and you know how many pilings you have to put in order to hold the ballpark up. Our soil in the Bassett Creek Valley is equally as poor and therefore very expensive to develop. We don't want to spend what monies we will be able, you know, to bring to the project in putting up parking lots. Wishful thinking.

2 / 4 . 1 / a

It strikes me that this is an opportunity by putting it into an area that's about to develop. This is an opportunity for us to start developing a population that relies more on transit than on private cars and gasoline. And that is what we focused on at the ROC, that the people who will be living in the Bassett Creek Valley either in the affordable housing area or in the market value area hopefully will use that transit because it is so available to them to go to jobs anywhere in the metropolitan area or to come back home to the valley for, for where they live.

3 / 1 . 5 / b      We need higher density in the valley, whether it's commercial or residential, and using the LRT will eliminate a lot of wasted space for parking and space that could go towards higher density uses. It is, I can't begin to tell you after ten years of working on nothing but this how critical this stop at Van White will be to hopefully the success of the development in this area. The vision that, that the ROC put on, on their master plan when they presented it to the city was that it's a long-term plan and it hopes to increase the 25 valley's current \$50 million of market value to over \$1 billion, and that it envisions over a 2,000, 3,000 new housing units available to lower income and market rate households of which over 800 to 900 households will be built in phase 1. That's a huge I think asset and I'm looking forward to the City of Minneapolis for the opportunity. Thank you.

4 / 2 . 3 / h

5 / 1 . 5 / a

COMMISSIONER McLAUGHLIN: Thank you very, very much. Mr. Bob Ellingson. I guess I have to call you Representative Ellingson. Welcome.

BOB ELLINGSON: Well, thank you very much, Mr. Chairman. I also was on the Hennepin Parks Board. I served with Dave Dombrowski. And he told me that he talked John Daris on the county board into allowing the use of the light rail corridor as a park trail. And John Daris resisted that because he said if people get used to using it as a trail they're going to resist having light rail on that corridor. My wife grew up on that trail out in Minnetonka and I'm kind of here on her behalf. I am on the Minnetonka City Council. They don't know that I'm here, I'm not representing the Minnetonka City Council. I'll probably get in trouble anyway.

COMMISSIONER DORFMAN: You're on TV, so they may know.

BOB ELLINGSON:

I was also on the committee that selected the light rail route which is now called the Botano route I think. When I lived in Brooklyn Center I was on that committee. And I got Representative Tom Workman to carry a bill that would prevent studying this light rail corridor as a busway because I'm in favor of light rail transit. And I wanted to say two things. One is I wanted to thank you for the work that you've done so far. And Katie Walker has been very patient with me and with everybody in our area and she's doing a terrific job.

The alternatives analysis study that you did was very thorough and very well done and I'm looking forward to the environmental impact statement. I think it's interesting that a lot of people are coming up here and saying they're in favor of this route or they're in favor of that route when I think it's really premature for you to make that decision until you get the results of the environmental impact study.

But most of the people are talking about the Minneapolis end of the route. I'd like to mention just a couple considerations for this environmental impact study at my end of the route. I represent the southeast part of Minnetonka, so both alternatives go through my ward. And this would be a very good system for me because I could get on light rail in Minnetonka, go to my office 'downtown, and then go over to the capitol in St. Paul. I'm afraid by the time you get it built I will have retired.

COMMISSIONER McLAUGHLIN: We're working on that.

BOB ELLINGSON: So I'm very much in favor of whatever you can do to get this done.

COMMISSIONER McLAUGHLIN: Not on your retirement.

BOB ELLINGSON: But anyway, a couple considerations that I think will come up in the environmental impact statement, in the environmental impact study. One is economic development. And obviously the

people in our part of town are in favor of the route that goes through Opus and the Golden Triangle down to Eden Prairie Mall. And I think it's important for several reasons. One is there is that reverse commute because a lot of the job growth in the Twin Cities has occurred in the southwest suburban area. So people who live in Minneapolis will benefit by having public transportation to go to jobs in the southwest part of Hennepin County.

My wife and I carpool from Minnetonka to downtown and we take the express lane. But I think the reverse commute is about equal, I'm not sure exactly of the numbers, but there's about as many people going out of downtown in the morning as there are going in. So this will help with that.

The other thing is there's more potential for economic development in the Opus area and the Golden Triangle area. But conceptually I think it makes sense to have a destination in the southwest suburban area, in a similar way that we have destinations for the other routes. Downtown Minneapolis is a destination, but on the Hiawatha line there's the airport and the Mall of America, those are job centers, but also places that people actually are going to. And that's the situation that we would have if you go out to Opus and the Golden Triangle.

Then my other concern is environmental. When, when the county built Crosstown 62 the water table dropped in Birch Island Lake and some people think that it's a result of the construction of that highway. So

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I'm concerned when you study light rail it's going to, one of the corridors on the existing right-of-way runs between Glen Lake and Birch Island Lake past the Hennepin County Home School. And I don't really expect it to have, the rail line to have any impact on the water table, but the route also goes through the north end of Shady Oak Lake and it goes through Minnetoga Lake. And you don't -really have, you have a hundred feet of right-of-way, but you don't have a hundred feet of dirt, you've got mostly water in those places. And I just am concerned that we look at the effects on the hydrology of the area, but also the impact on the lakes there.

I do have a preference for which route. I think, like I said, we should wait until we get all the information. But I want to thank you again for the excellent studies that have been done so far.

COMMISSIONER McLAUGHLIN: Thank you

COMMISSIONER McLAUGHLIN: Thank you very much. Next is Steve Faber.

COMMISSIONER DORFMAN: Mr. Chair, while Steve is coming up, I will, I will also add that we're going to be updating ridership numbers to reflect the comp plans that all of the cities have submitted to the Met Council to reflect new development all along these potential routes. So like, like the Bassett Creek one.

STEVE FARBER: Commissioner, Mr. Chair, thank you for the opportunity to speak this afternoon. My name is Steve Faber, I own a business that is resident to the Bassett Creek Valley area. I am also Council Member Don Samuels representative to the Redevelopment Oversight Committee, also known as ROC. The Redevelopment Oversight Committee is a citizens advisory committee that was tasked by the City of Minneapolis to improve upon the master plan which the city approved in 2000, to act in an oversight capacity and to try to move that process forward.

It should be known that Bassett Creek Valley is one of the designated growth centers in Minneapolis. These are areas that the city has targeted for revitalization. Bassett Creek Valley is also one of two areas within the City of Minneapolis that are designated as empowerment zones. The northern area of Bassett Creek Valley is occupied by the Harrison neighborhood, the southern area is the Bryn Mawr neighborhood. The northern area of Bassett Creek Valley is one of the, has one of the lowest medium incomes of any of the neighborhoods we have in the City of Minneapolis. It is also gifted as one of our most ethnically diverse neighborhoods in Minneapolis.

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The Kenilworth alignment, I'm here to speak on behalf of and support the Kenilworth alignment. It does a couple of things for the residents in Bassett Creek Valley, many of whom require public transportation to get to jobs. It provides them opportunities to take that alignment into the southwestern part of the seven county metro area and seek employment there. And because the Kenilworth alignment neatly fits in with the Hiawatha line and the Central corridor line, it provides them a broad opportunity of employment possibilities that they can get to in those neighborhoods as well.

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Furthermore, employers that will locate in Bassett Creek Valley will find the Kenilworth alignment very advantageous because as employers what do we need, we need employees to get us from A to Z. They can now get to that area and use public transportation from those three lines that I mentioned, Finally, I think it's, it's very important to note that your t as Rick had mentioned t the original ridership numbers that you had did not include the 56 acres within Bassett Creek Valley that Ryan Companies will be developing. Bassett Creek Valley is 230 acres.

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The master plan that you see that the city approved in 2006 encompasses that entire 230 acres. The City of Minneapolis happens to control it and is working with Ryan Companies as the master developer to do those 56 acres. But there's 174 additional acres that will be developed. Ryan's development will be a catalyst for That, that will bring people into the neighborhood, but there's those 174 additional acres that will be developed that will generate ridership for the Kenilworth alignment as well.

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Finally I'd like to, and I think the protocol is to pass it to the clerk, I have a letter here from the Redevelopment Oversight Committee that supports and strongly backs the Kenilworth alignment. Thank you.

COMMISSIONER McLAUGHLIN: Thank you very much. Next we have Art Higgenbotham. Welcome.

ART HIGGENBOTHAM: It's a pleasure to be able to speak on behalf of the Cedar Isles Dean Neighborhood Association that I'm board chair. I was also a member of the Community Advisory Committee for the southwest area alternatives that and I'm a member of the Minneapolis Civil Rights Commission.

What we'd like to do today is to present an alternative proposal to the A and C proposals which you approved and sent on to the FTA in December of 2006. We want to do this for several reasons. And we're passing out a handout of the entire proposal. I know some of you, Commissioner Koblick, Commissioner Dorfman and Commissioner McLaughlin, have seen this at a previous policy advisory committee meeting. But I will refer you first of all to the next to the last page which is a map for the proposed route.

The map would take us down the Greenway from the West Lake Street station to Park Avenue, turn up Park Avenue to South Tenth Street, then proceed down South Tenth Street and loop around the incinerator in the Twins stadium to interline with the Hiawatha and Central corridor miles. The same thing that the Kenilworth corridor routes will allow.

The reasons we're making this proposal is that we feel that it benefits a larger number of Minneapolis residents, employers and cultural and educational centers than the options that are currently on the table. And we have used the Met Council transportation analysis zones to estimate both the employment levels and the number of residents that would be served. And option E going to a point equal distance from the center of downtown, which is the IDS Center, will serve 56,000 residents within the city. The Kenilworth line only serves 15,000 residents because it goes through rather low density zones in the Kenwood Isles and certain neighborhood areas.

Employee populations. It will serve 109,000 employment opportunities downtown, and that compares with 104,000 with routes 1A and 3A. If the line is considered looping around to the Government Center and other businesses on South Fifth Street, it will serve 188,000, nearly twice as many employees. So we have a five to one ratio on residency, and a two to one ratio on employment.

Included in those, sir, will be a number of businesses on South Tenth Street, but it will also better preserve our park system because the Kenwood corridor, except for the Bassett Creek area, is not really suited for commercial development. It will better serve minorities within the City of Minneapolis, and it does a number of things that the A routes do and that is interlining with the Central corridor and Hiawatha line. And I invite you to take a more detailed look at your leisure. We believe it will generate the best cost effective index of any of the proposals you've seen. Thank you very much Commissioners.

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PEGGY KATCH: I am Peggy Katch.  
COMMISSIONER McLAUGHLIN: Welcome.

PEGGY KATCH: My husband asked me to let everybody know that he would have been here if he could, but he was helping me with something instead, so I'm speaking for him, Michael Katch. He speaks to you guys a lot I think. But I wasn't really prepared for this, so please forgive me, I'm clumsy here.

1/2.3/j We believe that option E really surpasses all the other plans by far from every side. Let me start with the Grand Rounds. It's a shame to even think about disturbing the Grand Rounds. The Grand Rounds is a federally designated parkway and provides green space in an urban setting that is literally the envy of the world. I have seen books and books, it just, you know, any, all over the world they've talked about our wonderful parks in Minneapolis. This space was set aside for us more than 100 years ago by Theodore Wirth at the request of world renowned landscape artist Horace Cleveland who had a great impact on a lot of, a lot of our landscape here and really made a big difference in a lot of people's lives.

I think it would be shameful to run a high-speed rail through our little piece of green space every few minutes. It, it's special. This is a city, cities are small. We're not going to get any chance to have more green space. We need to save what we have and be happy with it.

3/2.3/h I think it's also unreasonable to run the LRT through the city without designing it for use really by the residents of the city. Limiting the stops to three is just not a really good idea. Suburbanites and city dwellers both should get to benefit from this great technology we're putting in. Running the transit up to Park through the Greenway would allow all of us to use the amenity much more effectively, it would allow us to mingle more and enjoy each others cultures.

4/2.3/g There are a lot of small businesses on Lake Street that I'm sure would be really happy. And I would like to be able to take it, I call it a train, I'm from Chicago, I'm sorry. I would like to take the LRT to Eden Prairie. I live downtown, I can do that, it will be easy for me no matter which way it goes. But I'd love to be able to stop at Lake Street, to stop in Uptown. And I know my friends that are in Eden Prairie specifically asked me last month for a ride to the Carmel Mall. They would love a train that went straight to the global market. And how much have we already invested in the global market, and it's not doing very well, and partly because there's no parking there, people from the suburbs can't get there, but they would like to. This is a great opportunity. We can't afford to lose it.

5/1.5/a I just think it's also important to think about, you know, we are talking about public dollars and we have neighborhoods in the city that are already existing that are already dense and really it's appropriate to serve the dense neighborhoods we have before we think about creating density somewhere else. We have people who can use the transit, who would like to get around, and that's where we should be looking to put our transit. Thank you.

COMMISSIONER McLAUGHLIN: Thank you very much. Next is Karen Rosar. Welcome.

KAREN ROSAR: Mr. Chair, Commissioners. I'm here, my name is Karen Rosar and I'm here today as a representative of the North Loop Neighborhood Association. I am a board director of that neighborhood association. And I am here to, our, our endorsement has been submitted for the record already but I'm here to read the record.

The North Loop Neighborhood Association voted unanimously to endorse Southwest Transitway alignment A. This alignment follows the Kenilworth corridor into the North Loop neighborhood and it connects to the intermodal transit station in the North Loop neighborhood. The North Loop Neighborhood Association board directors consider alignment A to be the superior alignment. Thank you.



COMMISSIONER McLAUGHLIN: Next we have Nancy Sjoquist . Welcome.

NANCY SJOQUIST: Thank you. I want to thank the commissioners and I applaud the concept of LRT. And I missed the meeting in Uptown, so here I am.

I think it's interesting to note that I've been involved in the planning for the local neighborhoods in Uptown and we've been doing that for about 15 years where we've looked ahead and we've looked at density, we've had some major planning forums that would be the shere that came through, we have the small area plan.

1 / 3 . 1 / c We have if you've been through Uptown lately a lot of development and all that planning is looking towards major density and major development of businesses.

And along with that we are in long standing, we are a transit hub. And I'm just speaking as a citizen involved for all my life in Uptown to say that we welcome the LRT to do, to come through Uptown and connect the dots with the existing lifestyles and business habits of the local people. Thank you.

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COMMISSIONER McLAUGHLIN: Thank you very much. Julie Sabo. Welcome, Senator, if I can still call you that. I don't think you lose that title.

JULIE SABO: Thank you. I wasn't actually planning on testifying today, so I don't have anything prepared specifically. You know, I, I, I guess I'm here to speak as a citizen of Minneapolis. And one of the things that I've heard a lot of in the meetings that I've attended a lot of talk about cost. And what struck me is I haven't heard a lot about the value to the city. And so today I wanted to come and just briefly talk about what LRT can bring to the city, and not just the perimeter of our city but really the central city. And where we do have density we do have economic potential, we do have minority businesses.

You know, it's not very often that we get to look at, at history and thank gosh I wish we could do it differently and have an opportunity to actually do it differently. And I see that opportunity with LRT coming into the city and what we choose to do with it in terms of, of serving the Lake Street corridor with LRT. I, I'm concerned that we are missing a tremendous opportunity in our city to, to serve communities that in the past were bypassed by, by highways and we have an opportunity not to ignore them with LRT. And I know that there's going to be tremendous opportunities in the Bassett Creek Valley. But I know also know that the Botano line has the opportunity to, to serve a lot of the communities that we have in that redevelopment area, the Harrison neighborhood and in neighborhoods to the north that have traditionally been left out of the transportation system a real way. LRT is an opportunity for us to go back and, and have, and have the chance to make a difference for communities that, that previously have been bypassed. And, and I just wanted to make that statement and hope you'll consider the, the corridor. Thank you. The Midtown corridor. Thank you.

COMMISSIONER McLAUGHLIN: Thank you. Thank you very much. Kent Warden is next. Welcome.

KENT WARDEN: Thank you, Mr. Chairman, Commissioners. My name is Kent Warden, I'm executive director of Greater Minneapolis BOMA, which stands for Building Owners and Managers Association representing commercial real estate owners and managers in Minneapolis and throughout Hennepin County, including every community served by this rail line.

1/1/a **We do very strongly support the southwest corridor LRT.** And it's about time. We're very anxious to see it built. My remarks today will be primarily geared toward the two alternatives for entering downtown. And I would give you by way of background that my experience and perspective on this includes having served on the Nicollet Mall implementation board that rebuilt Nicollet Mall in its current configuration about 20 years ago, also on the Hiawatha downtown route steering committee that labored long and hard in arriving at the conclusion that it was best placed on Fifth Street for reasons that I won't get into here today, and also on the access Minneapolis steering committee which as part of a two-year study looked at a very comprehensive plan for the use of downtown streets and strategy for building them. Part of that is going on right now in the UPA grant for rebuilding Marquette and Second with double transit lanes.

I have provided to you, Commissioners, a copy of the summary of this. For benefit of those from the audience if anybody wants, I do have extra copies of that along.

2/2.3/f **Greater Minneapolis BOMA supports the Kenilworth corridor option** for entering downtown Minneapolis because it would, No. 1, provide the most direct transit service to downtown for the heavy commuter ridership expected from the southwest suburban area. **It would promote major economic development projects planned for the Bassett Creek Valley** as well as the ballpark and Twinsville area, great economic development potential in both of those areas of the, the north and west loop.

4/6.1/c **It would also connect the, to the north loop transit hub allowing for easy transfer to and/or through service to Hiawatha and Central corridor LRT and the Northstar commuter rail.** And finally, it would allow for the use of its existing infrastructure at the transit hub, throughout the Fifth Street rail corridor, and directly to the Hiawatha maintenance facility.

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6/6.2/a Most importantly, **we specifically oppose the southwest corridor entering downtown Minneapolis on Nicollet Mall** for the following additional reasons. **Downtown street capacity is under stress** and those who drive it every day certainly can observe that. This route if coming down Nicollet Mall would take an important additional street for rail service while there is additional capacity to handle it on Fifth Street without taking an additional street out of service. Rail service on Nicollet Mall would have only three downtown stops at 12th, Eighth and Fourth Street which would be counterproductive to the long-standing goal of providing high quality circulator service on the Nicollet Mall going all the way back to when the mall was rebuilt in the late '80s.

7/6.1/c **Service would dead end at Fourth Street with no opportunity for through routing to the other lines or access to the existing maintenance facility.**

8/6.1/b **Also, after rebuilding Marquette and Second with the double bus lanes, one-third of the buses now on Nicollet, which would constitute all of the rush hour expresses, would be relocated to Marquette and Second. And according to the accessed Minneapolis plan, those remaining would provide circulator quality service; i.e., clean, quiet hybrids with carefully timed intervals to match up with the rail service on Fifth, and a free ride within downtown. If replaced by LRT on Nicollet Mall this amenity is lost and the retaining two-thirds of those buses would be shifted to already congested streets.**

And then finally, Minneapolis has also studied the feasibility of street cars to replace local bus service on key arterial routes throughout the city. This was part of the access Minneapolis plan as well too. And it would include a very key arterial route entering downtown from both directions on Nicollet Mall. If we put our LRT there that would be precluded. Thank you very much.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

1 / 2 . 3 / i SANDY AHLSTROM: Hi. Thank you for allowing us to all come, it's really gratifying to see all these people turning out. My concern I guess as I was thinking about this, bringing cars to use the facilities of the light rail is if there will be ramps or park and rides. I'm interested in how that's going to be paid for. will drivers be charged, will it depend on where the stations are, where the ramps are located, the park and rides, 2 / 8 . 2 / a will it have something to do with our license, you know, showing what part of the city we live in that we come there or will it just be a general charge. And so I was just reminded when I was thinking about this, reminded of that old Prudential ad that said own a piece of the rock. And I'm just thinking that if drivers are coming to use the transit why not let them help pay for this new way to travel rather than the congested way that drivers travel now, so.

COMMISSIONER McLAUGHLIN: Thank you very much. Next is Aimee Johnson.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Carolyn Bell.

CAROLYN BELL: I will. I'm Carolyn Bell. And/ good evening. I represent myself/ a 40-year Cedar Lake resident. I know you're working hard to accommodate the needs of many different populations. And I will be brief out of respect for others and also because I will be reading my statement. Speed and efficiency are not always our greatest concern for our future. There needs to be some consistency of the policies/ of the Regional Rail Authority as it speeds from Eden Prairie to Minneapolis. In St. Louis Park the favorite corridor moves through commercial and business areas rather than park lands taking into account density of population and employment. In Minneapolis this apparently favored policy is reversed. The Kenilworth corridor moves through park land and residential areas. If the LRT is to show consideration for the urban population it must shift its policy to favoring options 3C or option E which is not yet on your brochure. If the Kenilworth corridor must be selected mitigation is essential. Thank you very much.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Alex Bohman

ALEX BOHMAN: Hi. I'm Alex Bohman. I was, actually I was on the Community Advisory Committee representing the Whittier neighborhood until I moved in August. My house is now down on 40th and Nicollet. So I'm here as a, representing myself tonight. I wanted to mention the fact that when I was doing some research for being on the committee, advisory committee I came across a study, actually a plan that was done by the Met Council around the year 1970 for a network of subways in the Twin Cities metro area. And those subways were obviously never built. I bring it up because at the time that plan was done the population of Eden Prairie was 7,000, about 10, about 10 percent what it is today. So in my opinion if, if, if the plan had been completed we, we wouldn't be sitting here today because there wouldn't be a need for a light rail train for such high capacity mass transit to Eden Prairie. So I guess the, to cut to the chase my point is we can, we can argue, it's important to argue in fact about what the right way, what the right routing for this train is. But the most important thing is that it gets built, that it gets built as quickly as possible and that we're not still talking about what could have been in another 40 years. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Barb Dahlquist.

BARB DAHLQUIST: I'm mainly concerned about the Kenilworth bike route and walking path. I see that right now the railroad is 23-feet wide in the area between Calhoun Townhomes and Cedar Shores. And I understand that we need 30-feet for the light rail. Am I right? Can anybody answer that? That's what I understand. And that cuts down the bike trails so that there isn't...

KATIE WALKER: Two tracks of light rail typically require approximately 30-feet of width. I believe in the area you're referring to the county surveyor shows that the Rail Authority owns 62-feet of width.

BARB DAHLQUIST: The rails are 62-feet?

KATIE WALKER: No, I'm sorry. The Hennepin County Rail Authority owns the land that is owned by the Rail Authority in that section that you're referring to is 62-feet.

COMMISSIONER DORFMAN: That is clearly the tightest place along this alignment.

BARB DAHLQUIST: Okay. Well, what I, I've done the measuring and the bike, 23-feet is from fence to fence what they're using right now, and then another probably 12-inches, and then the bike trail starts. So I don't know how you could --

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COMMISSIONER McLAUGHLIN: I think what we can do, it will be noted and we'll get the surveyors out there and they'll be able to respond specifically to your point that that spot is tight and how we're going to deal with it, that's the purpose.

BARB DAHLQUIST: Yeah, it's just how are we going to still have a bike trail basically.

COMMISSIONER DORFMAN: There's been an absolute commitment all along the corridor to maintain the bike trail .

BARB DAHLQUIST: Okay. Well, thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Matthew Dahlquist.

MATTHEW DAHLQUIST: Hello again, Mr. Chair and Madam Commissioners. Last week I spoke to you in my capacity as a private citizen regarding some mitigation in the Kenilworth alignment. This week I'm here representing the CIDNA board and presenting a resolution that the board unanimously passed last week regarding the selection of route alignment and population.

Whereas mass transit projects should by definition aspire to serve the greatest possible number of people, and whereas mass transit projects in Europe and China have been demonstrated to return rapid increase in benefits to population densities of up to 50 people per acre, and whereas the population density of Minneapolis is less than ten people per acre, and whereas the 2.5 mile stretch of Kenilworth corridor and Cedar Lake Park from Lake Street to north of I-394 is among the least densely populated areas in the entire city approaching zero people per acre north of Cedar Lake Parkway, and whereas the Cedar Isles Dean neighborhood is in the unique position of being the only Minneapolis neighborhood impacted in roughly equal measure no matter which of the current Southwest corridor light rail transit proposals is chosen, therefore be it hereby resolved that the Cedar Isles Dean Neighborhood Association supports the selection of a Southwest corridor of light rail transit routing that serves the greatest possible number of people, and be it further resolved that CIDNA opposes the selection of alternative A, also referred to as the Kenilworth alignment, because it is the farthest from achieving that goal. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Carl Eeman. Welcome.

CARL EEMAN: Thank you for the opportunity. I regret that we are only talking about one rail line instead of an entire grid over the entire Twin Cities area. I have some doubts about this only going from downtown to the suburbs rather than suburb to suburb since most, as it says in the material here, 65 percent of the trips stay suburb to suburb. I am hoping that the, the stations and platforms would either be built with or a design to be retrofitted with solar and photo-opaque cells to provide electricity on the spot to provide lighting like the last gentleman mentioned.

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I also regret that this line will not be operational until 2015, which is six years from now. I'd like to have it yesterday. But I appreciate the work that the, the Hennepin County Railroad Authority has done and the battles that you had to put through against the motor industries and their league of allies. And I also appreciate Mr. McLaughlin's comment about the hundred year decision. I would ask the group to look back to 1950. You could be in Stillwater, Minnesota in 1950 and take a light rail to the far end of west, the western Lake Minnetonka on the thousand mile rail system that was in place. That was in 1950. In 1955 it was all gone. Methodically, deliberately, and judging by the jail terms that were handed out, criminally destroyed by General Motors so that they could sell us buses.

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My question to the Commission and to the Authority is what legal safeguards do you have in place to prevent that from ever happening again. If you're going to abandon a piece of track perhaps you want to have three-fifths of the voters in that municipality approve that rather than just all of you making that decision. Or perhaps we, and I know this will not be popular in this purple area, but perhaps we could use the Green Bay Packer's model of ownership that it's owned by the municipality, a model of ownership that so terrifies the rest of the NFL they have designed bylaws that no one would ever design such an ownership manner again and so the owners can threaten to leave and take unless we get a stadium out of this. But I hope you're willing to play defense while building this rail system. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Next is Shelley Fitzmorris.

SHELLEY FITZMORRIS: Thank you. I actually went to the scoping meeting last week in Minneapolis and listened. And I'm here to listen again and, and to dpeak. And over the weekend I, I biked the, the Midway Greenway, I had never done that. Thank you for letting all of us speak here tonight.

I think I'm here mainly to urge and to publicize some consideration of option E. Commissioner Dorfman mentioned that, and I saw in the newspaper today, was encouraged to see that Katie Walker says that that option is not on the table. But unfortunately all this publicity that's going on right now and publication from the Hennepin County Board and the information on the Southwest, Southwest Transitway Web site, you know, don't address that. And so I think that needs to be publicized. And I've seen some really excellent descriptions of that and I would urge that that be put on the Web site so that everybody could evaluate that. And the reason I like that is there has been a lot of talk tonight about the, the pros and cons of Kenilworth versus the Midway. Well, option E I think is a really important alternative to the 3C option. Right now 3C is the only option that allows you to go and serve those greater neighborhoods in Minneapolis. I understand the problems with, you know, going down Nicollet Avenue, a tunnel going under and a, and a light rail going down Nicollet Mall right now just isn't going to work. Option E I understand is derived from an option, it was actually first suggested by Minneapolis Mayor Rybak. And, and he suggested a similar route that went down the Midway and went past Nicollet to Park Avenue, and then north, and then serving those Minneapolis neighborhoods.

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And I, I guess I'll just conclude by just going through the, the five goals that are in, in your brochure that you want to address. And, you know, the first one is improve mobility. Well, we all, I think many of us here support that, we support light rail trail, they all do that. The other options are, you know, or the other goals are protecting the environment. And I believe that option E preserves the greatest amount of green space within the City of Minneapolis and it protects those really valuable parks and lakes and park land to make Minneapolis such a beautiful city to live in and to work in and to commute through. I believe that option E better promotes preserving the quality of life. It will affect fewer residential areas, it will protect those scenic bikeways. And I also have concerns about the Cedar Lake Parkway that is really cutting off those two neighborhoods of Kenwood and Cedar. And so I think that option E helps preserve the chain of lakes atmosphere. I think option E promotes economic development. I live in Minneapolis, I work in the western suburb. I, I love the Minneapolis neighborhoods, I love Uptown, and I'm concerned that it's struggling and that we're losing tenants. And I love Midtown and I love the, I support the Global Market. And the light rail that will bring people to those areas is a plus. And i also am, I'm concerned about our economy, I'm concerned about our employment opportunities. And I support the reverse commute and I support a reverse commute that will address all those people who live in those more densely populated areas of Minneapolis, many of whom are a minority community. And so I thank you for listening to me.

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COMMISSIONER DORFMAN: You know, let me explain that, since many of you have mentioned option E, let me explain why it's not on the Web site and why it's not in the scoping book. During the last phase of study called the alternative analysis we studied 11 possible routes and narrowed it down to three. Option E was not on the table at that time. And so the appropriate place to bring it to the attention and get it studied is through the scoping period. And so it, officially we can't just add things on that haven't gone through that level of analysis. And so that's, that's the only reason. But clearly it's, it's been mentioned and will be studied through this next phase of study.

SHELLEY FITZMORRIS: I appreciate that.

COMMISSIONER DORFMAN: Thank you.

## SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. David Greene.

DAVID GREENE: Good evening My name is David Greene. In addition to my day job as a software engineer, I've been working on transportation and transit issues in the Twin Cities for over five years. I was deeply involved in getting the quarter cent sales tax for transit passed in February. And I did this because I care deeply about my community. I put in 5,000 hours of my own time to help secure the funding for this line and for other lines and will continue to do that up at the legislature so that our whole transit system is funded.

The Southwest corridor is of particular interest to me because it serves my own City of Minneapolis and it also serves the southwest suburban region where I spent my childhood. My parents still live in their house in Hopkins just a short bike ride to the proposed Blake Road station. I'm excited about this project and the chance to transform our community for the better.

I'm here today to comment on the alignment into Minneapolis. **The Southwest Transitway must serve North Minneapolis, and therefore it must be aligned along the Kenilworth corridor.** There are all sorts of good technical reasons for this, existing right-of-way owned by the county, through routing the Central corridor on Hiawatha, the expense of a tunnel under Nicollet, proposed street cars in the greenway, and others to serve Uptown and E Street. All of these are great reasons, but they are not the reasons to prefer the Kenilworth corridor.

**This is a racial justice issue. North Minneapolis has been cut off from the rest of the city by I-94 and I-394.** I've been working on the Central corridor project for some time trying to get the missing stations east of Sun Lake Avenue constructed by the open line, I'm working to ensure local bus service is not cut when the Central corridor opens. The question in my mind is whether we as a county are really going to tell the minority community that once again we will cut them out of our transportation system. Are we going to tell them that once again a **critical link to jobs and opportunity** will not be serving their communities. If that is the case this project is not transportation, it's amputation. As a person of faith I know that the eye cannot say to the hand I do not need you. I understand the technical analysis that new start projects undergo, I understand the challenges presented by the FTA and CEI, I understand that all too well, but bureaucratic and technocratic details like the CEI can be changed. You will have new presidential administration. It is not so easy to undo the amputation of the community. There's really nothing more to be said, except this. I urge our county commissioners, city officials and partners at the Met Council to think deeply about what these alignment choices mean for those who have been regularly shut out. It must be our top priority to restore our community of wholeness. Thank you.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Mary Hoopman

MARY HOOPMAN: Thank you very much. My name is Mary Hoopman and I'm a CIDNA resident and I live in Cedar Lake Shores townhouses which are right next to the track in the bottleneck area. And I really won't say much because most people, other people have stated some of my concerns. One of my primary concerns is the crossing at Cedar Lake Parkway. It's, my understanding is at rush hour there would be a train going in each direction every seven and a half minutes. That's every 3.25 minutes that the bells will be dinging, the gates will go down and traffic will come to a dead stop. And while someone said that they hope that would encourage us to find other means of transportation, you can't even get to the bike trail if you live on the other side of the tracks. And every three and a half minutes is really going to stop traffic for many many people. The mitigation that would hopefully be considered for the townhouses, some of which are 20-feet from the track at most, is going to take room. So when which also makes it a less walkable neighborhood. I mean if we're talking the walls or berms or whatever, those are all going to take room. I would really hope if your if it's going to have to be the Kenilworth corridor that there be some you talk about the two tracks, parallel tracks needing 30-feet, you have to add room for mitigation barriers, real consideration given to the trench so that it can go under Cedar Lake Parkway and that that little bitr it's not going to be pleasant to ride bikes there with trains whipping by 2-feet, 3-feet, 4-feet from the bike path every three and a quarter minutes.

The other thing is, I really do feel like the Kenilworth corridor serves primarily the suburban people to get them downtown. And I know Commissioner Dorfman at one meeting you talked about how it's about a three or four-minute time saving for them to get from Eden Prairie downtown on the Kenilworth corridor. I think that's nice for Eden Prairie, but I'm not sure that that corridor serves the greatest density of population for the City of Minneapolis.

And on Page 3 of your brochure you talked about the need to do reverse transportation and get people out there. And I really agree with the people that talked about either the E plan as hitting a very high density part of the city and being able to get people back out to some of the jobs in the suburbs. So thank you very much for your consideration.

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SOUTHWEST TRANSITWAY SCOPING MEETING

October 14, 2008

St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Anders Imboden.

ANDERS IMBODEN: Hi there. My name is Anders Imboden, I come here as an Uptown resident, an Uptown employee, a University student and someone who does commute often to downtown, through downtown, the University of Minnesota. And the question I have for you is if not now, then when. The Uptown alignment needs to occur now. We're talking about a hundred years, and frankly there is no other real alternative on the table for Uptown. Street cars eventually you know, we can go Kenilworth and the city or the county will take care of street cars later and, you know, everything will be hunky-dory.

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Unfortunately that's not really the case. Street cars don't necessarily exist on a separate right-of-way. Right now the commute from Uptown to downtown can take as long as 20 or 25 minutes on the bus. And if you don't believe me I encourage you to hop on a 6 or a 17 any day of the week during rush hour and try it for yourself. It's pretty miserable. I'm sorry my notes are kind of illegible here. Right. So the ridership. The ridership is there now. Uptown is completely it's a dense neighborhood as well as the Nicollet corridor is also a dense neighborhood. The development is occurring. Take a bike ride down the greenway right now and you'll see yourself. There's projects going up on both sides. There's projects going up on Hennepin. The Calhoun Square redevelopment actually just began the other day they knocked down a building across from my place of work. So I think it's important to consider. Uptown is currently a very dense location and it's going to continue to grow to be more so in the future. And I think that if we don't take this opportunity now with the 3C alignment through Uptown we'll be looking back in 20 or 30 years and saying why some people who couldn't be here this evening, several million of them. And they couldn't be here this evening because they haven't been born yet. But let's think about time. A transit line like this is supposed to be didn't we do it as we sit on the bus or in a car or on a bike waiting for that light to change so that we can go another 6-feet forward toward it. So with that, thank you for your time. And I encourage you to select the

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3C alignment.

SOUTHWEST TRANSITWAY SCOPING MEETING

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St. Louis Park City Hall

6:15 p.m.

1/3.4/b AIMEE JOHNSON: Good evening. I live in the Kenwood neighborhood and I guess I'll be the first to kind of speak out on specific questions rather than raising some general questions. First of all, I'm concerned about the fact that it's a historic neighborhood, very densely populated neighborhood, and if the route does in fact go through the Kenilworth neighborhood this is going to be very close in proximity to historic houses that are a hundred plus years old. There's also a lot of infrastructure issues in the neighborhood and

2/6.2/a I'm concerned about the increased traffic especially as it relates to the safety with children, there's a lot of children in my neighborhood, pets, and then the recreational users of the Kenilworth Trail. I also think that the parks area in general is a protected oasis in the city and running a train through there aesthetically I think just doesn't make any sense.

3/3.7/e  
4/3.6/a There's also a lot of traffic congestion as it pertains to getting into and out of the Kenwood neighborhood and Cedar Isles neighborhood, specifically the crossing between Sunset Boulevard and Cedar Lake Parkway where the traffic, the trail crosses down there and there's the Soo Line crossing there too. There's a one-way area into the Cedar, Cedar neighborhood and then across the Burnham bridge into the Kenwood area and traffic already is backed up from the trail and I can't imagine what every seven minute crossings are going to do with the light rail.

5/6.2/a  
6/4.6/a I also think that the noise and lack of proposed barriers in terms of running so close to houses is an issue, the gate barriers and bells running 20 hours a day with the gates coming down and the bells going off is going to socially impact that neighborhood. I also think that from an economic standpoint it makes more sense to consider the 3C option through Uptown in terms of economic growth from the restaurants in that neighborhood, the condominiums being built in those neighborhoods. The ridership through the Kenwood neighborhood is fixed, those are fixed houses, it's a densely, there's no room for expansion in that neighborhood whereas there is room for expansion In the Uptown if the ridership would go through there.  
7/2.3/g  
8/1.5/b Thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

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St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Next we have Scott Kinkend.

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SCOTT KINKEND: Thank you. I wanted to thank you all very much for all of your effort and work on this. It's taken a lot of vision and obviously a lot of hard work. And so I hope at this point we also, with all the hard work that you guys have done to get us to this point is not take the easy route at this time. I mean, when you look at the Kenilworth Trail line, and really it's traveling through the park lands and there's basically you're getting to Bryn Mawr, and then I recently read in the Star & Tribune that there's potential of developers and, and quicker access to the Twins stadium. But I think we've already done enough for the Twins as it is and I don't think we need to give more money to developers either. But I looked at, I've lived in Minneapolis for 20 years. I looked at the Uptown route and I really think that, I urge you to use the vision and hard work to look at the Park Avenue route. Because that would actually connect up, you get close to Abbott Northwestern, Wells Fargo, Honeywell, multiple businesses. Not to mention that it would serve a variety of low income. There's also nursing homes along the Park Avenue route, I mean, there's a much higher density population. I look at the Kenilworth path basically as the quick easy way to get through Minneapolis for the suburbs, and I look at the other route through Uptown as actually serving the Minneapolis community. So I really urge you to look at, you know, look at the vision, look at the effort. It's certainly a more challenging route, the Uptown route, but I really think that in the long-run it will be a much better serve for the community.

COMMISSIONER McLAUGHLIN: Thank you. Michael Louis

## SOUTHWEST TRANSITWAY SCOPING MEETING

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St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Next is Jennifer Kiss. Welcome.

JENNIFER KISS: Hi. My name is Jennifer Kiss and my husband and I both live in the Birchwood neighborhood over in St. Louis Park. And we are very much in favor of the 3C Greenway. We're both commuters by bike. My husband takes the Cedar Lake Trail, I take the Greenway Trail.

The Greenway Trail is very much built for a light rail to go right through it, whereas it would very much disturb the Cedar Lake Trail. Right now the Cedar Lake Trail is a very beautiful trail. It's as if you're not even in the cities when you're on that trail. The Kenilworth Park Trail that goes, connects to the Cedar Lake Trail, if you go there any weekend there are tons of families, it's a very highly used trail. To take that out or to try to combine it with a light rail, it's going to be very dangerous for families, it's going to be very dangerous for commuters, and it's going to disrupt a lot of commuters; My husband and I have both been biking to work for four years now. But this year we've seen a huge increase in other commuter bikers. And by trying to put a light rail where there are so many commuters by bike, you're going to be cutting down an alternative mode of transportation in a time that it's really needed.

Also the fact that 3C goes through Uptown. It's the only option right now that services both Uptown and Minneapolis where you can get to both. And both are very high traffic areas, both have parking issues. The light rail is a great alternative to get to those areas. They're both more populous. They also serve as a great alternative for those, both areas are very high for going out and partying, so light rail is a good option to get people to try and cut down on drunk driving and other crimes.

As for our neighborhood. Birchwood would be affected if one of the other options than 3C goes into effect. And like a lot of other people have said, you know we're going to be faced with decreased property value, we're going to have a harder time selling our homes if more freight traffic comes through, we're going to have issues with vibrations. And I think the council needs to take into effect how much the cost is going to be to widen certain places if freight comes through, what the cost is going to be to build up walls to reduce sound and noise, how it's going to affect the move up not out program in St. Louis Park because people aren't going to want to invest in their houses if they're not ever going to be able to sell or if they're going to have issues of constantly hearing noises or they're going to have structural damage because the freight trains are more frequent. So we are very much in favor of the Greenway Trail.



COMMISSIONER McLAUGHLIN: Jami or Joe LaPray.

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JAMI LAPRAY: Anyway, I'm very, very much in favor of light rail, but my concern tonight has to do with the freight rail. I live in the Sorenson neighborhood and our house backs up to the railroad tracks that would be affected by the rerouting. But I also work at the high school. And when the trains go by the high

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school, the learning stops for however long it takes the train to go by. Especially in the spring and the fall when we open the windows. Even though the school is air conditioned, the windows often make their way open during the day. And on top of that, I think that the trains would be an attractive hazard to the high school students. McDonald's is across the street and the kids are constantly going back and forth during the school day. Anyone who was ever a high school student, knows a teenager, knows that teenagers make poor choices. And I'm afraid that every train that goes by represents the opportunity for a poor choice that could have deadly consequences. So before you decide to reroute trains through there, think hard about the effect it's going to have on the children of St. Louis Park. Thank you.

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COMMISSIONER McLAUGHLIN: Thank you.

COMMISSIONER DORFMAN: So I thought we, because I remember when my son was at the high school I thought they had closed campus to try to minimize the kids running back and forth from McDonald's. Not successful, huh?

JAMI LAPRAY: Well, it's technically closed, but.

UNIDENTIFIED SPEAKER: Those would be the kids that are attracted to the trains.

COMMISSIONER DORFMAN: Same kids.

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St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you. Marissa Lasky

MARISSA LASKY: Hi. I didn't plan to speak, but I am from Bryn Mawr and thought the Penn Avenue stop would be so beneficial to me personally. I would have to say that I would support the Uptown route over the Kenilworth. I'm very concerned about the park lands and the, and the historic area. And I'm just very uncomfortable putting the light rail through that area for a myriad of reasons that people have spoken to already. I think that Uptown is underserved and I think it needs to have the light rail in the area. Thank you.

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6:15 p.m.

MICHAEL LOUIS: Hi. Thank you for taking my comments and holding all these meetings and doing all the work that you have done on it.

COMMISSIONER McLAUGHLIN: Do you want to introduce yourself for the camera just so we know.

MICHAEL LOUIS: Pardon?

COMMISSIONER McLAUGHLIN: Could you just introduce yourself for the camera.

MICHAEL LOUIS: Oh, I'm sorry. My name is Michael Louis. I live in Minnetonka and I work in Eden Prairie. I first became aware of this project when I saw that there's a potential route, the western end of the route through Rolling, where it goes up Rolling Road and Highway 62. And I work very close to where the Highway 5 station would be for that route. I would urge the, urge looking in developing, extending the southern part of the route from Mitchell Road to where Highway 5 would be. I don't know what would go into that, but it would make using this route a lot more convenient for me personally and I know that my company that's growing, that there are other people that are currently using the bike trail to commute in and out of work during the wintertime would appreciate being able to get to that, to their workplace.

As far as locations of the northern route. I hear people talking about both routes, about for and against. And being somebody who lives in the suburbs, I apologize, I don't really know the Kenilworth neighborhood that well, but I'm more familiar with Uptown and for me at that end of the route I would probably be more interested in taking the rail into Uptown, through downtown through that direction. But if there's, if there's going to be good development along the northern, the northern branch of the northern part of the trail, I'm sure there would be wonderful restaurants and places to go to as well. But, and I haven't been to a Twins game in a couple years so I don't, that doesn't matter to me at all. But anyway, I want to thank you again for your time and an opportunity to speak.

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MARY MAGERS: Okay. It's Mary Magers,

M-A-G-E-R-S. And I am a lifetime Minneapolis resident. The first half of my life was spent in North Minneapolis and the second half in Uptown. And for the last 15 years my family and I have owned a business on Hennepin Avenue in Uptown. And something that people haven't mentioned yet are the number of visitors from outside of the Twin Cities area that come to Uptown because we're listed in books and it's a destination. And in our business I'm surprised at the number of people that come to us for information about tourist things and then also travel information. And I'm often embarrassed to tell them that there isn't a lot of option, there aren't a lot of options. And so I think of course we want to serve the local residents and I think 3C or E would do better in serving the greater number of Minneapolis residents and also people that are coming in from out of town. And a lot of times they are people who come from cities where they're used to having transportation and also they may not be traveling by car. And so that's a whole other I guess population to consider when making a decision. Thank you.

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COMMISSIONER McLAUGHLIN: Would you be willing to identify your business?

MARY MAGERS: It's Magers & Quinn Booksellers.

SOUTHWEST TRANSITWAY SCOPING MEETING

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St. Louis Park City Hall

6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Reuben Mendoza.

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REUBEN MENDOZA: Hi. Thank you for holding this here. And I'm in favor of light rail and in particular I'm in favor of option E. And the reason I'm in favor of option E is I believe that mass transit is for the masses. I was reading your goals that you have in the Southwest Transitway. And some of the tier 1 goals go into, one, serves population and employment concentration and also serves people who depend on transit. And I think with option E will do that far better than any of the other options. Option E will connect the high population centers of Uptown and South Minneapolis that have places like the theatre, Wells Fargo Mortgage, Allina, Midtown Global Market, new HCMC, Minneapolis Convention Center, and the numerous new condos and apartment buildings that have been springing up in recent years. It will also connect the hard working people of South Minneapolis to jobs that are out in the suburbs, so you get reverse traffic flow. This route seems to make the most sense to me. However, after reading some of the following posts on today's Star Tribune Online, I have a better understanding of why option E might not be wanted by some. I'll just read two of the postings. The first one was entitled, "Kenwood alignment is the only way to go. People from the suburbs are not going to ride a train that stops on Lake and Nicollet. I live in the southwest burbs now, but I grew up off Lake Street. And I can tell you you do not want to be on public transportation there. Don't believe me catch a bus on Lake and Nicollet some warm Sunday night and then come back and tell me we should spend a billion dollars to run an LRT through there. Run it through Kenwood and it will do as well as Hiawatha. Run it through Lake Street and it will be a trashed out ghetto train." That was by Marcus 63 on October 13th. The second one --

COMMISSIONER DORFMAN: I wouldn't give him any promotion.

REUBEN MENDOZA: The second one is "Marcus 63 is correct. I do not use the LRT after having to cope with the unwashed immigrants and some autistic, someone's autistic offspring that was putting his hands all over people. LRT is a bad idea, poorly executed, and as past years only the best bus lines were eliminated. " Now I obviously don't agree with what those people are saying, but I, I think that, you know, those people would be far better served if you would choose option E to help the "unwashed immigrants and autistic children" who need LRT the most.

COMMISSIONER DORFMAN: So we had, we had heard the Star Tribune as a part of last week's story I think was, was asking, running, asking for comments. Those will not be submitted formally to the Southwest scoping process. That is not the way to get reviews in this process.

SOUTHWEST TRANSITWAY SCOPING MEETING

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Loren Paprocki.

LOREN PAPROCKI: Good evening Commissioners. I just want to thank you for all your efforts and what you've done on this on this effort. It's been a lot of work and I want to thank you for the opportunity to speak to you here tonight.

COMMISSIONER McLAUGHLIN: Thank you for making the facility available.

LOREN PAPROCKI: Least we could do. Hopefully we'll get some depots and some stations available for you as well. I think it's an understatement to say that here in the park we're very excited about the prospect of having light rail come to town. Our residents have been following the progress folks are very excited about it. One thing that probably has not been at the forefront of people's understanding is the potential impact not so much along the actual light rail, but of the freight travel freight trains going through town. Currently the freight travel is mainly along Highway 7. Now it's going to be going potentially through the heart of St. Louis Park. Trains are necessary, they're also very noisy and disruptive. Now all these trains aren't necessarily new trains, they're going other places currently. This will be put through a much more densely populated area with higher impacts especially to the folks in the park.

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The houses compared to the current, current route are probably closer to the tracks, 50-feet apart, 50-feet from the tracks. They're also on both sides of the tracks, not just one. Also they have fewer side, side, there's smaller side yards and as a result you will not just double but triple or quadruple the effect because of the more densely populated areas these trains would be going through. Now I would ask the commissioners to take that into close consideration when you consider the train trails going through our town.

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Also with the new route we will be having more at-grade crossings as you go through St. Louis Park. There's a safety concern there, I'm sure we can address those. There's also a noise issue. These are spots where whistles must be sounded. Again, this is a very densely populated area and those whistles will have a huge impact to the folks who are living in those houses adjacent to those, those tracks and that needs to be addressed in the consideration.

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Among those at-grade crossings include Lake and Dakota, very heavily traveled streets which go right past our high school. That's a concern for me. Lord knows teens have enough trouble studying anyway and paying attention in class. Having trains going past will be a further disruption. Not to mention the fact that having trains going through needs to be timed well when you consider the, that the high school is a nexus of young drivers going to and from school, to and from activities, not just in the morning and afternoon, but also at basketball games and similar things. So I would ask you to take those into consideration, more issues to preparing a document for your consideration. And I thank you again for all your efforts.

SOUTHWEST TRANSITWAY SCOPING MEETING

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Doug Peterson.

DOUG PETERSON: Thank you for giving us the opportunity to express our thoughts. I know you've gone through this and taken a lot of heat on the Hiawatha and also involved in the process of listening to everything on the Central Corridor and I won't put you through this again. But I appreciate you taking the time and effort.

COMMISSIONER DORFMAN: Peter is used to it.

COMMISSIONER McLAUGHLIN: There's been over a million in the last two months on Hiawatha.

DOUG PETERSON: Well, yeah. The fact that you're correct after the fact doesn't help any. Are they all calling you up now to say you were right after all?

COMMISSIONER McLAUGHLIN: Some people are. That's all right, it comes with the territory.

DOUG PETERSON: Well, at any rate, I live in the red townhouses on Kenilworth just south of Cedar. And I am very much opposed to the Kenilworth route unless there is a trench or some way to get a crossing or get, get the train through the street grade that Cedar Lake Parkway goes from the south end of Cedar Lake to Dean Parkway. Right now with the trains that go there five, six times a day, if they're going east they stop and wait for their dispatcher to tell them to go, and so when they finally do go they're slow and they take about 10 or 15 minutes to cross the Parkway. If they're coming the other way they take just about the same time because they're coming up a grade. Now whether or not those trains are going to be there, if there's a, if this is the route that's chosen they're going to be replaced by the light rail. And if you got every five minutes a train coming through and the signs, the stop signs coming down. Right now there are four or five, six blocks of backed up traffic in the morning going toward town and the same going the other way. And one of the other individuals who spoke earlier said that you can find a different way to go. Well, that's fine unless you live in the neighborhood. And if I'm going to go to Uptown, downtown, down to the southern lakes, everything is down Dean Parkway. So that doesn't help. But if you have a tunnel or, which is a great expense, or a channel of some sort that goes underneath there and preserves the parkway. People have put a lot of effort, individuals have put a lot of effort into cleaning up the parkway and keeping that a, and making that a great place for recreation. And if you have trains coming through there every five minutes it's, it's just going to destroy the whole ambience of it.

And then also, the last point, is that people generally aren't looking at, at this whole system as train tracks that go two ways. It's always from the southwest downtown. And the people in the southwest part, or in the south part of Minneapolis really need transportation to get out to the suburbs for, for jobs. I've got a son who doesn't have a job, has been looking for several months for a job. There are jobs out in the southwest suburbs, but it takes a couple hours to get there. Well, you know, two hours out, two hours back, you might as well move to Los Angeles. So the Greenway corridor is much to be preferred for, if you're looking for something that makes sense rather than for convenience for people who live in Minnetonka and the southwest suburbs. So I would very much support the Greenway rather than the Kenilworth. Thank you.

COMMISSIONER McLAUGHLIN: Thank you. Council Member Sanger, welcome, alternate to the PAC.

COMMISSIONER DORFMAN: Doug was right, there are 50,000 jobs in that Golden Triangle, Opus area in Eden Prairie.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Steven Reinemond.

STEVEN REINEMOND: Okay. Well, thank you for the opportunity. My wife and I just moved from Dallas. And first of all, I want to say we love Minneapolis. So I thank you for what you all do. We live in Uptown and would absolutely love to have a light rail through Uptown, give us quick accesses as you said earlier to the downtown area as well as getting around in Uptown and Midtown. And also I, you know, having grown up in Dallas, you're probably aware having studied their very successful light rail system, with some of its failures with such as not maybe going as successfully through an Uptown type area as they did. While the, the greater goals were, were successful, they missed, missed the boat and I'd hate to see that happen here. So I just want to give an extra plug to the Uptown option and thank you for making this such a great city. We hpe to be here a long time. Thank you.

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## SOUTHWEST TRANSITWAY SCOPING MEETING

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Okay. Thank you. George Puzak.

GEORGE PUZAK: Good evening, Chairman.

COMMISSIONER McLAUGHLIN: If you like the Midtown Greenway, this is one of the people to thank right here. He's the one who resurrected a hundred year old idea and has helped bring it to life.

GEORGE PUZAK: Thank you, Chairman McLaughlin, Commissioners. I'm George Puzak, a Minneapolis citizen. Thank you for hosting these public hearings. I'm here to speak in favor of route 3C through Uptown. Route 3C would serve the most highly populated neighborhoods. This includes East Isles, Stevens Square, Loring Park, and Whittier, some of the most densely populated and diverse areas in our state.

Route 3C would promote economic commercial investment, private economic investment. The Uptown Lyn-Lake area has 1.2 million square feet of office retail space. Much of the space is owned by small independent businesses. Small businesses are leading job creators.

Other speakers at previous meetings have mentioned the Bassett Creek Valley development. This is a potential future project. It will happen because of its close proximity to Interstate 394 and downtown Minneapolis, not because of LRT. For example, the west end development at 394 and Park Place is developing without LRT. Route 3C would directly serve the downtown core including the Convention Center, the IDS Center and Regions Financial District. This route would reinforce the Nicollet Mall as a premier destination. Route A would travel through the Kenilworth corridor. Fast, high frequency LRT trains through this corridor would irreparably harm the Chain of Lakes Regional Park. These amenities compared to the Mississippi River gorge, Minnehaha Falls, and Theodore Wirth Park in their importance to our city and state, they provide natural beauty, wildlife and quiet to the urban environment.

Route A would cross Cedar Lake Parkway, a national scenic byway. On the Hiawatha line LRT trains are grade separated with a tunnel under the national scenic byway. Cedar Lake Parkway's national designation should protect it. Any LRT in Kenilworth should defer to the parkway as a national scenic byway.

If route A is chosen, substantial and meaningful mitigation would be required. Minneapolis has a history of mitigating rail impacts with trenches and tunnels. For example, the Midtown corridor was trenched 22-foot deep for three miles. More recently, Minneapolis and other cities have built rail tunnels for new LRT. Minneapolis built a rail tunnel under the airport for LRT. Pittsburgh is building two LRT tunnels, one tunnel under the Allegheny River preserved natural amenities and vistas. A second tunnel extends LRT to the city's Convention Center. Dallas is digging a three-mile tunnel. Denver, Portland, Seattle are each building multiple LRT tunnels. Hennepin County should study these examples and if route A is selected the mitigation should include a one-mile rail tunnel from Lake Street to Franklin Avenue or I-394.

In closing, route 3C through Uptown would serve highly populated areas, reinforce Lake Street, and directly serve the downtown financial district. With this alignment route A's entrance to downtown could be used by an LRT line serving Plymouth and Golden Valley. The Kenilworth corridor would be used for existing freight rail. Kenilworth could also support a potential commuter rail line similar to Northstar to Belle Plaine or further west. Based on all of these factors, route 3C through Uptown offers the greatest benefits to Minneapolis and the region. Thank you.

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3 / 3 . 1 / b

4 / 3 . 5 / a

5 / 3 . 6 / a

6 / 2 . 3 / j

7 / 2 . 3 / e

8 / 2 . 3 / f

9 / 6 . 3 / b

10 / 9 . 1 / b

SOUTHWEST TRANSITWAY SCOPING MEETING

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6:15 p.m.

COMMISSIONER McLAUGHLIN: And the next is Scott Kinkend I think is what it reads. Welcome.

SUE SANGER: Hi. I'm Sue Sanger, city council member and I'm the city's alternate to the Policy Advisory Committee for the LRT and I'm here tonight speaking on behalf of the City of St. Louis Park.

1 / 1 / a First of all, I want you to know we are very supportive of the Southwest LRT and we are looking forward to working with the county on the DEIS process.

2 / 2 . 3 / f Our concerns which must be concerned during the DEIS center on what might happen if route 1A or 3A is selected. These routes go through a short bottleneck near West Lake Street which other people have already mentioned. And that currently is too narrow to accommodate the LRT tracks along with the freight rail tracks on the light rail that are already there. So if nothing is done to fix this bottleneck, then the freight rail would have to get rerouted. And we know that through the shortage of other track options, that likely means that the freight rail traffic would run through the heart of St. Louis Park's neighborhoods.

3 / 6 . 3 / b To the first issue we studied during the DEIS process is evaluation of alternative ways to fix the bottleneck to avoid having to move the freight rail traffic at all. So we urge consideration of the county buying adjacent right-of-way. Or alternatively other options could be to either move or elevate the bike trail. Maintain the bike trail, but just perhaps in a different manner. Either one of these would create enough space to run the LRT tracks parallel to the freight rail tracks. And we believe also that at least one, and maybe more of these alternatives, would actually be a lot cheaper than relocating the freight rail traffic and doing all of the necessary mitigation work that would be required and it would also avoid significant disruption to our neighborhoods.

4 / 3 . 3 / b We also request that the DEIS process include analysis of the mitigation which would be necessary if Hennepin County chooses route A or 3A and also declines to fix the bottleneck and forces us to take additional freight rail traffic through our St. Louis Park neighborhoods. So this would include factors such as assessing the noise, vibration and aesthetic impacts to our neighborhoods and how best to mitigate them, which might mean noise walls, berms, sound insulation, whatever. We would need to review and determine if there is a need to buy property along the tracks in order to create enough room for these noise walls or berms and to create a green buffer for other residents. DEIS needs to study safety issues, especially those along the many aggregate crossings that we have. In our community to assess the need to install arms, signals and so on. Need to review the increased traffic congestion problems caused when rail transit blocks our roadways, including Excelsior Boulevard. Need to review the tracks and the rail bridges themselves to ensure that they are in good condition and that they are continuous rail to minimize the clickety-clack of the trains and to promote efficient rail travel out of our community. Need to pay special attention to the DEIS where the tracks go immediately behind St. Louis Park Senior High School. Because every time the train goes by the noise and vibration means that the education process stops. In addition, there are a lot of pedestrian issues around the high school as well.

5 / 6 . 3 / c You need to also consider the removal of what we call the lie in the Elmwood neighborhood, this scenario where the railroad separates the rail cars and reconfigures the trains. This is a very noisy and very lengthy process which can go on all night long. And it needs to be replaced by a rail bridge and tracks which would allow a train to go straight through without stopping.

6 / 6 . 3 / b You also need to consider that these trains, some of them carry hazardous substances, for example, ethanol, and what is the potential impact on our community if there is a derailment. Also need to consider the impact of freight rail immersion on the current proposal by the Three Rivers Park District to construct a new bike and walking trail adjacent to the CP tracks that go through St. Louis Park and other communities, you know, how would this affect the trail construction and trail usage.

We also urge that the DEIS process consider the differences of the neighborhoods through which the trains now go in the Kenilworth corridor versus the neighborhoods in which they would travel in St. Louis Park. This has already been mentioned, we have a lot more homes along the tracks than in Kenilworth and they are much closer to the tracks, frequently less than 50-feet and one house I know of is 8-feet from the tracks. So except in Kenilworth, the houses are much further away, with the exception of the townhouse complex that the previous speaker just mentioned.

Now we realize that this is a long list of necessary study and mitigation requirements. But if Hennepin County chooses to move forward with route 1A or 3A and chooses not to fix the bottleneck, then these issues and costs are a direct consequence. We believe that they must be evaluated as a part of the DEIS process and that their costs must be publicly considered when deciding what route to select.

We thank you for your consideration. We look forward to working with you and we want to turn in a longer set of comments.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Okay. Thank you. Barry Schade..

BARRY SCHADE: Thank *you* /Mr. Chairman /Commissioners. My name is Barry Schadel I live in Bryn Mawr where I'm a member of the Bryn Mawr Neighborhood Association Board. And I'm here representing the Bryn Mawr neighborhood and I and the board. We've actually gone on record a couple of times supporting both the LRT project and the Kenilworth alignment and I've submitted a couple of pages of comments that concern laying out those resolutions and the positions that we've taken.

1/1/a

But today I just want to say that we appreciate the chance to have input into this process and to say that we think that I that light rail transit is the right decision. In addition I we think I we think besides all the environmental reasons I we think an LRT really does benefit the community. And we and Bryn Mawr hope to realize some of those benefits in all candor. We hope not to suffer too many ill effects. And we identified some potential ill effects like limiting our access to the Cedar Lake Trail, but we think those can be dealt with.

2/2.3/h

And we, we certainly are familiar how a transportation project like 394 can disrupt a neighborhood. And we, we don't have any illusions about that, but that everything is not necessarily a benefit. But we do hope to realize some specific benefits from this project, particularly Penn Avenue station. As the LRT comes whizzing by Bryn Mawr we, we hope that it's going to stop at a Penn Avenue station and we'll have the chance to jump on. And so I'm here to support the Penn Avenue station and to say that we look forward to working with the Railroad Authority and I'm delighted to be part of this process. Thank you.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Next then Skip Singer.

SKIP SINGER: Thank you for this opportunity. My name is Skip Singer and I live at 1946 Sheridan Avenue South in Minneapolis. Our home is in one of the historic homes people have been talking about. But I'd like to note that there are cracks in the walls from the heavy freight trains that go by and I welcome the switch to lighter trains. And anyway our house backs on the Kenilworth Trail and is approximately two blocks from the 21st Street crossing rail line. I support the Kenilworth alignment because the region needs the transit, the city does, and my neighborhood, my Kenwood neighborhood does as well. I commute downtown and we consider having a light rail station nearby a definite amenity. I grew up in the New York suburbs along the Metro North Rail Line and some of the nicest areas in that area of Westchester County are amongst the walking distance from the stations. And there is I think in this region sort of a lower class cast mass transit, and as a commuter I sort of feel that sometimes. And I think the spread of fast, safe and convenient transit would go a long way to dispel that preconception and have more people aware as certainly this case with the Hiawatha line. I am afraid that the rail line will follow the Kenilworth routing but we won't get a station at 21<sup>st</sup> Street. This to me would be a major setback for the Kenwood neighborhood. I urge you to choose the Kenilworth alignment and to have a station at 21st Street. Thank you.

1/2.3/f

2/2.3/h

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Cameron Slick from Transit for Livable Communities. Welcome.

CAMERON SLICK: Good day. I am most concerned in the dealings with this project is that it gets done right, regardless of the route that is chosen. I know that a lot of effort went into the Central Corridor and I do believe that that is going on the wrong route, particularly with the bridge crossing. Fortunately with this route we have no major river crossing to deal with. So I hope that whatever route is chosen it serves the region best and it serves the region best for 100 years. If it is the Midtown Nicollet route I am very curious to know how it will leave the Greenway, if you do plan on a tunnel, the length of the tunnel, and whether or not it will be less subway stations or not that are substructurally put in place for a station somewhere in the middle because the gap between Franklin and 28th Street is very wide. If the Kenilworth route is chosen I'm hoping to know just how exactly they plan on doing that with the issue of funneling aggregate through Kenilworth or a trench through Kenilworth and how the planning along the route, not so much in the Lake Street, Kenwood area, but further north around the new Harrison neighborhood, what the development plans are there, along with the development plans along the entirety of the route. And I guess that's all. I just hope to see that this route is done right and that it's done well, regardless of current factors. Thank you.

COMMISSIONER McLAUGHLIN: All right. Thank you very much. Next is Sandy Ahlstrom.

1/9 . 1/b  
2/2 . 3/j  
3/2 . 3/h  
4/2 . 3/e  
5/2 . 3/f  
6/3 . 1/b

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Greg Suchanek

1/6.3/b  
2/3.8/c  
3/3.1/i  
GREG SUCHANEK: I'm Greg Suchanek. I live here in St. Louis Park. I'm kind of here to speak about something that nobody else has really spoke about/ the direct economic impact to myself as a result of one of these choices. Like one of the previous speakers/ the north south rail line through St. Louis Park runs directly through my backyard. We got about maybe so 60-feet from my house to the railroad track. I have been searching to see if there's any information on what, you know, if there was anything that says if there's so much rail traffic there has to be so wide of a berm, you know, in case of an accident or anything like that. I've been unable to find that. So I think that would be an immediate, you know, something that needs to be looked at, that mitigation. What's going to happen, if that rail line traffic is increased what are going to be the determining factors if houses should be, you know, bought out or if they're forced to stay there with the increased rail line. I'm kind of In a quandary right now. I'd like to do some upgrades to my house, but if my house is going to get bought out in, you know, five, six years is it worth it. If I do make upgrades am I going to end up losing all the money I've, you know, invested into that, which would be another consideration. If you are going to do some mitigation I think in the, In addition to just looking at the going rates of what houses are going for in the area, I think you also need to look at what upgrades have people done, you know, in the last few years. I think that should be taken into consideration also. Thank you.

COMMISSIONER DORFMAN: So Greg, how many trains a day do you think you have?

GREG SUCHANEK: Well, right now I think the train is a great neighbor. It runs during the day when I'm not home.

COMMISSIONER DORFMAN: Do you know how many times, is it three, two?

GREG SUCHANEK: Two or three, yeah. So right now it's very minimal. I consider the railroad right now a great neighbor. Thank you.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Larry Weisberg. Welcome.

LARRY WEISBERG: Thank you. I would just like to say that as far as the train either going through Kenwood or through the uptown route, clearly the Uptown route is better because that is a much more commercial area. As far as the density of housing and between, between homes, apartments, condos and other proposed projects that are going on there, it definitely could use more multi as far as mass transit. And also there is a hub already there for buses on Hennepin. It would be nice also to have trains to, to alleviate all that congestion around the Hennepin and Lake area. And also Kenwood is a very, very historic beautiful neighborhood. And to have another train going through Kenwood // I just think it makes a lot more sense to have something also around through Uptown and by Nicollet where they're proposing going with Nicollet. And that's pretty much all I have to say. Thank you very much.

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6:15 p.m.

COMMISSIONER McLAUGHLIN: Thank you very much. Ron Werner. Welcome.

1/2.3/e  
2/2.3/f  
3/1.5/a  
RON WERNER: Welcome. Thanks for having us, giving us a chance to give some input. Well, I have a different opinion. I actually like the Kenilworth route the best. And a few things that I thought about it, one, is that I really like the fact that you can get over to Penn, Van White, Royalston, which I think that community is underserved with transportation. It's building up, it's making a comeback in terms of renovation, and I think it's a good idea that they get served with transit to go either way, into the city or out of the city, which is good transportation for them and, and for us as well, good opportunities.

4/6.2/a  
And the other thing is that I think along the Kenilworth corridor, I too am concerned about the crossing at Cedar Lake Parkway and the Kenilworth bike trail there and how that's going to impact traffic. But perhaps it might serve to have people who use it as a thoroughfare to take another route of transportation from a car standpoint if the light rail impacts their transit time.

5/3.7/c  
6/6.3/d  
And also I kind of like the idea of light rail going along the Kenilworth corridor. The stations I would hope would have some lighting, it's very, very dark there, there are no lights along either the Cedar Lake bike trail or the Kenilworth corridor. So having some lighting that does not impact the neighborhood where it's intrusive into anybody's homes, but there's a lot of area along there where there are no homes and it's kind of isolated. So having some lighting might also benefit bikers that transit there from downtown, especially in the fall when we have the dark evenings.

So I'm, I'm in favor of the, the Kenilworth corridor. Thank you.

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COMMISSIONER McLAUGHLIN: Thank you very much. Kathy Williams

1/1.5/e  
2/2.3/e  
3/2.3/f  
4/3.2/a  
5/3.1/a  
6/6.3/b  
7/2.3/h

KATHY WILLIAMS: Hi. My name is Kathy Williams. I live at 2409 West 21st Street in the Kenwood neighborhood of Minneapolis, about two blocks from the proposed 21st Street light rail station. Kenwood is one of the few, if not only, Minneapolis neighbors without a viable public transportation choice during the day, in the evening, on the weekends, and on holidays. I support mass transportation and light rail even in my backyard. Kenwood is a desirable neighborhood now that will only become more so with transportation options. There has always been a train line where the Kenilworth trail exists today. I look forward to replacing the long noisy freight trains carrying stuff, sometimes hazardous, with short less noisy light rail carrying people. I want to help make the Kenilworth route and the 21st Street station a reality by working together with my neighbors and the appropriate agencies to make it the best that it can be and actually improve conditions in my neighborhood. Thank you.

COMMISSIONER McLAUGHLIN: Thank you very much. Bill James and then Larry Weisberg. Welcome. Thank you for your service on the Citizens Advisory Committee.

COMMISSIONER McLAUGHLIN: Thank you. Brian Zachik.

BRIAN ZACHIK: Hi. My name is Brian Zachik and I represent myself and my family. And I don't have a prepared statement, but we live right on the Canadian, really almost literally right on the Canadian Pacific line. Minnetonka Boulevard and right after Blackstone there, our house is the one that you all drove by where they replaced the bridge this summer. And they actually moved the line about 8-feet closer to our house, so it's even closer now.

1/6.3/b  
2/4.6/a  
3/4.7/a  
4/3.8/c  
5/2.3/g  
6/2.3/j

And I'm very concerned about extra rail traffic, freight rail traffic going. As you can imagine, our house is only about 40, 50-feet from the tracks as it is. And if they added more I'm very concerned about the noise and the vibrations. And if we were to have to leave our house or be bought out, I'm not sure that we could afford, my wife is disabled and I'm not sure that we could afford to stay in St. Louis Park, it would be difficult for us. So at the risk of sounding selfish, I highly promote 3C or possibly E. But I would think at all costs I would really like to avoid extra freight rail going down the Canadian Pacific tracks. Thank you.

COMMISSIONER McLAUGHLIN: Thank you very much.

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6:00 p.m

COMMISSIONER KOBlick: Next is Lynda Allen.

1/8.1/a

LYNDA ALLEN: My name is Lynda Allen, and I live at 5697 Green Circle Drive. I want to thank you for this time to speak regarding the proposed LRT routes. To me, the No.1 issue is cost. In this time of great financial insecurity, all levels of government need to be fiscally responsible. We are looking at even greater rough times ahead, and I urge you not to go through with this project until we are financially sound. When we are financially sound, I ask you to choose the most cost efficient route. Route 1A through Eden Prairie fits this description. Routes 3A and 3C through Opus/Golden Triangle area do not for the following reasons: First of all, you do not have an exact route through Hopkins and the Opus area and do not have the exact cost. You will have to buyout homeowners, go through woods and wetlands. This will not be an issue with Route 1A because it follows an existing rail bed. You would not have to buyout homeowners or go through woods and wetlands.

2/2.3/e

3/8.1/b

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5/2.3/g

6/3.3/b

The second issue is traffic. The Opus area is made up of one way streets. The current proposed station on the south side of Bren Road across from the Opus building, with the light rail crossing Bren Road near Green Circle Drive, will create a major traffic problem. With trains going through every seven and a half minutes during rush hour, the following things will happen: People coming off of 169 will be backed up on Bren Road when they have to stop for the LRT. Opus employees trying to leave work can only turn right onto Bren Road and will not be able to exit their parking lot because of backed up traffic. Let's see. Opus condo residents will not be able to exit onto Green Circle Drive to get to their home because of backed-up traffic. Traffic coming in on Bren Road will be backed up all the way to 169.

7/6.2/a

People coming off of 169 will not be able to get onto Bren Road because of the traffic that is backed up from the LRT crossing. Traffic will back up on northbound 169 because the ramp leading to Bren Road will be blocked. Yikes. Having the LRT come through Opus will not serve the businesses because they are too spread out and employees would have to walk long ways to get to work. Most of the people that work in the area come from all over the metro area and will still drive to work because they have no access to the light rail where they live.

8/3.1/h

9/1.5/b

10/4.3/a

The last consideration is the wildlife. We have a lot of wildlife in the area, and they have been greatly disrupted with the construction on Shady Oak Road and with the new Opus and United Health buildings. Their schedules have been greatly disturbed and they don't even have a regular schedule anymore and it has put danger to the people driving through Opus. Just the other day, I was headed east on Highway 7 across from Knollwood and everyone had to come to a sudden stop. The reason was a flock of geese had decided to lie down across both eastbound lanes. What will happen to the LRT in this situation or if it hits a deer? Will the train derail, causing injury to passengers, never mind the deer? Thank you for allowing me to point out these concerns.

11/3.7/d

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Eden Prairie City Hall

6:00 p.m

COMMISSIONER KOBLICK: Thank you, Welcome, Ms. Arieta.

NANCY ARIETA: Thank you, Hennepin County leadership. Nancy Arieta, 11785 Valley View Road, No. 207. To start off with, I grew up in the street car age; it was wonderful, it was noisy, we all got used to it. Their buses at that time were to be desirable because of the emissions.

1/3.8/a First of all, I live a senior co-op, and yes, we do have people who do have a high age bracket, even so much as 95, and yes, they are excited about light rail, and yes, they want it, if possible, to be accommodating, but from what I can gather, it is not convenient for us where we are at.

2/4.6/a No.2, they do not want the noise and the squeaking wheels and the honking. It's hard enough to sleep when you're young, let alone when you're old, okay? And then, as far as disabilities, I happen to have a son who has some difficulties. He does not drive, and he takes the light rail as it is now from downtown to the airport and enjoys it immensely, but he is a big bus user, In order for him to come out here to Eden Prairie, he would have to he does have to take the bus. He gets off in Hopkins, depending on whether it's weekday, weekend. We have to go get him, either to Hopkins or to Southwest Transit or to Southdale.

3/1/a So my concern is light rail doesn't cover all the bases; light rail doesn't get us from point A to Z. I know out east, there's people that have to take four or five modes of transportation, two to three hours' worth to get to a job. I don't want Minnesota to get like that. So I would prefer, myself, not even building light rail.

4/2.3/j Another comment I wanted to add is tunnels are -- I don't think tunnels are acceptable for a variety of reasons; one is our water and our land base and the expense. And then I wanted to add, too, bus has been working in Southwest Transit. They've been absolutely the best of the best. We could never ask for a better bus transit company, and if we could just enhance what we have here to get us to the various points, that would be absolutely wonderful.

5/1.5/e

So I'll leave it with that that yes, we are seniors, and yes, there are disabled people that will use light rail, and yes, we do need it accessible, convenient for us who are seniors. Thank you.

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6:00 p.m.

1 / 2 . 3 / e  
DENNIS BRUNS: My name is Dennis Bruns, 6745 Harlan Drive, Eden Prairie. I just want to reiterate, I live along the trail, use the trail almost every day; hundreds of people do. We'd love to see that trail remain as it is, that it not get a light rail run along it or on it or even beside it. I think it would ruin that trail. I believe the city council in the past has suggested that it go along that light rail go along the major arteries, such as along 169. I just want to reiterate, I think a lot of people not even here tonight have that preference, and, hopefully, you'll keep that in mind.

2 / 3 . 8 / x  
The other concern I have is I attended the other open houses, such as at southwest station, and I noticed back then and I talked to some of the representatives that were working on the light rail project, I had some real concerns about some of the data that they were throwing out: Very high percentages of people that were supposedly disabled and senior citizens, et cetera; extremely high percents that they were throwing out. Now, what definition they were using as, quote, disabled and senior citizens, I don't know, and they couldn't tell me.

3 / 1 . 5 / d  
But I think one of the things that I want people to do who are making decisions on this project is take a serious look at the data and numbers that are being thrown out. Are they really accurate, and can you make "if/then" statements? If this percentage of people are disabled or senior citizens, whatever definition that they're using, does that mean that they're going to hop on the light rail each day and use it? I don't think so. So I think -- I'm asking people to remain objective. Look the data as it's stated and see if it makes sense. And secondly, look at it objectively; does that really mean that many people are going to ride the rail just because they are using that data?

And I've hired and helped to hire thousands of people over the years. I have never had one person say, well, I would work for your company if we had light rail here. I've never had a person -- in fact, I can't ever remember a person not taking the job because they said that they didn't have adequate transportation. So I think we really need to look at the whole big picture and ask if we're really being objective.

I don't have a problem with the light rail; Like I say, my biggest concern is I don't want it to run along the trail. And part of my concern is I think some of the people involved in this project, certainly I would think that they have some vested interest in seeing this light rail. And that's another reason why I think people who are decision-makers on this really need to remain objective and look at the total facts and also look at the total cost. We all know that, when we build something, the total cost of ownership of that project is very small as far as building the project. The huge cost is the ongoing maintenance and running of that project. Just like a commercial building: It's a very small percentage of building a skyscraper, but the ongoing cost is huge. And I think it may be worth it in the long run, but I think we need to look at the total picture. Thank you.

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6:00 p.m

COMMISSIONER KOBlick: Next is Gary Diamond.

GARY DIAMOND: Good evening, commissioners. My name is Gary Diamond. I live at 7215 Sunshine Drive in Eden Prairie, and I've spoken to the -- you before, and tonight, I'm smiling. I think that the -- I want to say thank you for doing your due diligence. I think that this process has been fair and equitable, and I think that, when we had our City of Eden Prairie and the City of Minnetonka embrace light rail transportation out to our cities on the 3A alternate route, I think that -- I felt confident that that is ultimately going to be the way it's going to come out here. I think that the opportunities for transit ridership, for redevelopment, and to do somewhat of a reduction in congestion on the roadway is very small. I know that that's not what LRT is all about, but I think that things are going well and I'm just pleased and wanted to say thank you on behalf of a number of us in Eden things are going well and I'm just pleased and wanted to say thank you on behalf of a number of us in Eden Prairie.

1/1.3/e

2/2.3/f

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6:00 p.m

COMMISSIONER MCLAUGHLIN: Great. Thank you. Rick Dorsey, welcome.

RICK DORSEY: Good evening. Thank you, commissioners. My name is Rick Dorsey, 14215 Green View Court, Eden Prairie. A couple quick comments. The map that you saw that other gentleman had there was very interesting to look at and seeing all the congestion that is being focused on the downtown area. I think that this is -- light rail is a big, big project, a long-term project, and I really would like to have you stop a minute with the new monies that are available and think about how it might be different to involve the whole community, the whole city, and connect things and not necessarily take light rail, which is something that really is for taking large numbers of people long distances, and really filling up inside the 494 ring.

1 / 6 . 2 / a

It seems to me that that area is well serviced with public transit and the real purpose of receiving the funding, I think, people voted for it for the idea of reducing traffic congestion that we have; Every morning when I get up and hear the news, congestion is not on interior roads inside the 494 loop. It's on 494 or 65 or 94 or 394. Those are the areas where the congestion is, and we should look at them. In a bigger scope, perhaps what could be looked at instead of going up this diagonal direction through the inner ring cities would be to take and go east along 494 from Eden Prairie to the Mega Mall in the interim and take that and go from there north on the Hiawatha corridor. That takes and provides service to the whole 494 south loop.

2 / 2 . 3 / j

In the longer term of things, perhaps what we would be looking at really is following the existing corridors. Why are those roads there? Because that's where people want to go and where they need to go. So looking at a bigger picture, we should maybe be looking at paralleling the current highway system that's in place with the idea that we'd connect up to 494 loop over a period of time, perhaps bisected by 35W and 94, because we have north/south and east/west connection points.

3 / 2 . 3 / j

With that, you bring in -- looking long-term, you're going to have development and growth that's going to continue outside the 494 loop, and those people will only jam up the inner ring as you go. By taking and providing a means for all those people to connect up so we can go from Eden Prairie to Maple Grove, from Maple Grove to Woodbury without having to go through downtown and come back out, for example, from Maple Grove to downtown to Eden Prairie makes it much more convenient and more likely to be used by more people. It also will relieve the traffic that's there.

4 / 8 . 1 / d

I know there's been discussions that maybe there isn't -- based on the 494 corridor or such corridors, there are other roads that could be used. It could be 169. In any case, there are right-of-ways that are available. As well as, I believe there are public opportunities if the system is designed in that way, not just moving people but perhaps very light freight, perhaps FedEx or somebody like that that has to move to the airport on a daily basis, maybe these people would help pay for the system. Companies like Target, perhaps, would pay to have people they would provide free ridership to everybody to get them to their stores. And if you look at where those stores are right now, all the major retail stopping areas are around the 494 loop besides the downtown area. You have Ridgedale, Rosedale, Southdale, Brooklyn Center, Woodbury; they are all located on the loop because that's where the roads are and that's what brings the people to those areas.

So in the long term, I think that it makes sense to look at those corridors that are there and with the new monies that's available. Granted, it can take a long period of time, but this isn't something that's going to happen overnight or did the roads that are there happen overnight. Thank you very much.



## SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m

COMMISSIONER MCLAUGHLIN: Thank you. Anyone else

MARK HIGGENBOTHAM: Good evening, commissioners. I thank you for showing up to hear the testimony of this large group tonight. I would like to make -- I'm Mark Higgenbotham (phonetic). I live at 3431 St. Louis Drive in Minneapolis. I would like to make three specific points and then conclude with two very general points.

The first is that I was down to the environmental services building the other day/ and the tracks where the Hiawatha line are now extended beyond the (inaudible) station up as far as the incinerator/ the reason/ as I understand/ to accommodate trains that will park there waiting for Twins games to get out. A question that I would raise for this group: What happens to trains that are coming in from the southwest on option A that go around the north of the incinerator when the tracks are blocked with trains waiting to take passengers from the Twins games? It could be a delay of an hour for that reason. Second major point is to reinforce something that was made by our Dean Court neighbors, six years ago/ when the midtown Greenway was constructed/ Canadian Pacific Rail insisted that the City build a \$170/000 fence from the Dean Parkway to Tibron Avenue/ about a mile and a half/ with no crossovers from the neighborhood from Cedar Lake to Lake Calhoun. That was essentially putting up a Berlin wall across south Minneapolis. The lawyers changed their minds when the PR people got involved and saw what would happen to the movement between neighborhoods, and there was an opening at the Calhoun Village Mall. That fence could be longer if it runs all the way up the Kenilworth corridor, and I would like you to think of that.

The third point is the Greenway trench was built in 1915 for rail. There are many overpasses. You don't have to have grade crossings. You're going to have to have grade crossings or a lot of additional cost if you use the Kenilworth corridor.

My general points: No.1, in this study, the criteria used in the southwest suburbs was let's go through the commercial and industrial corridors and not through wetlands and parkways. Well, we get the City of Minneapolis, the criteria seems to be exactly opposite; go through the Cedar Lake Park system and ignore going through the industrial and commercial areas of south Minneapolis and Uptown. I would like the study to use consistent criteria for both parts.

And my last point very quickly is let's serve the greatest number of people. Not just commuters coming into town, but residents of Uptown who want to get jobs in southwest suburbs. That's going to be a very difficult issue in the time that we now have with the capitol crunch and a potential deep recession. Thank you very much.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m

COMMISSIONER KOBlick: Welcome, Mr. Imbodon.

THATCHER IMBODON: Thank you for having me. Commissioners and the public, my name is Thatcher Imbodon. I live at 5845 Irving Avenue South in Minneapolis. I am president of the Uptown Association, which is a business group in Uptown. And I consider myself an Uptown stakeholder as I grew up in Uptown and have been involved in various capacities.

I'm here tonight to let you know both that the Uptown Association has voted to support an alignment that includes Uptown. We feel very strongly that this line come through the Uptown area as it can support the business communities, it can improve the transit connections between Uptown and the rest of the region, and we see it as helping us deal with some very real and significant problems relating to parking and the perception of parking and the perception of traffic.

Just this morning, I had a meeting with a local sophisticated retailer that was talking about how business was down, business is not what they were expecting. And that they're having constant calls, people saying, you know, we don't want to come to your store, you know, we don't want to deal with trying to find a parking stall, we don't want to have to deal with being stuck in traffic, it's too much, we don't want to deal with it, can you just mail me the product instead? That's a significant issue. I mean, Uptown is a regional destination, and LRT represents a regional transit infrastructure investment. And much like we want to connect light rail to downtown, to the Golden Triangle or Opus, which I consider regional designations; Eden Prairie Town Center, these are all regional locations that should be served by transportation. And, therefore, we want to make sure that Uptown is included. I personally feel that Eat Street and Lynlake are regional destinations. The Convention Center is obviously a regional destination and I think I can't harp on that enough.

So questions I have regarding the study has a lot to do with ridership. I've read through the alternatives analysis and am just, quite frankly, miffed by some of the numbers relating to the 3C, specifically relating to Uptown. I will submit a written document that kind of outlines that, but in particular, the walk-up traffic at that station is significantly lower than some of the suburban stations which just does not seem very logical considering our density.

I also want to know how -- I would like this DEIS process to kind of address parking issues; not parking necessarily from the park-and-riders, but parking as in what happens if this light rail does not come to Uptown? Are we going to continue to see parking issues and traffic issues in our area? Because we feel that we should be considered in making the decisions on this line. I appreciate your time and we'll submit a written comment. Thank you.

## SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m

1/1/a

BRUCE JENSON: My name is Bruce Jenson. I live at 5750 Shady Oak Road. And having spent the first 20 years in Uptown, the next 20 years on Shady Oak Road, I'm very excited about light rail. And if I had my druthers, I'd just as soon have the station across the street from me, but that doesn't seem like that's going to happen.

2/2.3/h

So one of the things that I think that I haven't heard in these times is placement of those stations, and that seems to me to be terribly, terribly important. And the one that I'm -- that I just -- I was at a planning meeting last night for the Blake corridor area, and I've got -- you know, we're talking 10, 20 years down the way, but some very exciting kinds of things that might happen. Well, here's an opportunity to put a station maybe on the other side of Blake. And I don't know how those decisions are made, but I do know that it feels like some of those decisions are already made. And so I'm just saying there might be some opportunities down there.

3/6.1/b

4/2.3/j

The other thing is I would love to have George's map and take and connect the walls and across. In Hopkins, we've got that shuttle going from downtown Hopkins across over to Ridgedale, which I think is a great idea, but there's absolutely no way to get to Southdale. And we have members of our community who go to church in North Minneapolis. They've got to ride all the way down and then back all the way out to get to church. So I think, again, just kind of looking at, like, George's map and saying, how can we connect up some of those kinds of things so that, as we're doing this, we've got one big picture and not just that one spoke that we're looking at. Thank you very much.

SOUTHWEST TRANSITWAY SCOPING MEETING  
October 23, 2008  
Eden Prairie City Hall  
6:00 p.m

COMMISSIONER KOBLICK: Thank you. Next is Maria Klein.

MARIA KLEIN: Good evening, Madam Chair, Commissioners Dorfman and Johnson; good evening, Katie. My name is Maria Klein, and I live at 5627 Green Circle Drive in Minnetonka. I'm a member of the Southwest Transitway Community Advisory Committee, and I thank you for this opportunity to voice my personal concerns about the proposed routes for the Southwest LRT line. I have submitted a written statement and would just like to read the summary statement this evening.

To begin, I wish to express my solidarity with the residents of the Kenilworth corridor neighborhood who oppose the routing through this sensitive passage. I feel that the chain of lakes is an invaluable asset to our whole region and an international attraction that, once lost, cannot be replaced. Further, Uptown has a much denser resident population, as well as an attractive and popular commercial area that is more practically and logically served by the proposed route, the alternative proposed route.

1/3.1/d

2/3.1/a

3/2.3/f

4/2.3/g

My main objective this evening, though, is to call into question the feasibility of Route 3, the currently favored route, which runs very near the condominium complex on Green Circle Drive where I live. This route could serve my neighbors and myself very well, but we do have some serious concerns -- I have serious concerns about many aspects of the route. In particular, the segment that runs from Hopkins to the Opus station and crosses over and/or around hills, through wetlands, woods, and hiking trails.

5/8.1/b

6/5.2/a

7/4.3/a

8/6.2/a

9/2.3/e

My concerns include the physical practicality of building this line and, thus, the cost of it, which is much greater than all the other routes that have been proposed. I'm concerned about the number of stops from Eden Prairie to St. Louis Park, the circuitous route from Eden Prairie to St. Louis Park, the long transit times from Eden Prairie to Uptown and downtown, the development expected in the park, which, at present, is only speculative and could detract from industry and retail in Hopkins and Eden Prairie. I'm concerned about the adverse impact on local wildlife. And, finally, the infamous and unique one-way street system of our area, which, in turn, has a significant bearing on how many people entering the area will actually use the LRT line, the lack of convenient transit from the Opus station to homes and place of employment, and traffic problems and increased congestion for residents and for businesses. I'm not saying categorically do not choose this route, but I am suggesting that Route 1A is, by far, more feasible. It's less expensive, has fewer stops, it's a shorter and quicker ride, and the County owns the right-of-way.

It seems to me it's likely to invoice development as the route through Opus and more likely development as the route through Opus and more likely relieve traffic congestion on the freeways. I'm also saying that, especially in the current economic crisis and considering everyone's heightened concern for the quality of our natural environment, all of us involved in the decision-making process must examine and evaluate our own assumptions and all the LRT alternatives honestly and thoroughly via a forthright and transparent process. Thank you very much for this opportunity.

## SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m

COMMISSIONER MCLAUGHLIN: Great. Thank you. Mike Louis,

MIKE LOUIS: Hi. Thank you. I would like to add on to my comments from the previous meeting. One thing that I forgot to mention in my previous comments were pedestrian bike access along the route in Eden Prairie/Minnetonka Routes 3A and 3C. All the stations in Eden Prairie, except for City West, are south of Highway 212, and with the exception of City West, the City West site would need to have better access for bikes and pedestrians. Due to the current -- if I understand where the location is, where it's planned to be, there's only one access road from there, from Shady Oak Road. The rest of that little triangle area is already developed, as far as I know. Maybe I don't know the site as well, but at least there's where the red dot is on the map in the handout.

The Opus location has many one-ways roads as I already mentioned, and I urge you to consider how pedestrians and bikes would need to interact with the cars and trucks that use that area. Eden Prairie Town Center site, please consider pedestrian bike across Flying Cloud Drive, which has a 45 mile an hour speed limit. I've seen people cross it, but it's it can be precarious.

Please consider a station at Baker Road instead of Rowland Road for Route 1A. I've used that trail often. I biked all the way from my house in southeastern Minnetonka all the way into Lake Calhoun and Harriet. My recollection of that location is that there's a lot of wetlands, and the rest of it is fairly well developed. Baker Road seems to have a nice parcel of land between Baker Road and 494 that would seem to be more amenable to a location. And in Minneapolis, I urge you to consider Route 3C. It would provide South Minneapolis with its last opportunity for a planned LRT route and help connect uptown to downtown, as well as with the suburbs. And then I also want to thank you for supporting bike trails and maintaining the bike trails throughout the whole route. I think that's one great thing about the Twin Cities, and again, I want to thank everybody who has been working on this for their time.

1/2.3/f

2/2.3/g

3/6.3/c

4/6.3/d

5/3.7/e

6/6.3/e

7/2.3/h

8/6.3/d

SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m.

DONNA PETERSON: Thank you. My name is Donna Peterson, and I 'm a resident at 3160 Dean Court in Minneapolis, and my home is part of the Calhoun Isles Condominium Association. And I 'm a member of the board of directors, and I'm speaking on behalf of the board of directors. Our 143-unit association will be impacted no matter which route is selected, as the Greenway is on our southern boundary of our property and Kenilworth is on the northern border of our property. Knowing this, our homeowners met with the County Commissioner Dorfman and project staff in order to better be informed of the process and the project, and my comments are based on the concerns that were raised at that meeting and some additional information we have learned since then.

First, let me list our concerns on the Kenilworth route. As has been stated at previous meetings, the passage is extremely narrow as it passes through our property, and as has been mentioned at other meetings, the possibility of only one track might be used there, it is so narrow; however, there are two tracks. We are very concerned about the future of mature trees and shrubs that currently line our property along the Kenilworth Trails. It's currently a beautiful green environment, and we want to retain these shrubs and trees and the green environment.

1 / 4 . 3 / a

We're also concerned about the possibility of barriers that would separate the bike lanes from the train; potentially, what kind of chain link fences might be used or other what we might consider ugly barriers.

2 / 3 . 6 / a

And because of that narrow passage, we're also concerned about the close proximity to our homes; that vibration could be an issue. We currently would certainly want any vibration to be mitigated. Also, because of the close proximity to our homes, we would want the noise level to also be mitigated.

3 / 4 . 7 / a

Cedar Lake Parkway Crossing is a primary exit for our homes. The current heavy rail train causes long backups, and if that remains at grade for the new train, we would certainly hope that there could be a solution so that there would not be that kind of traffic congestion going forward.

4 / 6 . 2 / a

Our concerns on the Greenway route, again, because of the close proximity to our homes on the Greenway, the potential line, we are also concerned there about noise and vibration, as well as what kind of barriers might be used. We currently have access to Calhoun Village from our property via the Greenway Trails, and then, along the Greenway Trail, the back entrance of Calhoun Village, and it's important for us to retain that access in order to maintain our urban style life by being able to walk to these destinations.

5 / 6 . 3 / c

Third and finally, we would like the bells at the Lake Street station so that they find that sound does not carry in any further than necessary. I would thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m

COMMISSIONER MCLAUGHLIN: Next is George Puzak,

GEORGE PUZAK: Good evening, commissioners. I'm George Puzak. I live at 1780 Gerard Avenue South in Minneapolis. I'm here speaking on my own behalf tonight.

One of the advantages of having a Metropolitan Council is you can go on their Web site and get a map of their 2030 plan, as depicted right here. Now, with the new quarter cent sales tax and the formation of the CTIB, the County Transitways Improvement Board, we've got an opportunity to take a step back and look at the bigger picture on how all these routes might fit together.

1/9.1/b

For example, if the southwest line were to come in through Uptown and into Nicollet, it could interline with a potential route out in Roseville and points east, maybe even out to Washington County or up north up Central Avenue. Now, the 5th Street corridor through downtown Minneapolis has the capacity to handle four trains: Two from the east and two from the west. Currently, Hiawatha and Central from the east and, more than likely, northwest, Bottineau Boulevard from the Northwest and new Target campus up in Brooklyn Park. So if southwest were to come in on the west side like that through the Kenilworth route, it would preclude the option of having a Plymouth/Golden Valley route coming into downtown from that angle.

So by keeping southwest through Uptown and Nicollet or First Avenue or Third Avenue or whatever the decision-makers decide, we are building a larger system, whereas, currently, the planning has been sort of one spoke at a time, but that now we have the quarter cent transit tax, we need to look at some bigger -- a broader perspective on how this multi-modal system fits together.

2/6.1/c

Additionally, Northstar Commuter Rail will be coming online here the next year or the year after. As it comes into downtown, if the southwest line comes through uptown and Nicollet, that leaves the Kenilworth corridor available for commuter rail out through southwest, coming out this way and get out to Belle Plain or points farther west. I know that's more of a long-range plan, but whatever we decide today will impact decisions we make 10 and 20 years from now. And I hope that, as you move forward with the process, that Hennepin County can show some leadership on the new CTIB board and design a system that serves the entire region, not just three or four spokes, but please try to include Plymouth, Golden Valley, Roseville, potentially other northeast corridors up this way.

So again, thank you for your consideration and all the time and effort you've put in on this.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m

COMMISSIONER MCLAUGHLIN: Thank you. Is there anybody else that would like to testify? Yes, sir.

KEVIN SCHULTZ: Good evening, commission members. My name is Kevin Schultz. I live at 6948 Howard Lane in Eden Prairie. Thanks for hosting this event, first off, and thanks for letting the public speak out. It's a terrific forum

A couple just statements that I would like to point out. I'm fortunate enough to be in kind of a unique perspective. I live adjacent to the southwest corridor, so my backyard abuts to the trail. It's a beautiful trail to have, it really is. I think, speaking on behalf as a resident of Eden Prairie and also being on Eden Prairie's Planning Commission, it's nice to have the open space, and the City of Eden Prairie obviously prides itself in the park and recs and open space within the community. And I would like to see that personally, not because I live adjacent to the trail, but to maintain the integrity within the City of Eden Prairie for our open space.

1/3.1/d

On the flip side of this, the City of Eden Prairie just got done completing its 2008 comprehensive guide plan update, and a key component within this update, obviously the integration with light rail. And one thing that we always take a look at is how obviously light rail or transportation issues will affect the business community. I had been in commercial real estate for a number of years prior to leaving the commercial real estate arena, and understanding and having interfaced in a community relation role, excuse me, if you will, with those corporate communities in the Golden Triangle area and in the Opus business development, a lot of businesses are very concerned about the attraction and retention of their employee base. They would very much like to see light rail, the 3A option or the proposed trail adjacent to 212, actually come to fruition. They are really banking on that.

2/3.1/c

3/3.1/f

4/2.3/f

5/3.1/b

6/8.1/a

The Golden Triangle area is going to be going under redevelopment. It's going to be more of a multi-use type of development. Opus is really relying on how light rail is going to interface with their corporate development community, as well. And I think yes, we do have to consider the up-front costs with the proposed three options, two or three options, that we have. We also have to look at the back-end benefit of how it's going to help our corporate community within -- specifically within the City of Eden Prairie, as well.

7/3.1/g

Obviously, if we attract or retain, more importantly, retain -- the business community or the corporate community within Eden Prairie, the back-end benefits are huge. Obviously, relieves the property tax burden off the residents of Eden Prairie, obviously helps our tax base, and continues to keep those corporate employees and those dollars that those employees spend within the City of Eden Prairie. So I thank you for your time this evening.



SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008

Eden Prairie City Hall

6:00 p.m

COMMISSIONER MCLAUGHLIN: Next up is Peg Snake,

PEG SNOKE: I live in Opus Condominiums as well. It's 5645 Green Circle Drive. If the goal is to increase ridership to the downtown area, then I do not see any value in running through the Opus community, which has a smaller population that would be taking the train into downtown. I would ask the board also to look at the most cost-efficient and effective route with the current economic situation in our country. I feel Route 1A would go along existing corridors, which would be most cost efficient. I, with Lynda, have great concerns about the traffic flow in Opus. How will this line, when it runs through Opus, relieve traffic flow in this area? It won't It will just increase it. If you don't know the one-way system, you have no clue. I don't see it doing anything except congestion. In the Opus area, with all the one-way streets and a train going by every seven minutes, this will dramatically slow the traffic on Bren, result in back-ups to 169, possibly even to 62 north and -- east and west, rather.

In addition, I see no viable walking paths that would enable anyone to get from the station to anywhere in Opus in a safe manner.

And thirdly, I am also concerned about the wildlife. I'm concerned about impact on the wetlands, as well, and would hope that you would take all of these things into consideration. Thank you.

1/2.3/e

2/6.2/a

3/6.3/d

4/4.3/a

5/4.2/d

SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008  
Eden Prairie City Hall  
6:00 p.m

COMMISSIONER KOBlick: Jeff Strate is next.

JEFF STRATE: Thank you, Madam Chair, commissioners. My name is Jeff Strate. I live at 15021 Summerhill Drive in Eden Prairie. And, like Mr. Diamond, I've been following the development of all the scoping and studies of the LRT. I'm a big LRT fan. I've used it in Boston and in Denver, and some of New York subways have become like LRT out in the outer boroughs, so I'm a big fan of it. The Hiawatha is really a resounding success, and I'm looking forward to it coming to Eden Prairie.

1 / 2 . 3 / e  
2 / 3 . 1 / f  
3 / 3 . 1 / i

The route I favor is the route that Gary favors and that is the one that goes through Opus and the Gold Triangle, primarily because it will spark a heck of a lot of new business and provide access to more new, affordable homes. Obviously, neighbors who live over there have their concern. I believe the environmental impact study process will look at these and you'll figure out to how to deal with them. Also, the -- it's now called -- well, I call it the southwest regional trails or Minnesota River Valley Trail right now. It's one of the nation's -- part of one of the nation's largest and best regional bike trail systems, and it's going to be of more use in the future.

So I, too, thank you for the process. I think it's been very good. It hasn't always been happy for anyone, for a lot of us, but I think it is working and heading in the right direction. I would like to conclude on a point of personal order, Madam Chair?

COMMISSIONER KOBlick: Absolutely.

JEFF STRATE: I would like to thank Commissioner Koblick for her years of service on the Hennepin County Board. Seldom have I seen someone ask questions of staff and other commissioners as intelligently, as aggressively, and as civilly as you have, and your presence on the commission will be missed. Thank you.

SOUTHWEST TRANSITWAY SCOPING MEETING

October 23, 2008  
Eden Prairie City Hall  
6:00 p.m

COMMISSIONER MCLAUGHLIN: Thank you very much. Marlene Walker,

MARLENE WALKER: My name is Marlene Walker. I live at 6705 Harlan Drive. Thank you for the opportunity.

This has been an issue that seems like we have dealt with for probably the last eight or nine years. There's been countless studies. While I respect that, for a large project, there needs to be a certain amount of study, it does not make it easy for the residents of the area to continually wonder what's going to happen to the value of their property, which, in light of today's situation, we don't really have to worry about the value of our property; everybody's has gone down.

1/3.1/i

So I work downtown. I've worked downtown for the last 25 years. I think we have a tremendous bus system, Southwest Transit. I do drive downtown; don't really have a problem until I hit 394; probably not the biggest supporter of light rail. I don't find it extremely flexible, and I think it has a high subsidy that goes with it. Yes, I back up to the regional trail, and so I do have a vested interest. I can probably touch the trail as far as the door is from the backyard of my house, so I can hear bikers at 2:00 in the morning, I can hear the park ranger going down the trail at 4:30, 5:30 in the morning. A train certainly would have a tremendous impact, as it would for those residents that use the trail, who are many, both bikers and walkers.

2/6.1/b  
3/1/a

4/4.6/a

So I know that, if there is going to be light rail, it makes more sense for it to go to the business areas and to the high-density areas of Eden Prairie. That's where increase ridership will be. I find it very strange that it would go to Highway 5 and stop because, then, where are people going?

5/2.3/f  
6/2.3/g

Part of the reason I don't use mass transit is, as a parent, when my kids were younger, it was very inflexible as an option. You get out of work, you got to be at somebody's game, you can't take a train and go nowhere. You have to be going someplace. So, from that perspective, mass transit becomes a problem. So I would just ask that you give consideration. It's a big-dollar project and, while you own the trail, it may be more cost effective in the short-term, but that's not necessarily true in the long term. Long term, you're looking for the most ridership that you can get to support that method of transit, and, in terms of that, you need to be where the people are and where the businesses are, and that is not the route from the trail.

7/2.3/f  
8/2.3/g

Other than that, I would ask you to consider that, for the transportation dollars that currently exist, there's a huge benefit to supporting bus transportation as opposed to trains. You have to keep up the cost of maintaining roads; might as well do it for both buses and cars as opposed to adding another method of transit. Thank you for the opportunity.

COMMISSIONER McLAUGHLIN: Thank you. Richard Adair

10355

1/6.1/a

2/2.3/e

RICHARD ADAIR: Thanks for allowing me to speak. I'm here to speak not for myself but by, for quick, direct and easy to use. And you'll hear many arguments for and against that will impact different neighborhoods, different groups of people who are here. But I'd like to speak for the people that aren't here. If you can get them from wherever they're going to, from wherever they come from downtown by saving a few minutes, this is the most important thing. And there will be, this, any minute that you save will be multiplied by millions and millions and millions of trips. In particular, one of the efficiencies of the 12 Kenilworth corridor alignment would be its ability to smoothly integrate with the Central corridor line and the Hiawatha line without having to get off the train and wait for another one. So it isn't simply the number of extra minutes by taking the most direct route, but it's also the need to transfer. Thank you.

10/14/08

10356

**Gores, Beverly**

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**From:** Elabbady, Mona N.  
**Sent:** Monday, December 01, 2008 5:26 PM  
**To:** Gores, Beverly  
**Subject:** FW: SW Transitway Scoping Comments

Mona Elabbady  
Project Engineer

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Phone: 763-591-5395 | Cell: 612-432-8899 | Fax: 763-591-5413 | Mona.Elabbady@hdrinc.com  
www.hdrinc.com

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

From: Katie.Walker@co.hennepin.mn.us [mailto:Katie.Walker@co.hennepin.mn.us]  
Sent: Monday, December 01, 2008 4:00 PM  
To: Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter  
Cc: ahall@southwest15.com  
Subject: Fw: SW Transitway Scoping Comments

Please add to comments. Thanks.....Katie

----- Forwarded by Catherine M. Walker/PW/Hennepin on 12/01/2008 03:59 PM -----

"Gerald P. Krause" <jkrause@gw.hamline.edu>

11/07/2008 06:33 AM

To

<Katie.Walker@co.hennepin.mn.us>

cc

Subject

SW Transitway Scoping

Comments

1/2.3/e

2/2.3/f

Dear Katie--

Please provide my brief comments below to members of the scoping team concerning my strong support for the "A" alignment (either 1A or 3A) through the Kenilworth Corridor. I am a resident of the Bryn Mawr neighborhood ( at 417 Oliver Avenue South) approximately 3 blocks directly north of where this proposed alignment would pass beneath I-394. I have lived in this part of Minneapolis since 2001 and have served as a member of the Redevelopment Oversight Committee within Bassett Creek Valley (BCV) for more than seven years. Moreover, I am a frequent user of the Cedar Lake Trail system (roughly 200-250 times a year as a runner).

3/3.1/b

1. Economic Development Potential in BCV. The LRT route (and its proposed stop at Van

White Blvd.) is a critical aspect of the proposed build out of this area. As you may be aware, the city owned land alone nearest the freeway is proposed for more than 1.6 million square feet of office space and almost 900 residential units.

4/3.2/a  
2. **Crime/Risk Reduction.** The LRT route would provide badly needed presence of persons both in BCV and the Kenilworth corridor. Certainly during the period from dusk to sunrise the BCV area presently is a very risky proposition from a personal safety standpoint. Much of the same is true for the Kenilworth corridor as well. The presence of LRT trains and users drawn the various proposed stations at West Lake, 21st Street, Penn Avenue and Van White should reasonably provide enhanced safety to those using the area otherwise, both during the day and evening hours.

5/6.3/c  
3. **Non-Intrusive Impact to Trail Users.** Use of the Kenilworth trail system should be minimally impacted by the presence of an LRT route through this area. Even with trains running at seven minute intervals (and at much longer intervals during non-peak times) those using the system as walkers, runners or bikers would only infrequently encounter a passing LRT train. Moreover, given the width of the right of way through the vast majority of the corridor it would be a relatively infrequent occurrence for users to be in close proximity to a passing LRT train (e.g., between West Lake and Cedar Lake Parkway and the Kenilworth channel areas). Such close proximity exists on the current Hiawatha line in a number of areas. In addition, to those users who find such proximity to be a highly negative experience, there currently exists a number of other directions for travel in this area on recreational trails--using the 29th Street Greenway, the Cedar Lake Trail or the route leading the Lake of the Isles (at Cedar Lake Parkway). Keeping in mind that one from time to time now encounters much more intrusive lengthy trains within this corridor.

Thank you for your consideration of the foregoing comments.

Jerry

Prof. Jerry Krause  
jkrause@gw.hamline.edu

Professor & Director of Criminal Justice Hamline University--MB# 0222  
1536 Hewitt Avenue  
Saint Paul, Minnesota 55104  
651/523-2327

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November 7, 2008

Southwest Policy Action Committee,

In my role as a member of the Southwest Corridor's Policy Advisory Committee (SW PAC) I have spent the last three years attending corridor meetings, bringing the voice of Minneapolis constituents into the discussion, and studying the potential alignments. I have come to the conclusion that the selection of an alignment must meet more than our cost-effectiveness index. It must also connect communities, bring entry level employees to jobs in the suburbs, and link together high-traffic entertainment and employment zones.

While the Kenilworth alignment has the significant positive attribute of interlining with the Hiawatha or Central corridor, the neighborhoods through which it travels in Minneapolis prevent it from attaining these other, more person-driven goals. I directed my focus toward determining whether or not there was a way to join together the best of both lines.

For these reasons, I am recommending study of a hybrid Nicollet alignment, that would both interline with the Hiawatha light rail train and further Minneapolis's plan to reopen Nicollet Avenue. There are two areas where I am proposing possible change to the alignment.

- The hybrid would follow the Greenway at which point it could tunnel under Blaisdell, Nicollet, or 1<sup>st</sup> Avenue. A reopened Nicollet Avenue could then accommodate a light rail and bus station that would link Lake Street and Nicollet Avenue, thereby, I believe, increasing light rail ridership.
- After reemerging at Franklin Avenue, the train would continue at grade until it reached either 11<sup>th</sup> Street S or 12<sup>th</sup> Street S. It could interline with the Hiawatha line by turning at 11<sup>th</sup> or 12<sup>th</sup> Street, crossing the Royalston Avenue Bridge, and interconnecting as shown in the Kenilworth Alignment.

I am also open to exploring other options that achieve the same goals.

There are several opportunities to these changes, including a potentially reopened Nicollet Avenue and a possibility to send the train into the core of Minneapolis without directly impacting Nicollet Avenue businesses. This alignment would also avoid Nicollet Mall, significantly reducing conflicts with buses and events along the mall, allow for a direct interline with Hiawatha and Central Corridor lines, and allow for stations at Hennepin Avenue and near the turn (wherever along LaSalle, Nicollet, or 1<sup>st</sup> Avenue makes sense), dropping passengers within two blocks of the Convention Center and easy walking distance to major downtown employers.

Thank you for your time as you review this letter and my request. I am joined in this endeavor by Minneapolis Mayor RT Rybak and Council Member Lisa Goodman who both want to investigate the options.

Sincerely,

Ralph Remington,  
Minneapolis City Council

Cc: Mayor RT Rybak  
Council Member Lisa Goodman  
Council Member Robert Lilligren  
Commissioner Gail Dorfman  
Katie Walker



**Gores, Beverly****10358**

**From:** Elabbady, Mona N.  
**Sent:** Wednesday, December 03, 2008 2:16 PM  
**To:** Gores, Beverly  
**Cc:** Judd, Catherine  
**Subject:** FW: Option E Clarification

Please add to Scoping Comments. Thanks.

**Mona Elabbady**  
 Project Engineer

**HDR ONE COMPANY | *Many Solutions***  
 701 Xenia Avenue South | Suite 600 | Minneapolis, MN 55416  
 Phone: 763-591-5395 | Cell: 612-432-8899 | Fax: 763-591-5413 |  
[Mona.Elabbady@hdrinc.com](mailto:Mona.Elabbady@hdrinc.com)  
[www.hdrinc.com](http://www.hdrinc.com)

**From:** arthur higinbotham [mailto:ahiginbotham@msn.com]  
**Sent:** Monday, December 01, 2008 8:20 PM  
**To:** Katie.Walker  
**Cc:** Gail.Dorfman; Ralph.Remington; Robert.Lilligren; Donald.Pflaum; Steven.hay; Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter; Kathie Doty  
**Subject:** Re: Option E Clarification

1/2.3/j

The following are corrections to the map and written descriptions for **Option E:**

1. The Dean Parkway station stop would be in lieu of the W. Lake St. station stop, eliminating the latter because of access issues. It could be located as a **kiss-and-ride stop over Dean Parkway** itself, or north of the Calhoun Village Mall, where it could be accessed from Market Plaza through an easement negotiated with the Mall owners, Pfaff Calhoun, and where a park and ride facility could be constructed, or to the east of Dean Parkway, on land owned by Weizman on which the Lander Group had planned to construct condominiums, a project now abandoned.
2. **There would be grade separation at both Humboldt and Irving on the Greenway** to accommodate commuter traffic from ECCO, CARAG, Lynnhurst and Linden Hills. No grade separation should be provided at James to discourage use of E. Lake of the Isles Parkway as an auto commuter route.
3. **The would be no station stop at 10th St. and Park Av.;** LRT would not need to stop in that area because of anticipated low ridership. This is also true for trains using Park or Chicago to interline with the Hiawatha and Central Corridor lines at the existing Metrodome station stop. The preferred route for this express connection is Park Av., as it can make a smooth 45 degree turn into the Metodome station stop; the Chicago route will run to close to the Metrodome to make this connection.
4. The LRT would not make the abrupt 135 degree turn north of the incinerator (or whatever

continued

name you use); the LRT would cross the parking lot north of the incinerator, turning first at a 90 degree angle from 7th St., then turning another 45 degrees before the parking lot entrance, connecting with recently completed tracks leading to the intermodal station.

5. Since **ridership studies will not include Target Stadium patrons**, no station stop is planned on the 7th/10th Street side of the Stadium. Since the LRT will be running as an elevated line from southwest of Hennepin until it turns around the incinerator to avoid blocking access to the garage from 10th St., a future station stop could be built next to the Stadium as a future addition at the elevation of the tracks, adjacent to the upper deck of the Stadium, as I pointed out at the HDR discussion of the intermodal station design two weeks ago.

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

**From:** [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

**To:** [ahiginbotham@msn.com](mailto:ahiginbotham@msn.com)

**Cc:** [Gail.Dorfman](mailto:Gail.Dorfman) ; [Ralph.Remington](mailto:Ralph.Remington) ; [Robert.Lilligren](mailto:Robert.Lilligren) ; [donald.pflaum@ci.minneapolis.mn.us](mailto:donald.pflaum@ci.minneapolis.mn.us) ; [Steve.Hay](mailto:Steve.Hay) ; [Oscar.Gonzalez](mailto:Oscar.Gonzalez) ; [Mona.Elabbady@hdrinc.com](mailto:Mona.Elabbady@hdrinc.com) ; [Terry.Phemister@hdrinc.com](mailto:Terry.Phemister@hdrinc.com) ; [Kathie.Doty](mailto:Kathie.Doty)

**Sent:** Monday, December 01, 2008 3:55 PM

**Subject:** Option E Clarification

Art.....As we discussed last week, attached is a map and a written description of the Southwest LRT Project Team's understanding of your Option E proposal submitted for evaluation during the NEPA/MEPA Scoping Process. In order to stay on schedule, we are requesting that you review this map and the attached memo and provide any changes/clarifications/modifications to me no later than 5:00 PM on Friday, December 5, 2008. Thank you.

(See attached file: Option E\_map\_120108.pdf)(See attached file: OptionE\_ClarificationMemo\_120108.pdf)

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

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SOUTHWEST TRANSITWAY SCOPING MEETING  
October 14, 2008  
St. Louis Park City Hall  
6:15 p.m.

BILL JAMES: Okay. Thank you very much council members and Katie for giving me an opportunity to mention a few items here.

I have four points I'd like to cover with you this evening, specifically the 1A, 3A segment routings. There's a lot of issues regarding mitigation that will come into play, specifically impacts on rail corridors, offsetting freight rail rerouting issues. So I know there's a lot of engineering and political issues that need to be looked at there, so I know that's going to get a lot of attention.

1/6.3/b

Secondly, specifically to the 3C routing. I'm personally not a big fan of that routing mostly because it dead ends right in the middle of the city. It doesn't have any access to the intermodal station and I think that's a rather large mistake, particularly when you try to move the confluence of people in and out of that portal for access to the Northstar liner and in particular the brand-new Twins stadium that will be adjacent to that stadium.

2/2.3/g

3/3.1/b

Thirdly, it's already been mentioned about the impacts in and around increased rail traffic adjacent to the St. Louis Park High School. I live a block up the street from that high school. I regularly toot my horns at students to gain their attention as my car is moving around that area. So I can only imagine moving more freight trains through that area if it would be a rather exciting moment and the last thing of course we want is any tragic situations to develop with increased rail traffic through there.

4/6.2/a

5/3.7/b

And fourth, and I think it was touched on by a previous speaker, that the whole issue of transportation is a very complex gear box to put forth to a community and it has a lot of balance between needs and wants involving community and jobs and cultural and aesthetic issues and opportunity for growth and development and certainly some of the green contributions that we certainly need to focus on these days. So I think we need to take the best of the technologies and the best of the minds in engineering and put that forward for an outstanding 21st Century transportation plan. Thank you very much.

10360

**Gores, Beverly**

---

**From:** Judd, Catherine  
**Sent:** Thursday, January 29, 2009 9:33 AM  
**To:** Gores, Beverly  
**Subject:** FW: Comment for Scoping

Michael Nallick <mbowzer@earthlink.net>

10/31/2008 02:34 PM

To

Katie.Walker@co.hennepin.mn.us

cc

Subject

LRT/Kenilworth

Dear Ms Walker,

We could not attend the informational meetings this Oct regarding LRT so we wanted to send a note about this important issue.

We reside at Cedar Lake Shore Townhomes on the Kenilworth trail, and thus, support the CIDNA board of directors list of issues that need consideration by the Southwest Area Alternatives PAC (and it's Technical Committee) before it makes recommendations on preferred LRT routing within Minneapolis. I'm sure there is no need to reiterate these<sup>1/2.3/j</sup>

issues, but we would like to stress the issue of an **\*\*\*essential\*\*\*** underpass at Cedar Lake Pkwy with LRT placed in a cut-and-cover tunnel from Cedar Lake Pkwy to Lake St. Aside

from this, we're also very concerned about running LRT through one of the most beautiful park spaces in the entire city/state. We cannot even comprehend what a negative impact LRT would have through this corridor and the affected park land and neighborhoods. Surely,

there are better route options available other than Kenilworth. We would like to thank you for your time and the opportunity to weigh in on this most critical issue.

Regards

2/3.2/a

3/3.5/b

Mike Nallick  
Craig Ward  
3355 ST Louis Ave  
Mpls MN 55416

h612 925 5463

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## **Appendix J - Scoping Comments**

arthur higinbotham

From: "arthur higinbotham" <ahiginbotham@msn.com>  
 To: "ebell" <ebell@CBBURNET.com>; "dostrom" <dostrom@gac.edu>; "mdahlquist" <mdahlquist@mac.com>  
 Cc: "Bill James" <wljames3@comcast.net>; "Eldon John" <EldonJohn@hotmail.com>  
 Sent: Friday, May 16, 2008 9:52 AM  
 Subject: Specific Kenilworth Corridor Mitigation

After reviewing Appendix A of the RFP, I have drafted specific activities that the consultant needs to pursue for mitigation along the Kenilworth corridor for 1A or 3A; please give me your comments before I forward them to Katie and Gail:

#### Land Use:

1/3.2/a --Splitting the neighborhood: Wherever the LRT is not place in a cut-and-cover (narrow corridor between Cedar Lake Shores Townhomes and Dean Court Condos) or in a deep tunnel (under the Cedar Lake-Lake of the Isles channel), if a fence is constructed between the LRT and the pedestrian and bike paths for pedestrian safety reasons, there must be sufficient pedestrian/bicycle overpasses/underpasses, to keep the CIDNA and Kenwood neighborhoods from having a barrier separating them, such as at the west end of the Cedar Lake Shores townhomes in the wetland area (without disturbing the wetlands for storm drainage purposes for the townhomes).

2/2.3/j --Preserve parkland: Extension of a cut-and-cover tunnel from the Lake St. bridge to north of 21st St. and a deep tunnel at the Cedar Lake-Lake of the Isles channel will allow free flow of people and animals across the LRT.

#### Transportation:

3/2.3/i --Accessibility of stations: At W. Lake St., means for autos to access the station (kiss and ride) calls for building a connector between the CIDNA neighborhood and the station without using the wetlands to the west of the Cedar Lake Shores townhomes

4/2.3/h At 21st., consideration of eliminating the station because of the maze of one way, narrow, residential streets the use of which would be required to reach the station from anywhere outside the Kenwood neighborhood

At Penn Av., means for autos from I 394 or Penn Av. to access the station calls for building a ramp from these roads to the depressed station (70 feet lower than the roadways) and for pedestrians to reach the station by means of an elevator from the roadway to the station.

#### Noise:

5/4.6/a --Sound barriers to protect residences within 100 feet of the LRT tracks from noise; these barriers should be lines of trees, not fences

--Elimination of wheel squeaking at LRT turns at the projected LRT speeds along the corridor

--Train noise regulator at all grade intersections, such as that at 21st St., but also including any of the four grade crossings not eliminated in St. Louis Park

--Use of safety warning that minimize the need for sound, including appropriate signing

--Elimination of use of claxon announcement of LRT trains at crossings and stations

#### Vibration:

6/4.7/a --Deterioration of walls/foundations in the condos, townhomes, and houses bordering the LRT

Visual and Aesthetic Resources:

7/3.6/a --Visibility to condos, townhomes and houses bordering the LRT

8/2.3/i --Rail station design to be aesthetically compatible with neighborhoods in which station is located

9/4.9/c --Bury power lines for LRT along the corridor

Cultural Resources/Parklands:

10/4.3/a --Provide free movement of wildlife by constructing appropriate tunnels for LRT

11/6.1/a --Respecting the beauty and quiet of Cedar Lake East by establishing LRT speed limits; this will affect the transit time and, hence, the ridership for the line using the Kenilworth corridor

12/6.3/c ----Avoid narrow adjacent bicycle and pedestrian trails to accommodate LRT by placing LRT in tunnel in narrow portion of corridor and building an underpass at Cedar Lake Parkway

Ecosystems:

--Avoid interference with animal movements by putting LRT in tunnel throughout the corridor

--Reduce impact on trail-adjacent greenery by not removing trees for construction

--Avoid risk to ecology of area by putting LRT in tunnel throughout the corridor

Geology:

13/4.1/a --Test soil for roadbed stability; LRT will sit on a former wetlands area between Cedar Lake and Lake Calhoun; parking lot in adjacent Calhoun Village has sunk nearly a foot since buildings were build on pilings

Hydrology:

14/4.2/b --Check water table for feasibility of tunnel on Kenilworth line; avoid problems of Boston's "Big dig".

Hazardous/Regulated Materials:

15/4.8/a --Verify adequacy of clean-up on railroad diversion to St. Louis Park, including current monitoring of hazardous gases into St. Louis Park basements

Parking Lot:

16/2.3/i --Evaluate feasibility of park and ride facilities at Penn, 21st St. and W. Lake St. in view of congestion impacts, access, noise, safety, pollution and safety

Other:

17/3.1/b Evaluate lack of economic or commercial opportunity along corridor as compared to other LRT routes

18/6.2/a Noticeably missing from this list was the consideration of an underpass for the LRT at Cedar Lake Parkway to avoid traffic back-ups on Sunset Boulevard, Cedar Lake Parkway, Dean Parkway and W. Lake of the Isles Parkway; this is, in fact, the most important mitigation measure for the Kenilworth corridor and will require a detailed

**From:** arthur higinbotham  
**To:** swcorridor  
**Subject:** Fw: OPTION E  
**Date:** 10/23/2008 12:45 PM

Further input to SW LRT scoping process.

Art Higinbotham

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

**From:** arthur higinbotham  
**To:** mdahlquist  
**Cc:** dostrom ; ebell ; jeanette Colby ; David Lilly ; Bill James ; EldonJohn ; Katie.Walker ; Gail.Dorfman ; lisagoodman  
**Sent:** Monday, August 11, 2008 12:44 PM  
**Subject:** OPTION E

The attached document is a revised version of Option E that will be available for handout at the SWAA PAC meeting on August 20 and will be presented to the HCRRA during the scoping process. Please make any changes in the slide show to assure consistency, although the slide show need not be as detailed as the written presentation.

The changes have been made since it has come to our attention that Alatus Management plans to develop the block it owns, originally part of the Binger estate, between Hennepin and 1st Av. N. and 10th and 11th Streets, which would make it prohibitive for the county to purchase a right of way on that block to jog the LRT from 10th St. to 11th St. Our proposal now calls for the LRT to be elevated from Park Av. to north of the Twins Stadium on 9th/10th St., which will have the following advantages:

1. It will turn right on an elevated section north of the Twins Stadium to make the loop around the incinerator to interline at the Intermodal station. The curve will be more gradual than that required for looping the Kenilworth line (1A or 3A) from Royalston to Olson Memorial Highway (or cutting between Sharing and Caring Hands and the Maintenance Facility).
2. It will avoid removal of mature trees on the Royalston Av. boulevard.
3. It will reduce the length of track required from the original Option E proposal, jogging the elevated portion from 10th St. to 11th St.
4. It further strengthens the case for an elevated line, as the line would not be feasible in a tunnel under 10th St. because of the need

19/3.1/b

20/3.3/b

21/2.3/j





to cross I394 at that elevation.

22/2.3/j

5. Should there be a desire to add an LRT station stop at some point between the proposed stop north of St. Thomas and the Intermodal station, this route will be closer to the Twins Stadium, the Target Center, and downtown businesses on the near north side than a Kenilworth station stop on Royalston Av., with more ready access to the skyway system.

23/2.3/i

Art Higinbotham

**From:** [John\\_Frank@AJG.com](mailto:John_Frank@AJG.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Possible routes  
**Date:** 10/21/2008 09:32 AM

---

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

This looks to be a very good and well thought plan. However, route 1A looks to be, by far, the least effective route. Given United Health and the larger businesses in the OPUS area I would think any route would logically go through there.

With a large employer base and newer restaurants in the OPUS area this seems like a no-brainer. The other 2 options are MUCH better for the riders than 1A.

Sincerely,

John Frank  
Area Vice President  
Arthur J. Gallagher Risk Management Services  
11010 Prairie Center Drive #350  
Eden Prairie, MN 55344 - 3884

952-918-3952 (Direct)  
952-944-9795 (Fax)  
612-418-6413 (Cell)

**From:** Dennis Donnay  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** question about LRT  
**Date:** 10/21/2008 09:07 AM

---

Hello,

1/6.1/b

2/6.3/d

3/6.3/c

4/3.1/h

When the rail line is built what changes (cuts in service or discontinue service) would be made to the current route 17 bus line? Especially from Uptown thru St. Louis Park section. If the line runs down Nicollet mall won't that impact the pedestrian and bicycle friendliness of the mall and the ability of people to get to shops on either side?

Thanks,

Dennis Donnay

---

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**From:** Michael Pursell  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Option 3C!  
**Date:** 10/20/2008 09:22 PM

---

To Whom It May Concern:

As an Uptown resident, I was terribly excited to learn of plans to connect the Southwestern suburbs to downtown Minneapolis. It seemed natural for the line to serve Uptown as well, that area being so dense and vital. It would be a great oversight to bypass Uptown to cut north between the lakes as seen in the other two proposals now under consideration; these low-density residential areas would turn their backs to a new light rail line, while the residential and commercial center up Uptown would thrive upon being connected directly to downtown Minneapolis by rail.

I appreciate that the environmental impact assessments are currently underway and that there are a wide variety of factors to be considered, but we should do everything in our power to **opt for route option 3C through Uptown.**

1/2.3/g

A concerned but excited citizen,

Michael Pursell

**From:** [arthur\\_higinbotham](mailto:arthur_higinbotham)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**cc:** [Katie.Walker](mailto:Katie.Walker)  
**Subject:** SW LRT Scoping Process Input  
**Date:** 10/20/2008 08:36 PM

---

I would like to make the following additions to the **Option E** proposal already submitted to Katie Walker (in person):

1/2.3/j

The five block connector from S. 10th St. to S. 5th St. was specified as running on Park Avenue; if there are any problems with making the turn from Park Av. into the Metrodome station, the line could also be run on Chicago Av. instead of Park Av. on this section.

Arthur E. Higinbotham

**From:** [arthur\\_higinbotham](mailto:arthur_higinbotham)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: DEIS Scoping Input  
**Date:** 10/20/2008 08:32 PM

---

Input to the SW LRT DEIS scoping process.

Art Higinbotham

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

**From:** [arthur\\_higinbotham](mailto:arthur_higinbotham)  
**To:** [Katie.Walker](mailto:Katie.Walker)  
**Cc:** [Gail.Dorfman](mailto:Gail.Dorfman) ; [Matthew.Dahlquist](mailto:Matthew.Dahlquist) ; [ebell](mailto:ebell) ; [dostrom](mailto:dostrom) ; [peter.mclaughlin](mailto:peter.mclaughlin) ;  
[Linda.Koblick](mailto:Linda.Koblick) ; [mike.freeman@co.hennepin.mn.us](mailto:mike.freeman@co.hennepin.mn.us) ; [lisagoodman](mailto:lisagoodman) ; [rt](mailto:rt) ; [jfoti](mailto:jfoti) ;  
[anita.urvina](mailto:anita.urvina)  
**Sent:** Friday, October 17, 2008 10:38 AM  
**Subject:** DEIS Scoping Input

I would appreciate an inquiry to Hennepin County Attorney Mike Freeman's office and response:

1/11.1/a

The DEIS scoping meeting on the SW LRT at St. Louis Park City Hall on October 14 was attended by 3 of the 7 Hennepin County Commissioners. Is a quorum of the Commission required for such hearings?

30 citizens took the time to testify at that hearing, but a minority of the Commission was there to hear them. Beyond the question of the legality of the hearing, the issue of having citizens talk to four empty seats should be a matter of ethics for the Commission.

2/11.1/c

In addition, only one representative of a minority community has testified at the two hearings so far, out of a total of forty people testifying. As a member of the SWAA Community Advisory Committee, I raised the issue of minority participation at the last CAC meeting. The only scoping meeting held in the city of Minneapolis was held on the 24th floor of the Government Center. It cost me \$12 to park in the neighboring garage to testify; I can afford it, but most minority citizens cannot. It should have been held in a building on Lake St. and advertised in multiple languages to the communities that live there!

---

The testimony of the minority person who spoke at St. Louis Park was telling: The proposed Kenilworth routing will not require commuters from the suburbs to sit next to "unwashed immigrants"

on a route that runs through Uptown.

Arthur E. Higinbotham

10005

**From:** [arthur\\_higinbotham](mailto:arthur_higinbotham)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: DEIS Scoping Commentary  
**Date:** 10/20/2008 08:29 PM

---

Input to the SW DEIS scoping process.

Art Higinbotham

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

**From:** [arthur\\_higinbotham](mailto:arthur_higinbotham)  
**To:** [Katie.Walker](mailto:Katie.Walker)  
**Cc:** [Matthew Dahlquist](mailto:Matthew.Dahlquist) ; [dostrom](mailto:dostrom) ; [ebell](mailto:ebell)  
**Sent:** Wednesday, October 15, 2008 10:27 AM  
**Subject:** DEIS Scoping Commentary

If the costs for the LRT tracks from the Intermodal station to the parking lot entry to the incinerator, which are just about complete to accommodate accumulation of trains on the Hiawatha and Central Corridor lines, particularly after Twins games at the new stadium, are not included in the 1A and 3A capital costs, they should also not be included in the Option E costs. Excluding them disfavors 3C, as this extension of the 5th St. line at no cost to the SW project will help both the cost effectiveness indices for 1A, 3A, and E.

Arthur E. Higinbotham



**From:** [arthur\\_higinbotham](mailto:arthur_higinbotham)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: DEIS Scoping Process  
**Date:** 10/20/2008 08:27 PM

---

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

**From:** [arthur\\_higinbotham](mailto:arthur_higinbotham)  
**To:** [Katie.Walker](mailto:Katie.Walker)  
**Cc:** [Matthew Dahlquist](mailto:Matthew.Dahlquist) ; [ebell](mailto:ebell) ; [dostrom](mailto:dostrom) ; [Parker Trostel](mailto:Parker.Trostel) ; [jeanette Colby](mailto:jeanette.Colby) ; [Mari Taffe](mailto:Mari.Taffe) ; [timboden](mailto:timboden)  
**Sent:** Friday, October 17, 2008 2:17 PM  
**Subject:** DEIS Scoping Process

I would like to submit the following comments on economic development along the Minneapolis routes for SW LRT:

1A/3A: At the W. Lake St. station, since the construction of Whole Foods, there is little opportunity for commercial development around this station. Almost all of this West Calhoun and CIDNA neighborhood is zoned residential; while replacement of remaining single family homes with high rise apartments and condos is possible, these are restricted by the overlay district rules, which limit high rise developments on the chain of lakes. Recently, the Lander group was limited to 9 stories in a condo development on W. Lake St. on the only remaining property facing Lake Calhoun without high rise units by action of CIDNA and the City Council; Lander has since abandoned the project due to the housing crisis.

There are several single family homes on streets in West Calhoun bounded by the Minnikahda Club and existing high rises; their demolition and replacement by new high rises would be prohibited by action of the neighborhood the City Council, acting under the overlay district rules. Under the city's long range plan, the existing Calhoun Village Mall is slated for conversion to a combined commercial/residential area, again height-restricted because of proximity to Lake Calhoun and limited by the desires of the property owner, Pfaff Calhoun. There are a number of residences north of Lake Street on Chowen, Drew, Ewing and France Avenue in the CIDNA neighborhood, but none of these are accessible to the W. Lake St. station, and property values are high enough to discourage transformation to multi-family units, even if re-zoned.

Zoning ordinances prohibit transformation of single family residences to multi-family residences along the Kenilworth corridor in CIDNA and Kenwood; there will be no increase in population density in

1/3.1/i

2/3.1/c

3/3.1/e

these neighborhoods. Similarly, these ordinances prohibit commercial or industrial establishments.

4/2.3/1

The prospect of a second LRT car barn somewhere north of 21st Street and south of I394 could be built on HCRRA property that is now woodland adjacent to the Kenilworth trails; however, apart from detracting from the park atmosphere around Cedar Lake, it would only be accessible by a newly-paved road from either 21st St. to the south or from the Harrison neighborhood to the northeast. To provide maintenance on 24 LRT trains at this location, roadway access and parking would have to be provided for the maintenance crew at this facility. From the south, this traffic would have to negotiate the serpentine street network in Kenwood in a tranquil residential area.

From the northeast, this traffic would have to follow a road built only for this purpose and would not be possible from Lowry Hill (because of the height of the bluff) or from Bryn Mawr (because of I394 and another bluff).

5/5.3/a

The proposed Ryan Development project for the Harrison neighborhood is on the drawing board for beyond 2020; it is currently adjacent to industrial buildings to the north and not slated for development until some later date. The development is not dependent on having an LRT line or a stop at Van White Boulevard, as stated by one of the Ryan representatives at a PAC meeting. While developing Linden Yards and the impound lot are visually desirable for the city, the natural connection for this neighborhood is to the north side and should be considered for service by the Bottineau LRT line. It is also within walking or cycling distance of downtown and already served by busses on Glenwood Av. and Cedar Lake Road. It would be a poor excuse to choose an LRT route based on this prospective development alone.

3C and E:

6/3.1/i

East of Lake Calhoun as far as 2nd Av S.. (3C) and as far as Chicago Av. (Option E), there have been significant new multi-storied residences built between 28th St. and Lake St. in the past decade. There are many industrial sites remaining to be converted to residential once the housing crisis passes. There are scores of small buildings on Lake St. itself, (and Lagoon) already zoned for commercial use, on which new businesses can be created to attract commuters moving between and the suburbs and for the new and existing residents of the Uptown neighborhoods. This starts with the redevelopment project at the Landmark Theaters all the way to the Allina complex. It can also expand onto north/south cross streets in the corridor between 28th St. and Lake St. For Option 3C additional upgrading of businesses and residences on Nicollet Avenue from the Greenway to Grant St. can occur; the phenomenal success of the

7/2.3/j

Eat Street businesses in attracting customers from all over the county and of the new condos at Franklin and Nicollet already attest to this opportunity, particularly if the LRT is run as a couplet on Blaisdell and 1st Av. S. to allow existing businesses to survive and assure that Nicollet can retain on-street parking.

8/3.1/f

For Option E, in addition to serving existing major employers at Wells Fargo Home Mortgage, Allina, and Children's, it will serve the new Colin Powell school. Art Erickson has dedicated so much effort to starting and the redevelopment of the former Sears store. It will serve senior citizen facilities on Park Av. with LRT vehicles that are much easier to access than busses.

More input can be obtained from Uptown business associations.

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: 2584 Upton Ave S - LRT  
**Date:** 10/20/2008 04:27 PM

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:27 PM -----

**Jeanette Colby**  
**<jmcolby@earthlink.net>**

To [info@domainarch.com](mailto:info@domainarch.com)

cc Katie Walker <[Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)>

10/16/2008 09:43 AM

Please respond to  
 Jeanette Colby <[jmcolby@earthlink.net](mailto:jmcolby@earthlink.net)>

Subject 2584 Upton Ave S - LRT

Dear friends,

I understand that you are working on the home being built on Upton Ave near the Kenilworth Channel. It looks like it's going to be beautiful. I'm a Kenwood resident and member of the Kenwood Isles Area Association board, I'm contacting you because I don't yet know the homeowner.

You probably know that Hennepin County is proposing to put a light rail transit line on the Kenilworth Trail, behind the Upton home. They have recently begun the Draft Environmental Impact Statement (DEIS) phase of the project. The scoping period ends on November 7th.

I've been putting together a list of issues that I think need to be studied during the DEIS, including issues that will affect the quality of life in the homes along the trail. **One of these is the stability of soil and what this implies for noise and vibration. I understand that the Upton home required special footings to compensate for the squishyness of the soil near the channel** -- is this correct? If so, it would be good for the DEIS consultants to know about this. Any information/concerns you could provide about this (or other environmental issues) would be greatly

10009

appreciated. You can submit scoping concerns to the Southwest LRT project manager, Katie Walker, at [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us).

Please feel free to e-mail or call me with any questions. Also, please feel free to forward this e-mail to the homeowner. I suspect she would like to be involved in this process!

Thank you for your interest in this, and for the wonderful work you do around our community.

Jeanette Colby  
2218 Sheridan Ave S  
Minneapolis, MN 55405  
612-339-8418

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: southwesttransitway scoping comments  
**Date:** 10/20/2008 04:27 PM

---

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:27 PM -----

**"Phill Hogland" <phill.hogland@rimage.com>**

To <katie.walker@co.hennepin.mn.us>  
 cc

10/15/2008 04:44 PM

Subject southwesttransitway scoping comments

Ms. Katie Walker, ACIP, Transit Project Manager  
 Hennepin County Housing Community Works and Transit  
 417 North 5<sup>th</sup> Street, Suite 320  
 Minneapolis, MN 55401

Greetings;

I want to thank you folks for seeking public input. I was at the hearing held at the St. Louis Park City Hall on Tuesday evening (10/14/08) however I had to leave for another commitment prior to making comments. So I would like to submit a few observations at this time.

I own the house and reside at 2716 Vernon Ave So, in the Birchwood neighborhood. I understand that if proposals 1A or 3A are selected there would be a major and very significant increase in freight railroad traffic through the Birchwood neighborhood that would be very disruptive. I hope the routing of freight rail traffic through Birchwood does not happen, but some of the specific concerns that I have are:

1) Safety of Trail users, as freight rail passes over the trail to the north of the Birchwood neighborhood, which is very active. Because of my observation of the debris on the trail where the train passes over head, I

believe that there is currently a safety problem, however there are only a few trains. I am further concerned that a major increase in freight traffic would increase the risk of a problem at this location. I think the study should evaluate this problem and plan for better safety for trail users due to overhead falling objects from the train.

3/4.6/a

4/4.7/a

2) When a freight train passes while using the trail (above) the noise (of cars, to say nothing of the whistle) and vibration is significant. If the

trains are going to come south through Birchwood and down past St Louis Park High School I am very concerned about the disruption to:

a. The use of Dakota Park by summer leagues and the impact on Peter Hobart Elementary

b. Impact on houses for several blocks in each side of the tracks.

c. Impact on businesses near the High School

i. Dr Miller's dental practice on Dakota at the rail crossing. Dr Miller is my dentist and I recommend him.

ii. An audiology testing business on Lake street. I did business there several years ago. How can accurate audiology tests be performed with so much train noise?

iii. There are other businesses that may be impacted.

d. Impact on the St Louis Park High School due to noise, vibrations, and safety of students to get to the school.

3) Given the above concerns it seems to me that if there is a greater public good that results in the selection of 1A or 3A then a minimum level of mitigation should include all of the necessary safety controls and processes defined by the US FRA to qualify for a "full" 'Quiet Zone' registration as part of the LRT capital AND operating expenses. This burden of federal regulation and the related costs should not be left to the local community to sort out, but should be a planned part of the justification for proceeding with either routes 1A or 3A. (The same comment should apply to other neighborhoods affected by the rerouting of freight rail traffic to accommodate another LRT route.)

4) There has been discussion about closing the 28<sup>th</sup> street and 29<sup>th</sup> street crossing to "reduce the whistles". This is not an acceptable plan in my view. If this aspect of the plan is considered then the study should also look at the social and criminal impact of closing these crossings. We have seen in other neighborhoods that when barriers are created between neighborhoods there tends to be an increase in crime and gang turf issues. Fortunately we don't currently have much of this but we do not want to encourage it either. The 28<sup>th</sup> street crossing is used by the neighborhood to go from Birchwood to Peter Hobart Elementary, to Dakota park, and participate in community events on both sides of the tracks. I frequently use the 28<sup>th</sup> street crossing, and

5/8.2/b

6/3.2/a

less so the 29<sup>th</sup> street crossing. At a recent meeting a St Louis Park police officer explained that they frequently use the trail as a way to quickly corner those suspected of a crime, however blocking off access routes would make this more difficult. Please make sure that the standards for a FULL Quiet Zone are met, without just simply preventing interaction between the neighborhoods.

5) I recently visited relatives in Scottsbluff, NE. I stayed at a house that was four blocks from the rail line. Trains came through every couple of hours and the noise was very disruptive day and night. As an Amateur Radio operator I was demonstrating emergency communications in my nephews back yard when the train came through and totally made it impossible to continue with the contact that I had with a station in California. I expect that if a significant increase in freight traffic gets routed through the Birchwood neighborhood that mitigation steps will be taken to address those of us who do not live immediately on the train line but who are negatively impacted by this change.

6) I work on the southeast edge of the Golden Triangle (7725 Washington Ave So, Edina, MN) and I stop at Methodist Hospital almost every day on my way to or from work. I am a volunteer at Park-Nicollet Methodist Hospital. **It seems that 3C is the route that is most likely to accommodate my needs as a commuter.**

7/2.3/g

Those are my thoughts at this time. I hope these concerns will be looked at as part of the study. Please let me know if there are any questions.

Phillip Hogland  
2716 Vernon Ave So.  
St Louis Park, MN 55416



**From:** [Catherine M. Walker](mailto:Catherine.M.Walker@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Southwest Corridor Scoping  
**Date:** 10/20/2008 04:27 PM

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:22 PM -----

**West.Norman@epamail.epa.gov**

To Katie.Walker@co.hennepin.mn.us

CC

10/14/2008 12:45 PM

Subject Southwest Corridor Scoping

Greetings,

I'm Norm West, with the U.S. Environmental Protection Agency. I received your invitation to participate in the Southwest Corridor Scoping and project NEPA development. We were off for Columbus Day yesterday, Oct. 13th, which was your letter date for agency participation, but since we are automatically a participating agency, we did not get a letter in by that deadline due to other projects still on our desk. I would be interested in getting familiar with this project since I was the NEPA Reviewer for the Central Corridor study too. I called and talked with Phil Eckhart last week just to inquire whether a site tour might be part of this scoping meeting on Wednesday. He indicated it would not be, but one could be set up at a later date, which I would sincerely appreciate. I am wondering whether the meeting this Wednesday might have a presentation portion, or formal meeting that

1/11.1/b

I could dial in to a conference call and participate that way?

I am afraid I will be out the rest of today, Tuesday, but if you have a chance to re[ply with a phone number, I will get that in the morning

10011

so I could join you. If that does not work, then we can be in touch about a later date for a visit or something.

Thanks much,  
Norm West  
Principle NEPA Reviewer

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Southwest LRT - Please support Midtown Corridor thru Uptown Option  
**Date:** 10/20/2008 04:22 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:22 PM -----

**"Remington, Ralph S."**

**<Ralph.Remington@ci.minneapolis.mn.us>**

Sent by: "Malrick, Kim R."  
<Kim.Malrick@ci.minneapolis.mn.us>

To "Steven Reinemund" <Steven.Reinemund@genmills.com>

cc <katie.walker@co.hennepin.mn.us>

Subject RE: Southwest LRT - Please support Midtown Corridor thru Uptown Option

10/14/2008 09:54 AM

Thank you for your email, Steven. I'll make sure CM Remington sees it as well as submit it to the public record.

Kim

Kim Malrick  
Ward 10 Policy Aide  
350 S. 5th Street, Rm 307  
Minneapolis, MN 55415  
Phone (612) 673-3314  
Fax (612) 673-3940

---

**From:** Steven Reinemund [mailto:Steven.Reinemund@genmills.com]  
**Sent:** Friday, October 10, 2008 3:44 PM  
**To:** Remington, Ralph S.  
**Subject:** Southwest LRT - Please support Midtown Corridor thru Uptown Option

10012

Council Member Remington,

I grew up in Dallas and moved here in January. I am surprised but I absolutely love Minneapolis. It sounds cliché but the people are awesome, the mix of locals and transplants, and the city is so vibrant and fun especially for young professionals and newly-weds. My wife and I live in Uptown behind Calhoun Square and are loving the vibrancy of the place. Our friends and family visit us with envy, with our easy access to Lake Minnetonka & Lake Calhoun, the trails, the restaurants, etc. My wife and I are loving our jobs at General Mills in Golden Valley.

It has struck me that the major thing lacking in Minneapolis is public transportation. While the highway infrastructure is adequate and improving, the public transportation system is weak (I honestly don't count buses right or wrong). Dallas was in the same situation 20 years ago and built an impressive light rail system that continues to grow. Minneapolis is blessed with old railroad tracks and easements with enough space for a metro and bike paths to co-exist. Even if Minneapolis cannot connect the entire metroplex quickly, simply connecting Uptown with Downtown and maybe even St. Paul (selfishly) would be awesome. Ideally, going to Maple Grove, Eden Prairie, and the Airport from Uptown would be great. High speed rail service to Chicago would of course be a pipe dream.

That said, having Eden Prairie's proposed Southwest LRT come through Uptown would be a huge win and would increase ridership and the vibrancy of Uptown, not to mention ease the parking woes (we live across the street from the VERY busy Calhoun Square Parking Garage.

**Please strongly consider supporting the Southwest LRT Midtown Corridor thru Uptown Option.** Thank you!

Steven

---

**Steven Reinemund**

Associate Marketing Manager

Progresso New Product Commercialization

Steven.Reinemund@genmills.com

763.293.4075 Office

479.790.8160 Cell

763.293.4075 Fax

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: South West Transitway  
**Date:** 10/20/2008 04:22 PM

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:22 PM -----

**"Dudley Horscroft"**  
**<[transitconsult@ozemail.com.au](mailto:transitconsult@ozemail.com.au)>**

To <[Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)>

10/08/2008 12:18 AM

cc

Subject South West Transitway

Dear Katie

I hope you will accept a comment from overseas.

1/2.3/f  
 2/2.3/g

First, I would suggest that the **3A and 3C routes through Eden Prairie Town Center** are to be preferred as there are more stops on this route, probably giving better access to the transitway for the population in the SW area. Similarly the 3C route to the north may well be the better route as it gives better access to the central CBD, than the end on junction with the Hiawatha/Central Corridor routes.

3/2.3/g

I would ask your advice as to why a tunnel on Nicolette Avenue between W & E Franklin Streets and 28th Street is considered desirable. From the available views on Google Maps there does not appear to be any sound reason, such as excess narrowness of road, as to why an expensive tunnel should be desirable. **Tunnelled construction is generally reckoned to be around 10 times the cost of surface construction - this must surely put the price up excessively.**

4/2.3/j

**I would suggest that consideration be given to terminating the line at 5th Street and through routing services with the Central**

10013

**Corridor line.** This will give nearly as good downtown distribution as the 1A and 3A end on junction, but will also improve access to downtown for those using the Central Corridor line, and by same platform interchange, those using the Hiawatha line.

There can be little to be said in favour of any bus alternative - if the service is to be as good as a rail line, then the cost will be about the same, while the operating cost of buses would quickly tip the balance in favour of the rail version within a few years.

5/2.3/c

Yours sincerely

Dudley Horscroft  
18 Daintree Close  
BANORA POINT  
NSW, Australia 2486

email: [transitconsult@ozemail.com.au](mailto:transitconsult@ozemail.com.au)

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW LRT Corridor - BOMA Position  
**Date:** 10/20/2008 04:22 PM  
**Attachments:** [Position on SW LRT Route Options.doc](#)

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Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
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612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:22 PM -----

**"Kent Warden"**  
**<[kw@bomampls.org](mailto:kw@bomampls.org)>**

10/07/2008 10:36 AM

To <[Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)>  
cc "Steve Herron" <[sherron@zellerrealty.com](mailto:sherron@zellerrealty.com)>, "Durda, James" <[durda@inlandgroup.com](mailto:durda@inlandgroup.com)>, "Steve Faber" <[SFaber@kmbldg.com](mailto:SFaber@kmbldg.com)>

Subject SW LRT Corridor - BOMA Position

Katie – Attached is our formal position statement on SW LRT route alternatives. As discussed earlier, I will plan to provide testimony to this effect at the public hearing this afternoon, and will bring an ample supply of the written copies.

Kent D. Warden, RPA  
Executive Director  
Greater Minneapolis Building Owners  
and Managers Association (BOMA)  
612 338 1207\_  
[www.bomampls.org](http://www.bomampls.org)



Position on SW LRT Route Options.doc

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

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

1/2.3/e

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

2/2.3/f

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

2/2.3/g

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

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

Kent D. Warden, RPA  
Executive Director  
612-338-8627  
[kw@bomampls.org](mailto:kw@bomampls.org)

October 2008



**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW Transit  
**Date:** 10/20/2008 04:22 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
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417 North 5th Street, Suite 320  
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612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:22 PM -----

**"Jeremy Ahrens" <[ahrens@gmail.com](mailto:ahrens@gmail.com)>**

To [katie.walker@co.hennepin.mn.us](mailto:katie.walker@co.hennepin.mn.us)

cc

10/06/2008 08:46 PM

Subject SW Transit

Katie,

My name is Jeremy Ahrens and I own a home on the 3200 block of Emerson. I am writing to voice my support for SW LRT option 3a. I feel very strongly that light rail should serve our urban core. I understand that option 3a is the most costly, because of Nicollet tunneling, but I also believe that these costs will be outweighed by a surge in ridership and revitalize the Nicollet/Lake neighborhood.

1/2.3/g

Thank you,

Jeremy Ahrens

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: comments on light rail routs  
**Date:** 10/20/2008 04:22 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
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417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:22 PM -----

**David <davidybox@gmail.com>**

To Katie.Walker@co.hennepin.mn.us

cc

10/06/2008 03:05 PM

Subject comments on light rail routs

1/-2.3/g

**I absolutely support 3C !**

David

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Support for Southwest Light Rail Transit  
**Date:** 10/20/2008 04:22 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:21 PM -----

**"Du, Joy" <Joy.Du@adc.com>**

To <Katie.Walker@co.hennepin.mn.us>

10/06/2008 02:19 PM

cc

Subject: Support for Southwest Light Rail Transit

Katie,

Thanks for asking for input on this project. As an resident and employee in Eden Prairie, I strongly support this light rail project. It will be very beneficial for both the environment protection and the local social economic development. It will of course provide great convenience to us resident and employees in this area.

Thanks!

Joy Du

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: S.W. Lt. Rail Project  
**Date:** 10/20/2008 04:21 PM

---

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:21 PM -----

**"Roger Lutgen" <rogsher@comcast.net>**

To <[swcorridor@co.hennepin.MN.us](mailto:swcorridor@co.hennepin.MN.us)>  
 cc

10/06/2008 11:07 AM

Subject S.W. Lt. Rail Project

Ms. Walker

All the things that government does can be rationalized as necessary for our future, but I for one am tapped out. I have not had an hourly wage increase at my job for three years. That fact does not seem to be considered when the local, state, federal, and schools add a fees here and a tax increase there. The liberals in government thought it was a good Idea to drive up fuel and energy prices to promote conservation. They only succeeded in driving up the cost of everything. That money could have been spent on your transit projects and to keep the economy going. **Now we are losing jobs, homes, our way of life and yet you guys still ask for more. Well the more you take the less we do, the less we do, the less you get (taxes), the more you want. When does it end? How much is enough? Some day there maybe nothing left for you to take from us.**

Thanks for Listening  
 Roger Lutgen, Maple Grove  
 763-493-2836

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: My input on the Southwest Transitway route  
**Date:** 10/20/2008 04:21 PM

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:21 PM -----

**"Louise Delagran"**  
**<delag002@umn.edu>**

10/06/2008 10:43 AM

To <[swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)>  
 cc <[gail.dorfman@co.hennepin.mn.us](mailto:gail.dorfman@co.hennepin.mn.us)>, <[ralph.remington@ci.minneapolis.mn.us](mailto:ralph.remington@ci.minneapolis.mn.us)>, <[robert.lilligren@ci.minneapolis.mn.us](mailto:robert.lilligren@ci.minneapolis.mn.us)>, <[rep.margaret.kelliher@house.mn.us](mailto:rep.margaret.kelliher@house.mn.us)>, <[sen.scott.dibble@senate.mn.us](mailto:sen.scott.dibble@senate.mn.us)>, <[annette.meeks@metc.state.mn.us](mailto:annette.meeks@metc.state.mn.us)>, <[mary.smith@metc.state.mn.us](mailto:mary.smith@metc.state.mn.us)>, <[lisa.goodman@ci.minneapolis.mn.us](mailto:lisa.goodman@ci.minneapolis.mn.us)>

Subject My input on the Southwest Transitway route

1/2.3/f

I am writing to express major reservations about a light rail route along the Kenilworth corridor (Route 3A), particularly because there are, to my knowledge, no plans or budget to mitigate the huge damage to the beautiful natural environment that this route would cause, particularly as it goes right by Cedar Lake.

2/4.3/a

3/6.3/c

The issues I see with this route:

- The Kenilworth corridor is a major recreational asset that would be lost (or reduced to an unpleasant experience) with this route.
- With visual pollution and noise of the tracks and trains, this route would destroy one of the jewels of the Minneapolis park system--the "wilderness" quiet and beauty of the east shore of Cedar Lake.
- The route is very close to houses, whose residents would also suffer greatly from the noise and loss of natural beauty.

4/3.5/a

5/3.1/a

10019

6/3.4/c

• This is an old, historic neighborhood, with little potential for commercial development, which is one of the goals of light rail.

7/1.5/d

• This route offers very little benefit to residents of Minneapolis as it does not go where the population and mass transit ridership is greatest. In short, this route seems like another example of how Minneapolis neighborhoods are sacrificed for the benefit of people who choose to live far away from the city. I encourage you to **support and fund a route that serves the population areas of the city** of Minneapolis and **preserves the beautiful natural environment of Cedar Lake.** I believe **Route 3C would be the better choice.**

8/2.3/g

I also **urge you provide funding for significant mitigation efforts regardless of the route chosen.** Ideally the trains should go

9/2.3/j

**underground once they get to the city limits** to preserve our neighborhoods and the reasons we choose to pay a lot more to live in the city: the lovely old neighborhoods, the natural beauty of the lakes and bike paths, and the vibrant streets that appeal to pedestrian shoppers and give us a lively urban life.

10/3.2/a

**Make this a project that benefits Minneapolis as much as Eden Prairie, not one that destroys neighborhoods the way 35W did.**

One more issue, and that is one of **fairness.** If Eden Prairie is getting Route 3 because it goes past businesses and shopping and avoids a natural area and lakes, even though it is longer than Route 1A, **Minneapolis**

11/2.3/g

**should get the same—a route that goes past more businesses and shopping and avoids a natural area and lake.**

Louise Delagran  
2456 W 24<sup>th</sup> St.  
Mpls, MN 55405  
612-377-3818

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Southwest Transitway Project, Hennepin County, Minnesota  
**Date:** 10/20/2008 04:21 PM  
**Attachments:** [mn.fta.southwest transitway 6002 response.qc.6oct08.pdf](#)

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:21 PM -----

**"FPLA"**  
**<FPLA@achp.gov>**

10/06/2008 10:26  
 AM

To <[katie.walker@co.hennepin.mn.us](mailto:katie.walker@co.hennepin.mn.us)>  
 cc "Britta L. Bloomberg" <IMCEAEX-\_O=ACHP+20MAIL\_OU=FIRST+20ADMINISTRATIVE+20GROUP\_CN=RECIPIENTS\_CN=Britta+20L+2EBloomberg+2Ebriita+2Ebloomberg@achp.gov>, "Kelly Gragg-Johnson" <IMCEAEX-\_O=ACHP+20MAIL\_OU=FIRST+20ADMINISTRATIVE+20GROUP\_CN=RECIPIENTS\_CN=KellyGragg-Johnson+2Ekelly+2Egraggjohnson@achp.gov>, "Julie Atkins" <IMCEAEX-\_O=ACHP+20MAIL\_OU=FIRST+20ADMINISTRATIVE+20GROUP\_CN=RECIPIENTS\_CN=JulieAtkins+2Ejulie+2Eatkins@achp.gov>

Subject Southwest Transitway Project, Hennepin County, Minnesota

**From: Office of Federal Agency Programs**

**Advisory Council on Historic Preservation**

**Attached is our letter on the subject undertaking (in Adobe Acrobat PDF format)**

**If you have any questions concerning our letter, please contact:**

10026

**Blythe Semmer (202) 606-8552**  
**[bsemmer@achp.gov](mailto:bsemmer@achp.gov)**

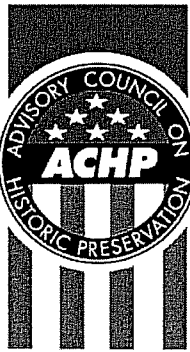
**Note: Please do not reply to this email.**

**A free copy of Adobe Acrobat Reader can be downloaded from:**



**[www.adobe.com](http://www.adobe.com) mn.fta.southwest transitway 6002 response.gc.6oct08.pdf**





10020

Preserving America's Heritage

October 6, 2008

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

RE: *Southwest Transitway Project*  
*Hennepin County, Minnesota*

Dear Ms. Walker:

On September 30, 2008, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by the Federal Transit Administration (FTA) or other consulting parties, we determine that our involvement is warranted.

1/1.3/b

In order to ensure compliance with Section 106 of the *National Historic Preservation Act*, the ACHP encourages FTA to initiate the Section 106 process by notifying, at its earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, FTA and your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking. Please note that FTA, as the federal agency, must be involved in the notification of consulting parties.

2/3.4/a

FTA and the Hennepin County Railroad Authority should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determine through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing agreement document, you should follow the process it outlines.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • achip@achp.gov • www.achp.gov

Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at [bsemmer@achp.gov](mailto:bsemmer@achp.gov).

Sincerely,

A handwritten signature in cursive script that reads "LaShavio Johnson".

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: DEIS scoping process  
**Date:** 10/20/2008 04:21 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:21 PM -----

**Catherine M.  
Walker/PW/  
Hennepin**

To "Johnson, Aimee E. (MD)" <Aimee.Johnson@parknicollet.com>

cc

10/06/2008 08:54 AM Subject Re: DEIS scoping process

Thank you for your comment. It will be submitted into the formal record for the Southwest Draft Environmental Impact Statement (DEIS).

▼ ["Johnson, Aimee E. \(MD\)" <Aimee.Johnson@parknicollet.com>](mailto:Aimee.Johnson@parknicollet.com)

**"Johnson, Aimee E. (MD)" <Aimee.Johnson@parknicollet.com>**

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>

cc

10/03/2008 03:47 PM

Subject DEIS scoping process

To Whom it May Concern:

I would like to express my concerns about the SouthWest LRT proposal as it pertains to proposed Routes 1A and 3A (the Kenilworth channel option).

Perhaps most importantly, from an environmental and public standpoint, the Chain of Lakes is a huge public draw for recreation, biking, walking,

1/3.5/c

rollerblading, etc. It is a park oasis in the middle of a busy urban area. It draws ducks, birds, raccoons and wildlife. To run a train down the middle, or alongside, such a busy bike trail which people use not only for fun, but to commute to work via bicycle and exercise, is a stunning idea to me. The environmental impact would be huge. It would ruin the peace and tranquility that the whole park area is representing to city dwellers and to the suburbanites that come in to visit it.

2/6.2/a

From a practical and neighborhood standpoint, I live on Kenwood Parkway, which is a block or block and a half from the proposed 21st street station. I can tell you that our streets and infrastructure would not be able to handle an increased amount of traffic that a park and ride station would entail. We, as it is, are able to get through one car on a single lane because of both sides of the street parking. Our neighborhood is historic. Many houses are more than 100 years old.

3/3.2/a

We have old mature trees, and a close knit neighborhood. To run a train through would destroy the history and peace, not to mention some structures. We have very high property values. I understand the

4/3.1/i

thought that the Highway 55 LRT raised some property values, but those are properties who had relatively low property values or for condo dwellers to whom it is desirable to have close access to public transportation. Do you think that people that pay one million dollars plus for their homes are going to see an increase in value with a noisy and busy train going through the neighborhood? My understanding of the proposal is that it would run only a little more than ten feet behind some people's houses with only a chain link fence for privacy and noise control. That is utterly ridiculous. Our neighborhood pays an enormous amount of property taxes. We pay them as a premium for living in a historic and quiet neighborhood. It is desirable and people want to live there. To have a train run through it will decrease desirability of the area, bring down resale values on homes that continue to increase in value even in today's economy, and decrease property taxes to the state government.

5/2.3/g

The other proposed route, the Midtown Greenway route, seems to make much more sense for many reasons. Number one, you would not be running a train through a residential neighborhood, it would run along already busy streets. Number two, it would economically grow the Uptown area by having stops and train routes through it. Yes, the businesses may see decreased access and business during the building time of the train route, but once the route is completed and trains are running, it would increase traffic and business for them. You would not be ruining a park system. You would not be running trains in

10021

people's back yards.

You may think that it may save money in the short term to put the train through Kenilworth because of the existing railroad train tracks, but the long term cost would be high due to lower property values, ruining an historic neighborhood and the permanent environmental impact.

Whereas it may cost more money in the short term for the Midtown Greenway option, in the long term it would result in economic growth for the area.

The decision seems simple to me.

Aimee Johnson, MD

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**From:** Catherine M. Walker  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Fw: SW Light Rail & 30' width question  
**Date:** 10/20/2008 04:21 PM

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:20 PM -----

**MNRealtors@aol.com**

10/05/2008 08:20 PM

To Katie.Walker@co.hennepin.mn.us, robert.luckow@co.hennepin.mn.us

cc ahiginbotham@msn.com, greenparks@comcast.net, jmcolby@earthlink.net

Subject Re: SW Light Rail & 30' width question

Capture Comment [

Thanks for your response and clarification...and inclusion in the DEIS study.

1/3.3/b

Then my next questions, in the areas where the width is 30' or less how do 2 tracks AND the bike/pedestrian path fit???

Cheryl LaRue

---

New **MapQuest Local** shows what's happening at your destination. Dining, Movies, Events, News & more. Try it out!

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Comments regarding SW LRT for DEIS scoping process  
**Date:** 10/20/2008 04:21 PM  
**Attachments:** [LRT1-8.doc](#)

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:21 PM -----

**Martha Archer**  
**<archer4home@gmail.com>**

10/05/2008 10:24 PM

To <[gail.dorfman@co.hennepin.mn.us](mailto:gail.dorfman@co.hennepin.mn.us)>, <[mary.smith@metc.state.mn.us](mailto:mary.smith@metc.state.mn.us)>, <[ralph.remington@ci.minneapolis.mn.us](mailto:ralph.remington@ci.minneapolis.mn.us)>, <[robert.lilligren@ci.minneapolis.mn.us](mailto:robert.lilligren@ci.minneapolis.mn.us)>, <[lisa.goodman@ci.minneapolis.mn.us](mailto:lisa.goodman@ci.minneapolis.mn.us)>, <[rt@minneapolis.org](mailto:rt@minneapolis.org)>, <[rep.margaret.kelliher@house.mn](mailto:rep.margaret.kelliher@house.mn)>, <[sen.scott.dibble@senate.mn](mailto:sen.scott.dibble@senate.mn)>, <[annette.meeks@metc.state.mn.us](mailto:annette.meeks@metc.state.mn.us)>, <[swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)>

cc

Subject Comments regarding SW LRT for DEIS scoping process

See attached

--

~Martha



LRT1-8.doc

Greg & Martha Archer  
2017 Sheridan Ave. So.  
Minneapolis, MN 55405

10023

October 5, 2008

Dear Honored Members of the House Capitol Investment Committee:

**I urge you to oppose Light Rail on the Kenilworth Corridor.**

1/2.3/g I urge the city, the county and all stakeholders to select the LRT 3C Uptown/Nicollet route or  
2/2.3/b LRT D Park/Portland route that travels an already-established public transit corridor that connects the major population areas, does not run through an entirely residential neighborhood or abut one of the most effective wetland preservation areas and natural settings in the City of Minneapolis.

Our reasons strongly preferring the LRT 3C Uptown/Nicollet or LRT D Park/Portland routes:

**1. Public Transit should connect the major population and employment areas**

- The LRT 3C & LRT D Routes run through parts of the city that *already* serve as public transit corridors AND are served by major thoroughfares designed to serve heavier traffic that the LRT would bring.
- Connecting the Downtown / Uptown urban areas with LRT will increase economic development and reduce environmental impact. Ridership may reduce dependence on the uptown/downtown bus line and thus provide reduce the traffic congestion and environmental impact of buses in this area.
- Twice the population and twice the employment lives within ½ mile of the LRT 3C & LRT D Park/Portland routes versus the Kenilworth route
- Downtown station at 8<sup>th</sup> – 10<sup>th</sup> & Nicollet promotes the health of the center of downtown instead of pulling it to the outskirts - 5<sup>th</sup> Street.

**2. Increased Traffic in a Residential Neighborhood**

- Routing trains along the Kenilworth Corridor would draw commuter traffic to an entirely residential area.
- It appears that the proposed ridership/stops per day numbers for the 21<sup>st</sup> and Penn stop can *only* be achieved if traffic is increased through the neighborhood to get to stops in Kenwood.
- Kenwood and Cedar/Isle/Dean do **not** have large thoroughfares that can handle the increased car traffic that would come from inner ring suburbs and southwest Minneapolis to catch the LRT on Kenilworth.

**2. Adverse affect on the natural habitat and resources surrounding Cedar Lake**



10023

- 5/6.3/c • The Kennilworth bike path is heavily used by commuters and for recreation. It would not be able to co-exist with LRT in that corridor.
- 6/4.3/a • The presence of LRT trains on the Kenilworth Corridor would destroy much of the natural setting and wildlife habitat around Cedar Lake.
- 7/4.2/d • A park and ride lot within several hundred feet of the shore of Cedar Lake would fundamentally alter the nature of one of the Minneapolis Chain of Lakes.
- The County and City have spent considerable resources over the last 20 years preserving natural space along the Kenilworth Corridor and the Grand Rounds and creating an appealing and natural bike trail used by thousands annually. To discard the millions of public and private funds that have been spent to create the bike pathway, restore prairie land and draw visitors to the natural setting by installing frequently running LRT trains seems a careless use of public resources.

**As city residents, I feel we must fight the degradation of the natural resources that make our city appealing to residents and visitors.** To assist commuters from the suburbs in getting to our downtown by routing a commuter line through one of our most precious lake area resources is short sighted. Officials have the option of selecting the alternative routes that connect the major economic / business areas and take advantage of already existing public transit corridors and are served by large city streets/thoroughfares that are already designed to handle heavy traffic flow.

- 8/3.1/f **We need to make decisions that protect the long-term economic growth and viability of our city.** We need to make sure that the decision-makers respect what is valuable to the city and select a route that works for Minneapolis residents, as well as the commuters we want to help get downtown. It is the right long term decision to connect the major economic areas and run the route from Uptown to Downtown.

Thank you for your attention to this issue.

Sincerely,

Greg & Martha Archer

Greg & Martha Archer  
KIAA residents

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Route discussion  
**Date:** 10/20/2008 04:20 PM

---

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:20 PM -----

**"Maggie Koerth"**  
**<notoftenpunctual@gmail.com>**

To [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)

10/04/2008 03:33 PM

cc

Subject: Route discussion

I'm not going to be able to make any of the upcoming scoping meetings, but I'd like to offer up my opinion, and one that's shared by my husband and several of our friends and neighbors.

1/2.3/f

**We'd like to see the 3A proposal become the final route.** There are a couple of reasons for this.

- 1) The route would likely help redevelop the Bassett Creek area north of 394. This neighborhood has had several mixed income housing developments pop up in recent years, which is wonderful, and being connected to a lightrail line could mean more infrastructure and more improvement in an area that hasn't seen much. That's good for the city.
2. It's my understanding that the city already owns most of the land needed to complete the 1A and 3A routes, via the Kennilworth trail. Building on land that's already been secured would be far cheaper.
3. It's my understanding that part of the 3C proposal is to dig a tunnel for the train as it runs down Nicollett to Lake. If that's the case, it would raise the cost of this project enormously. And I'm not sure there's a good reason for why we need to direct the path

that way to account for the added cost of tunnelling.

4. We prefer the 3A over the 1A route because of its connection to the Southwest Station, which would enable commuters to make use of an already existing structure and bus routes in park and ride scenarios.

If my information is incorrect on some of these, I apologize. But I did want to pass along the thoughts I've had and that I've heard from other people.

Many thanks,

M

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Southwest Corridor LRT - please send to appropriate officials  
**Date:** 10/20/2008 04:20 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:20 PM -----

**Jaime Kleiman <[jaime@jaimekleiman.com](mailto:jaime@jaimekleiman.com)>**

To <[swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)>

cc

10/04/2008 11:57 AM

Subject Southwest Corridor LRT - please  
send to appropriate officials

To Whom It May Concern:

I am a resident of East Isles/Uptown and have just looked at the proposed LRT lines on [southwesttransitway.org](http://southwesttransitway.org). I would like to vote for building route 3C along the Midtown Corridor. I think having the LRT run along the Greenway from downtown through the Lakes best serves the needs of the community and would be a huge asset to the majority of commuters.

I can't imagine any other route that will service more people or offer greater convenience.

Thank you,  
Jaime Kleiman  
Resident, East Isles  
612.747.1290

1/2.3/g

10026

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: LRT Proposed Routes: Route 3C  
**Date:** 10/20/2008 04:20 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:20 PM -----

**"pablo@spiderbone.com"**  
**<pablo@spiderbone.com>**

To [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
cc

10/04/2008 11:49 AM

Subject: LRT Proposed Routes: Route 3C

1/2.3/g

**Route 3C has my vote.** I can't imagine any other route serving more people or offering greater convenience.

Thanks,

Pablo  
Tel. 612.670.4752  
Fax. 612.233.1825  
[pablo@spiderbone.com](mailto:pablo@spiderbone.com)

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW Light Rail & 64' width question  
**Date:** 10/20/2008 04:20 PM

**10028**

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:20 PM -----

**MNRealtors@aol.com**

To Katie.Walker@co.hennepin.mn.us, robert.luckow@co.hennepin.mn.us  
10/02/2008 07:28 PM  
cc  
Subject Fwd: SW Light Rail & 64' width question

Just resending my email of a few days ago with a question regarding the light rail needing 64 feet width, and **what the proposal(s) would be in areas that do not have that width.**

Thanks,

Cheryl LaRue  
[mnrealtors@aol.com](mailto:mnrealtors@aol.com)

---

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----- Message from MNRealtors@aol.com on Wed, 1 Oct 2008 10:26:52 EDT -----

**To:** robert.luckow@co.hennepin.mn.us, Katie.Walker@co.hennepin.mn.us

**cc:** [jmcolby@earthlink.net](mailto:jmcolby@earthlink.net)

**Subject:** re: SW Light Rail

10028

At a recent meeting for residents of the Dean Court Town Homes/ Condominiums, a resident told me that she learned at the meeting that a minimum of 64' is needed for the SW Light Rail to pass between Dean Court and the Cedar Isles Town Homes or through Uptown...true? If so, what happens at the points where there is less than 64'? How would there be enough room for 2 tracks AND the bike/pedestrian path?

Thanks,

Cheryl LaRue  
[mnrealtors@aol.com](mailto:mnrealtors@aol.com)

---

Looking for simple solutions to your real-life financial challenges? Check out WalletPop for the latest news and information, tips and calculators.

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Southwest Transitway Scoping Meetings  
**Date:** 10/20/2008 04:20 PM

---

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:19 PM -----

**"Sara Gurwitch"**  
**<SGurwitch@appellatedefender.org>**

10/01/2008 08:57 PM

To <[swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)>, <Katie.Walker@co.hennepin.mn.us>

cc

Subject Southwest Transitway  
 Scoping Meetings

I am writing to express my concern about the Kenilworth Trail possibly being used for a LRT line. As you know, the Trail is an extraordinary wildlife and nature sanctuary within a busy urban center. It is used every day by hundreds of residents of the Twin Cities as a place to exercise, experience nature, and get away from the stresses of urban living. My understanding is that the Kenilworth Trail is being considered as one of three possible routes. **If this route were selected over the others being considered – the Kenilworth Trail would be effectively destroyed.** While it might continue to exist in name, it would no longer function as a place to experience nature. As the mother of a young child, I know that I would no longer use it for nature walks and bike rides, as I currently do almost every day. Also, with trains passing every seven minutes, I would no longer cross the Trail to get to Cedar Lake. With no easy and safe access to Cedar Lake and its beautiful beach, it would become, in essence, a private lake and beach for the few residents with property on the lake rather than what it is now: a getaway for many Twin Cities residents.



As you well know, one of the things that makes Minneapolis unique is the protection of nature and wildlife within the parameters of the City itself. This sets Minneapolis apart from other urban centers, where residents can only experience nature by travelling outside the city. The Kenilworth Trail is truly a jewel in Minneapolis's urban/nature mix. It is one of the few nature areas that residents of North Minneapolis have easy access to. Walking down the Trail for just a few minutes one sees the importance of this wildlife sanctuary. There are couples, single people, children, and families walking and riding, and sometimes catching a glimpse of one of the foxes or deer living along the Trail.

2/1/a Like many Minneapolis residents, I have a strong commitment to public transportation. One simply cannot argue that the need to reduce car use in and around Minneapolis is great. For this reason, I strongly support LRT, and am greatly encouraged by the positive impact it is having on the Twin Cities. But with other good options for this proposed line, it is short-sighted to destroy the Kenilworth Trail. It seems unfair to Minneapolis residents to trade a much-used and truly beloved nature sanctuary for a commuter rail line. In terms of benefit to the people of Minneapolis, it is only the few residents of Kenwood who would derive any benefit – in the form of a train to downtown. But Kenwood already has a designated bus route to take its residents downtown and, notably, this route is used only minimally.

3/4.3/a

4/6.1/b

I was very encouraged to learn that the residents of Eden Prairie and Minnetonka, and their elected representatives, were able to save their portion of the Kenilworth Trail by designating a different part of their suburban towns for the light rail route. With the other options available, I believe we can do the same. Just as the people of Eden Prairie and Minnetonka decided, we do not need to sacrifice our nature preserves in order to grow our public transportation network.

Thank you.

Sara Gurwitch  
2004 Sheridan Ave S  
Minneapolis

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW Light Rail  
**Date:** 10/20/2008 04:19 PM

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:19 PM -----

**MNRealtors@aol.com**

To robert.luckow@co.hennepin.mn.us, Katie.  
Walker@co.hennepin.mn.us  
10/01/2008 09:27 AM cc jmolby@earthlink.net  
Subject re: SW Light Rail

1/2.3/e  
2/2.3/f  
3/3.3/b

At a recent meeting for residents of the Dean Court Town Homes/  
Condominiums, a resident told me that she learned at the meeting that  
a minimum of 64' is needed for the SW Light Rail to pass between Dean  
Court and the Cedar Isles Town Homes or through Uptown...true? If so,  
what happens at the points where there is less than 64'? How would  
there be enough room for 2 tracks AND the bike/pedestrian path?

Thanks,

Cheryl LaRue  
[mnrealtors@aol.com](mailto:mnrealtors@aol.com)

---

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**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW LRT Proposal, Option E  
**Date:** 10/20/2008 04:19 PM  
**Attachments:** [SW LRT Option E v4.txt](#)  
[ADDITIONAL COMMENTS ON THE OPTION E PROPOSAL FROM CIDNA.doc](#)  
[APPENDIX C to Option E.doc](#)

10031

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:19 PM -----

**"arthur higinbotham"**  
**<ahiginbotham@msn.com>**

09/29/2008 11:31 AM

To "Katie.Walker" <Katie.Walker@co.hennepin.mn.us>  
cc "ebell" <ebell@CBBURNET.com>, "dostrom" <dostrom@gac.edu>, "Matthew Dahlquist" <mdahlquist@me.com>, "jeanette Colby" <jmcolby@earthlink.net>, "bsuko" <bsuko@tcwr.net>, "charlie.elowson" <charlie.elowson@cbburnet.com>, "Cherrie Zitzlsperger" <cherriez@jones-harrison.org>, "David Lilly" <dlilly@danburygroup.com>, "David Shirley" <david.shirley@libertymutual.com>, "EldonJohn" <EldonJohn@hotmail.com>, "ericlind" <ericlind@yahoo.com>, "gail" <gail@mighty-fine.com>, "Gail Dorfman" <Gail.Dorfman@co.hennepin.mn.us>, "George Puzak" <greenparks@comcast.net>, "horizongreen" <horizongreen@comcast.net>, "Jean Deatrick" <hillandlakepress@earthlink.net>, "jnielsen61" <jnielsen61@msn.com>, "Judy Berge" <bergejs@aol.com>, "julieannsabo" <julieannsabo@yahoo.com>, "K. K. Neimann" <kkneimann@yahoo.com>, "lgille" <lgille@gillelaw.com>, "lisa Goodman" <lisa.goodman@ci.minneapolis.mn.us>, "loratruckenbrod" <loratruckenbrod@hotmail.com>, "Marcus Thygeson" <marcus.x.thygeson@healthpartners.com>, "marsha"

10031

finkelstein" <marsha.finkelstein@childrensmn.org>, "Megan Thygeson" <megan.thygeson@childrensmn.org>, "Parker Trostel" <PTrostel@comcast.net>, "rodgea" <rodgea@comcast.net>, "rt" <rt@minneapolis.org>, "srg\_hcmc" <srg\_hcmc@yahoo.com>, "Stanley M. Finkelstein" <stan@umn.edu>, "Steve Gove at Work" <sbgove@express-scripts.com>, "timboden" <timboden@OurUptown.com>, "bbrader" <bbrader@hotmail.com>, "bjrasmus" <bjrasmus@hotmail.com>

Subject SW LRT Proposal, Option E

1/2.3/j

Attached is the Option E proposal that CIDNA will be presenting at the October 7 DEIS Scoping Meeting, supplementary comments to Attachment B of that proposal, and Appendix C, which shows ridership detail for the proposal.

Should there be insufficient time to present this proposal at the October 7 hearing, please consider this our official proposal and commentary submission in the SW Area LRT scoping process.

Art Higinbotham



Chair, CIDNA Board SW LRT Option E v4.txt



ADDITIONAL COMMENTS ON THE OPTION E PROPOSAL FROM CIDNA.doc



APPENDIX C to Option E.doc

10031

SW LRT Option E v4.txt

SOUTHWEST LIGHT RAIL CORRIDOR  
PROPOSAL: OPTION E

□  
Southwest Light Rail Corridor Proposal: Option E

OPTION E HIGHLIGHTS

A route that...

- benefits a larger number of Minneapolis residents, employers, and cultural and educational centers than HCRRRA Options 1A, 3A, and 3C
- better preserves parks and fosters commercial development within the city,
- better serves minority communities within the city of Minneapolis,
- interlines with the Hiawatha and Central Corridor lines via an express connection on Park Avenue to the Metrodome (shorter than interlining on options 1A and 3A), and, most importantly...
- is expected to generate the lowest Cost Effectiveness Index, with increased ridership, overcoming increased capital costs compared to the current DEIS options. Additionally, a route that...
- maintains the same number of station stops and negligible additional track length (hence, commuting time) for suburban residents to reach places of employment in downtown Minneapolis as options 1A and 3A,
- provides maximum protection of public safety by using existing Greenway trench,
- avoids rerouting freight traffic from Kenilworth Corridor to St. Louis Park neighborhoods,
- is supported by resolution of the Cedar Isles Dean Neighborhood Association (CIDNA).

□  
Southwest Light Rail Corridor Proposal: Option E

DESCRIPTION OF OPTION E ROUTE

(map shown in Appendix A, technical issues in Appendix B)

Follows Greenway right-of-way from proposed West Lake Street. station stop to Uptown along former Canadian Pacific tracks  
Station stops at Hennepin, Lyndale, Nicollet, and 5th Avenue South in Greenway trench  
Turns north on Park Avenue in a short tunnel surfacing north of 28th Street and proceeds  
to South 10th Street with station stops at 26th Street and Franklin Avenue  
~~Turns northwest on South 10th Street and becomes an elevated line from before the I-35W freeway exit to north of the I-394 freeway entrance and the new Twins Stadium~~  
Loops around the incinerator to interline with the Hiawatha and Central Corridor lines at

[0031

SW LRT Option E v4.txt

the Intermodal Station  
Station stops at 2nd or 3rd Avenue South (near Convention Center) and LaSalle (north of First Baptist Church, opposite Downtown High School)

□  
Southwest Light Rail Corridor Proposal: Option E

RESIDENT POPULATION SERVED

(within 2.5 blocks of LRT, starting east of West Lake Street Station)

67,994 Option E: (to Government Center Station)  
59,118 Option E: (to Convention Center Station (2nd or 3rd Avenue South))  
56,305 Route 3C: (to Nicollet Mall Station At South 4th Street)  
15,236 Route 1A/3A: (to Government Center Station)

EMPLOYEE POPULATION SERVED

(within 2.5 blocks of LRT, starting east of West Lake Street Station)

188,568 Option E: (to Government Center Station)  
109,675 Option E: (to Convention Center Station (2nd or 3rd Avenue South))  
145,086 Route 3C: (to Nicollet Mall Station At South 4th Street)  
103,712 Route 1A/3A: (to Government Center Station)

□  
Southwest Light Rail Corridor Proposal: Option E

AREA INSTITUTIONS AND BUSINESSES SERVED

(32 Key Organizations)

INSTITUTION E 1A/3A 3C  
Allina Hospital X  
American Financial Enterprises X  
Art Institute X  
Banks X X X  
Basset Creek Development X  
Bus Station X  
Children's Hospital X  
City Hall X X  
Convention Center X X  
Dunwoody X  
Eat Street X X  
Federal Buildings X X X  
Hennepin Co. Government Center X X  
Hilton Hotel X X  
I-35W BRT X  
IDS Center X X X  
Ivy Hotel X  
Lake St. Businesses X X  
Library X X X  
Macy's X X X  
Metrodome X X  
Northstar Rail Station X X  
Orchestra Hall X X  
Pillsbury Center X X  
St. Thomas University X X  
Target Headquarters X X

10031

SW LRT Option E v4.txt

Theater District X  
Transit Center X  
Twins Stadium X X  
Walker Art Center X  
Warehouse District X X  
Wells Fargo Home Mortgage X  
TOTAL 28 15 13

□  
Southwest Light Rail Corridor Proposal: Option E

STATION STOPS

(east of W. Lake St.)

E 1A/3A 3C  
Hennepin 21st St. Hennepin  
Lyndale Penn Lyndale  
Nicollet Van White 28th Street  
5th Av. S. Royalston Franklin  
26th St. Intermodal 12th St.  
Franklin Warehouse 8th St.  
2nd/3rd Av. Nicollet 4th St.  
Lasalle Govt. Center equidistant from IDS  
Intermodal Metrodome  
Warehouse  
Nicollet  
Govt. Center  
Metrodome

NUMBER OF STATION STOPS

•  
1A/3A vs. Option E: Equal number of stops to equidistant point From IDS Center

•  
3C: 2 stops shorter to IDS than 1A/3A and Option E  
TRACK LENGTH TO STATIONS EQUIDISTANT FROM IDS CENTER

•  
1A/3A: 1/4-mile shorter than Option E

•  
Equivalent to one less traffic light for a motorist commuting on Hwy 169 to  
Downtown

•  
Effect on ridership from suburbs will be minimal, particularly with gas near \$4.00/  
gallon

□  
Southwest Light Rail Corridor Proposal: Option E

HCRRRA SHOULD USE SIMILAR CRITERIA AT BOTH ENDS OF SW LRT

•  
Selection of alignment within Minneapolis vs. alignment in the suburbs:

•  
Preserve parks and wetlands

•  
Follow commercial corridors

•  
Cedar Lake Park system is the finest in Hennepin County - even mitigation measures  
will substantially downgrade it

SERVING MINORITY COMMUNITIES

The Minneapolis Civil Rights Commission passed a resolution favoring routing Light

## SW LRT Option E v4.txt

Rail through minority communities for both the Northstar Commuter Rail Line and Southwest LRT. The DEIS should account for minorities served by the proposed alignment, particularly the ability to reverse commute to jobs without transfers.

## INTERLINING WITH HIAWATHA AND CENTRAL CORRIDOR

Routes 1A/3A interline with both via a circuitous route around the outside of Downtown. Option E will also interline with both, but offers the option of a Downtown Bypass by connecting 10th Street with 5th Street via Park Avenue. The cost of this additional 5 block length of track could be included in the capital cost of Option E, provided the additional ridership on Express Trains bypassing Downtown and heading to the University of Minnesota, St. Paul, MSP Airport, and the Mall of America is also included.

## 1915 RAIL TRENCH

In 1915, a trench for rail traffic was constructed through the 29th Street Greenway. it is crossed by numerous bridges from Hennepin Avenue to Cedar Avenue. Now that it is not used for freight rail, it should be reassigned a use for light rail transit that is part of a metro-wide network of rail transit lines. it will provide the greatest safety to neighbors of any corridor within Minneapolis.

Using the Greenway trench for BRT or a trolley line would require connecting to the larger rail transit network at West Lake Street and Hiawatha Avenue and is a misuse of this resource. A trolley line will not obtain 50% federal funding, and the state and the city will not make up the difference. While BRT in the Greenway Corridor could be eligible for federal funding, it will require transfers at West Lake Street for Uptown residents.

□ Southwest Light Rail Corridor Proposal: Option E

## FREIGHT RAIL RELOCATION

Options 1A and 3A require rerouting the Twin Cities and western freight trains onto tracks that run between St. Louis Park High school and its athletics facilities, as well as running through St. Louis Park neighborhoods at four grade crossings. This move will require expensive mitigation. It will not be required for Option E and Route 3C.

## COST EFFECTIVENESS INDEX

The Cost Effectiveness Indices for Options 1A, 3A, and 3C all currently fail to meet the FTA's final test for federal light rail funding, with the extensive mitigation needed along 1A and 3A and with the viability issues that have surfaced since HCRRA approval of 3C, namely:

-



## SW LRT Option E v4.txt

Plans for HCMC to build A Facility At The Turn From The Greenway On To Nicollet

- Increased Realization Of The Loss Of Jobs & Business during tunnel construction on Eat Street.

- Losing The 2nd And Marquette Av. Couplet For Routing, Requiring The Use Of The Nicollet Mall Downtown, And

- Narrowing Nicollet To One Lane Between Franklin & Grant, Eliminating On Street Parking For Businesses On Nicollet

These factors make none of the existing, approved routes (1A, 3A, or 3C) likely to survive FTA review. Option E offers a viable alternative and needs to be thoroughly evaluated by the HCRRRA.

CIDNA Board  
Art Higinbotham, Chair  
August 11, 2008

□  
Southwest Light Rail Corridor Proposal: Option E

APPENDIX A: OPTION E ROUTE MAP

□  
Southwest Light Rail Corridor Proposal: Option E

APPENDIX B: TECHNICAL ISSUES

With the turn from the Greenway to Park Avenue surfacing north of 28th Street, this turn can be made without taking significant property on Park Avenue. It will also eliminate a grade crossing at 28th Street and Park Avenue.

Park Avenue is sufficiently wide to accommodate LRT by eliminating street parking and preserving the existing boulevard vegetation. Nicollet Avenue between Grant and Franklin is much narrower. Park Avenue is an inbound street and, hence, not an emergency evacuation route.

The elevated portion between Park Avenue and north of the Twins Stadium on 10th Street can be built without disruption of existing street level traffic and parking patterns and without relocation of underground utilities.

Cost of gates at three skyway crossings should be included in capital costs. Having the LRT and skyway at the same level avoids riders having to escalate one or two levels from the street or from underground, respectively.

The LRT can make an elevated loop north of the Incinerator into the Intermodal Station without disrupting traffic on North. 9th Street or North 10th Street. The Kenilworth routes (1A and 3A) will require removal of trees in the boulevard on Royalston and a sharper turn to the east, north of Sharing and Caring Hands.

Option E runs east of I-35W, but 1A and 3A run north of I-394. If the question of the SW

(b)3 |

SW LRT Option E v4.txt

LRT only running in Southwest Minneapolis is raised, both routes must be considered as violating that policy.

While an elevated section on South 10th Street may be the most acceptable, underground and surface alternatives should also be considered by the TAC.

□

ADDITIONAL COMMENTS ON THE OPTION E PROPOSAL FROM CIDNA:

The Option E proposal that was presented to the SWAA PAC will be presented at the October 7 DEIS Scoping Meeting.

There are two changes from the copies presented at the September PAC meeting:

--Addition of a sentence to Appendix B: "While an elevated section on S. 10<sup>th</sup> St. may be the most acceptable, underground and surface alternatives should also be considered by the TAC".

One possible alternative is to have the LRT run underground from Park Av. to 4<sup>th</sup> Av. S. (again, avoiding grade crossings with the entrances and exits from I35W), surfacing between 4<sup>th</sup> Av. S. and 3<sup>rd</sup> Av. S., running at grade between 3<sup>rd</sup> Av. S. and Hennepin (to avoid the issue of interfering with 3 skyways), rising to an elevated line between Hennepin and 1<sup>st</sup> Av. N. (to avoid crossing 1<sup>st</sup> Av. N. (which connects to I394) at grade), and continuing on an elevated section to where 9<sup>th</sup>/10<sup>th</sup> Sts. No. become 7<sup>th</sup> St. N. There is room for the LRT to make a 90 degree turn, followed by a 45 degree turn around the incinerator, remaining elevated to the Intermodal station, avoiding a grade crossing into the incinerator parking lot.

--Recognition that there are 3 skyway crossings of S. 10<sup>th</sup> St., not 2.

In addition, the following comments should be made to the Option E proposal:

--The updated ridership study required by the FTA should include the following considerations:

1. The 5 block connector between S. 5<sup>th</sup> and S. 10<sup>th</sup> Sts. will allow for some express trains to link the SW suburbs and the Minneapolis neighborhoods of CARAG, Lyndale, E. Isles, Whittier, and Phillips directly to the U of M, St. Paul, the Airport, and the Mall of American without circumnavigating the incinerator
2. The ridership numbers should include major employers, such as Wells Fargo Home Mortgage, the Allina medical complex, Children's Hospital, and HCMC, which appear to have been undercounted in the analysis of Mayor Rybak's Option D.
3. The employment and population figures for all options are taken from Metro Council's Mark Filipi's Transportation Zone Analysis, which is available as Appendix C to the Option E proposal.
4. Option E is the only option serving the Convention Center, the Twins Stadium, and the Metrodome (using the connector).

10031

## APPENDIX C:

RIDERSHIP DATA BASES FOR ROUTES 1A AND 3A, ROUTE 3C, AND OPTION E  
WITHIN THE CITY OF MINNEAPOLIS (Using data from Mark Filipi, Met Council)

I. Routes 1A and 3A: (using Kenilworth corridor starting east of the W. Lake St. station stop through the Government Center station stop)

TAZ District	Population	Households	Retail Employment	Non-Retail Employment
377	4347	1895	240	248
380	1935	797	60	367
381	78	46	312	1043
388	591	394	56	3494
389	983	445	314	1643
391	1400	950	422	1518
392	2300	1626	120	9085
393	840	700	818	4179
394	500	0	312	1088
395	40	34	162	1179
407	37	21	3190	2482
408	1284	715	553	17487
Subtotal	14335	7623	6559	66151 (to Nicollet)
406	216	80	195	12251
409	685	260	173	18383
Total	15236	7963	6927	96785 (to Govt. Ctr)

These figures include any TAZ district which is within 2.5 blocks of a station stop on the LRT line, with the exception of TAZ District 376 (Lowry Hill), which is inaccessible to the Bryn Mawr station stop because of the cliff. Future development of the Bassett Creek project at the Van White station stop is not included; it also assumes that this project will be served by a Kenilworth LRT line, whereas a Bottineau Boulevard Line station stop in Glenwood at Bryant may be the better way to serve this development.

II. Route 3C: (using the Greenway and Nicollet Av. starting east of the W. Lake St. station stop to 3<sup>rd</sup> St. S. station stop)

TAZ District	Population	Households	Retail Employment	Non-Retail Employment
371	7416	4135	503	3736
373	5997	2817	911	2350
374	6806	3783	380	824

375	7229	4174	1335	1319
376	8105	4393	1318	704
377	4347	1895	240	248
391	1400	950	422	1518
392	2300	1616	120	9085
393	840	700	818	4179
397	3132	2128	286	1744
398	2730	2300	273	712
399	2222	1664	1505	1929
400	645	535	685	13323
401	745	330	291	1235
402	1070	880	3627	43416
407	37	21	3190	24820
408	1284	715	553	17487
Total	56305	33036	16457	128629

These figures include any TAZ District which is within 2.5 blocks of a station stop on the LRT line, with the exception of the blocks between Lake St. and 31<sup>st</sup> St. in TAZ Districts 333, 334, and 337. However, these figures include all of District 376, at least 70% of which is north of 26<sup>th</sup> St., which is 2.5 blocks north of the Greenway. Hence, these two factors most likely offset each other. These figures also include all of TAZ Districts 374, 397 and 398 which extend from LaSalle to Lyndale. These figures also include the portion of TAZ District 375 (the Wedge). Hence, the totals shown above are likely on the high side compared to the Kenilworth route, but less than 10,000 in population and less than 5000 in total employment. Thus, the populations and employers served are still far higher than for the Kenilworth route.

Option E: (using the Greenway, Park Av., and S. 10<sup>th</sup> St. starting east of the W. Lake St. station stop through the Government Center station stop)

TAZ District	Population	Households	Retail Employment	Non-Retail Employment
367	7752	2805	387	2874
369	3355	1158	2240	6597
370	3754	1552	116	817
372	3402	1425	270	3662
373	5797	2817	911	2350
375	7229	4174	1335	1319
376	8105	4393	1318	704
377	4347	1895	240	248
396	401	354	124	180
397	3132	2128	286	1744
399	2222	1664	1505	1929
400	645	535	685	13323
401	745	330	291	1235

10031

402	1070	880	3627	43416
403	4	4	149	299
404	2254	1150	76	922
405	2150	1800	129	8789
410	2754	1450	147	5371
Subtotal	59118	30514	13836	95779 (to Nicollet)
388	591	394	56	3494
389	983	445	314	1643
391	1400	950	422	1518
392	2300	1626	120	9085
393	840	700	818	4179
394	500	0	312	1088
395	40	34	162	1179
406	216	80	195	12251
407	37	21	3190	2482
408	1284	715	553	17487
409	685	260	173	18383
Total	67994	35739	20151	168568 (to Govt Ctr)

These figures include any TAZ District which is within 2.5 blocks of a station stop on the LRT line, with the exception of the blocks between Lake St. and 31<sup>st</sup> St. in TAZ Districts 333, 334, 337 and 338. However, these figures include all of District 376, at least 70% of which is north of 26<sup>th</sup> St., which is 2.5 blocks north of the Greenway. Hence, these two factors most likely will offset each other. These figures also include the portion of TAZ District 375 (the Wedge). Hence, the totals shown are likely to be on the high side compared to the Kenilworth route, but probably only 2000 in population and 1000 in employment. The figures are lower than the ones shown for 3C, where all of TAZ Districts 374, 397, and 398 were included.

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: In favor of Light Rail through corridor  
**Date:** 10/20/2008 04:19 PM

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:19 PM -----

**poperesear@aol.com**

To [swcorridor@co.hennepin.MN.us](mailto:swcorridor@co.hennepin.MN.us)

09/29/2008 11:26 AM

cc

Subject In favor of Light Rail through corridor

1/2.3/e

2/2.3/f

I am one of the residents in Kenwood, along with many, many others, who are in favor of the light rail through the SW Corridor. It would eliminate the long, dangerously loaded rail cars that pass our neighborhood currently, and would bring much needed transportation to this side of the lake and other communities along this corridor.

3/2.3/h

I believe that a stop at 21st would benefit many people and increase the values of our homes. It would be a convenience and if done correctly, would be the politically correct thing to do for the environment overall.

Louise Pope  
612-374-2860

---

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10033

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: public comment  
**Date:** 10/20/2008 04:19 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:19 PM -----

**"McKenna, Sean" <Sean.McKenna@ci.  
minneapolis.mn.us>**

To <[swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)>  
cc

09/25/2008 11:52 AM

Subject public comment

1/2.3/g

**I would like to comment and advocate for route 3-C.**

It would be nice that uptown and "midtown" (lake and Chicago area) be included. Such a large expenditure of money should not just be reserved for suburban commuters to get into downtown. It should also include a large portion of Minneapolis.

Sean McKenna  
St. Louis Park resident

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Southwest Transitway Scoping Meeting  
**Date:** 10/20/2008 04:19 PM

---

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:19 PM -----

**"Horacio" <hdevoto@hotmail.com>**

To <[swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)>  
 cc <[Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)>

09/25/2008 11:10 AM

Subject Southwest Transitway Scoping Meeting

I wanted to express my concern regarding the impact of the proposed Kenilworth route on the nature trail and on the rest of the city of Minneapolis. Using the Kenilworth route would -- for all practical purposes -- destroy the nature trail currently in place. The trail would be operational but it no longer would be a place for families, children, and recreational bicyclists to use. **One simply would not enjoy or feel safe using a nature trail so close to a busy commuter railroad.** In other words, constructing a commuter rail along the nature trail would have impact well beyond this neighborhood -- it would impact the many, many Minneapolis residents that frequently use the park, and that the wilderness trail was designed to serve. The cities of Eden Prairie and Minnetonka understood this and forced the route to be changed so that they can **preserve their parks and natural habitats.** As you know, these nature trails and other wilderness areas are one of the things that make the Twin Cities unique among American cities.

Among the alternatives being considered, **the greenway is an attractive alternative as addition of the light rail would provide a much-needed opportunity for business development in an area** that is currently isolated from much of the rest of the city. While this alternative would have short-term costs to the businesses in the Lake Street area, the light rail would provide significant long-term benefits to these commercial areas.

1/3.7/e

2/3.5/b

3/2.3/j

10034

4/3.5/a

Further, short-term costs can be mitigated. In contrast, using the Kenilworth Trail would provide neither a short-term nor a long-term benefit. Instead, the city will forever lose a much-used nature/recreational area.

Finally mass transit should serve people where they are concentrated. To have a commuter railroad going through the city of Minneapolis that does not serve its residents simply defies logic. In the tradeoff the city will forever lose one of its parks while gaining nothing in terms of access to public transportation.

Thank you for consideration.

Horacio Devoto  
2004 Sheridan Ave S  
646-831-8932

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Route Comment  
**Date:** 10/20/2008 04:19 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:18 PM -----

**Jody Russell <jodyrussell@comcast.net>**

To [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)

cc

09/25/2008 09:08 AM

Subject: Route Comment

Hi,  
1/1/a First, let me say that I am thrilled with this project and with the clear and easy to use web site for the Southwest Transitway. Thank you.

2/2.3/e  
3/6.3/c Of the three routes, I do not like Route 1A. The route would eliminate a heavily used and much beloved trail that runs through Eden Prairie. I have walked, biked and snowshoed this trail over the past dozen years. If there is a way to preserve this community asset and still do light rail, I think that makes more sense. Why put the light rail in people's back yards when it could go through Eden Prairie's business area instead?

Thank you.

Jody Russell  
18900 Nature Lane  
Eden Prairie, MN 55346

---

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: in favor  
**Date:** 10/20/2008 04:18 PM

**10036**

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:18 PM -----

**dorian <dorianmodeus@yahoo.com>**

To [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)

09/19/2008 08:38 PM

cc

Subject in favor

1/1/a

I am a resident of St. Louis Park and am in very much favor of the light rail routes you are proposing. Bonnie Toberman

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Edina and SWT corridor  
**Date:** 10/20/2008 04:18 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:18 PM -----

**"Dave Bender" <dave@benders-of-edina.com>**

To <[swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)>

cc

09/15/2008 03:52 PM

Subject Edina and SWT corridor

1/2.3/b

Was the rail line that goes through Edina past the city public works garage at Eden Avenue near 50th Street considered as an option for the Southwest Light Rail corridor? If so, what was the conclusion? If not, why not?

I've been reading through the reports that are posted on <http://www.southwesttransitway.org> and I love that this information is available. Thank you for creating that web site. But I'm not finding references to the route I'm asking about. I think the rail line is called the Dan Patch line, but I'm not certain. It runs generally parallel to Hwy 100 through Edina. It goes close to our house and I'd love it if there were a LRT station to go to instead of taking the bus.

Dave Bender  
Edina  
[dave@benders-of-edina.com](mailto:dave@benders-of-edina.com)

---

10038

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: North Loop SW LRT alignment letter  
**Date:** 10/20/2008 04:18 PM  
**Attachments:** [SDOC3156.pdf](#)

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:18 PM -----

**"David Frank" <dfrank@sr-re.com>**

To <[katie.walker@co.hennepin.mn.us](mailto:katie.walker@co.hennepin.mn.us)>  
cc <[kdoty@umn.edu](mailto:kdoty@umn.edu)>, <[karen.rosar@comcast.net](mailto:karen.rosar@comcast.net)>

09/22/2008 02:58 PM

Subject North Loop SW LRT alignment letter

Katie, please see attached. Thank you.

David Frank  
612.359.5844  
[dfrank@sr-re.com](mailto:dfrank@sr-re.com)



[SDOC3156.pdf](#)

10038



**NORTH  
LOOP**  
NEIGHBORHOOD

September 22, 2008

Ms. Katie Walker  
Transit Project Manager  
Hennepin County Housing, Community Works and Transit  
417 5th St N, Suite 320  
Minneapolis, MN 55401-1362

**RE: Southwest Transitway Alignment Endorsement**

Dear Katie:

1/2.3/e On July 30, 2008 the North Loop Neighborhood Association voted unanimously to  
2/2.3/f endorse Southwest Transitway alignment (A). This alignment follows the Kenilworth  
corridor into the North Loop neighborhood, and it connects to the Intermodal Transit  
station in the North Loop neighborhood. The North Loop Neighborhood Association  
Board of Directors considers alignment (A) to be the superior alignment.

Please let me know if you have any questions.

Sincerely,

David R. Frank  
North Loop Neighborhood Association



**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW LRT - thanks + question  
**Date:** 10/20/2008 04:18 PM  
**Attachments:** [sw lrt.pdf](#)

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:18 PM -----

**"Thatcher Imboden"**  
**<Thatcher@ackerberg.com>**

To <Gail.Dorfman@co.hennepin.mn.us>, <Katie.Walker@co.hennepin.mn.us>

09/15/2008 03:01 PM

cc

Subject SW LRT - thanks + question

Gail and Katie -

Thank you very much for coming to our Uptown Association meeting. You provided a lot of good information. I was a bit disappointed that we didn't have the business attendance that I was hoping for, however we did have a good size crowd. I saw a number of business representatives there, from such businesses as Davanni's, Yesterday's Auto, Mike Musky (designer), Walker Library, etc. In addition, Gail, thank you for getting us the food from Figlio.

I want to ask a follow up question from the meeting. It was said at the meeting that at these DEIS public hearings that you want to get a sense of what people are thinking as for the alignment into Downtown. This runs contrary to a comment made at the last PAC meeting, in which it was made clear that comments and concerns only need only (and implied should be) voiced once...and that a comment made 20 times has no more weight than one made once. It also was said that the alignment decision would not be made now, and was implied that the need to get people to state their opinion need not be done. Given that

10039

2/11.1/d

there are a lot of facts that are not known by the general public and some by the consultants, I'm hoping that we are not about to play popularity contest at these DEIS hearings. We need to have ridership and cost updates, more clarity on impacts and designs, understand whether or not Blaisdell or 1st are other options for the tunnel up Nicollet, etc. These will have a major impact on what people want for the LRT alignment.

3/6.1/a

A last comment, more aimed towards Gail. We need to think about the long term future of LRT in the Twin Cities. If Central, NW, and SW are all built by 2016/2017, that is likely the only LRT Downtown Minneapolis will ever see, unless future lines terminate at Multi-Modal. With 5th Street's capacity limited to two lines in either direction, the ability for future western lines to utilize that corridor is limited. If we are building the four most viable alignments in Minneapolis now, it is placing the responsibility of building Downtown alignment expenses on future lines. Those lines are least able to absorb those costs. Therefore, one

4/8.1/a

consideration is that if the SW corridor can absorb the cost of the Nicollet alignment, then it allows for future extensions to Northeast (such as the University/Central alignment or the Northeast Diagonal) or to the South. This would free up the 5th Street corridor for the lightly discussed Hwy 55 Corridor to Golden Valley and Plymouth. I've heard from a Golden Valley politico about their interest in that corridor, and that person mentioned that it's been brought up in light discussions with others from that corridor. I've attached a map that adds a visual to that long term vision.

5/2.3/j

Thank you again,  
**Creating Vibrant Neighborhoods**

Thatcher Imboden  
The Ackerberg Group  
3033 Excelsior Boulevard, Suite 10  
Minneapolis, MN 55416

612-924-6411 Direct  
612-824-2100 Main  
612-924-6499 Fax  
612-810-6642 Mobile

[thatcher@ackerberg.com](mailto:thatcher@ackerberg.com)  
[www.ackerberg.com](http://www.ackerberg.com)



Southwest Light Rail and Potential Future Light Rail Lines

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: support of Southwest LRT  
**Date:** 10/20/2008 04:18 PM

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:17 PM -----

**Wertz Family <[bobandtania@juno.com](mailto:bobandtania@juno.com)>**

To [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)

09/11/2008 08:44 PM

cc

Subject support of Southwest LRT

To Whom It May Concern:

1/1/a

Please enter into the public record my family's strong support of developing, as expeditiously as is possible, the Southwest LRT.

Our support stems primarily from four main arguments:

2/4.5/c

First, any and all development of LRT in the Twin Cities region is a step in the right direction of conserving fossil fuels and thereby reducing our community's collective carbon footprint.

3/5.1/b

Second, economic activity will, in the long run, be enhanced by transporting people of all means to their jobs in a very affordable manner, and further by the development that will take place along the corridor.

Third, having traveled extensively in places like Chicago, New York, Washington, Boston, and other major U.S. cities, as well as in cities like London and Athens, and realizing that such public transportation systems are inextricably linked to a high standard of living in those cities, it is high time we in the Twin Cities took the plunge and invested fully in supporting a broad LRT network. Doing so would be evidence of yet another way we are a progressive community, something I

sometimes wonder whether we truly are.

Finally, our family knows that if the Southwest LRT was developed, we would be four of its most frequent users and enthusiastic supporters.

10040

Thank you for registering our support.

Sincerely,

Bob, Ali, and Sophie Wertz  
Tania Haber  
4009 W. 39th St.  
St. Louis Park, MN 55416  
952.922.5807

---

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10041

**From:** [Catherine M. Walker](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: My Citizen Comments  
**Date:** 10/20/2008 04:18 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:18 PM -----

**Brian Finstad <[brianf@integrity-rehab.com](mailto:brianf@integrity-rehab.com)>**

To [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)

cc

09/14/2008 12:12 PM

Subject: My Citizen Comments

I understand one proposed line for the SW Corridor would be down Eat Street. I am an enthusiastic supporter of mass transit; however, I do not feel that this would be the appropriate form of transit for Eat Street. Although uncertain and projected not to even be a possibility for many years, I do feel that Eat Street should remain reserved for possible restoration of a trolley line. It is too unique considering its direct connection into Nicollet Mall and I believe would not only provide a unique transit experience for residents, but an additional amenity for visitors and tourism as well.

Brian Finstad  
3101 Clinton Avenue  
612-987-0712

1/1/a  
2/2.3/g  
3/2.3/j

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: LRT in Minneapolis  
**Date:** 10/20/2008 04:17 PM

10042

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:17 PM -----

**Matthew Dahlquist**  
<[mdahlquist@me.com](mailto:mdahlquist@me.com)>

To arthur higinbotham <[ahiginbotham@msn.com](mailto:ahiginbotham@msn.com)>

09/08/2008 03:57 PM

cc "Katie.Walker" <[Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)>, jeanette Colby <[jmcolby@earthlink.net](mailto:jmcolby@earthlink.net)>, srg\_hcmc <[srg\\_hcmc@yahoo.com](mailto:srg_hcmc@yahoo.com)>, ebell <[ebell@CBBURNET.com](mailto:ebell@CBBURNET.com)>, dostrom <[dostrom@gac.edu](mailto:dostrom@gac.edu)>

Subject Re: LRT in Minneapolis

An update on this project is on the agenda for tonight's Midtown Greenway Land Use and Transit Committee meeting.

On Sep 8, 2008, at 14:58 , arthur higinbotham wrote:

Katie,

Could you clarify the situation with the HCMC building project? Does it mean that Option 3C is not viable, as the Southwest Journal website implies? Could the LRT make a turn onto Nicollet from the Greenway and still have a station stop?

If the LRT were to run down the Greenway to Park, the HCMC project would not be an issue, as specified in Option E. In fact, it will add to the ridership on Option E as compared to Options 1A and 3A.

Thanks for looking into this.

10042

Art

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

From: Jeanette Colby

To: Art Higinbotham

Cc: Reuben Mendoza - LRT

Sent: Monday, September 08, 2008 2:22 PM

Subject: Fw: RE: LRT in Minneapolis

Hi Art,

Do you know anything about the HCMC building project? Would LRT serve their needs if they have a new facility on Nicollet?

Jeanette

-----Forwarded Message-----

>From: Reuben Mendoza <Reuben.Mendoza@ROLLOUTS.COM>

>Sent: Sep 8, 2008 2:16 PM

>To: Jeanette Colby <jmcolby@earthlink.net>

>Subject: RE: LRT in Minneapolis

>

>That's a great point. Does anyone in our posse know anyone at HCMC that

>would have answers? I would be great to know where they stand one way or

>another.

>

>No matter what, an LRT plan that doesn't take advantage of HCMC's new

>construction will illustrate SW LRT's lack of strategic planning for

>mass transit goals.

>

>-----Original Message-----

>From: Jeanette Colby [mailto:jmcolby@earthlink.net]

>Sent: Monday, September 08, 2008 1:53 PM

>To: Reuben Mendoza

>Subject: RE: LRT in Minneapolis

>

>Thanks, Reuben. It's interesting that they are not thinking of

>accomodating LRT. United Health Group in Eden Prairie is building an

>LRT stop into their new building -- not sure when they break ground,



10042

but

>soon if not done already. Maybe HCMC doesn't have the information  
it

>needs. After all, how would they...? Or maybe they have more  
>information than one might think.

>

>Jeanette

>

>-----Original Message-----

>>From: Reuben Mendoza <Reuben.Mendoza@ROLLOUTS.COM>

>>Sent: Sep 8, 2008 8:05 AM

>>To: Jeanette Colby <jmcolby@earthlink.net>

>>Subject: RE: LRT in Minneapolis

>>

>>Have you heard that HCMC is building a new location behind KMart  
on

>Nicolette? They have no plans to accommodate LRT. This would  
make the

>Kenilworth the only real option currently in the study. I think that  
>would open the door for officially entering Option E into the plan.

>>

>>Thanks!

>>

>>

>>

>>-----Original Message-----

>>From: Jeanette Colby <jmcolby@earthlink.net>

>>Sent: Monday, September 08, 2008 7:31 AM

>>To: Reuben Mendoza <Reuben.Mendoza@ROLLOUTS.COM>

>>Subject: RE: LRT in Minneapolis

>>

>>Thanks, Reuben. I haven't researched this, but I do remember Julie  
>Sabo saying the same thing. I'll try to look into it before the KIAA  
>meeting tonight -- though I may not have time.

>>

>>Jeanette

>>

>>-----Original Message-----

>>>From: Reuben Mendoza <Reuben.Mendoza@ROLLOUTS.COM>

>>>Sent: Sep 7, 2008 8:40 PM

>>>To: Jeanette Colby <jmcolby@earthlink.net>

>>>Subject: RE: LRT in Minneapolis

>>>

10042

>>>Jeanette,

>>>

>>>Thank you for copying me on this email. I think that it would be  
>important for them to know that a switching station, where trains will  
>park, will be directly below their houses if Kenilworth is chosen. At  
>least this is what I was told. You may have better info.

>>>

>>>Thanks again.

>>>

>>>Reuben

>>>

>>>

>>>-----Original Message-----

>>>From: Jeanette Colby <jmcolby@earthlink.net>

>>>Sent: Sunday, September 07, 2008 5:42 PM

>>>To: julia@writeworks.net <julia@writeworks.net>; pegalvin@aol.com

>>><pegalvin@aol.com>; czech2021@msn.com <czech2021@msn.com>

>>>Cc: Pat Scott <psscott01@hotmail.com>; Eric Lind KIAA

>>><ericlind@yahoo.com>; Mike Bono - KIAA <mbono@BROCADE.com>; Kathy &

>>>Roy Williams - KIAA <rwilliam6146@msn.com>; Kathy Lowe KIAA

>>><lowmn@comcast.net>

>>>Subject: LRT in Minneapolis

>>>

>>>Hi Julia, Peggy, and Heather,

>>>

>>>Pat Scott was kind enough to forward your notes concerning the  
>Southwest LRT issue. I have heard Julia's support for the LRT in  
>Kenilworth before, and want you to know that a couple of other  
people

>have also expressed support of the line going through our  
neighborhood.

>>>

>>>You probably know that spending over \$1.2 billion in federal,  
state,

>county, and city funding is a very complex, almost byzantine process.

>After going to many meetings and talking to lots of people with  
varying

>perspectives, I've concluded that thinking about this in terms of  
"for"

>or "against" is perhaps a good starting point, but there are lots of

10042

>details to consider.  
>>>  
>>>For example, consider that the Kenilworth Corridor is the most likely  
>to be selected by the Southwest LRT Policy Advisory Committee at this  
>point. Then consider that there is a good possibility that the station  
>proposed for 21st Street will be eliminated -- not necessarily because  
>of neighborhood opposition but because of cost, ridership, and traffic  
>issues. Further, know that there will be environmental impacts  
>regardless of which route is selected in Minneapolis, and people who  
>live near the line (especially near proposed stops or at narrow areas  
>along the line) will bear much greater cost for "the common good" than  
>others.  
>>>  
>>>If you have time, I hope you will read the attached proposed  
>resolution to be considered at the next board meeting on Sept. 8th.  
It  
>was drafted by a committee of KIAA board members and one other  
Kenwood  
>resident. It supports LRT for the long-term best interests of our  
city.  
>We want to be sure that if the LRT comes through the Kenilworth  
>Corridor, that it will be done in a way that enhances rather than  
>degrades our neighborhood.  
>>>  
>>>I would also urge you to participate in the Draft Environmental  
Impact  
>Statement scoping process that goes from September 12th to  
November  
7th.  
>This process gathers all the issues that people are concerned about so  
>that they can be considered for study during the DEIS. You can  
indicate  
>concerns about the areas that you know best by going to the web site  
>[www.southwesttransitway.com](http://www.southwesttransitway.com) or by going to a scoping meeting in  
early  
>October at which you can give a 3-minute testimony to the Hennepin  
>County Board (I'll forward the specifics of this if you are  
interested).  
>>>

16042

>>>Please feel to contact me with any questions.

>>>

>>>Thanks,

>>>

>>>Jeanette Colby

>>>KIAA board member

>>>2218 Sheridan Ave.

>>

>

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Southwest LRT line  
**Date:** 10/20/2008 04:17 PM

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 04:17 PM -----

**Ezra J Dillon <ezra@me.com>**

To [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)

08/28/2008 09:58 AM

cc

Subject Southwest LRT line

The purpose of this email to voice my opinion on the Southwest LRT line and the three alternative routes currently being considered. First let me tell you a bit about myself. I am someone who has invested my money in buying a home in the Whittier neighborhood near Nicollet and Franklin. I did this because I would prefer to live in the city as opposed to buying a larger nicer home 20-30 minutes out in the suburbs. My reasoning for investing in the city is because I believe it is not only economically, but also environmentally smart.

I find it disappointing that the Southwest Transitway is considering Southwest LRT routes that completely go around the neighborhoods around Nicollet, Hennepin, Lyndale and Lake Street. This would be like turning there back completely on those that have invested in the city and going around some of the most urban and most populated areas of Minneapolis, outside of downtown. **The current Route 3C is the only solution that doesn't abandon those living in the City of Minneapolis.** It would very disappointing if suburbs had better high speed public transportation than the city.

Regards,

...

Ezra J. Dillon

**From:** [Leah and Richard Barnett](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Freight trains  
**Date:** 10/20/2008 04:13 PM

---

Hi,

Please could you explain what will happen to the freight trains that currently use the tracks behind our home in Edgebrook Park, St Louis Park? I presume that when the Light Rail comes, the existing freight traffic will have to be rerouted.

Thanks  
Richard Barnett

1/6.3/b

10046

Scoping Comment Form  
Southwest Transitway Project

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

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

1/6.1/b

The truly need better transit in Minnetonka. Service is so poor with the bus system that it completely discourages non-commuters. As an example, I wanted to use the bus last week. I had a 10:15 & 1:15 event in downtown Minneapolis, a 4PM meeting in downtown St. Paul, and a 7PM sports event at the UofM where I would meet up with my husband. The bus served Mpls, St Paul & the UofM great throughout the day. The problem was Minnetonka. It was 2 hours & 3 busses to get from my house to downtown. Ridiculous! We need Light Rail and park & ride, all day service in Minnetonka.

1/1/a

I'm happy with either route option through Minnetonka. Please keep working to bring LRT sooner rather than later!

Name Peggy Kuam  
Address 13012 Jane Lane  
City/State/Zip Minnetonka, MN 55343  
Telephone 952-935-6999  
E-mail pkvam@verizon.com

Thank You!

Ecken Prairie City Hall October 23, 2008

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: ROC letter of support for a Kennilworth alignment for the SW LRT  
**Date:** 10/20/2008 03:27 PM

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 03:27 PM -----

**"Vida Y. Ditter"**  
**<vyditter@vyditter.cnc.net>**

08/11/2008 12:36 PM

To <rt@minneapolis.org>

cc <Katie.Walker@co.hennepin.mn.us>, "Beth Grosen" <beth.grosen@ci.minneapolis.mn.us>, <bjwillette@hotmail.com>, "Darrell Washington" <Darrell.Washington@ci.minneapolis.mn.us>, "Denny Daniels" <floragene@comcast.net>, "Genevieve McJilton" <genevieve.mcjilton@ryancompanies.com>, "Mitch Thompson" <mthompson@cinequipt.com>, "Pat Carney" <pat@carney.com>, "Rick Collins" <Rick.collins@ryancompanies.com>, <SFABER@kmbldg.com>, <Thomas.Leighton@ci.minneapolis.mn.us>

Subject ROC letter of support for a Kennilworth alignment for the SW LRT

Mayor Rybak:

1/2.3/e

2/2.3/f

3/3.1/f

The Redevelopment Oversight Committee (ROC) for the Bassett Creek Valley strongly supports the Kenilworth alignment of the SW LRT. The Kenilworth alignment has the potential to substantially advance development in a community that has tremendous opportunity given its proximity to downtown Minneapolis. Bassett Creek Valley has been isolated for nearly a century of decision-making. The Kenilworth alignment is necessary to ensure a successful redevelopment that will provide living-wage jobs, quality affordable housing, increased businesses that serve the surrounding community, and an improved natural environment.



4/3.8/b

The widely accepted and respected Itasca Report documented the racial, economic and spatial disparities of the neighborhood that could benefit significantly and improve with the Kenilworth alignment of the SW LRT. Therefore it should be the priority of public and private entities to use mass transit to mitigate these racial and economic disparities by connecting people and commerce.

The following are a list of basic points to consider in evaluating proposed routes:

5/3.1/b

- Proposed development on Linden Yards and the Impound Lot are likely to generate approximately 6,000 – 8,000 employees and 800-900 households upon completion of proposed development. These increases in employment and housing were not taken into consideration in the current estimated ride ship numbers as the small area plan for Bassett Creek Valley was not approved at the time of the initial survey.
- The county owns most of the land through the Kenilworth alignment making it the most economic alternative.
- Affordable housing viability in Bassett Creek Valley is improved by providing cost-effective and readily available transit options for lower income area residents.
- Employers will find Bassett Creek Valley an ideal area to locate by virtue of the labor force in the area and connections to potential employees in the SW metro area; connections to the Hiawatha Line to the airport and MOA; connections to the Central Corridor LRT to St. Paul; and the Northstar commuter line – all of which lines are not readily accessible via the Uptown alignment. Furthermore, the Kenilworth alignment is a much faster route into downtown Minneapolis.
- Improved connections for area residents to employment centers all along the SW LRT, the Hiawatha Line, the Central Corridor LRT and Northstar commuter line.
- Improved Regional access to Bryn Mawr Meadows Athletic Fields/Bryn Mawr Commons; Dunwoody Institute; the Walker Art Center; and Parade Stadium.

The SW LRT has the potential to build a strong and connected regional economy. The Kenilworth alignment is best situated to ensure that the public investment benefits the most people and especially those in need.

Bassett Creek Redevelopment Oversight Committee (“ROC”)

**From:** Katherine Kragtorp  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Re: Southwest LRT  
**Date:** 10/20/2008 01:32 PM

**10048**

To whom it may concern,  
I will not be able to attend the scoping meetings, however I very much want to register my opinion about the Southwest LRT. I am a resident of Hopkins, and for a long time was a customer of the bus system. Changes in my schedule have made it extremely difficult for me to continue using the bus in order to access downtown minneapolis, and it is with great regret that I am forced to use my car (and pay for parking) in order to get downtown for my job. I believe the addition of light rail to our community would greatly enhance the usage of the public transit system, and in this time of energy crisis it is imperative that we find ways to reduce the use of energy in any manner possible. I fully support the proposed southwest corridor, and earnestly hope that it will be able to go forward.

Thank you,  
Katherine Kragtorp

Katherine A. Kragtorp, PhD  
Adjunct Biology Faculty  
Minneapolis Community and Technical College  
S.3530  
1505 Hennepin Ave  
Minneapolis, MN  
(612) 659-6000x4494

**From:** [Grant Johnson](mailto:Grant.Johnson@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Feedback on Preferred Routes  
**Date:** 10/20/2008 01:17 PM

---

**10049**

Hello,

1/2.3/f  
2/2.3/g

I live in Eden Prairie and prefer Routes 3A or 3C because I feel it would attract more riders by going through the Golden Triangle business district and the Eden Prairie Mall. I work in Bloomington so wouldn't use the line for work but would use it to go to downtown for personal use.

Grant Johnson

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10050

**From:** [Catherine M. Walker](mailto:Catherine.M.Walker@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW Transit  
**Date:** 10/20/2008 12:06 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 12:06 PM -----

**"Jeremy Ahrens" <ahrens@gmail.com>**

To [katie.walker@co.hennepin.mn.us](mailto:katie.walker@co.hennepin.mn.us)

cc

10/06/2008 08:46 PM

Subject: SW Transit

Katie,

1/2.3/g

My name is Jeremy Ahrens and I own a home on the 3200 block of Emerson. I am writing to voice my support for SW LRT option 3a. I feel very strongly that light rail should serve our urban core. I understand that option 3a is the most costly, because of Nicollet tunneling, but I also believe that these costs will be outweighed by a surge in ridership and revitalize the Nicollet/Lake neighborhood.

Thank you,

Jeremy Ahrens

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: FTA Noise and Vibration Manual...applicable to Draft EIS for SW Light Rail  
**Date:** 10/20/2008 11:06 AM

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 11:06 AM -----

**MNRealtors@aol.com**

To peter.mclaughlin@co.hennepin.mn.us, linda.koblick@co.hennepin.mn.us  
 10/20/2008 09:54 AM  
 cc Katie.Walker@co.hennepin.mn.us  
 Subject Fwd: FTA Noise and Vibration Manual...applicable to Draft EIS for SW Light Rail

NOTE: I am forwarding a short email written to Katie Walker for your review. I am a landlord in the CIDNA and UPTOWN areas (live in downtown Minneapolis), realtor for over 20 years in Minneapolis, daily commuter on the Kenilworth bike/pedestrian path, and frequent user of light rail. I support light rail going through Uptown, in particular looking at Option E as a viable alternative\*.

1/2.3/j

I believe in addressing issues "sooner rather than later". Reading through the FTA Manual, there are several areas that should be addressed during the Draft EIS timeframe. One item of particular concern is the COST FOR MITIGATION for vibration and noise from both a train itself and horn blowing along the Kenilworth line, in particular the narrow passage way between the Dean Court Condominiums and Cedar Lake Shores Townhomes. "Visually" anyone can see that space is less than 55 feet wide. Because Mr. Tripp of the survey team for HCRRA claimed that there was at least 62' width in that space, CIDNA representative, Art Higinbotham, met with Mr. Tripp last week and discovered that the LRT will run within 10.5 - 14.5 feet of the grain elevator tower (Dean Court Condos) and 8 -12 feet of the Dean Court garage. The Dean Court Board is preparing a Draft Resolution

2/4.6/a

3/3.3/a

10051

this week.

4/6.2/a

Another problem that needs to be addressed early on is the traffic back-up at Cedar Lake Parkway at the rail road tracks. On our way to the scoping meeting in St. Louis Pk. last week, we were stopped all the way back to the bridge on Lake of the Isles (where Lake of the Isles splits to go to Lake Calhoun) around 6:20 pm from "one" train passing on those tracks. Waiting in traffic about 12 minutes, we then needed to make a left turn onto Sunset (just West of the train tracks), and waited, waited, waited again for traffic from the other direction (on Cedar Lake Pkwy) that was backed up from just one train...at a non-rush hour time. THE traffic back-up is MUCH worse between 4:30 and 5:30 pm.

Please review the attached email for other comments.

5/3.1/g

\*Note: Option E would give the area around the Global Market as well as the area around Park/Portland the "boost" it needs for regentrification...growing businesses and generating tax revenue.

Thank you,

Cheryl LaRue  
[mnrealtors@aol.com](mailto:mnrealtors@aol.com)

---

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----- Message from MNRealtors@aol.com on Mon, 13 Oct 2008 14:24:17 EDT -----

**To:** Katie.Walker@co.hennepin.mn.us

**cc:** ahiginbotham@msn.com, greenparks@comcast.net

**Subject:** re: FTA Noise and Vibration Manual...applicable to Draft EIS

As a follow-up to my emails regarding the narrow distance\* between the Cedar Lake Shore Townhomes and Dean Court Condominiums, I would like to request that in the EIS study THAT particular area be addressed.

In the FTA Manual, it is suggested that a "general assessment could provide the appropriate level of detail" in computing NOISE and VIBRATION IMPACT and proposed mitigation. You will find this in Section 5.1 "General Noise Assessment" (or you can just print page

6/4.6/a

69). Because that spot is unique to the rest of the rail line (it's narrow passage way), it would be beneficial to address it as early on in the process as possible.

I also found the following sections pertinent for the EIS study:

7/4.6/x

Section 3-14 (printable page 60). This section addresses projects that need to be addressed by BOTH the FHWA and FTA. FHWA procedures mandate that "only loudest-hour noise levels" are used to compute noise impact. These criteria should be used minimally along Cedar Lake Parkway, at the intersection of Cedar Lake Parkway and the rail line as well as along Dean Parkway and Lake of the Isles Parkway where back-up traffic will be increased exponentially.

Section 3-10 (printable page 56)...for residential land use, the noise criteria are to be applied OUTSIDE the building locations at noise-sensitive areas with frequent human use including outdoor patios, decks, play areas (at Dean Court).

Section 5-21 (printable page 89)...Crossing at-grade with Horn Blowing... the horn noise applies to track segments within 1/4 mile of the grade crossing.

Section 6-44 (printable page 142)...(last sentence)...a typical single-family home can be fitted for sound insulation for costs ranging from \$25,000 - \$50,000.

Section 10-11 (printable page 179)...Type of Building...Wood frame buildings, such as the typical residential structure, are MORE EASILY excited by ground vibrations...

Section 11-22 (printable page 203)...Trenches...Use of trenches to control GROUND-BORNE VIBRATION is analogous to controlling airborne noise with sound barriers...a rule-of-thumb...is that if the trench is located close to the source the trench bottom must be at least 0.6 times...which means that the trench must be approximately 15' deep...

Please email me and let me know if I need to present the above request at a scoping meeting.

8/1.5/v

\*there is at least a 20' discrepancy between what the surveyors have calculated and what the homeowners of Cedar Lake Townhomes and Dean Court Condominiums can "visually see and measure" and have

10651

9/11.1/d

on surveyed record. Can you provide me with the telephone number of the surveyor to discuss?

Thanks,

Cheryl LaRue

---

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**From:** [Catherine M. Walker](mailto:Catherine.M.Walker@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: DEIS Commentary  
**Date:** 10/20/2008 08:34 AM

10052

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/20/2008 08:34 AM -----

**"arthur higinbotham"**  
**<ahiginbotham@msn.com>**

10/15/2008 11:59 AM

To "Katie.Walker" <Katie.Walker@co.hennepin.mn.us>

cc "Matthew Dahlquist" <mdahlquist@me.com>, "dostrom" <dostrom@gac.edu>, "ebell" <ebell@CBBURNET.com>, "Parker Trostel" <ptrostel@comcast.net>, "EldonJohn" <eldonjohn@hotmail.com>, "lisagoodman" <lisagoodman@ci.minneapolis.mn.us>, "MNRealtors" <MNRealtors@aol.com>, "jeanette Colby" <jmcolby@earthlink.net>

Subject DEIS Commentary

Yesterday I met with John Tripp of the HCRRA survey group. He explained that **HCRRA does have a 62 foot ROW between the Dean Court Condominiums and Cedar Lake Shore** Homeowner's Association, but that per agreement with the city of Minneapolis and Dean Court, a berm has been constructed on an 11 foot strip to shield Park Siding Park from corridor traffic. Without the 11 foot strip and another 10 foot strip that has not been built up for the freight line (23 feet) and bicycle and pedestrian path (17 feet 9 inches to 21 feet), the built up portion currently occupies 40 feet 9 inches (from 28th St. to the Dean Court grain elevator tower) to 44 feet (from the Dean Court grain elevator tower to the junction of the Kenilworth and Greenway corridors). Since the 2 tracks of

2/4.3/w

LRT take 28 to 32 feet, including power poles, the additional 5 to 9 feet will come from land that has vegetation, including a dozen or more mature, 100 foot tall trees that shield the Dean Court residences from the built-up portion of the right-of-way and also visually shields CLSHA from the Dean Court buildings.

2 tracks of LRT could be constructed using from 46 feet to 52 feet of the 62 foot ROW, keeping the bicycle and pedestrian paths at the same width, but the park-like portion on the Dean Court side would decrease from 19 feet 6 inches in front of the grain elevator tower to between 14 feet 6 inches and 10 feet 6 inches. This would put the built-up portion of the ROW within these distances from Dean Court units, which start at ground level.

John Tripp confirmed that the split rail fence line, which was replaced last year by HCRRA at its original location, follows the property line between HCRRA and CLSHA, except for minor deviations to avoid a rainwater sewer line that follows the fence. Hence, there is no issue of the LRT encroaching on CLSHA property, short of eminent domain action by Hennepin County, which would be bad public policy and opposed by the neighborhood.

3/2.3/j

Speaking on behalf of the CIDNA neighborhood as Board Chair, mitigation in the corridor should be provided to avoid destruction of mature shielding vegetation in front of the Dean Court tower and to separate the Park Siding Park from LRT on the corridor. This mitigation should take the form of a cut-and-cover tunnel extending from Cedar Lake Parkway to just north of the Lake St. bridge; the bicycle and pedestrian paths would be placed at grade above the cut-and-cover tunnel. Since the EPA regulations state that a width of 100 feet of dense vegetation would be needed to shield residences on the other side of the LRT, clearly there is inadequate space to incorporate such a visual, noise and vibration shield. Construction of a barrier fence would not be guaranteed to reduce noise and vibration to acceptable levels to the EPA and would be a highly undesirable visual feature, reducing property values of the residences within visual sighting of the fence.

The safety hazard caused by derailment of LRT cars in this

corridor represents an increased liability for the County and residents along the LRT tracks. The length of each LRT car is more than the distance from the LRT rail tracks to the nearest CLSHA residences, which will be 20 to 22 feet from the rail line; since derailed cars can be expected to be displaced as the cars derail, physical damage to the residences will occur with more than 20 to 30 degrees angle of the derailed car to the tracks. In a cut-and-cover tunnel, the lateral displacement of a derailed car will be limited by the walls of the tunnel, reducing the safety hazard to those residing along the LRT in CLSHA.

4/3.7/a

The Kenilworth corridor sits on an underground flowage from Cedar Lake to Lake Calhoun. Calhoun Village Mall, just to the south of the corridor, was built on pilings some 20 years ago. In the course of time, the parking lot adjacent to these buildings has sunk by roughly a foot, requiring the owners of the Mall, Pfaff Brothers, to constantly be building up the parking lot to the level of the sidewalk and building entrances. This same sort of sinking is likely to occur to the LRT on the portion of the Kenilworth corridor north of the Mall, resulting in potential derailments and, for sure, increased track maintenance. The use of concrete ties for the LRT, as opposed to the wooden ties now used on the freight line, will increase the water runoff from the corridor; when the ground is less saturated, it will add to the degree to which the ground will sink, causing more maintenance. Such extraordinary maintenance should be included in the operating costs for all LRT lines that cross this underground flowage.

5/4.2/b

In anticipation of a possible suggestion that both the LRT and the freight trains be included in a single cut-and-cover tunnel through the Kenilworth corridor, to avoid the costs of relocating the freight line to St. Louis Park and the mitigation that will be required at 4 grade crossings in St. Louis Park and a tunnel beneath Lake St. and through St. Louis Park High School property, it should be pointed out that such a combined tunnel would require:

6/2.3/j

1. **Ventilation** to insure that diesel fumes from the 4 engines that are usually pulling the freight trains do not accumulate in the tunnel, asphyxiating LRT riders on the adjacent tracks, including provision for the periods of up to 1.5

hours that freight trains are parked in the tunnel awaiting clearance from BN&SF to proceed on their tracks to the northeast of Cedar Lake.

2. Barrier walls between the freight and LRT tracks to insure that derailment of one or the other mode does not affect the operability or safety of the other.

3 Ability of the freight trains to emerge from a cut-and-cover tunnel north of Cedar Lake Parkway before crossing the boat channel between Cedar Lake and Lake of the Isles at grade; freight rail lines are restricted to a maximum 5 per cent grade. The LRT would not have the same restriction.

4. Using the same tracks for LRT and freight, as is done in Salt Lake City, by restricting freight traffic to night schedules when the LRT is not operating is not feasible. Twin Cities and Western is dependent on round-the-clock operation to move its cargo from west to east and return. It will not be able to restrict its usage to between 1 a.m. and 5 a.m., when LRT is not operating, as it is dependent and BN&SF for access to their tracks and this night schedule would disrupt BN&SF schedules. In addition, unless this track were placed in a tunnel, the additional noise and vibration would exceed EPA limits.

These are just some of the concerns of running light rail on the Kenilworth corridor without significant and adequate mitigation. More to follow.

Arthur E. Higinbotham

10053

**From:** [Mawil@aol.com](mailto:Mawil@aol.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Please  
**Date:** 11/04/2008 06:01 PM

---

To whom it may concern:

1/1/a  
2/2.3/j

**Please build a light rail serving the southwest including West Bloomington.**  
However, please don't put it at street level and tie up traffic on the streets! The Hiawatha line jams traffic and cause drivers to sit sometimes up to 8 minutes waiting on a light to turn green! If the rail is to be built do it right like other major cities in the US. The only options are raised off ground level or below ground!

Thanks,

Marty R. Wilson  
West Bloomington

---

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**From:** [Brian Willette](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Comments on Selection of SW LRT Corridor  
**Date:** 11/04/2008 01:35 PM  
**Attachments:** [Preferred Alignment.doc](#)

---

10054

Below and attached are my comments. Brian Willette

## **Comments on the Selection of the Local Preferred Alignment of the SW LRT**

**November 4, 2008**

**To: SW LRT Decision-Makers**

**From: Brian J. Willette**  
**1175 Cedar View Drive**  
**Minneapolis, MN 55405**  
**[bjwillette@hotmail.com](mailto:bjwillette@hotmail.com)**  
**612-870-9922**

**I urge all decision-makers to seriously consider the criteria detailed below when selecting the Local Preferred Alignment for the SW LRT.**

### **1. The Right Mode for the Right Reasons**

**Decisions concerning public transit for our metropolitan area and the core city of Minneapolis should be made in light of needs, the various public transit modalities, ridership now and in the future, economic development and cost.**

**My understanding of the various modes of public transit is as follows:**

- **Commuter Rail is for long distances travel at high speed with few stops.**
- **Light Rail is for both distant and somewhat closer travel at medium to high speed with a moderate number of stops, and only traveling at street speed in the heart of the city where absolutely necessary.**
- **Street Car is for travel within the city or near the city at street speed with frequent stops.**
- **Metro Bus is for travel throughout the metro area and within the city traveling at either highway or street**

speeds with a combination of few or frequent stops depending on the particular route.

2/2.3/g  
3/2.3/j

**Nicollet Avenue Option (3C Route) and Option E (On City Streets)**

Given the alternative alignments being discussed, I think the Nicollet Avenue Option and Option E are very strong candidates for street cars. The facts and arguments put forth in support of these options are the very same facts and arguments that point to the street car option to serve Minneapolis' Uptown, the near south-side and downtown.

The street car can run on existing streets, travel at street speed, and make frequent stops at or close to many businesses along the route and many downtown designations. The residences in the Uptown area, the near southside and downtown could catch the street car and easily transfer at either the intermodal station or the Lake Street station to take the Hiawatha LRT, the Central Corridor LRT or the SW LRT to work, shopping or events.

4/2.3/e  
5/2.3/f

**Kenilworth Corridor Option (1A Route and 3A Route)**

The Kenilworth Corridor alternative fits the LRT modality of public transit. The speed of the LRT works in the Kenilworth alignment. It connects more directly the suburbs to the southwest with the heart of the city and the connections to other modes of public transit are more easily made.

6/3.1/f

**2. Economic Development within Minneapolis**

**Light rail is catalysis to economic development. It spurs development in the long term as well in the short term.**

The areas that lag in economic development must also be considered as well as those areas that are already economically advantaged. Economically advanced areas can be further enhanced by LRT. However, less economically developed areas may become economically thriving zones with the coming of LRT.

**The Nicollet Aveue Option and Option E**

The areas of Minneapolis that either the Nicollet Avenue Option or Option E would serve are currently enjoying economic growth, and the street car option for these areas would further their growth.

#### The Kenilworth Corridor

LRT coming through the Kenilworth Corridor and connecting with the intermodal transit station would trigger economic development in the Basset Creek Valley, the Warehouse District, the area around the new Twin's ballpark, and parts of Bryn Mawr and Harrison neighborhoods. All of these areas are in need of economic development, and their development would greatly enhance the core city of Minneapolis.

### 3. Unite Not Divide

In selecting the Preferred Local Alignment, decision-makers should understand how the selection affects the overall cohesiveness and unity of Minneapolis and the Metro Area.

In the past easy divisions have emerged, and some have promoted divisions for unwise reasons. These divisions have had long term negative consequences. Three such divides are: South Minneapolis vs. North Minneapolis, Urban vs. Suburban, and Minneapolis vs. St. Paul.

#### The Nicollet Aveue Option and Option E

These options focus on the near-south area of Minneapolis. They continue the divide between north and south Minneapolis.

#### The Kenilworth Corridor

This option more directly connects the north and south of Minneapolis. It also connects more directly the riders of the SW LRT with the Hiawatha Line to the airport and the Central Corridor LRT to St. Paul. Also, this route more directly connects the southwest suburbs and the north metro area through the intermodal station.

In selecting an alignment, I urge the decision-makers to choose the alternative that most unites and least divides.

### 4. The Environment—Our Ecosystem

Since we—humankind—are a part of nature, it is imperative that we live in harmony with the rest of nature. Our very

7/3.1/b

8/3.2/a



survival depends on it. When we pollute our environment we do harm to our ecosystem; we poison the air we breathe, the water we drink, the food we eat, the sights we see and the sounds we hear. It is incumbent on us to design the man-made elements in ways that respect and support our ecosystem.

9/3.1/a

The Nicollet Avenue Option travels on Minneapolis' main street, while Option E goes through goes through a good number of residential neighborhoods. The Kenilworth Corridor goes through fewer residential and business areas but it pass through more park-like areas.

All options require creative designs. Regardless which corridor is selected, the designers, with input from concerned citizens, need to create designs that maximize harmony between the SW LRT and the environment.

10/2.3/h

If the Kenilworth Corridor is selected, only the LRT line and the stations should be in the park-like areas. No

11/6.3/f

maintenance or storage facility should be built in these areas. The park-like areas should remain as natural as possible.

12/3.1/c

Attached is "Cedar Lake Park Association's Policy and Design Principles Regarding the Southwest LRT." If the Kenilworth Corridor is selected as the preferred alternative, these design principles should be very closely followed.

In addition to preserving the park-like quality of the area as much as possible, it is also important to keep Cedar Lake Parkway open to through traffic. At the south end of Cedar Lake, the Cedar Lake Parkway is currently blocked several times a day by slow moving freight trains. To prevent even more blockage by LRT, the LRT line should either be tunneled under or pass

**overhead of Cedar Lake Parkway at the south end of Cedar Lake.**

**5. The Common Good**

**In selecting SW LRT's local preferred alternative, the common good should prevail. All concerned need to give their input, but no special interest should dictate the final selection.**

**Given criteria 1-3 detailed above, it is my judgment that the **Kenilworth Corridor** best serves Minneapolis and the metro area's common good now and in the years to come.**

**Attachment**

**Cedar Lake Park Association's Policy and Design Principles Regarding the Southwest LRT**

**Cedar Lake Park Association urge all concerned, especially the decision-makers, to select the Southwest LRT route that best serves the common good of the people and cities in the area.**

**If the Kenilworth Corridor is selected as the route of the Southwest LRT, it will have a major impact on the trails in the corridor and the park-like land that it passes through.**

**Cedar Lake Park is adjacent to the Kenilworth Corridor, and the LRT using the Kenilworth corridor will definitely have an impact on Cedar Lake Park.**

**People who use the Kenilworth Trail and/or Cedar Lake Park with its trails experience the land north and east of Cedar Lake as one contiguous nature park. Although Hennepin Regional Rail Authority owns the Kenilworth Corridor, a growing number of people refer to the whole area as Greater Cedar Lake Park.**

**Regardless of land ownership, people enjoying Cedar Lake Park and the ridership of the LRT will experience the LRT going through a nature park, Greater Cedar Lake Park. Therefore, it is crucial that the impact of**

**the LRT using the Kenilworth Corridor be seriously studied.**

**Cedar Lake Park Association's official position on the LRT going through the Kenilworth**

**Corridor has seven major concerns. Our concerns are stated in the seven design principles listed below.**

**Design principles for building the LRT through the Kenilworth Corridor are:**

- 1. Safeguard human life, protect the water quality in Cedar Lake, and enhance**

**wildlife habitat, habitat connectivity and quality of the natural environment.**

- 2. Minimize any negative impact on people's experience of Cedar Lake**

**Park and the park-like surrounding areas.**

- 3. Maintain neighborhood and regional access to Cedar Lake Park, Cedar Lake**

**Regional Trail, the Kenilworth Trail, and the Midtown Greenway.**

- 4. Minimize the intrusiveness of permanent and temporal changes to the**

**environment of Cedar Lake Park and the park-like surrounding areas.**

- 5. Mitigate unavoidable changes in the environment with investments that provide**

**exceptional value to the goal of Nurturing Nature.**

- 6. 6. Wherever the LRT is not tunneled in the corridor, enhance the LRT riders' positive experience of Cedar Lake Park and the surrounding park-like areas as they pass through the corridor.**

- 7. 7. Design any and all stations that are adjacent to Cedar Lake Park in such a way that they are compatible with a park-like setting—like a park lodge or park ranger's station.**

**From:** [Brian Willette](mailto:Brian.Willette)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Comments on Selection of SW LRT Corridor  
**Date:** 11/04/2008 01:29 PM  
**Attachments:** [CLPA's Policy & Design Principles re SW LRT.doc](#)

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October 25, 2008

To: Southwest LRT Decision Makers  
Fr: Cedar Lake Park Association Board, Brian Willette, Board Member, and Cedar Lake Park Association representative on the PAC  
Re: Cedar Lake Park Association's input into the Scoping Process

## **Cedar Lake Park Association's Policy and Design Principles Regarding the Southwest LRT passed by CLPA' Board**

Cedar Lake Park Association urge all concerned, especially the decision-makers, to select the Southwest LRT route that best serves the common good of the people and cities in the area.

If the Kenilworth Corridor is selected as the route of the Southwest LRT, it will have a major impact on the trails in the corridor and the park-like land that it passes through.

Cedar Lake Park is adjacent to the Kenilworth Corridor, and the LRT using the Kenilworth corridor will definitely have an impact on Cedar Lake Park.

People who use the Kenilworth Trail and/or Cedar Lake Park with its trails experience the land north and east of Cedar Lake as one contiguous nature park. Although Hennepin Regional Rail Authority owns the Kenilworth Corridor, a growing number of people refer to the whole area as Greater Cedar Lake Park.

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Regardless of land ownership, people enjoying Cedar Lake Park and the ridership of the LRT will experience the LRT going through a nature park,

Greater Cedar Lake Park. Therefore, it is crucial that the impact of the LRT using the Kenilworth Corridor be seriously studied.

Cedar Lake Park Association's official position on the LRT going through the Kenilworth Corridor has seven major concerns. Our concerns are stated in the seven design principles listed below.

Design principles for building the LRT through the Kenilworth Corridor are:

1/3.7/z  
2/4.2/a

1. Safeguard human life, protect the water quality in Cedar Lake, and enhance

3/4.3/a

wildlife habitat, habitat connectivity and quality of the natural environment.

2. Minimize any negative impact on people's experience of Cedar Lake

Park and the park-like surrounding areas.

4/3.1/d

3. Maintain neighborhood and regional access to Cedar Lake Park, Cedar Lake

Regional Trail, the Kenilworth Trail, and the Midtown Greenway.

4. Minimize the intrusiveness of permanent and temporal changes to the

5/3.5/b

environment of Cedar Lake Park and the park-like surrounding areas.

5. Mitigate unavoidable changes in the environment with investments that provide

exceptional value to the goal of Nurturing Nature.

6.

Wherever the LRT is not tunneled in the corridor, enhance the LRT riders' positive experience of Cedar Lake Park and the surrounding park-like areas as they pass through the corridor.

6/3.6/a

7. Design any and all stations that are adjacent to Cedar Lake Park in such a way that they are compatible with a park-like setting—like a park lodge or park ranger's station.

7/5.2/a

**From:** Rachael Lininger  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Route Alternatives  
**Date:** 11/04/2008 01:08 PM

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10056

1/1/a  
2/2.3/g

Hi. I've been a Minneapolis resident for 8 years, and I've used public transit that entire time. I haven't owned a car, even though I can now afford one, because I think public transit is important. I am very excited by the possibility of the Southwest Transitway and especially by the 3C route along Nicollet and Lake. I travel to or through Uptown frequently, and being able to access it by train would be wonderful. The buses are usually standing-room-only.

I currently live just off the 46th St. Station (deliberately) and work downtown. I travel to Uptown at least twice a month. I'd feel able to go much more often if there were a train.

3/3.1/f

I know that my personal transit habits are not the most important consideration. However, I can hope that sending more people through the busy Eat Street and Uptown areas will help with economic activity in Minneapolis, and the 3C route will allow for the possibility of connecting the LRT and SWT along the Greenway.

Thanks,  
Rachael  
4621 Minnehaha Ave

--

Rachael  
Lininger  
rachael@  
daedala.net

From the Dilbert Newsletter:  
"You should talk to her.  
She is a minefield of information."

10057

**From:** ROGER W WILDE  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Light Rail Options  
**Date:** 11/04/2008 12:32 PM

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Dear Sir/Madam:

We are writing today to express our views on the proposed alternate routes for the new Southwest Light Rail Corridor. We are very much **in FAVOR of Alt. 3 options** and **totally AGAINST Alt. 1 options**. We live very close to the Alt. 1 area and use the trails frequently for walking & biking. We don't want this eliminated or even compromised with any light rail close to the trails. In addition, **Alt. 3 route options are the only ones that make sense because it will take people where they need and want to go--near shopping, restaurants, entertainment, and many other services.** We would be very interested in using Alt. 3 routes ourselves as a preferred way to travel to and from downtown Minneapolis.

Thank you for your consideration of our request to plan for Alt. 3 routes as the best possible option for all concerned.

Roger & Susan Wilde  
15139 Patricia Court  
Eden Prairie, MN 55346  
(952) 937-2044  
[rogersue221@msn.com](mailto:rogersue221@msn.com)

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

**From:** [Lynn Mattson Little](mailto:lynn.mattson@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LRT route feedback  
**Date:** 11/04/2008 10:14 AM

**10058**

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Hi,

1/2.3/g

If I must choose, I'd pick LRT route 3C. But I'd suggest you combine and use all 3 LRT routes under consideration: making an Eden Prairie circle loop and a downtown Minneapolis loop with a line in between.

2/2.3/h

These are the basics: any Eden Prairie stop must include Eden Prairie (EP) Center and Southwest Station. They are the hubs of EP and EP Center employs many low wage workers that would benefit from LRT.

3/2.3/g

Adding a north/south LRT axis to downtown Minneapolis, makes the most sense to me and would include picking up densely populated Uptown riders and dropping people off in the heart on Mpls (vs. the west extreme of downtown). But any new downtown stop should circle around and must include a Target Field/Target Center stop, to compliment the the Hiawatha stop at the Metrodome, then all our major sporting facilities are covered!

*Lynn Mattson Little*

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**From:** [Bill Arnold](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** comments on southwest transit way  
**Date:** 11/03/2008 03:51 PM

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10059

Hi,

1/1/a

**My first comment is simple: build it!** I live in Minnetonka and commute into the city. Rail would be fantastic. I have lived in 3 different east coast metro areas and one foreign country with outstanding, large public transportation networks. They dramatically increase quality of life by making it easier to live, shop, and work.

Looking at the alignments, I feel this will dramatically aid both the people living in the (south)western suburbs and the businesses located there.

1/2.3/f

As for the alignments, **route 3A seems most logical to me.** It connects densely developed parts of the suburbs to downtown and does not disrupt traffic in uptown (which already seems to be heavily serviced by buses). It also connects the SW metro business area to the city.

I would rate both 1A and 3C as second choices. The route through downtown (and connection to the other rail lines) seems more logical for 1A, but it may not draw as many suburban commuters. 3C goes through an already busy uptown.

In the end, I will gladly ride any of the three options when it is built (the sooner the better!!)

Sincerely,  
Bill Arnold

**From:** [Brian.Anderson@rtwi.com](mailto:Brian.Anderson@rtwi.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** route opinion  
**Date:** 11/03/2008 02:28 PM

10060

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Hello.

1/2.3/e

I'd like to voice my support for the Minneapolis portion to be route 1A or 3A.

2/2.3/f

3/6.1/b

Bus service is fine for the area in South Minneapolis that would be effected by moving the line through Uptown...and the cost of doing that and going down Nicollet concerns me. Whatever can be done to keep the train quiet (rubber

4/4.6/a

wheels or whatever) through the neighborhoods is important.

Brian Anderson  
Human Resources Manager  
RTW, Inc.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail.

**From:** [Bruce Manning](mailto:Bruce Manning)  
**To:** [Swcorridor@co.hennepin.mn.us](mailto:Swcorridor@co.hennepin.mn.us)  
**Subject:** Comment on rail corridor  
**Date:** 11/03/2008 10:47 AM

10061

To Whom It May Concern,

As a southwest Minneapolis resident, I strongly encourage those planning the route for a new rail link to the southwestern suburbs to consider whether and how the route chosen benefits city residents. I am a supporter of both public transportation generally and this rail line in particular, but because the city will be paying some significant direct and indirect costs associated with the line, it should have benefits that accrue to city residents (and not just regional benefits). For that reason, I think that the rail line must include more than a single stop in Minneapolis before it hits downtown. Without access to the data that you will have, I can't say definitively, but I suspect a single stop north of Lake Calhoun will not generate meaningful intra-Minneapolis rail usage. After all, the existing bus system is fairly reliable for that particular hop (the 17) and residents in that immediate area already live within a fairly short driving distance. I support a route that enables Minneapolis residents to see the train as our own and not as an express route for suburbanites who abandon our tax base while using our parks and other amenities. Maybe that route is one that preserves the best aspects of the Greenway or takes advantage of a growing and vibrant Nicollet Avenue or something else entirely. The details are not what drives this comment.

In short, if the residents of Eden Prairie want to get to downtown cheaper, easier and greener, that's great. And its great for Minneapolis that it can support far-out suburbs. But that alone is not a sufficient benefit to city residents as I see it, given what we will be asked to contribute to the project.

Best regards,  
Bruce Manning  
3921 Upton Avenue South  
Minneapolis 55410

1/1/a

2/2.3/h

3/6.1/b

4/3.1/g

10062

**From:** [lanis@comcast.net](mailto:lanis@comcast.net)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LRT Line Southwest  
**Date:** 11/03/2008 10:01 AM

---

1/2.3/f

I have looked over the proposed routes and hope that you go with 3A.  
I think 3A is the best route. Please choose it over the others.

Thanks

**From:** Arthur W Bowron II  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** route planning comment  
**Date:** 11/03/2008 09:33 AM

Hello,

My name is Arthur Bowron, and my wife and I reside at 2036 Cedar Lake Pky, Minneapolis, MN 55416. I am writing today to voice my opinion on the proposed route(s) for the SW light rail corridor from Eden Prairie to downtown Minneapolis.

1/2.3/g  
 It is my sincere belief that the best option for light rail expansion in the southwest corridor would be to utilize the existing Midtown Greenway connection via Uptown Minneapolis to Nicollet Ave., connecting to Downtown Minneapolis along Nicollet. There are several reasons for this being the most sensible course to take:

2/5.1/b  
 3/6.2/a  
 1.) Having a hub in Uptown will allow that densely populated area easy access to the light rail system, which will benefit both passengers and businesses in that area, as well as relieving congestion at one of the busiest, if not the busiest intersection in the city: Hennepin & Lake Streets.

4/5.1/b  
 2.) Providing access along Nicollet Ave. will likewise be beneficial for the many restaurants along "Eat Street", and again will provide an important public transportation link for the many residents in that area.

3.) Many more people will ride the train using the Greenway/Nicollet option than if it is routed down the Kenilworth corridor, which is a combination of residential and park land with a far smaller population base than in the Uptown/Nicollet neighborhoods.

5/3.5/b  
 4.) The Kenilworth corridor is a unique wild space in the urban landscape, which combined with the Cedar Lake Park area provides a natural resource experience for city residents who may not have access or the ability to reach outlying and/or outstate natural recreation areas.

PLEASE do the right thing and choose the Midtown Greenway/Nicollet Ave. option for the southwest light rail corridor!

Thank you for your consideration,

Arthur & Marion Bowron  
 2036 Cedar Lake Pky

Minneapolis, MN 55416

10063

**From:** [debbielarry@comcast.net](mailto:debbielarry@comcast.net)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** DEIS Scoping Process  
**Date:** 11/07/2008 07:56 AM

10064

My name is Larry Moran and I live at 2205 Oliver Avenue South in Minneapolis, a few blocks east of the proposed Kenilworth corridor for the Southwest LRT line. I attended two of the public meetings, and watched the streaming feed of the third. I don't want to repeat any of the comments you have received; rather, I want to add to a couple of them with my concerns.

A resident of CINDA who is also involved in the Greenway voiced his concern about having the line, if using the Kenilworth corridor, frequently blocking traffic on Cedar Lake Parkway, one of the few east-west pathways north of Lake Street. I agree with that concern.

In thinking about the most likely solution (a shallow trench or tunnel from the beginning of the corridor to some spot north of there) I am very concerned about the effect on groundwater resources and air pollution. The crossing on Cedar Lake Parkway is within 100 yards of Cedar Lake, and one of the few public beaches on the lake.

Construction of a tunnel may endanger water quality of the lake, especially at a place frequented by swimmers. Idling cars would increase air pollution for those swimmers and eventually end up in Cedar Lake. In addition, the line would need to cross the channel between Cedar Lake and Lake of the Isles. Again, I am concerned about contaminating the water of these two lake via the channel. I am also concerned about the long term consequences of having trains crossing the channel and the effect they may have on water and wildlife in the area.

My second concern involves a proposed stop at 21st Street. In addition to the noise of gates and train bells every 7 minutes or less disrupting and degrading nearby residents' quality of life, I am

concerned about the wider neighborhood. 21st Street is the most logical, and really only, access to the station. The major feeders for this route would probably be Kenwood Parkway and Penn Avenue. If your estimates are correct and ridership numbers would be high for this portion of the line, I assume traffic would increase on these three streets, probably substantially. As you know, the intersection of 21st Street and Penn is the location of Kenwood School. There are students who walk and need to cross both that intersection and the one at 21st Street and Kenwood Parkway. Traffic is quite congested with busses twice a day, and children are being picked up and dropped off by

parents. I am very concerned about the safety of children as the traffic increases and worry that the current stop signs, which seem to be viewed more as optional, would become less honored as people rush to catch a train. Finally, a station at 21st Street would require some kind of parking and I worry that more concrete in the area will affect runoff and possibly increase both groundwater and lake pollution.

Light rail is an important part of an overall transit solution for the metropolitan area. I am not opposed to using the Kenilworth corridor if it is deemed to be the best solution, but given my concerns and those of others I believe either of the other two solutions (3C or route E that Art Higinbothom described) would reduce many of those concerns and better address Minneapolis' transit needs.

**From:** [agent\\_bill@yahoo.com](mailto:agent_bill@yahoo.com)  
**Reply To:** [agent\\_bill@yahoo.com](mailto:agent_bill@yahoo.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Don't Really Like Any Of The Routes  
**Date:** 11/07/2008 04:09 AM

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10065

To Whom This May Concern:

After reviewing the routes on your website, I have to say that, although I would pick 3C, I'm overwhelmed by all three proposals. Wasn't there a fourth way, following 3C but eventually meeting up with the Intermodal Station? Why just end route 3C at 4th Street when it appear every single new rail line will eventually terminate at the Twins Stadium?

Thank You,  
William Sou  
Fridley

1.2.3/g



**From:** arthur higinbotham  
**To:** swcorridor  
**cc:** ralph.remington; lisagoodman; Jackie Cherryhomes; Mari Taffe; dostrom; Matthew Dahlquist; ebell; EldonJohn; lgille; betsy.hodges@ci.minneapolis.mn.us; jeanette Colby; Katie.Walker; timboden; Todd Wildermuth; Tom Nordyke  
**Subject:** DEIS Scoping Input, SW Alternative 3C  
**Date:** 11/07/2008 03:13 AM  
**Attachments:** CIDNA RESOLUTION ON MITIGATION.doc

This scoping commentary is to officially put the CIDNA resolution calling for mitigation on the 1A/3A and 3C corridors approved by the CIDNA Board over a year ago. It is also to clarify the proposal contained therein for the relocation of the W. Lake St. station to one in the neighborhood of Dean Parkway on the 3C route.

1/5.2/a

The W. Lake Street station, as proposed, has no easy access from the north side of Lake St.; residents must either take Dean Parkway to Excelsior Boulevard to S. Chowen Avenue or take France Av. to Lake St. to Market Plaza to Excelsior Boulevard to S. Chowen Avenue.

Providing pedestrian and bicycle access from Lake St. to this station can be designed into the plan, but, because of the Lake Street Bridge, no direct road access from Lake St. to the station is possible.

2/6.2/a

In addition, the issue of increased traffic congestion on Lake St. and Excelsior Boulevard, as well as on W. Calhoun Parkway and France Avs. for LRT riders from Linden Hills, Lynnhurst and Edina if a park and ride facility is constructed on HCRRA land at the rear of Whole Foods, needs further evaluation.

3/5.2/a

The alternative, suggested by CIDNA, of building a station stop in the vicinity of Dean Parkway, could have one of several configurations, either of which would serve three of the Minneapolis chain of lakes (Cedar, Calhoun and Isles):

1. A kiss and ride station as part of a new bridge for the Greenway pedestrian and bicycle paths and LRT over Dean Parkway. This station would serve the condo, townhome and apartment complexes on or near Dean Parkway, several constructed within the last several years after the current ridership figures were estimated. It would be in walking distance for many more residents than are adjacent to the proposed W. Lake St. station. The station could also be displaced to the east, on the Weisman/Lander property on the south side of the Greenway.

2. A park and ride station behind the Calhoun Village Mall, facing the Dean Court garage on the north side and the current fence break

continued

10066

into the Mall on the south side. Use of the underutilized Calhoun Village Mall parking garage negotiated with the owners, Pfaff Calhoun, and or an extension to the garage in the grassy area to the north of the existing garage (part of which must already be on the HCRRA right-of-way), could provide park and ride capability. This station would still be in walking distance of the residences on Dean Parkway, would also serve the Dean Court and Cedar Lake Shores residences, and would help keep the Calhoun Village Mall economically viable. The Mall has recently lost Appleby's and the Calhoun Grill as tenants and could become an endangered species, which would mean the loss of substantial neighborhood shopping opportunities; this station would help to restore the neighborhood economically. This station would provide access to pedestrian and bicycle users of both the Greenway and the Kenilworth trails; it would not result in the removal of mature trees along the trail. There would be space to extend a service road from S. Chowen Av. under one of the 3 arches of the Lake St. bridge. Widening of Market Plaza and its extension into the Calhoun Village Mall would also help alleviate traffic congestion in the neighborhood.

Art Higinbotham

**From:** [Thatcher Imboden](mailto:Thatcher.Imboden@ouruptown.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Uptown Association position  
**Date:** 11/06/2008 11:26 PM  
**Attachments:** [UA LRT position - final.doc](#)

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**10067**

Please find attached the position of the Uptown Association on the Southwest LRT scoping process. Please do not include this email in the scoping process packet IF you have already received our mailed copy. This email serves simply as a back-up transmission of the exact same information.

Thank you,

**Thatcher Imboden**

[timboden@ouruptown.com](mailto:timboden@ouruptown.com)

**OurUptown.com**

Your Uptown Minneapolis Resource Guide

10067

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

October 21, 2008

Dear Ms. Walker,

1/2.3/g

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

2/6.3/a

3/2.3/h

**1. Addresses parking issues and traffic congestion in Uptown.** The Uptown community has been a major regional attraction, place of business, and residential community since the late 1800s. Our customers, employees, and visitors come from all over the Twin Cities. With hundreds of businesses, including multiple theaters and restaurants, Uptown experiences high levels of traffic and parking congestion. These issues could be reduced if a direct connection to the region is provided through the inclusion of an Uptown station on the Southwest LRT line.

4/3.1/h

**2. Improves the regional competitiveness of Uptown.** Southwest LRT will provide increased access to Uptown by providing a quick, reliable, frequent transit connection from the southwest suburbs, Eat Street, Lyn-Lake, the Convention Center, the south Nicollet Mall hotel corridor, and Downtown Minneapolis. The transit connection will help Uptown remain competitive as a retail district and improve Uptown's ability to recruit and retain office tenants.

5/6.1/b

**3. Provides transit benefit for transit users.** Transit users on Route 6 already experience a 22+ minute bus ride between the Uptown Transit Center and 4<sup>th</sup> Street in Downtown Minneapolis. This same ride on LRT would take 9 minutes, which is a significant travel time savings. LRT would provide Uptown the fastest connection to much of Downtown Minneapolis.

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

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6/6.3/d

becomes more walkable, businesses will take advantage of a more captive audience by offering more conveniences to transit users, which will lead to an even more walkable community.

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

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

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

Sincerely,

Thatcher Imboden  
Uptown Association, President

10068

**From:** [Thatcher Imboden](mailto:Thatcher.Imboden)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**cc:** ['Gail.Dorfman'](mailto:'Gail.Dorfman'); ['peter.mclaughlin'](mailto:'peter.mclaughlin'); ['ralph.remington'](mailto:'ralph.remington'); ['rt'](mailto:'rt'); [lisa.goodman@ci.minneapolis.mn.us](mailto:lisa.goodman@ci.minneapolis.mn.us); ['Malrick, Kim R.'](mailto:'Malrick, Kim R.'); [peter.wagenius@ci.minneapolis.mn.us](mailto:peter.wagenius@ci.minneapolis.mn.us)  
**Subject:** SW LRT comments from Thatcher Imboden  
**Date:** 11/06/2008 11:55 PM  
**Attachments:** [map - Thatcher Imboden.pdf](#)  
[DEIS Questions - SW LRT - Thatcher Imboden.doc](#)  
[Attachment A - Thatcher Imboden.doc](#)

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Please find attached three documents pertaining to my comments on the SW LRT scoping process. I appreciate everyone's hard work. I will wait until additional data comes out before I present my "case" for one alignment over another.

Thank you,

**Thatcher Imboden**

[timboden@ouruptown.com](mailto:timboden@ouruptown.com)



Southwest Light Rail and Potential Future Light Rail Lines

10068

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

November 7, 2008

Dear Ms. Walker,

Please accept the following comments and questions relating to the Southwest Light Rail Transit (LRT) scoping process. As a supporter of transit and walkable communities, I am excited by the prospect of improved transit in the southwest Minneapolis suburban and urban communities.

1/2.3/g While I am a firm supporter of the 3C alignment, I decided that I will try and limit my comments to the scoping process and minimize my position on why the 3C alignment is a stronger alignment than the A alignments.

Throughout the Southwest Transitway study and to this day, much of the ridership and CEI forecasting has been minimally explained. When probed for more explanation, Hennepin County staff and officials tend to refer to the forecasts as a “black box” process, whereas indicating that it was too difficult or complicated to explain. Will the DEIS process provide more detailed explanation of the forecasting than the Southwest Transitway Alternatives Analysis? The explanation within that document provides an overview of the process but leaves out important assumptions and explanations for counter-intuitive (or perhaps irregular or incorrect) data.

### Ridership

4/1.5/d In general, I am very skeptical of the existing ridership forecasts. They seem counter-intuitive, as the 3C alignment is faster than the A alignments between West Lake and 4<sup>th</sup> & Nicollet and the 3C alignment serves a substantially more dense and trip-generating destinations than the A alignment in Minneapolis. The projected 1,100 rider difference raises many concerns about the data utilized in the model, the assumptions made about potential transit riders’ mode choice, and the overall assumptions on who will ride the LRT. Below are some specific questions regarding ridership.

Table 1 within Technical Memorandum No. 6 of the Southwest Transitway Alternatives Analysis indicates that the 3C alignment has a run time of 11.5 minutes from West Lake Street to 4<sup>th</sup> & Nicollet and the A alignment has a run time of 13.3 minutes from the same station. Is it fair to assume that, in general, the ridership model would anticipate higher ridership for the 3C alignment over the A alignments since from further out communities because of a quicker trip to Downtown Minneapolis?



How does the ridership model take into account the end destination of potential transit users when determining one alignment over another? For example, if a potential transit user works at 8<sup>th</sup> Street and Nicollet Mall, would the model assume a higher likelihood that the potential transit user would ride the 3C alignment (which includes a station at that intersection) over the A alignments?

How does the ridership model take into account the entertainment, dining, recreation, and retailing opportunities in the Uptown, Lyn-Lake, and Eat Street areas? With multiple theaters and movie theaters, restaurants and bars, two lakes, and large, urban retail districts, these areas have a unique draw in the Twin Cities metropolitan area.

Could the DEIS ridership forecasting process provide detail on the assumptions used in determining what transportation mode a potential transit user will use in relation to their starting location? In particular, what is the specific LRT rider shed for the Uptown, Lyndale, 28<sup>th</sup> Street, and Franklin stations?

How would the model consider the potential shift of a transit user from bus to LRT if the LRT ride provides a travel time improvement over the bus? Please see Attachment A for a comparison of bus versus LRT travel times within the corridor, which should show a significant travel time advantage for LRT between comparable locations.

What assumptions does the ridership model utilize when forecasting riders coming and going to the new Twins Stadium? What impact would the four to five block walk or transit transfer between the 3C alignment and the Twins Stadium have when compared with a direct connection? What are those assumptions based upon?

When determining the distance an existing or potential transit rider will walk to the Uptown station, does the ridership model consider block-level data such as available on- and off-street parking, housing density, distances to nearby transit stops, and the distance to further away but quicker transit stops? For example, the blocks west of Hennepin Avenue, south of the Midtown Greenway, north of Lake Street, and east of Lake Calhoun are incredibly dense, have limited on- and off-street parking, have high parking demand from both residential and commercial users, and have higher-frequency transit located on Hennepin Avenue than on Lake Street or Lagoon Avenue. The result is a high quantity of transit users who walk up to the Uptown Transit Station rather than the closer bus stops on Lake Street or Lagoon Avenue. Will this local-level variant be considered in the DEIS process?

5/8.1/e

Does the CEI calculation take into account the end destination of the transit user, such as the walk from a station to the destination's door? For example, an office employee coming from the southwest suburbs to an office at 10<sup>th</sup> Street and Marquette Avenue would have a shorter walk when alighting the 3C alignment at 8<sup>th</sup> Street and Nicollet Mall than if exiting the A alignments at the Nicollet Mall station. Conversely, an employee at City Hall would have a longer walk on the 3C alignment than the A alignments.

**Boardings & Alightings**

Figure 21 within Technical Memorandum No. 6 of the Southwest Transitway Alternatives Analysis indicates the average weekday boardings and alightings for each station in 2030 for the 3C alignment. The following stations were projected to have the following average weekday boardings and alightings of:

- 2,300 at Beltline
- 2,400 at West Lake
- 2,500 at Uptown
- 2,000 at Lyndale
- 1,700 at 28<sup>th</sup> Street
- 2,000 at Franklin

Figure 22 within Technical Memorandum No. 6 of the Southwest Transitway Alternatives Analysis indicates the average daily boardings by mode of access for each station in 2030 for the 3C alignment. The following stations were projected to have the following average weekday boardings of:

- Just less than 1,500 but more than 1,250 at Beltline, of which approximately 1,250 would arrive by walking and less than 250 each would drive or transit transfer.
- More than 1,750 but less than 2,000 at West Lake, of which more than 1,000 but less than 1,250 would arrive by walking and more than 250 but less than 500 each would drive or transit transfer.
- Slightly more than 1,500 but less than 1,750 at Uptown, of which approximately 250 would arrive by walking and slightly more than 1,250 by transit transfer.
- Approximately 1,250 at Lyndale, of which more than 500 would arrive by walking and more than 500 by transit transfer.
- Approximately 1,250 at 28<sup>th</sup> Street, of which more than 500 would arrive by walking and more than 500 by transit transfer.
- More than 1,000 but less than 1,250 at Franklin, of which more than 750 would arrive by walking and less than 250 by transit transfer.

Given the above data, what assumptions were used in forecasting more boardings than alightings for Beltline, West Lake, Uptown, Lyndale, and 28<sup>th</sup> Street on the 3C alignment?

What assumptions were used when forecasting significantly fewer transit users arriving by walking to the Uptown, Lyndale, and 28<sup>th</sup> Street stations than the Beltline or West Lake station? I question these results, as they appear counter-intuitive given that the Uptown, Lyndale, and 28<sup>th</sup> Street station areas are in areas with significant residential and commercial density. Will the DEIS process use a different model than the Southwest Transitway Alternatives Analysis for the mode of access projections?

**Transportation Impacts**

How will the DEIS process take into account how LRT could have impacts on existing parking supplies, both from the perspective of "park-and-hide" transit users and the potential reduction in

parking demand by existing and future patrons of a station areas? For example, Uptown has a real and perceived parking shortage. Will the DEIS process take into consideration the potential reduction in the number of cars searching for a parking spot since past drivers visiting Uptown may instead opt for LRT?

8/6.1/b How does the DEIS process take into account future congestion and its potential impacts on bus routes along Nicollet Avenue, Lyndale Avenue, and Hennepin Avenue north of Lake Street in Minneapolis?

It is my understanding that the Metropolitan Council is planning for a doubling of transit ridership over the next 15-25 years. Does that growth include increases in ridership in the Uptown, Lyn-Lake, or Eat Street areas, and if so, does the DEIS process take into consideration whether the bus system is able to accommodate that planned growth? This question is influenced by the Central Corridor's conclusion that Washington Avenue through the University of Minnesota would become too congested in the future if buses were the sole transit mode available.

9/6.1/b

10/6.1/a How will the DEIS address the City of Minneapolis study of a streetcar network? I am unconvinced that the streetcar network could provide significant transit travel time improvements from the Uptown, Lyn-Lake, or Nicollet-Lake areas to Downtown Minneapolis, and therefore want to ensure that the DEIS either limits its consideration or takes a significant investigation into its ability to deliver transit service.

In the 1980s, Lake Street and Lagoon Avenue were converted to one-ways in an effort to improve the air quality in Uptown. Since then, there has been talk on and off about converting the roads back to two-ways. The Uptown Small Area Plan suggested looking into the conversion. That said, what impacts would the alignments have on the traffic levels in the Uptown area? By understanding those impacts, the community not only knows the impact but also can consider whether LRT could make a conversion more likely if traffic volumes are less than if a non-Uptown alignment is chosen.

11/6.2/a

### Station Areas

Will there be a sidewalk connection between the West Lake Street station and the western side of the West Lake Street bridge? What would the most efficient route be for a pedestrian or bicyclist trying to access that station from the Chowen Avenue South and West Lake Street station?

12/4.3/a Would the prairie restoration area just south of West 21<sup>st</sup> Street along the bike paths on the A alignments be removed as a part of the West 21<sup>st</sup> Street station?

How specifically would the Uptown station be integrated with the Uptown Transit Station?

13/6.1/b

If an A alignment is built, what layover and route impacts would happen at the Uptown Transit Station? For example, would Route 21 continue to stop at the station or would it be relocated to Lagoon Avenue?

The 28<sup>th</sup> Street and Franklin stations were stated as being open-cut stations. Can the DEIS process provide further details on how these stations would be accessed from the street? How wide would the traffic lanes be on either side of this station configuration? Could a bike or car lane be cantilevered over part of the station?

### **Economic Development**

14/3.1/f What level of economic impact analysis will be included in the DEIS process and how will it relate to the CEI calculation? Will economic issues relating to supporting existing business districts be considered and how much weight does that have with regard to other economic impacts?

How can local business associations, real estate firms, and other economic activity trackers provide input data for the DEIS process, given that older, urban commercial districts often lack detailed and accessible economic data?

15/3.1/b The Uptown Small Area Plan is an adopted plan by the City of Minneapolis. The plan indicates that Uptown needs and stakeholders want more daytime activity in Uptown. Hotels and increased office space have been identified as desirable in that area. Does the DEIS process take into consideration those economic development desires of a community, given that Uptown has developable land and could have a transit connection that encourages the growth of office space and hotel rooms?

A frequently cited issue by Uptown businesses is the real and perceived lack of visitor parking and traffic congestion. How will the DEIS process consider the long term effects of the 3C and A alignments on these issues within the Uptown community and other communities along the alignments?

Will the DEIS take into consideration the following economic development issue? Instead of taking a longer ride to a bus stop closer to their home, LRT users would ride to a central Uptown station and then walk to their nearby home. While they are at the Uptown station, they may choose to complete errands nearby that they may have done at stores outside of the community had they chosen to take a longer bus trip.

Will the DEIS take into consideration that an improved travel time connection to Uptown and Lyn-Lake from areas with higher concentrations of tourists and convention-goers (the 12<sup>th</sup> Street station area) will likely increase the visitors to those markets?

Will the DEIS take into consideration the economic impacts that the 3C alignment could have for businesses between the 4<sup>th</sup> Street and 8<sup>th</sup> Street stations and the Twins Stadium, as Twins fans taking transit would have a 4 or 5 block walk between the stations and the Twins Stadium? That walk would provide an economic opportunity for businesses located along walking routes between the station and stadium. Does the DEIS consider other areas where stadium visitors must walk several blocks between transit and stadium, such as Coors Field in Denver?

16/2.3/j **Alternative Alignment Options**

Instead of utilizing Nicollet Avenue for a tunnel, could the tunnel be located under First Avenue or Blaisdell/LaSalle Avenue north of Lake Street? On a Blaisdell/LaSalle alignment, potential options to reconnect with Nicollet Avenue or Nicollet Mall would include:

- Building a bridge over I-94 between LaSalle and Nicollet Avenue.
- Continue on LaSalle to Grant Street then make a soft turn by curving out the southeast corner of that intersection and curving out the northwest corner of Grant Street and Nicollet Mall.
- Utilize the north rim of I-94 just south of Oak Grove Street between LaSalle and Nicollet Avenue.

On a First Avenue alignment, potential options to reconnect with Nicollet Avenue include:

- Building a bridge over I-94 between First Avenue and Nicollet Avenue.
- Utilize East 15<sup>th</sup> Street between First Avenue and Nicollet Avenue.

Another option includes utilizing Nicollet Avenue or Blaisdell/LaSalle Avenue into Downtown Minneapolis to 10<sup>th</sup> or 11<sup>th</sup> Street and then proceed west on the Option E alignment that was proposed by CIDNA that would connect to the 5<sup>th</sup> Street LRT alignment at the western portal.

**System Integration**

17/1.5/c Will the DEIS process address issues relating to the maximum capacity of the 5<sup>th</sup> Street corridor and what impacts the A alignment would mean for future expansion efforts, planned or unplanned?

Will the DEIS process address, both qualitatively and quantitatively, the capacity potential of all alignments, so that the community can better understand the possibilities of future expansion? That includes expansions off of the north/south Downtown alignment of the 3C or of a LRT expansion east from the West Lake Street station on the A alignments.

Please see the attached map for other system expansion possibilities if a 3C alignment is chosen over an A alignment.

**Other**

18/2.3/j Could the DEIS address what up-front investment would be required to make the LRT track systems able to grow grass between the tracks, like the system in Porto, Portugal? Could a community add this feature as a betterment to the project, and if so, would there be a point in the engineering process that a commitment would be required? In particular, I am curious about this possibility in the Midtown Greenway section of the alignment.

How will the LRT enter the shallow tunnel from the Midtown Greenway on the 3C alignment? How will the bike paths interact with the transition between the tunnel and the Midtown Greenway?

10068

I look forward to reviewing the DEIS documentation so that we, as a community, can move forward on delivering improved transportation options to the Twin Cities. Please feel free to contact me with any comments or questions relating to the items above.

Thank you,

Thatcher Imboden

(Employee, past-resident, and activist in Uptown)  
5845 Irving Avenue South  
Minneapolis, MN 55419  
[timboden@ouruptown.com](mailto:timboden@ouruptown.com)

# ATTACHMENT A

## RUSH HOUR

	ROUTE 18 (1)	ROUTE 4 (2)	ROUTE 6 (3)	ROUTE 12 (4)	LRT 3C (5)
4 <sup>th</sup> – Nicollet / Hennepin	0 min	0 min	0 min	0 min	0 min
8 <sup>th</sup> – Nicollet / Hennepin	7 min	4 min	5 min	3 min	1 min
Nicollet – Franklin	19 min				5 min
Lyndale – Franklin		15 min			
Hennepin – Franklin			15 min	13 min	
Nicollet - Lake	28 min				6.5 min
Lyndale – Lake		24 min			8 min
Hennepin – Lake			22 min	18 min	9 min

- (1) Based upon bus schedule, M-F, Southbound departing 4<sup>th</sup> & Nicollet at 4:29pm
- (2) Based upon bus schedule, M-F, Southbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8<sup>th</sup> Street, as to approximate the time at 4<sup>th</sup> & Hennepin. Departure time approximated to 4:36pm. There was a 7 minute spread between Washington & 8<sup>th</sup> Street.
- (3) Based upon bus schedule M-F, Southbound departing at 1<sup>st</sup> Ave N and 1<sup>st</sup> St N plus half of the time splitting Hennepin & 8<sup>th</sup> Street, as to approximate the time at 4<sup>th</sup> & Hennepin. Departure time approximated to 4:37pm. There was a 9 minute spread between 1<sup>st</sup> and 8<sup>th</sup>.
- (4) Based upon bus schedule, M-F, Westbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8<sup>th</sup> Street, as to approximate the time at 4<sup>th</sup> & Hennepin. Departure time approximated to 4:32pm. There was a 6 minute spread between Washington & 8<sup>th</sup> Street.
- (5) Information is modeled and there is no rush hour vs. non-rush hour time available. From SW LRT study.

## NON RUSH HOUR

	ROUTE 18 (1)	ROUTE 4 (2)	ROUTE 6 (3)	ROUTE 12 (4)	LRT 3C (5)
4 <sup>th</sup> – Nicollet / Hennepin	0 min	0 min	0 min	0 min	0 min
8 <sup>th</sup> – Nicollet / Hennepin	5 min	3 min	4 min	3 min	1 min
Nicollet – Franklin	11 min				5 min
Lyndale – Franklin		12 min			
Hennepin – Franklin			14 min	13 min	
Nicollet – Lake	22 min				6.5 min
Lyndale – Lake		17 min			8 min
Hennepin – Lake			21 min	17 min	9 min

- (1) Based upon bus schedule, M-F, Southbound departing 4<sup>th</sup> & Nicollet at 11:25am
- (2) Based upon bus schedule, M-F, Southbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8<sup>th</sup> Street, as to approximate the time at 4<sup>th</sup> & Hennepin. Departure time approximated to 11:22am. There was a 5 minute spread between Washington & 8<sup>th</sup> Street.
- (3) Based upon bus schedule, M-F, Southbound departing at 1<sup>st</sup> Ave N and 1<sup>st</sup> St N plus half of the time splitting Hennepin & 8<sup>th</sup> Street, as to approximate the time at 4<sup>th</sup> & Hennepin. Departure time approximated to 11:33 am. There was a 7 minute spread between 1<sup>st</sup> and 8<sup>th</sup>.
- (4) Based upon bus schedule, M-F, Westbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8<sup>th</sup> Street, as to approximate the time at 4<sup>th</sup> & Hennepin. Departure time approximated to 2:24pm. There was a 5 minute spread between Washington & 8<sup>th</sup> Street.
- (5) Information is modeled and there is no rush hour vs. non-rush hour time available. From SW LRT study.

**From:** Maria Klein  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** comments about proposed Southwest LRT route  
**Date:** 11/06/2008 10:02 PM  
**Attachments:** Scoping hearing statement to Hennepin County.doc

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10069

Please confirm that you received my statement.

Thanks!

mck



**STATEMENT TO HENNEPIN COUNTY**  
**BOARD OF COMMISSIONERS AND REGIONAL RAIL AUTHORITY**

FROM MARIA KLEIN

November 5, 2008

I am a member of the Southwest LRT Community Advisory Committee, and I appreciate this opportunity to voice my interest in and my concerns about the proposed routes for the Southwest light rail line. I am a strong advocate of light rail, having used some form of public rail transit off and on for more than 50 years and, in the main, feel excited and upbeat that a transitway is being planned for my neighborhood.

**1. Kenilworth Corridor.** I wish to express my solidarity with the residents of the Kenilworth Corridor neighborhood. The chain of lakes that is part of the national Grand Rounds are an invaluable asset to our whole region, an international attraction that, if lost, cannot be replaced. The lakes are part of a green corridor that can assist migrating wildlife, as well as nurture resident wildlife (including humans).

Further, a route through Uptown would serve a much denser resident population and commercial area. Uptown is a "destination." The much-needed development being planned in the Bassett Creek area can, I believe, be served by other means, including city buses or perhaps another rail line.

**2. Concerns and challenges re: Route 3C.** It has already been acknowledged that this route is the most problematic. I strongly encourage the engineers and members of the CAC and others to drive the route.

▪ **Difficult to engineer.** Between Excelsior Boulevard and Bren Road are:

- hills
- woods
- a significant wetland with a large and diverse population of birds, amphibians and animals
- a landfill
- a network of heavily used public trails
- a home for the elderly and infirm
- private houses, townhomes, apartment and condominium complexes
- office buildings

▪ **Expensive.** Most of the land along most of this segment of the route is privately owned and there is no existing roadway, not to mention the engineering issues.

▪ **Access to station and retail services.**

- The unique configuration of one-way, more or less circular streets. Traffic studies show that ingress to the proposed Opus station from east and west is only a little complicated, but getting out again is roundabout, confusing, and time-consuming.

- 7/6.3/d
- There are neither sidewalks nor straight roads, so anyone entering the park on a train must either walk a long way around via trail or road to get from the train station to her/his home or office. In fair weather and in daylight, this is certainly feasible. But in bad weather or after dark, people will not want to walk – it is probably not safe to walk.
- 8/6.1/b
- Additional transit will be required from station to offices or homes.
- 9/1.4/c
- LRT is practical for private residents only for longer rides, not for short distances. Hopkins and Eden Prairie are too close not to drive.
  - Traffic congestion will be huge, especially when the barrier goes down to allow a train to pass and the one-way roads are blocked. Residents of Green Circle Drive are especially concerned about increased traffic and difficulty in accessing the only route into our homes.
- **Long, winding road.** The route from Eden Prairie through Opus is circuitous, with many stops.
  - **Travel time** from point to point is longer than I expected, especially from the stations farthest west to either Uptown or downtown – never mind from, say, Eden Prairie to the Capitol or the MOA. If this route is chosen, express trains should be considered at rush hours.
- 10/2.3/e
- 3. Route 1 A is far more feasible.**
- It's less expensive.
  - It has fewer stops.
  - It's shorter.
  - Thus, it's a quicker ride.
- 11/3.3/a
- The County owns the right of way.
  - It can accommodate both trains and the existing trail.
  - It is far less destructive of natural areas, in keeping with the citizens of Minnetonka's stated environmental values and City plans for conservation of green spaces.
- 12/3.1/c

13/1.3/e

Finally, I feel that the development interests of a few have so far taken precedence over the concerns and well-being of the many residents of the area from Hopkins through to the Golden Triangle. Equal concern for the impact on the existing natural and human environments must be shown by all of us involved in the decision-making about the southwest route. I strongly suggest that everyone involved examine our own assumptions and fully investigate, discuss, and evaluate all LRT alternatives honestly and thoroughly via a forthright and transparent process.

Respectfully submitted,

*Maria Klein*  
5627 Green Circle Drive  
Minnetonka, MN 55343

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us); Gail Dorfman; Kerri Pearce Ruh  
**Subject:** Fw: WCNC SW Transitway scoping comments  
**Date:** 11/06/2008 09:46 PM  
**Attachments:** [letter to Katie Walker SW Transitway scoping comments Nov 2008.doc](#)

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10070

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

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**From:** "Mari Taffe" [mailto:[mtaffe@comcast.net](mailto:mtaffe@comcast.net)]  
**Sent:** 11/06/2008 09:13 PM CST  
**To:** Catherine Walker  
**Subject:** WCNC SW Transitway scoping comments

Hello Katie,

Attached please find West Calhoun Neighborhood Council's scoping comments on the SW Transitway.

Please let me know if you have any questions.

Thank you,  
Mari Taffe  
Chair, WCNC

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10070

November 6, 2008

Ms. Katie Walker, AICP, Transit Project Manager  
Hennepin County Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
[Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

Dear Ms. Walker:

1 / 6 . 3 / f We are writing to provide comment on the Southwest Transitway as part of the DEIS scoping process. Our chief concern is that a "Park and Ride" facility is ill-advised at the proposed West Lake Street station. As part of the scope of the Southwest Transitway project, we ask that you include in the DEIS detailed explanations of (a) why such a facility would be necessary at this site, (b) how such a facility would increase overall usage of the Transitway, and (c) how the increased traffic flow drawn by such a facility would be mitigated so as to improve, rather than impede, overall traffic flow in the region, and especially along Excelsior Boulevard and Lake Street.

We are concerned that planning and probably mitigation will be needed to make an LRT station on Lake Street a public success. As we have said before with members of the CIDNA transit committee, significant allocations for planning and appropriate mitigation should be (or have been) included in any base funding application for the Southwest Transit LRT line.

The addition of an LRT station with a direct connection to both downtown and the southwestern suburbs will clearly reshape the West Calhoun neighborhood, perhaps more than any other neighborhood we adjoin. We are already well accustomed to major through-traffic in West Calhoun, and we are well aware that we sit at the intersection of major traffic routes. We are also well aware that the routes that run through our neighborhood are regional in nature and may be needed to serve a public that extends beyond West Calhoun or even Minneapolis.

Still, all of that increase, if it is to benefit the public, must follow some order or plan. There are many ways an LRT station on or near Lake Street in West Calhoun could be a success: it could make the neighborhood more vibrant, increase access to and through the neighborhood, and contribute to a better regional transit system. There are, however, many ways such a transit station could fail: it could fragment the neighborhood and reduce neighborhood connectivity; it could lead to an increase in road congestion at and around the intersections of Lake and Excelsior; or it could so ineffectively serve transit users from outside of the immediate neighborhood that it increases dissatisfaction with the overall regional transit system.

Of course, we would like to see any future Lake Street LRT station become a neighborhood and regional success. That is why we voiced our earlier concern that adequate funding for planning and traffic mitigation be secured now for the LRT station of the future. And it is why we now ask that you include detailed study of the LRT station park and ride in the DEIS.

We're concerned about all of the obvious details, of course: aesthetics, increased traffic, increased pollution from sitting cars, and disruption of pedestrian and bicycle flow, to name only a few.

10670

But at a more base level, we lack a clear understanding of the rationale for the Park and Ride. On its face, a Park and Ride seems like a distinctively suburban feature. West Calhoun is already more dense than many parts of Minneapolis; its land values are costly and it has fairly urban congestion already. More specifically, we wonder:

- Who is the facility intended to serve? Does that population otherwise lack access to private transportation or public transportation?

- Have serious options been considered for getting riders to the West Calhoun LRT station easily and without a car? Has Metro Transit plotted additional or rerouted bus lines that could deliver riders to the LRT station from other neighborhoods?

- Why are we hearing of a "Park and Ride" rather than a "Kiss and Ride" (drop-off area)? Have the two been compared side-by-side?

- What would be the capacity of a Park and Ride facility, and why was that number picked?

2/6.2/a - **A Park and Ride would clearly increase traffic and congestion in West Calhoun.** Is there good evidence or logic showing that the increased traffic in West Calhoun is somehow reducing overall congestion? Has anyone shown that putting parking at this station reduces traffic problems in the city or the region -- either downtown or on major arterials?

- Has the idea of a Park and Ride been tested against the plans already in place for this area, like the Midtown Greenway and Uptown plans?

- In sum, has a Park and Ride in this location actually been studied, or is it an idea that has built a momentum of its own because the land is already publicly owned?

We thank you for taking the time to discuss these issues with you and look forward to working with you throughout the DEIS process.

Sincerely,

Mari Taffe

Chair, West Calhoun Neighborhood Council

**From:** Martin Richmond  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** comments on proposed routes  
**Date:** 11/06/2008 08:53 PM

10071

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Dear swcorridor:

I live near Lake St. and Chowen Ave. I use both the Midtown Greenway and the Kenilworth Trail. I think the route going east next to the Midtown Greenway would have less impact. The Kenilworth section is just too valuable as a "wilderness in the city" to put a double-track line in. In addition, the Midtown Greenway route would serve business and residents in Minneapolis. The Kenilworth route mainly serves suburbanites, and we get the impact and not much of the benefit, just like the freeway construction in the 60's.

Martin Richmond  
3539 Cedar Lake Ave  
Mpls

1/2.3/g

**From:** Catherine M. Walker 10072  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Concerns to be considered for the scope of the Environmental Impact Statement for the Southwest LRT line  
**Date:** 11/06/2008 08:22 PM  
**Attachments:** [LRT letter 11-4-08.doc](#)

---

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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**From:** Steven Johnston [[svjohnston@comcast.net](mailto:svjohnston@comcast.net)]  
**Sent:** 11/06/2008 06:35 PM CST  
**To:** Catherine Walker; Gail Dorfman; [ralph.remington@ci.minneapolis.mn.us](mailto:ralph.remington@ci.minneapolis.mn.us); [mary.smith@metc.state.mn.us](mailto:mary.smith@metc.state.mn.us); [lisa.goodman@ci.minneapolis.mn.us](mailto:lisa.goodman@ci.minneapolis.mn.us); [rt@minneapolis.org](mailto:rt@minneapolis.org); [rep.margaret.kelliher@house.mn.us](mailto:rep.margaret.kelliher@house.mn.us); [sen.scott.dibble@senate.mn.us](mailto:sen.scott.dibble@senate.mn.us); [annette.meeks@metc.state.mn.us](mailto:annette.meeks@metc.state.mn.us); SWcorridor  
**Subject:** Concerns to be considered for the scope of the Environmental Impact Statement for the Southwest LRT line

Dear Ms. Walker and LRT Decision Makers,

I would like to submit the concerns listed below to be included in the scope of the Draft Environmental Impact Statement for the Southwest LRT line. Since I know the Kenilworth Trail area best, my concerns deal primarily with this area.

**1. The impact to the feel and flow of the CIDNA and**

16072

1/3.2/a

**Kenwood neighborhoods.** Currently the neighborhoods along the Kenilworth Trail interact and intersect freely on the bike and walking paths without barriers giving everyone access to businesses and recreation. Whereas, **the LRT will create an artificial barrier between the neighborhoods, destroying this interactive community, which is one of the most beautiful residential areas of the Minneapolis lakes area.** By contrast the Midtown Greenway already has the infrastructure with bridges and street crossings that currently exist along the rail line corridor and has a railroad trench under the streets that intersect with it.

2/3.7/e

**2. The narrow passageway between the intersection of the Midtown Greenway and the Kenilworth Trail between the Cedar Lake Shores Town Homes and the Grain Elevators Condominiums parking garage.** This area is already extremely tight and experiences many close call accidents/incidents with walkers and cyclists. With the addition of the LRT to this area it will add to the congestion and increased accidents in this area. Trying to correct this situation above ground will only add to the negative impact due to excessive LRT traffic, increased safety issues, and undesirable livability for the residents in this area. If the Kenilworth Trail is the route chosen, the only reasonable and safe way to address this issue is that **LRT should run underground through this area.**

3/2.3/k

4/4.6/a

**3. Barriers and noise pollution in the narrow corridor described in point number 2 is a major concern for the residents in this area.** The frequency of the LRT and the location and frequency of horns, whistles, and crossing signals being sounded will reduce the livability in this area. Barrier construction, neighborhoods connectivity, as well as property value impact need to also be addressed. Again, if the Kenilworth Trail is the route chosen, the only reasonable and safe way to address this issue is that the LRT should run underground through this area.

5/6.2/a

**4. Traffic congestion and noise pollution at the intersection of Cedar Lake Parkway and the LRT crossing.** This intersection is already congested with the



10072

freight train traffic and will only exasperate the issue with the increased frequency of LRT. Again, if the Kenilworth Trail is the route chosen, the only reasonable and safe way to address this issue is that LRT should run underground through this area.

6/3.7/b

7/3.2/a

**5. Park Siding Park Playground is very close to the Kenilworth Trail.** If the LRT runs down the trail at the frequency that is proposed **there is a safety issue at this children's playground and park location.** Barriers could be constructed, however, they would only add to the loss of connectivity of the neighborhoods and trail access. Again, if the Kenilworth Trail is the route chosen, the only reasonable and safe way to address this issue is that LRT should run underground through this area.

**6. The transit station at 2880 Hennepin Avenue should be a collective transfer and major stopping point for the entire transit system.** This is a logical connection for both buses and LRT. The Midtown Greenway route alternative would encourage more ridership through densely populated areas and travel through a higher concentration of employers, restaurants, and businesses to serve our transit needs.

During this phase of drafting the Environmental Impact Statement for the Southwest LRT line please seriously consider the points outlined in this letter.

Sincerely,

Steven V. Johnston & Susan Carrero  
3401 St Louis Avenue  
Minneapolis, MN 55416

Steven Johnston  
Mosaic Transportation  
763-577-2774

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: KIAA Opposes Facility on Kenilworth  
**Date:** 11/06/2008 07:28 PM

10073

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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

From: Jeanette Colby [jmc colby@earthlink.net]  
Sent: 11/06/2008 07:14 PM CST  
To: Gail Dorfman; Catherine Walker  
Cc: Mike Bono - KIAA <mbono@BROCADE.com>; Pat Scott <pscott01@hotmail.com>; Art Higinbotham <ahiginbotham@msn.com>; Eric Lind KIAA <ericlind@yahoo.com>; Kathy Low KIAA <lowmn@comcast.net>; Kathy & Roy Williams - KIAA <rwilliam6146@msn.com>; Larry Moran - LRT <debbielarry@comcast.net>; Commissioner.McLaughlin  
Subject: KIAA Opposes Facility on Kenilworth

Dear Gail and Katie,

We have heard that the Kenilworth Trail area is being considered for an LRT storage/maintenance facility. This is very troubling to many area residents and trail users. The statement below is an addendum to the Kenwood Isles Area Association's resolution submitted to the HCRRA on Oct. 7th. If it is relevant to the DEIS scoping process, we would like to request that it to be included.

1/6.3/f "Be it further resolved that the KIAA strongly opposes the siting of any LRT car storage and/or maintenance facility in the area of Cedar Lake Park, the Kenilworth Trail, or the Cedar Lake Trail. This includes the Hennepin County owned land at the base of the Lowry Hill Bluff."

Thank you,

Jeanette Colby

**From:** [cherijt@gmail.com](mailto:cherijt@gmail.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Comment on SW LRT route alternatives  
**Date:** 11/06/2008 06:38 PM

10074

1/2.3/g  
2/3.1/f  
Particularly with the option of a tunnel system in the Nicollet corridor, please give weight to the fact that route alternative 3C is the only route option providing any advantage to the urban core. While I acknowledge the primary purpose of providing fast transit to the SW suburbs, I must also point out that the economic impact of allowing SW suburban riders to "eat, work, play" in both Downtown AND Uptown Minneapolis will only help the city and the neighborhoods.

Respectfully,  
Cheri Thompson  
Uptown Minneapolis resident

**From:** [Catherine M. Walker](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: Light Rail Transit Scoping Comments / Southwest Transitway Project - Eden Prairie Center  
**Date:** 11/06/2008 05:35 PM  
**Importance:** High  
**Attachments:** [Light Rail Letter Eden Prairie Center.pdf](#)

---

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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**From:** "Litwin, Nancy" [Nancy.Litwin@ggp.com]  
**Sent:** 11/06/2008 05:02 PM CST  
**To:** SWcorridor; Catherine Walker  
**Subject:** Light Rail Transit Scoping Comments / Southwest Transitway Project - Eden Prairie Center

Attention: Ms. Katie Walker, AICP, Transit Project Manager  
Hennepin County Housing, Community Works and Transit

Eden Prairie Center ownership and management provide the attached comments regarding the Southwest Light Rail Corridor.

Please feel free to contact me at (952) 525-2152 if you have any questions.  
Thank you for your consideration.

---

Nancy Litwin, Sr. General Manager

Eden Prairie Center and Knollwood Mall, 8251 Flying Cloud Drive - Suite 125,

Eden Prairie, MN 55344-5305

10675

PH/V/M 952.525.2152; Fax 952.941.7316

[nancy.litwin@ggp.com](mailto:nancy.litwin@ggp.com)

*This communication is intended to constitute an outline of certain business terms and conditions relating to a proposed transaction, and is not intended to constitute a complete statement of all relevant terms and conditions. The terms and conditions expressed in the communication are intended to be embodied in definitive documents which may reflect changes and qualifications with respect to the proposed transaction. Accordingly, unless and until definitive documents are finalized, executed and delivered by both parties, and accept as may otherwise be provided herein, neither party shall have any obligation to the other (whether legal or equitable or under this letter or otherwise) including, but not limited to, any obligation to negotiate in good faith, and either party may cease pursuing the proposed transaction at any time and for any reason. If executed, the definitive documents shall supersede this letter as well as any previous written or oral understandings.*



Please consider the environment before printing this e-mail

November 6, 2008

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

Dear Ms. Walker:

Eden Prairie Center is a regional shopping, family entertainment and dining destination that showcases more than 115 stores and restaurants, providing employment to more than 2,400 employees. Eden Prairie Center is located just south of I-494 between Flying Cloud Drive and Prairie Center Drive in Eden Prairie. On behalf of Eden Prairie Center's ownership and management, we urge Hennepin County Regional Railroad Authority to further plan and develop Southwest Transitway LRT 3A alternative. **Eden Prairie Center ownership and management prefer LRT 3A alternative for the benefits it would bring to local employers, businesses and future economic development.**

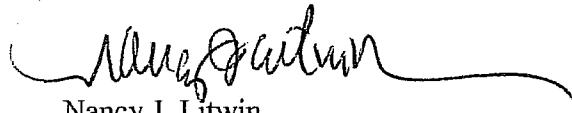
1 / 2 . 3 / f

2 / 3 . 1 / f

As a supporter of the Eden Prairie Chamber of Commerce, we are in agreement with the position and reasoning provided by the Eden Prairie Chamber of Commerce in their letter of support for the LRT 3A alignment.

Please feel free to contact me at (952) 525-2152 if you have any questions.

Sincerely,



Nancy J. Litwin  
Sr. General Manager  
Eden Prairie Center



Eden Prairie Center  
8251 Flying Cloud Drive  
Suite 125

Eden Prairie, MN 55344-5305

952-941-7650

fax 952-941-7316

www.ggp.com

**From:** Brock Dubbels  
**To:** swcorridor@co.hennepin.mn.us; josie@whittieralliance.org  
**cc:** Lisa Braun Dubbels  
**Subject:** The Southwest LRT Scoping Period  
**Date:** 11/06/2008 05:15 PM  
**Attachments:** The idea of moving the light rail into a residential area when there is a readily available business corridor is not only detrimental to the continued quality of life to families and children in the Whittier nei.docx

10076

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Southwest Project Manager,

1/2.3/g The idea of moving the light rail into a residential area when there is a readily available business corridor is not only detrimental to the continued quality of life to families and children in the Whittier neighborhood, but also dangerous.

The suggestion that a transportation corridor should be moved to a residential area is questionable if not communally irresponsible.

What is very surprising is that, there should be resistance by local businesses to the continued development of Nicollet, when there is already a bus line and heavy traffic on Nicollet. It seems local businesses are open to increased traffic with a proposal to open Nicollet to Lake Street, but unwilling to develop with light rail and push the hardships of the construction onto their neighbors, who would experience the increased noise, vibration, and pedestrian traffic twenty-four hours a day, all year.

3/3.2/a The deterioration of quality of life, including noise, vibration, and construction will affect residents to a much greater degree than business owners, who can go home at the end of their work day.

As a parent and a Minneapolis Public Schools educator, I am surprised by the suggestion that the Nicollet/ Eat Street Businesses would suggest a preference for moving a construction project of this size into a neighborhood with a high density of children, and a public school. The suggestion seems short-sighted and selfish. This project may be much more beneficial to the business district due accessibility and increased foot traffic, while this same phenomena would directly diminish property values through that same increased foot traffic.

This recommendation by the business district allows them to have their

10076

4/3.1/i

cake and eat it too, all at the cost of public safety for children and families, **reduced property values to home owners**, and decreased quality of life from noise and vibration day and night.

5/3.1/f

The benefits that local business owners may experience are in contrast to what local residents will live with when the line is intact. **Businesses will have increased traffic, which they want;** residents who live here would deal with the increased traffic and deterioration of quality of life on 24 hour basis without the financial benefits.

6/2.3/f

As a home owner and local business owner, **I am strongly opposed to the light rail running down Blaisdell** for sake of safety for my children, and the safety of children in the Whittier neighborhood on Blaisdell, as well as the 24 hour a day, 365 day a year change in quality of life.  
Sincerely,

Brock Dubbels  
Homeowner and Local Business Owner  
2624 Blaisdell Ave,  
Minneapolis, MN 55408  
612.879.1854

--  
Best regards,

Brock

Brock Dubbels  
[brock@videogamesaslearningtools.com](mailto:brock@videogamesaslearningtools.com)  
612.747.0346

The Center for Cognitive Sciences  
The University of Minnesota  
Room 305 Elliott Hall  
75 East River Road  
Minneapolis, MN 55455  
[www.videogamesaslearningtools.com](http://www.videogamesaslearningtools.com)

Ask not what is inside your head, but what your head is inside.



10076

The idea of moving the light rail into a residential area when there is a readily available business corridor is not only detrimental to the continued quality of life to families and children in the Whittier neighborhood, but also dangerous. The suggestion that a transportation corridor is moved to a residential area is questionable if not communally irresponsible.

What is very surprising is that, there should be resistance by local businesses to the continued development of Nicollet, when there is already a bus line and heavy traffic on Nicollet. It seems local businesses are open to increased traffic with a proposal to open Nicollet to Lake Street, but unwilling to develop with light rail and push the hardships of the construction onto their neighbors, who would experience the increased noise, vibration, and pedestrian traffic twenty-four hours a day, all year. The deterioration of quality of life, including noise, vibration, and construction will affect residents to a much greater degree than business owners, who can go home at the end of their work day.

As a parent and a Minneapolis Public Schools educator, I am surprised by the suggestion that the Nicollet/ Eat Street Businesses would suggest a preference for moving a construction project of this size into a neighborhood with a high density of children, and a public school. The suggestion seems short-sighted and selfish. This project would directly benefit the business district in accessibility and increased foot traffic, while this same phenomena would directly diminish property values through that same increased foot traffic. This recommendation by the business district allows them to have their cake and eat it too, all at the cost of public safety for children and families, reduced property values to home owners, and decreased quality of life from noise and vibration day and night.

The benefits that local business owners may experience are in contrast to what local residents will live with when the line is intact. Businesses will have increased traffic, which they want; residents who live here would deal with the increased traffic and deterioration of quality of life on 24 hour basis without the financial benefits.

I am strongly opposed to the light rail running down Blaisdell for sake of safety for my children, and the safety of children in the Whittier neighborhood on Blaisdell, as well as the 24 hour a day, 365 day a year change in quality of life.

Sincerely,

Brock Dubbels

Homeowner and Local Business Owner

2624 Blaisdell Ave,

Minneapolis, MN 55408

612.879.1854

**From:** [Pat MulQueeney](#)  
**Reply To:** [pat.mulqueeney@epchamber.org](mailto:pat.mulqueeney@epchamber.org)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** SW Corridor - Chamber comments  
**Date:** 11/06/2008 02:55 PM  
**Attachments:** [Light Rail Letter.doc](#)

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10077

Katie,

I have attached a letter from the Chamber regarding the Southwest Light Rail scoping process and the comment period that ends tomorrow. **The Eden Prairie Chamber has long supported the 3A alignment due to its service of the major economic and employment centers of the Golden Triangle, Opus and the Major Center Area of Eden Prairie.**

If you have any questions or concerns, please either e-mail me back or call me at 952-944-2830.

Thanks.

Pat MulQueeney, IOM  
President  
Eden Prairie Chamber of Commerce  
11455 Viking Drive, Ste. 270  
Eden Prairie, MN 55344  
952-944-2830

Representing nearly 500 members and over 26,000 area employees.



10077

November 4, 2008

To Whom It May Concern,

As a business association that represents nearly 500 area businesses and over 26,000 employees, the Eden Prairie Chamber of Commerce would like to provide the following comments regarding the Southwest Light Rail Corridor. The Chamber continues to support the LRT 3A alignment. This alignment best serves the major economic and business areas of Opus, the Golden Triangle and the Major Center Area of Eden Prairie. The reasons for this are as follows:

- LRT 3A alternative will provide much more benefit to Eden Prairie residents and businesses than LRT 1A because it serves higher density areas
- LRT 3A alternative will have substantially more riders than the LRT 1A alternative, because it serves higher density areas and also will accommodate reverse commute trips
- LRT 3A alternative is far superior to the LRT 1A alternative in terms of meeting the following objectives:
  1. Provide a travel option that serves population and employment concentrations.
  2. Provide a travel option that serves people who depend on transit.
  3. Provide a travel option that supports efficient, compact land use that facilitates accessibility.
  4. Provide a travel option that contributes to the economic health of the study area and region through improving mobility and access.
  5. Provide a travel option that enhances the image and use of transit services in the region.

The Eden Prairie Chamber of Commerce believes that the LRT **3A alternative strongly supports economic development** and that the LRT 1A alternative fails to meet this goal. We believe that the LRT 3A alternative is superior to the LRT 3C alternative because it provides the opportunity for continuous service between this route and the Hiawatha LRT route, without requiring a transfer and is a faster route saving users time.

Moving forward the Chamber would encourage Hennepin County to pursue the 3A alignment and work with area businesses on how to best serve their needs. If you have any Questions, please feel free to contact me at 952-944-2830.

Sincerely,

Pat MulQueeney, IOM  
President  
Eden Prairie Chamber of Commerce

2/5.3/a

**From:** C Grace  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** sw corridor  
**Date:** 11/06/2008 01:01 PM

10078

1/8.2/a

I forgot to add this... Given upcoming budget constraints, you should consider building the SW corridor to run bio-diesel DMU light rail (see attached photo). Design the line to accommodate overhead electric, but 'go to market' more quickly with DMU. The units are low enough in height that there is plenty of clearance with existing wires on the Hiawatha line. Then, when there is ridership and money, complete the electrification. This progression is used by NJ Transit and Penn Transit.

C Grace



**From:** C Grace  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** SW corridor  
**Date:** 11/06/2008 12:20 PM

10079

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I'm a resident of Dean Parkway, so I will be affected pretty much equally by your choice of either Route 3A or 3C. Both will be equal in noise and convenience for me. I've been involved with rail transit logistics on the east coast (Metro North and Amtrak) so I like to think I know a thing or two about commuter, both heavy and light.

- 1/2.3/g I would recommend 3C because I believe it will serve more people  
2/6.2/a in uptown and along Lake St. that commute to downtown Mpls and (eventually) St. Paul. By serving more people, I mean it gets more cars and buses off the road.
- 3/2.3/f As I see the alternative Kenilworth to 394 route (3A), it serves mostly the Range Rover set in Kenwood and they will not be giving up their SUVs to ride with us regular folks anytime soon. Don't count on much use of the 21st St stop. The novelty will wear off quickly for them.
- 4/6.3/c I realize that routing the train along the Greenway significantly cut down the width (and speed) of the bike path, particularly at bridges. I am a huge cyclist and will lament this. But it is clearly the most productive route in terms of ridership. Perhaps eventually ridership will grow to where you can run a SW 'express' through Kenilworth to downtown.
- 5/2.3/j Also, along the Greenway from WestLake stop to Hiawatha, I would recommend single track with turnouts at each station (with middle platform) to allow trains to pass. This minimizes initial capital investment and allows you to retain a bike path. This configuration is very common in European trolley today. Computerized signals, scheduling, autocontrols and the straightline visibility will eliminate any chance of train collision on a single track.

Anyways, this is my two cents. Good luck.

C. Grace

**From:** [lowmn@comcast.net](mailto:lowmn@comcast.net)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** DEIS submission to Katie Walker  
**Date:** 11/06/2008 10:36 AM  
**Attachments:** [DEIS 11 6 08.doc](#)

---

10080  
1062

Dear Katie,  
I've attached a note with my input for the DEIS scoping process. Thanks.  
Kathy Low  
2001 W. Franklin Ave.  
Minneapolis, MN 55405

November 6, 2008

Dear Commissioner Dorfman:

I would like to request that the following issues be addressed in the scope of the Draft Environmental Impact Statement for the proposed Southwest LRT. My concern is with the Kenilworth corridor route. I am an urbanite and have always used and supported public transportation, but it is critically important for the future of the city and surrounding areas that we get this right, unlike the tragically poor transportation decisions made when the highways bisected neighborhoods for the convenience of suburban commuters to Minneapolis.

- 1/3.1/b 1. How will Minneapolis residents be served by this route? The Basset Creek development is not a sure thing; instead, attention should be paid to the investments being made by the "Lifesciences Corridor" employers. The urban planning benefits (more people able to live without reliance on private automobiles) of a route that would serve these and other areas of higher density housing, businesses, employers, and the Convention Center should be quantified.
- 2/4.3/a 2. How will the value of the incomparable urban amenity and ecological habitat of the Kenilworth Trail Area between Cedar Lake Parkway and I394 be adversely affected? Minneapolis would be a very different city if the beauty and usability of this park is diminished. The DEIS should examine each of the environmental, safety and noise issues described in detail in the submission of Jeannette Colby. The DEIS study should detail whether it is technically and economically feasible to have adequate mitigation efforts.
- 3/3.6/a 3. How will traffic patterns be affected by this route? My concern is that traffic will back up in both directions on Cedar Lake Parkway where the trains would cross. Pollution from idling cars, traffic delays, and increased traffic on other streets throughout the Kenwood neighborhood and near the Kenwood Elementary School would all be undesirable results. Will there be pressure to open Burnham Bridge to two-way traffic, further increasing neighborhood traffic?
- 4/3.7/a 4. If the train is to go through Kenwood then, as a resident, it seems there should be a stop so that the neighborhood can use it. On the other hand, I am concerned about the increased traffic through neighborhood streets and whether adequate mitigation efforts are even possible. These impacts should be quantified.
- 5/4.6/a
- 6/8.2/b
- 7/6.2/a
- 8/2.3/h

**From:** Sanja deGarmo  
**To:** swcorridor@co.hennepin.mn.us  
**cc:** Colby Jeanette  
**Subject:** Comments  
**Date:** 11/06/2008 10:07 AM  
**Attachments:** LRT - EIS Comments.doc

10081

1 of 7

Duplicate of 10274

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I am attaching a document written by a neighbor whose thoughts I share and support regarding the proposed LRT through the Kenilworth Corridor.

Thank you,

Sanja deGarmo



October 30<sup>th</sup>, 2008

10081  
Duplicate of 10274

Dear Commissioner Dorfman:

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

Best regards,

Sanja and John deGarmo  
2301 Oliver Ave South  
Minneapolis, MN  
612-377-0380  
sdegarmo@comcast.net

- The Kenilworth Trail Area between Cedar Lake Parkway and I394 is functionally (if not formally) an extension of Cedar Lake Park. It is known as a “pristine nature preserve in the middle of the city.” How will wildlife habitat along the Kenilworth Corridor be affected by a fast train running through this area every few minutes? Creatures such as deer, fox, pheasants, piliated woodpeckers, owls, hawks, and many others rely on this greenspace within the city (we even saw a bald eagle this year!). How would removal of greenspace impact animal populations? How would reduction in continuity of habitats change animals’ ability to feed, reproduce, and migrate? Would overhead wires and other necessary LRT infrastructure impact birds’ habitat and movement?
- How will LRT though the Kenilworth Trail area affect informal environmental educational opportunities? There is a growing body of research on the importance of exposure to natural areas for children. Educator and author Richard Louv coined the term “Nature Deficit Disorder” and has described it as “the cumulative effect of withdrawing nature from children's experiences, but not just individual children. Families too can show the symptoms -- increased feelings of stress, trouble paying attention, feelings of not being rooted in the world. So can communities, so can whole cities. Really, what I'm talking about is a disorder of society -- and children are victimized by it” (June 2005, Salon.com). In Kenilworth Trail area, children bike and walk with their families, catch caterpillars and crickets, examine plants and collect leaves, and look for animals. This year, children watched a doe raise her fawn – the deer’s home seemed to be in the wooded area that is currently designated as a parking lot for a future LRT stop at 21<sup>st</sup> Street.

- What will be the impact of construction and increased impervious surfaces necessary for LRT tracks on the water quality of Cedar Lake and Lake of the Isles?
- My understanding is that much of the land on the east side of Cedar Lake Park was created with landfill. Does the landfill extend into the Kenilworth Trail area? If so, what is the quality of this landfill? Would construction unearth hazardous materials? How would moving any landfill impact water quality, or the health and safety – both short- and long-term – of park and trail users and nearby residents?
- How will train vibration affect the homes along the Kenilworth Trail? The ground through the Kenilworth Corridor is not very stable, since it was once marsh/swamp at the edge of Cedar Lake. A new home being built at 2584 Upton Avenue South was required to use deep footings for adequate stability (please see previous submission by Joe Johnson of Domain Architecture & Design). Because existing homes were not built with this design feature, vibration from fast, frequent trains could impact the soundness of the structures of existing houses. A newer home at 2402 Thomas Lane has experienced cracking of exterior stucco due to vibrations from the infrequent freight trains (Sharon Walsh is the homeowner). Our 100 year old home at 2218 Sheridan Avenue South has required major repairs in late 2007 due to cracking of interior walls and the exterior walls and foundation (MAPeterson Design/Build, contractor) which were also the result of vibrations.
- Would there be any impact on water tables that would affect the integrity of existing housing due to construction of LRT? When I394 was built, homes in the Bryn Mawr neighborhood experienced settling and shifting caused by changes in the water table, resulting in significant damage.
- Cedar Lake Parkway will likely see significant traffic backups. To what degree will air quality be affected as idling cars wait for trains to pass at Cedar Lake Parkway?
- How much noise from an LRT system can residents along the Kenilworth Trail expect? Will the families in homes near crossings at Cedar Lake Road and at 21<sup>st</sup> Street (with or without a station) hear the clanging of street-crossing bells every few minutes, from early in the morning until late at night? Squeaky wheels, horns, and general operating noise from the train are also a concern. It is possible that LRT noise, especially from crossing gates, would not exceed certain decibel levels but would nonetheless be real and unacceptable noise pollution. In general, except when the freight trains go by, the ambient noise level along the Kenilworth Trail is currently very low. It is a very quiet, peaceful space.
- How would an LRT line along Kenilworth affect the volume of traffic in area neighborhoods, particularly along Burnham Road, through Kenwood, and along

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

- On a related note, what will the impact of LRT along Kenilworth be on police, fire, and emergency service response time in the Burnham Road neighborhood and in Kenwood?
- The Kenwood neighborhood is full of historic homes, and there are several historic homes along the Kenilworth Trail. Built in 1891, the Wallof House (now owned by Rick and Lisa Noel) at 2200 Sheridan Ave S., for example, will be particularly affected. This home has undergone major renovations and won a 2008 Heritage Preservation Award from the City of Minneapolis.
- Another significant home that will be greatly affected by LRT along the Kenilworth Trail is the Flat Pak house designed and built by Charlie Lazor on 21<sup>st</sup> and Thomas Ave. The natural environment along the Kenilworth Trail, along with the home’s landscaping, are an integral part of the home’s design. Mr. Lazor’s work is now part of the Walker Art Center’s permanent collection, and his work has been featured at major contemporary art museums around the country. Newsweek called Mr. Lazor’s design “the first revolution in American housing in decades” (May 23, 2005, page 60). Architects and scholars, as well as non-specialists interested in architecture, often come to the Lazor home to view and study it *in situ*. (Please see previous submission by Kathy Spraitz, Walker Art Center docent.)

- How will the west side of Cedar Lake Park will be impacted by and LRT? Cedar Lake Park and Cedar Lake Trail are unique, natural spaces within an urban setting. The Kenilworth Trail is functionally an extension of the Cedar Lake Park. The park was created 20 years ago through the work of countless volunteer hours. Hundreds of volunteer hours go into this park every year to maintain it. The restored prairie land created by the Cedar Lake Park Association along the Trail between 21<sup>st</sup> Street and 24<sup>th</sup> Street will see significant impacts.
- A Southwest LRT line along the Kenilworth Trail will essentially create a wall of separation between the public and the Cedar Lake Park, severely impeding access to the park. There are currently many informal access points into Cedar Lake Park; these would be eliminated with LRT, leaving 21<sup>st</sup> Street as the only entry to the park on the west side.
- People going to and from Hidden Beach in Cedar Lake Park will have to cross the LRT tracks at 21<sup>st</sup> Street. This is a very busy beach in the summer. It is very important to know that people are not always in an attentive state of mind when they come and go here. This crossing will present real safety issues to pedestrians.
- How will LRT impact people's experience of Cedar South Beach, just west of Burnham Road at Cedar Lake Parkway?
- How can we ensure that bikers, runners, in-line skaters, children, pets, and others using the trails will be safe from fast, frequent trains? In some places, the Kenilworth corridor is very narrow and it is very important for the community that the trails be maintained.
- What will be the impact of LRT on property values? Despite research from other cities, LRT could make many homes near and along the Kenilworth Trail less desirable because the peaceful, natural character of the area will be altered. Homes closest to the proposed stop at 21<sup>st</sup> Street may see the biggest impact. How great an impact can we expect, both at the individual level and the city level (reduction of property tax income)? I have heard anecdotal evidence that potential home buyers are already worried about buying specific properties along the trail because of the possibility that LRT will soon occupy the Kenilworth Trail area.
- In addition to replacing green space with fast and frequent trains, the catenary system (overhead wires) and other LRT infrastructure is likely to be a blight on the Kenilworth Trail. How can this infrastructure, which is totally incompatible with the existing aesthetic, be made to fit into the surroundings?
- Additionally, the train would need to pass over a bridge over the beautiful, serene Kenilworth Channel that connects Cedar Lake with Lake of the Isles.

An LRT line would completely change the nature of this space and impact the experience of people in canoes, kayaks, during the summer and on cross-country skis in the winter, as well as neighborhood residents and other users. Is there a way to protect this tranquil urban space?

- **Ridership:** How will an LRT line along the Kenilworth Trail serve residents of Minneapolis? How will Minneapolis residents use this LRT given that the line would go partly through stable low-density housing, and partly through industrial areas in Minneapolis? Development in the Bassett Creek area faces many hurdles (e.g., it is a potential Superfund site; it is facing unfavorable macroeconomic circumstances) which should be taken into account in calculating the ridership potential of this possible future development.
- How would an LRT line along the Midtown Greenway serve residents of Minneapolis? Passing through Uptown and points east, how could it improve transportation options for areas of dense housing, businesses, employers, and regional amenities such as the Convention Center?
- On a policy level, does the community want an express commuter train from the suburbs to downtown, or do we want a train that will have local stops?
- What kinds of pressure would there be to use Kenilworth Trail land that is currently open greenspace for economic development?

#### Questions relating to a station at 21<sup>st</sup> Street

- The figure of 900 boardings and alightings per day at 21<sup>st</sup> Street established by the Alternatives Analysis seems surprising, given the low density of the neighborhood. There is currently a bus that travels to and from downtown that passes by this corner; the ridership was so low that service was reduced to rush-hour-only, and even now many of the busses are almost empty. But, if 450 to 900 people were to come to the 21<sup>st</sup> Street station, it is likely to completely change the character of the neighborhood. What would this change look like, how would it be planned, and what funding could we expect to implement such plans?
- **Traffic:** If there is a stop at 21<sup>st</sup> Street, what will be the traffic impact on 21<sup>st</sup> and 22<sup>nd</sup> Streets between Kenwood Parkway and the stop? Sheridan Ave. between the Burham bridge and 22<sup>nd</sup> Street will also see a big impact – it is already heavily used by commuters and others who live in Kenwood and Lowry Hill, as it is the only way to get from the west side of Lake of the Isles to these neighborhoods without going all the way around the lake. It is also a bus route. Neighborhood streets need to be protected from increases in traffic.

- How will air quality around 21<sup>st</sup> Street and Thomas Ave. be affected by increased traffic in the neighborhood coming to an LRT stop (through traffic, and parking and idling cars)?
- How will the safety of children, elderly people, bikers, and other neighbors be affected by the increase in car traffic through neighborhood streets?
- Parking: How would the city/neighborhood manage commuter parking issues? To get to the figure of 900 boardings and alightings per day at 21<sup>st</sup> Street, it is likely that many commuters will drive to this neighborhood, park free, and take the train downtown. A 30-space parking lot would be insufficient to handle this commuting pattern, and the neighborhood streets will be full of parked cars. This would be a problem especially for people who have one-car garages or no garage at all, but also for people who need parking for guests, repair people, etc. Parking spaces along these streets are already very full in the summertime when visitors come to Hidden Beach and Cedar Lake Park. However, even a 30-space lot would consume precious urban green space and have a huge impact on the quality of life of the area.
- Intermodal considerations: Would/should people really take the bus to an LRT station at 21<sup>st</sup> Street? If the current bus route continues, it would make more sense to stay on the bus to continue to downtown. If the current bus route is altered to make 21<sup>st</sup> Street LRT station the bus route terminus, this would require bus users to transfer onto the LRT, limiting the number of downtown stops available to riders and causing a special hardship for elderly and disabled transit users. (According to a Seward neighborhood resident, some Franklin Avenue bus routes were changed to terminate at the Hiawatha LRT Line. A large number of disabled riders must now transfer.) Similarly, the Kenilworth/Cedar Lake Trail is currently heavily used by bike commuters. Would they stop at 21<sup>st</sup> Street to get on a train?
- How much light pollution would be caused by lighting at a 21<sup>st</sup> Street station stop? How would this affect near-by homes? Would light pollution impact the quality of life in these homes? Would it affect wildlife habitat?
- Public safety: What kind of policing resources would be required to assure that a station stop at this location would be safe? The Minneapolis Park Board and the neighborhood have recently worked hard and invested significant funds to control illegal and dangerous behavior at Hidden Beach (Cedar East). Would these efforts be undermined? Would nearby homes need additional policing resources? What other public safety issues are involved?

**From:** ROBERT A HEARN  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**cc:** [audrey.bartz@nwa.com](mailto:audrey.bartz@nwa.com); [Leslie.J.Somers@Ceridian.com](mailto:Leslie.J.Somers@Ceridian.com)  
**Subject:** Southwest LRT Line  
**Date:** 11/06/2008 10:02 AM

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10082

All Aboard, my comments,

1/2.3/e **Route 1A seems to make the most common sense.** Any reasonable, prudent and responsible person would agree with this choice. It really is the only choice that makes real sense. There is already a well established compacted railroad bed owned by Hennepin County and would save a lot of money. New land would not have to be purchased and developed.. Does saving money matter? Plus it can easily be expanded to include Chaska and Chanhassen in the future. Do the right thing...

I realize this Route would run through established neighborhoods but the tracks have been there longer and the homeowners should have thought about the possibility of this happening.

Sincerely,

Robert A. Hearn  
9132 Neill Lake Road  
Eden Prairie, MN 55347

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**From:** Norma Adams  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Potential Routes LRT 1A  
**Date:** 11/06/2008 09:56 AM

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10083

1/2.3/e  
2/2.3/f I am very concerned about the potential Southwest light rail transit route that will run down the Kenilworth Corridor. I am particularly concerned about the distance between the Calhoun Isles Condominiums on the east and the condos on the west. I live in a condo on the ground floor of the building at 3151 Dean Court that is closest to the railroad tracks. I am concerned about:

- 3/4.6/a 1. the noise,  
4/4.7/a 2.the vibrations that will effect persons living just a few feet from the light rail track,  
5/6.2/a 3.the obstruction of traffic on Cedar Lake Parkway,  
6/6.3/c 4.the bells that will be heard from that intersection (1/2 block away)  
7/3.1/i 5.the effect light rails will have on the size of the widely used bike and walking trail  
6.the property values

8/4.6/a I would like to know what measures will be implemented to address these issues, i.e., put up a wall, build a tunnel, etc. I did not see any location on the Hiawatha route where the tracks are located so close to existing housing. Is this an accurate observation?



**From:** Amy McNally  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Possible routes for Southwest Corridor  
**Date:** 10/06/2008 09:21 PM

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**10084**

1/2.3/j  
2/6.1/b

I would like to propose the Uptown route that would go under Nicollet Ave. It would have the potential to connect with more bus lines along that route, and would surely be used by uptown/wedge residents.

10085

**From:** [Karis Thompson](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Support for Kenilworth Alignment  
**Date:** 10/06/2008 03:49 PM

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Greetings!

1/2.3/e  
2/2.3/f

I would like to register my support for the Southwest LRT Kenilworth Trail alignment. This routing would offer critical access to communities with limited transit opportunities and complement current transit offerings.

Please contact me if you need any additional information.

Thank you,  
Karis Thompson

p 612.377.4476  
f 612.374.4312  
[kthompson@redeemermpls.org](mailto:kthompson@redeemermpls.org)

**From:** Michael Grouws  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Proposed routes  
**Date:** 10/28/2008 08:21 PM

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Dear Folks,

1/2.3/g **The only route that makes sense is 3C.** Visitors to the city would want to go to Uptown and downtown mpls. They would have no interest in Bryn Mawr or Kenwood stops. Folks living here would similarly like to shop in Uptown but not in Bryn Mawr or Kenwood. **Many people work in Uptown and might travel there for work or follow a reverse commute for work on light rail.** There are no businesses in Bryn Mawr or **Kenwood.** I don't see any ridership/functional benefit to the routes through Kenwood or Bryn Mawr.

2/3.1/h Please route the rail where it would be most used by visitors and residents. The best choice is 3C.

MICHAEL GROUWS

**From:** OTOShak10@aol.com  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** SWLRT Comments  
**Date:** 10/28/2008 08:17 PM

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October 28, 2008

### Southwest LRT Corridor- Comments

1/1/a

We want the Southwest LRT train especially to get away from the bumper-to-bumper, stop and go traffic on Crosstown 62, from Eden Prairie to Minneapolis. How can anyone put up with this, every work day, twice a day? The train is a great plan. Let's get it rolling on the tracks!

It will be very good to be able to connect with the Hiawatha Light Rail, and then go to all of its destinations. When the Hiawatha Line was built, it was intended to be the hub for the Southwest LRT and other corridors, for an up-to-date transportation system.

2/6.2/a

Today, our highways are clogged with many cars. The Southwest LRT can help to prevent some of this congestion.

3/6.1/b

One thing that has been overlooked is that people anywhere in Scott County can be picked up by the Scott County Transit buses, go to the Southwest Metro Transit Station, and then board the train. There will be no need for us to drive, at all.

Elmer Otto  
1057 Eastview Circle  
Shakopee, MN 55379  
Phone: (952) 496-2493

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10088

**From:** [Richard C Villalta](mailto:Richard.C.Villalta)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Comments for DEIS scoping Process  
**Date:** 10/28/2008 11:17 AM  
**Attachments:** [Who will bear the cost of a new light rail line routed through the Kenilworth Corridor or the Midtown Greenway to lessen congestiHill & Lake piece.doc](#)  
[Who will bear the cost of a new light rail line routed through the Kenilworth Corridor or the Midtown Greenway to lessen congestiHill & Lake piece.doc](#)

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Please include the attached comments in the DEIS scoping Process regarding the proposed Kenilworth LRT route.

-Cecilia Michel  
2517 Washburn Ave. South  
Mpls. MN 55416

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1/8.1/b

Who will bear the cost of a new light rail line routed through the Kenilworth Corridor or the Midtown Greenway to lessen congestion on the highways from Eden Prairie to Minneapolis? Perhaps a better question would be who **should** bear the cost? Perhaps an even more preliminary question might be what are the **true costs**? Not just in terms of dollars for labor and materials, rather what are the true costs in terms of **environmental impact, quality of life and the long-term costs borne by neighbors when a residential area rich with the solitude of nature becomes a major commuter thoroughfare?**

2/4.3/a

3/3.2/a

These are the questions that came to mind reading the front page article headlined "Light Rail in Kenilworth Corridor?" in the March edition of the Hill & Lake Press. Of note is Southwest Transitway project manager's conclusion that the Kenilworth alignment route would be less expensive than the Midtown option and would be easier. Less expensive and easier for whom? This statement brought me back to a December meeting regarding this issue at the St. Louis Park City Hall. Representatives from Eden Prairie in attendance were very vocal and adamant that the line not be routed through their greenspace where citizens enjoyed the benefits associated with the open, natural area with opportunities for walking and biking. **Their voices uniformly stated that to chose the route through the greenspace would be a "deal breaker" for local residents. Their approval for the other Eden Prairie route through the "Golden Triangle" near the Eden Prairie Center spoke volumes of their desire to avoid the cost of impacting their greenspace with a light rail line. Likewise, routing the line through the Kenilworth Corridor, an area more like a park than a mass transit corridor, will impose a significant cost to the neighborhood that should be avoided.**

4/3.1/a

5/6.3/c

Shouldn't this cost be included in the current cost estimates when considering the Kenilworth Corridor? **Surely the Kenilworth Corridor with its open greenspace, bike trails and walking paths as well as restored prairie project are worth preserving.** As stated in the Hill and Lake article, the human and financial resources expended have made this area a treasure not only for the immediate neighborhood, but also for the rest of Minneapolis as it links the Chain of Lakes and the Cedar Lake Park Wildlife and Nature Preserve. What is the cost of depleting this treasure by running trains through the area every seven minutes, seven days a week, day and night? Calculation of the price of light rail in this area should include its impact on the quiet beauty of the area, reduced access to the park, negative impact on natural habitat and disconnecting the lakes and the park as described in the Hill and Lake article. This cost will be borne by present and future users of the Kenilworth greenspace who seek a natural experience uninterrupted by suburban commuter traffic. These costs are real and will be borne every day by every neighbor in the shadow of the web of the light rail wires just as surely as the labor and materials for light rail come with a price tag. All of the costs should be included in the total calculation of the cost of light rail in the area.

6/6.2/a

7/6.3/a

8/3.7/b

9/4.6/a

**Additionally, the increased motor vehicle traffic and parking problems associated with a park and ride station are costs, which should be included in the project's total cost calculation. Presently, the route would create a "traffic chokehold" at Cedar Lake Parkway. This will be especially costly to the residents living along the "One Way In" neighborhood off Burnham Road who must traverse this area each time a resident travels home because of the one way Burnham Bridge. Emergency vehicles will have to queue up in the line of traffic waiting for light rail trains to pass. Residents living near the proposed park and ride station will bear the cost of competing for scarce on street parking as well as increased commuter traffic in the neighborhood. Surely, this will not make the Kenilworth Corridor an easier route for those living within the sound of the train horns and whistles nearly 24/7.**

10/3.6/a

**Moreover, can it be reasonably said there is no cost to this greenspace when the rail line, black overhead wires and towering metal poles are cordoned off from the rest of the Kenilworth Corridor by a wall of chain-link fence? What is the cost to the neighborhood forever bisected by a mass of wire when it was once united by a natural landscape? The answer is too much; the cost is just too much.**

The Kenilworth Corridor, a less expensive route? If we fairly calculate the costs to residents in the area, these costs are oppressive and should not be borne by nearby residents for the life of this light rail line. Nor should elected officials and county planners ignore these costs. From this resident's viewpoint, these costs are real and like the residents of Eden Prairie, for us, are deal breakers as the Kenilworth Corridor is priceless.

~~1088~~ 10088

What can be done to provide light rail service to ease suburban commuter traffic and not impose overbearing costs on local residents? Ask elected officials to consider routes that would better serve the Minneapolis population and business centers as they are doing for Eden Prairie. If this fails, effective mitigation is the only answer if this route is chosen. This will mean more than a mere chain-link fence to cordon off the trains from the neighborhood with a wall of wire. This means increasing the mitigation budget so that a tunnel can be built to house light rail to eliminate the chokepoint at Cedar Lake Parkway and preserve the quiet beauty of the Kenilworth Corridor, a link for urban parks and a priceless city treasure. When this is done, the true costs of the light rail line will be reflected. If you agree, please get involved now. Talk to your neighbors to get them involved, write to your Hennepin County Commissioner Gail Dorfman ([gail.dorfman@co.hennepin.mn.us](mailto:gail.dorfman@co.hennepin.mn.us)) to express your views, keep informed and attend meetings before this decision costs you and your neighbors too much.

**From:** [thad@ascheandspencer.com](mailto:thad@ascheandspencer.com)  
**Reply To:** [thad@ascheandspencer.com](mailto:thad@ascheandspencer.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** DEIS for proposed LRT  
**Date:** 10/27/2008 09:35 PM

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10089

1/2.3/e To whom it may concern,

2/2.3/f my comments are regarding the DEIS scoping process. I am a 16 year resident of western Kenwood. I use the Kenilworth trail every day as I bicycle commute downtown to my business. I also spend a great deal of times in the woods surrounding Cedar Lake walking my dogs and running for exercise.

3/3.6/a I am vehemently against the LRT coming into this neighborhood. The light rail will have a tremendously negative impact on this beautiful area. I am against the noise, the increased traffic, the impact on wildlife and safety for my three young children.

4/4.6/a Please stop any development of the LRT in this area.

5/6.2/a Sincerely your,

Thad Spencer  
1918 Queen Avenue South  
Minneapolis, Minnesota  
55404



**From:** HCRRAmail  
**Sent By:** Yvonne R Forsythe  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Fw: HCRRA feedback  
**Date:** 10/27/2008 11:49 AM

10090

----- Forwarded by Yvonne R Forsythe/PW/Hennepin on 10/27/2008 11:48 AM -----

<henn.net@co.hennepin.mn.us>

To <HCRRA@co.hennepin.mn.us>

10/25/2008 04:01 PM

cc

Subject HCRRA feedback

\*\*\*\*\*

Username: Elmer Otto  
UserEmail: OTOShak10@aol.com  
ContactRequested: ContactRequested  
Date: 25 Oct 2008  
Time: 16:01:31

Description:

October 25, 2008

Southwest LRT Corridor- Comments

1/1/a

We want the Southwest LRT train especially to get away from the bumper-to-bumper, stop and go traffic on Crosstown 62, from Eden Prairie to Minneapolis. How can anyone put up with this, every work day, twice a day? The train is a great plan. Let's make it real!

2/6.1/c

It will be very good to be able to connect with the Hiawatha Light Rail, and then go to all of its destinations. When the Hiawatha Line was built, it was intended to be the hub for the Southwest LRT and other corridors, for an up-to-date transportation system.

Today, our highways are clogged with many cars. The Southwest LRT can help to prevent some of this congestion.

3/6.1/b

One thing that has been overlooked is that people anywhere in Scott County can be picked up by the Scott County Transit buses, go to the Southwest Metro Transit Station, and then board the train. There will be no need for us to walk, at all.

Elmer Otto  
1057 Eastview Circle  
Shakopee, MN 55379  
Phone: (952) 496-2493

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: SW Light Rail comments  
**Date:** 10/27/2008 10:45 AM

---

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

---

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**From:** mvdes1  
**Sent:** 10/27/2008 09:45 AM AST  
**To:** Catherine Walker  
**Subject:** SW Light Rail comments

Dear Ms. Walker:

I was unable to attend the project scoping meetings.

1/1/a

Light rail options for the SW and W metro are long overdue. I have lived here for nearly 30 years, having come from the NY area where we always had multiple surface transportation options. For a community (i. e. Twin Cities) that touts itself as progressive, I have been astounded at the lack of critical popular mass for moving ahead with these projects. Perhaps that mentality is changing...?

2/6.2/a

This morning I saw the long line of cars on new highway 212. Do people understand you cannot build a congestion-free road for commuting?

These highways waste enormous public dollars, often reflect the egos of politicians, and are actually underutilized most of the time. Rail development encourages both retail/commercial as well as residential

3/5.2/a

(b09)

4/4.5/b development in the vicinity of stations. Highways just seem to encourage more far flung, ecologically insensitive housing developments. The amount of carbon being introduced into the air by idling cars in a stop and go context is unacceptable for those of us who care about this earth and our legacy.

5/3.1/a Are there existing rights of way for light rail? Can companies employing over 50 workers be asked to contribute to subsidies for transportation or are there ways to provide incentives for companies to further promote telecommuting?  
6/8.1/d  
7/4.3/a What concerns are raised about the environmental impacts of light rail?

Thank you for reading my comments.

Sincerely,

Dr. Michael V. DeSanctis, PhD, LP, ABPP  
Licensed Psychologist

mvdes1@aol.com

---

**A Good Credit Score is 700 or Above. See yours in just 2 easy steps!**

**From:** Richard Madlon-Kay  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** light rail  
**Date:** 10/26/2008 07:32 PM

**10092**

---

To Whom It May Concern:

I am writing to express my opinion about the proposed routes for the new light rail line. My perspective is that of a Kenwood resident. Though I would love to have a light rail station only a block away (the bus is so slow), I believe that light rail would be more successful in a more densely populated area with multifamily housing and businesses. Using the Greenway and either Portland or Nicollet to reach downtown would serve many more people than a route through Kenwood.

Richard Madlon-Kay  
[richard@madlon-kay.com](mailto:richard@madlon-kay.com)

1/6.1/b  
2/2.3/g

**From:** Irving Smith  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** CIDNA RESOLUTION - Opposing view  
**Date:** 10/26/2008 02:49 PM

**10093**

---

CIDNA RESOLUTION - Opposing View

Hennepin County Commissioners:

1/4.6/a  
2/4.7/a  
3/3.6/a  
4/3.2/a  
5/6.3/c

In discussing the LRT " hot potato" with many of our neighbors who are on the Greenway vs the Kenilworth Trail, we have come to the conclusion that everyone not is okay with the LRT - NOT IN MY BACKYARD or FRONT YARD. One neighbor facing the Greenway who lives in the the New Loop condominiums said the train noise, vibration, lights, etc would be right in his unit...talk about livability issues! The trains running every 7 minutes would be a disaster to those of us who live here! Many reasons for the CIDNA Resolution - the bottom line behind it all is that no one wants the trains running in back or in front of them. There is not enough space (among other issues) for the trains to run along the Greenway. It is too congested now and enough our GREEN Space was taken by the Greenway as it is now.

Do what is right and say NO!

6/2.3/e  
7/2.3/f

NO. We do not want the LRT on the Greenway!

Thank You,

Nancy and Irv Smith  
3141 Dean Court  
Mpls., MN. 54416;

**From:** [arthur higinbotham](#)  
**To:** [swcorridor](#)  
**cc:** [Katie.Walker](#); [lisagoodman](#); [Ralph.Remington](#); [Matthew Dahlquist](#); [dostrom](#); [ebell](#); [Nancy Green](#); [lgille](#); [EldonJohn](#); [MNRealtors](#); [jeanette Colby](#)  
**Subject:** Input to the SW LRT Scoping Process  
**Date:** 10/26/2008 09:05 AM

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Please consider the following input to the SW LRT DEIS Scoping Process:

At the Eden Prairie public hearing on the SW LRT, I made the point that an additional mile of LRT track has been completed to the north of the Intermodal station; HCRRA personnel informed me that the purpose was to inventory trains for the Hiawatha and Central Corridor lines to avoid the back-up problems encountered at the Metrodome station when a sports event terminates and will serve the new Twins stadium in this respect? What happens to the regular traffic on alternatives 1A and 3A when waiting trains block passage of trains to and from the southwest while these trains are waiting? **Addition of side tracks is not possible until the 1A or 3A lines get as far west as Linden Yards or adjacent to Cedar Lake Park; there is no room!** Once you start this practice, we will have a lot of Twins fans expecting to get transportation from the stadium at an accustomed rate!

1/6.1/c

Arthur E. Higinbotham

**From:** [arthur higinbotham](#)  
**To:** [swcorridor](#)  
**cc:** [Matthew Dahlquist](#); [dostrom](#); [ebell](#); [jeanette Colby](#); [MNRealtors](#); [lisagoodman](#); [Ralph.Remington](#); [Robert.Lilligren](#); [srg\\_hcmc](#); [Nancy Green](#); [EldonJohn](#); [lgille](#); [Gail.Dorfman](#); [peter.mclaughlin](#); [Linda.Koblick](#); [Katie.Walker](#)  
**Subject:** SW LRT DEIS Scoping Input  
**Date:** 10/26/2008 08:57 AM

Please consider the following input to the scoping process:

1/1.3/d

By criteria from the mission statement for SW corridor rapid transit, any route than runs outside the geographic corridor should not be considered. The criteria developed for that mission statement are capricious and arbitrary and fail to allow south Minneapolis neighborhoods to be served that have no other planned or prospective LRT service.

2/2.3/j

This was used as one of the reasons to disqualify Mayor R. T. Rybak's Option D proposal, which used Park Av. east of I35W. CIDNA has disputed the use of the mission statement, which was generated without public input prior to the formation of a Citizens' Advisory Committee to the SWAA LRT PAC and HCRRA staff. Staff then had the temerity to develop placards displayed at the Eden Prairie scoping hearing to reinforce this position for rejecting Option D.

The approved alternatives 1A and 3A also violate the mission statement, as the route serves the north side of Minneapolis. The Harrison neighborhood has historically been part of the the north side. It is represented today by Council Member Don Samuels and previously by Jackie Cherryhomes. The Van White and Royalston stations are located in areas that have been long recognized as part of the north side.

The Burlington and Santa Fe tracks as well as I394 (and before that, Wayzata Boulevard and Highway 12) have always been recognized as the Minneapolis dividing line between the north and south side.

We recognize that this argument would also disqualify Option E, but would leave only Option 3C as a legally tenable alternative. However, I 1A and 3A remain on the table, the mission statement criteria cannot be used to disqualify Option E. The SW PAC reinforced this position, when, following HCRAA approval of the three alternatives (1A, 3A, and 3C) in December, 2006, it passed as resolution striking Hennepin Av. as an alternative routing for 1A and 3A through downtown Minneapolis; the use of Hennepin could arguably have been interpreted as keeping the SW LRT entirely within the southwestern portion of the city, as it forms a traditional

continued



dividing line between the north and the south. However, 1A and 3A run nearly a mile into the north side as they loop around the incinerator. This makes the 1A and 3A proposals legally untenable unless the criteria are changed.

Arthur E. Higinbotham



**From:** [lailasch@aol.com](mailto:lailasch@aol.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Route 3A  
**Date:** 10/25/2008 01:33 PM

10096

To the attention of Katie Walker,

I am a Kenwood resident who will be directly impacted by the 3A Kennilworth option. I live at 1940 Sheridan Ave and this route will run directly behind my home.

I am writing to you to voice my very strong opposition to this route. After many years of paying horrendous property taxes, the construction of a light rail in my back yard will destroy the market value of our homes... and my home is the only investment I have in this world.

I am aware that you have already heard all the arguments against using this route, and I'm imagining that the only reason you are considering this neighborhood degrading option is that it is cheaper to build.

I am however, very hopeful to read that you will reconsider the Option E route which has been proposed by the Cedar-Isles-Dean neighborhood. This option seems like a win win for all...if your primary concern is not focused on cost alone. Please challenge yourself to develop this rail system to best serve the people, rather than make the people serve the system. This seems reasonable to me and to my neighbors.

Light rail transit will be a wonderful addition to the livability of our city... if developed with an eye towards serving the largest number of citizens and businesses possible. Option E accomplishes such a goal.

Thank you for your attention and your hard work.

Respectfully,

Laila Schirrmeister  
1940 Sheridan Ave S  
Mpls, Mn  
612 3774433

---

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10097

**From:** [Beth Timm](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** FW: Beth Timm message for Katie Walker  
**Date:** 10/24/2008 02:51 PM

---

Beth G. Timm  
Gerstein-Timm, PLLC  
100 Prairie Center Drive, Suite 210  
Eden Prairie, MN 55344  
Phone: (952) 932-9987  
Fax: (952) 932-9787  
Cell: (612) 743-4364

---

**From:** Beth Timm [<mailto:btimm@hotel-broker.com>]  
**Sent:** Friday, October 24, 2008 2:49 PM  
**To:** [swcooridor@co.hennepin.mn.us](mailto:swcooridor@co.hennepin.mn.us)  
**Cc:** 'Greg Timm'  
**Subject:** Beth Timm message for Katie Walker

October 24, 2008

Please direct this message to Katie Walker for the SW transit.

Katie:

1/11.1/d I am following up on your voicemail to me. I would like to have a detailed site plan of the location of the Rowland Road Site, the specific location of the transit station and parking areas. A detailed map will be very helpful so I can understand how it impacts our home located at 5433 Rowland Road.

2/2.3/f The prior owner of the home that sold us the home is a realtor and she did not  
3/3.1/i tell us about the Railroad easement being reserved for LRT – in fact it was commented that it was dedicated to a bike trail now, which of course we thought was a great amenity and I see the walkers and bikers, which there are MANY of, going by on a daily basis enjoying this trail and all it has to offer. If it is a train on the other hand right outside our window, and we might as well have our property condemned. Accordingly, any updates that I can receive on this plan, and to be added to the email list is greatly appreciated.

4/4.7/a As an aside, as a comment from a community member (and notwithstanding the fact that I don't want the train right outside my window and having the vibrations effect my home's physical structure), I'd like to see the LRT go through the route of the Golden Triangle and Opus for the following reasons:

5/2.3/g

1. It would work well for both commuters' coming out of downtown to work in this area as well as those going into downtown.

10097

2. I strongly support mass transit – I worked downtown for 10 years and used the SW transit station at Shady Oak and the main station when it was built, it is truly a great amenity. There were a lot of people that rode the bus out of downtown in the morning and got off at Shady Oak to go to jobs in that area that they could walk to.

3. I like that this route option goes through the commercial area versus route 1 that is mostly residential because you will hit more businesses that are within easy walking distance for people coming from Minneapolis to work in the suburbs and also easy and convenient parking options for those going downtown.

6/6.3/c

4 I would like to see the Route 1 preserved for bikers and walkers. We are looking for alternative energy routes and biking is a GREAT way for people to commute.

We have a built-in bike trail that people use to get to the commercial area around the Crosstown and Hwy 494 that I'd hate to see go away. You wouldn't believe how many people use that on a daily basis for walking and biking, it is a pretty constant parade that would go away if the LRT used that line instead. There is also a lot of wild life in this area – on a regular basis deer, turkey and fox cross this path, that would be disrupted and would leave this residential area since the vibrations and noise would affect their habitat.

Thank you for your consideration of these comments. I hope that will be taken into consideration in the planning.

I look forward to receiving the map we discussed.

Sincerely

Beth G. Timm  
Gerstein-Timm, PLLC  
100 Prairie Center Drive, Suite 210  
Eden Prairie, MN 55344  
Phone: (952) 932-9987  
Fax: (952) 932-9787  
Cell: (612) 743-4364

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: LRT Storage Facility in Kenilworth  
**Date:** 10/24/2008 01:46 PM

---

Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/24/2008 01:45 PM -----

**Jeanette Colby <[jmcolby@earthlink.net](mailto:jmcolby@earthlink.net)>**

To [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

10/24/2008 01:43 PM

cc

Please respond to  
Jeanette Colby <[jmcolby@earthlink.net](mailto:jmcolby@earthlink.net)>

Subject LRT Storage Facility in  
Kenilworth

Hi Katie,

Glad the scoping meetings were successful. Even though you have a lot of work ahead of you, I'm sure you must be breathing a sigh of relief. I'm still working on my written comments, and will send them in the next couple of days.

In the meantime, I wonder if you could clarify the situation regarding a possible 24-car storage facility for the SW LRT in the Kenilworth Corridor if Kenilworth is selected? I thought I heard you say that this doesn't appear to be feasible, but is it still on the table? The Kenwood Isles Area Association Board is very interested in knowing, and I'd like to report back to them at our next meeting.

Thanks in advance,

Jeanette

**From:** [David Shelley](mailto:David.Shelley)  
**Reply To:** [dave.shelley@yahoo.com](mailto:dave.shelley@yahoo.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Public comment on the SW transitway alignment (3C)  
**Date:** 11/06/2008 09:37 AM

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To whom it may concern:

1/2.3/g I am writing to express my support for the 3C alignment of the light rail line that is planned to serve the Southwest Corridor. It is my firm belief that this routing option is (by a wide margin) the best choice to serve residents of the city of Minneapolis and of the suburban communities which this line will serve. While the arguments that can be made are myriad, I would like to focus on three items:

2/2.3/h First, I believe the most important distinction between the routes is the  
 3/2.3/f fact that the 3C alignment, unlike the 3A option, creates new light rail stops at several important transit nodes within the city. In particular, the addition of two new stops downtown, and a stop near the heart of Uptown. These are the most important economic and social centers of  
 4/1.5/b Minneapolis, and both deserve direct service via LRT. The 3C station at 12th and Nicollet alone provides quality service to the convention center, Orchestra Hall, Target Plaza, Loring Park, several major hotels, and an array of other businesses that are currently unserved or underserved by the 5th St. LRT alignment downtown, and it serves the thousands of residents who live along the Loring Greenway and along Nicollet north of I-94. In addition, the 3C alignment would reward the  
 5/3.1/b significant developmental progress that has been made in the communities on Lake St. between Uptown proper and Nicollet, and all along Nicollet south of downtown, and would encourage the further improvement of these areas. The gain in property tax revenues in  
 6/3.1/g these areas would be much larger than they would be in the much emptier areas that 3A would serve beyond downtown.

7/3.1/e Second, it is true that both the 3A and 3C alignments will provide excellent service from the SW suburbs into the heart of downtown Minneapolis. But while 3A provides only that commuter benefit, the 3C alignment allows LRT to serve a much larger swathe of downtown, and it also adds a number of stations at significant destination areas of the city outside of downtown which 3A does not. 3A would be used only by suburban commuters heading to and from the 5th St. corridor downtown, while 3C would be used by all of those commuters, AND by suburban commuters headed to and from the Nicollet corridor downtown, AND by suburban commuters headed Uptown, AND by

10099

residents of south Minneapolis to headed to and from those destinations and to and from Lyn-Lake, Nic-Lake, and Eat Street as well.

8/9.1/b

Third, the 3C alignment allows for superior choices for future extension of our LRT system. The Hiawatha and Central Corridor lines, currently

9/6.1/c

terminating at the Multi-Modal station, could still be extended to a new terminus at Royalston or Van White, or they could be extended

northwest through the North Loop and beyond (or both). Meanwhile,

the 3C alignment makes an extension across the Mississippi river and into Nordeast much simpler than does the 3A option. And while that

10/8.1/a

extension may be far in the future, it will be made much easier (and much, much cheaper) by planning properly today.

Thank you very much for soliciting public input on this important issue.

David Shelley (Loring Park resident)

**From:** Nicholas Plimpton  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Route 3C  
**Date:** 11/06/2008 08:43 AM

---

**10100**

Dear Sir or Madam,

1/2.3/g **I am writing to express my support for Route 3C for the Southwesey lightrail line.** I believe that the line needs to connect Uptown and Eat Street with the Downtown core and that this route will provide the best transit options for all parties. Thank you for your time.

Sincerely,  
Nicholas Plimpton

**From:** Chris Endres  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** LRT Public Comment -- Alternatives  
**Date:** 11/05/2008 11:00 PM

I am looking at the map of alternative routes and have these comments:

- 1/2.3/g 1) 3C doesn't make good sense – it goes through too much of the city in South Minneapolis. South West riders do not want to wander around the city before going quickly out to the suburbs. The city folks are well service with bus service that runs on existing roads with frequent stops.
- 2/6.1/b 2) 3A and 1A look good where they leave downtown – it makes good sense to follow the exiting LRT route get out of town fast.
- 3) When I look at the routes in Eden Prairie, it looks like 1A is the best. It follows the existing LRT route all the way, I would guess it is the lowest cost alternative. Does this allow for extension beyond Highway 5 to the southwest? That would make good sense.
- 3/6.2/a 4) 3A and 3C go past the Eden Prairie mall & South West station area, and I think these are very bad alternatives because the traffic around there is already bad, and this will add to the congestion around Highways 494, 5, 212.
- 4/6.1/c 5) I believe that South West riders want an LRT service that is fast and straight, with minimal disruption to local streets at crossings. I have seen how the Hiawatha LRT has really messed up the traffic in that area, and that problem can be largely avoided with Alternative 1A.
- 5/2.3/e So I recommend 1A because it:
- is on the LRT trail all the way
  - looks like it is the fastest
  - looks like it is the lowest cost
  - would cause the least disruption

Chris Endres  
 6335 Country Rd  
 Eden Prairie, MN 55346  
 952-221-1000



**From:** [Andrew Rankin](#)  
**To:** [katie.walker@co.hennepin.mn.us](mailto:katie.walker@co.hennepin.mn.us)  
**cc:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us); [rallendorf@northco.com](mailto:rallendorf@northco.com); [Teresa Wernecke](#)  
**Subject:** Comment on Southwest Transitway Alignment into Downtown Minneapolis  
**Date:** 11/05/2008 04:06 PM  
**Attachments:** [Southwest Transitways Letter.pdf](#)

---

Katie,

Please find attached to this email a letter from Dick Allendorf, Chair, Downtown Minneapolis Transportation Management Organization, with the TMO's official position in regards to Southwest Corridor alignment into Downtown Minneapolis.

Regards,

***Andrew Rankin***  
**Programs & Projects Specialist**  
**Downtown Minneapolis TMO**  
*arankin@mplstmo.org*  
p: 612.370.3987 ext 205  
f: 612.339.1412

10102



November 5, 2008

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5<sup>th</sup> St, Suite 320  
 Minneapolis, MN 55401

Re: Recommendation for Kenilworth Alignment (alternative 3A)

EXECUTIVE COMMITTEE:

- Dick Allendorf**  
Grubb & Ellis
- Christine Eskilsen**  
Piper Jaffray & Co.
- Charles Ferrell**  
Faegre & Benson
- Carol Flynn**  
Minneapolis Resident
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U.S. Bank
- Betsy Hodges** 1 / 2 . 3 / f  
City Council Member
- Luke Litteken**
- David Luick**
- Glenn Olson**
- Julie Reidhead** 2 / 8 . 1 / b  
Thrivent Financial
- Pat Scott**
- Jerel Shapiro** 3 / 8 . 2 / a  
Loop Parking, Inc.
- Peter Wagenius**
- Kent Warden**

Dear Ms. Walker:

On October 9, 2008, I sent you a letter, as Chair of the Downtown Minneapolis Transportation Management Organization, containing thirteen questions which our Executive Committee members wanted answered in order to make a fully informed recommendation during the formal DEIS scoping comment period between the alternatives for the Southwest Corridor Light Rail Transit line entry into and out of downtown Minneapolis.

Based upon the answers which we have received to those questions, **we – as an organization – are formally recommending the choice of the Kenilworth Corridor option (alternative 3A) as the best alternative** for the region and the best alternative to fulfill our mission of positively addressing congestion so downtown Minneapolis remains vibrant and growing. Our recommendation is based upon the following:

- **The projected capital cost to implement alternative 3A is \$1.2 billion. The projected capital cost to implement alternative 3C is \$1.4 billion. Alternative 3A is \$200 million less costly to implement than is alternative 3C (all stated in 2015 dollars).**
- **The projected annual operating cost for alternative 3A is \$16 million. The projected annual operating cost for alternative 3C is \$17 million. Alternative 3A is \$1 million less costly annually to operate than is alternative 3C.**
- **The projected daily ridership figure for alternative 3A is 27,000. The projected daily ridership figure for alternative 3C is 28,100. Alternative 3C is projected to carry 1,100 more riders daily than alternative 3A.**
- **A typical trip from the West Lake stop to the downtown terminus for alternative 3A and 3C is equivalent (assuming a tunnel beneath Nicollet Avenue for alternative 3C).**
- **Downtown bus service would not be negatively affected by alternative 3A. If alternative 3C were chosen, buses serving Nicollet Mall would have to be shifted to other busy downtown streets.**
- **Access Minneapolis, with double bus lanes, will accommodate the movement of the currently projected rush hour bus traffic on Marquette and 2<sup>nd</sup> Avenue. With alternative 3C, two-thirds of the buses currently using Nicollet Mall would have to be shifted to other streets including Marquette and 2<sup>nd</sup> Avenues to service downtown Minneapolis.**

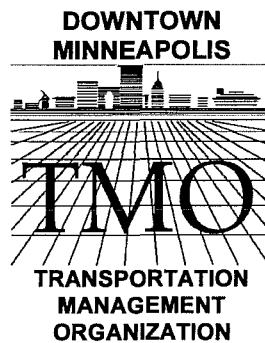
EXECUTIVE DIRECTOR:

**Teresa Wernecke** 4 / 2 . 3 / g



220 South Sixth Street  
 Suite 230  
 Minneapolis, MN 55402  
 Phone: (612) 370-3987  
 Fax: (612) 339-1412  
 Web: commuter-connection.org

0102



EXECUTIVE COMMITTEE:

- Dick Allendorf**  
Grubb & Ellis
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- Charles Ferrell**  
Faegre & Benson
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Minneapolis Resident
- Kevin Fossum**  
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U.S. Bank
- Betsy Hodges**  
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- Luke Litteken**  
CenterPoint Energy
- David Luick**  
Target Corporation
- Glenn Olson**  
Downtown Council Member
- Julie Reidhead**  
Thrivent Financial
- Pat Scott**  
Minneapolis Resident
- Jerel Shapiro**  
Loop Parking, Inc.
- Peter Wagenius**  
Mayor's Office
- Kent Warden**  
Minneapolis BOMA

EXECUTIVE DIRECTOR:  
**Teresa Wernecke**



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Fax: (612) 339-1412  
Web: commuter-connection.org

- 6/6.1/a
- 7/3.2/a
- 8/6.3/c
- 9/6.3/f
- 10/2.3/g
- 11/3.1/f

- Access Minneapolis envisioned carefully timed bus intervals and a free ride within downtown on Nicollet Mall. If alternative 3C is chosen, this convenient downtown circulator service would not be available to downtown workers or visitors.
- Implementation of alternative 3C would mean that the Hollidazzle Parade would have to be moved. In addition, since alternative 3C requires the rebuilding of Nicollet Mall into a straight street, with narrower sidewalks, the Farmers Market would have to move as well. Bike lanes would be problematic on an LRT street.
- Alternative 3A would make use of the Transit space at Target field, as well as connect directly to the Central Corridor LRT and to Northstar Commuter Rail. It would also present seamless through ridership to south Minneapolis and the airport, turning into the Hiawatha Line at Target Field. Alternative 3C does none of the above.
- Because alternative 3A makes use of the existing Hiawatha rail line, it can also traverse directly to the existing maintenance facility. Alternative 3C would require maintenance from another not-yet identified facility.
- Bus service from Uptown and LynLake is currently at a frequency of 5-10 minutes and is, therefore, seen as adequate with no need for LRT to supplement or to replace it.
- The building of the tunnel on Nicollet Avenue to accommodate alternative 3C would require disruption for businesses along Nicollet of between 18 and 24 months.
- Alternative 3A would promote economic development for the proposed 900 residential units and 1.6 million square feet of corporate office in the Bassett creek area, as well as less defined development in the area of the Target Field transit stop. Because the alternative 3C route is either all current residential use, and/or currently fully development, little economic development is seen along that route.

It is for the above reasons that the Downtown Minneapolis Transportation Management Organization fully supports the Kenilworth corridor alternative as the least costly, least disruptive, and most efficient route to bring Light Rail Transit into and out of downtown Minneapolis.

Sincerely,

Dick Allendorf  
Chair, Downtown Minneapolis Transportation Management Organization

Cc:  
Mayor of Minneapolis R. T. Rybak  
Minneapolis City Council Members  
Minneapolis Downtown Council President Sam Grabarski and Board Members  
Hennepin County Commissioner Gail Dorfman, Third District  
Hennepin County Commissioner Peter McLaughlin, Fourth District  
Downtown Minneapolis TMO Executive Committee Members

**From:** Catherine M. Walker  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Fw: proposed southwest transitway route  
**Date:** 11/07/2008 02:38 PM

---

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 11/07/2008 02:38 PM -----

**"Allen Miller" <almiller@peoplepc.com>**

To <Katie.Walker@co.hennepin.mn.us>

11/07/2008 01:25 PM

cc

Subject proposed southwest transitway route

- 1/2.3/g I am opposed to the segment of the Southwest Route ((LTR Route 3C) that is designed to run through Opus, City West, and the Golden Triangle for the following reasons:
- 2/4.2/d 1. This route would require the destruction of several wetlands and wooded areas.
  - 3/4.3/a
  - 4/4.8/a 2. It has the potential of opening an existing vented land fill.
  - 5/2.3/i 3. The Opus Park & Ride Station would increase vehicle traffic in a residential area.
  - 6/6.2/a
  - 7/3.1/i 4. The route would run very close to existing residential housing.
  - 8/3.3/b 5. It would require removal of many existing commercial building and businesses.

Thank you  
 A. Miller

Minnetonka, MN. 55343  
952-938-0119

10/84

**From:** Durant Imboden  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Comment on Southwest Corridor light rail route (we prefer 3C)  
**Date:** 11/07/2008 02:25 PM

---

- 1/2.3/g We'd like to suggest alignment 3C (through Uptown) for the Southwest LRT line. This alignment offers several advantages over other alignments:
- 2/3.1/f 1) It would provide suburbanites with access to the important Uptown entertainment and retail district;
- 3/6.1/b 2) It would provide "green" transportation between Uptown and Downtown while reducing surface bus traffic on already overcrowded streets;
- 3) It would be compatible with a Greenway streetcar but wouldn't require such a streetcar line to provide useful service within the city;
- 4) It would generate ridership and revenue throughout the day, not just during morning and evening rush hours;
- 5) It's less vulnerable to obsolescence (e.g., if telecommuting and other changes in work patterns should reduce daily commutes between Eden Prairie and Downtown Minneapolis in the years ahead).

As residents of both Hennepin County and Minneapolis, we believe that alignment 3C is the only alignment that meets the needs of both the suburbs and the city. It's also the only alignment that treats LRT as true public transit, and not merely as a suburban commuter-rail line.

Sincerely,

Durant and Cheryl Imboden  
Europeforvisitors.com  
3325 Dupont Avenue South  
Minneapolis MN 55408-3515 USA  
Telephone +1 612 824-3659  
mailto:durant@europeforvisitors.com

**From:** [Greg Ingraham](mailto:Greg.Ingraham@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** SW LRT Route Options  
**Date:** 11/07/2008 12:51 PM

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10106

Greetings,

Thanks for the opportunity to voice my opinion about the SW LRT route options within the City of Minneapolis.

- 1/1/a
1. I fully support the SW LRT line and can't wait until it gets built.
- 2/2.3/g
2. I prefer Route 3 which follows the Midtown Greenway and Nicollet Avenue into downtown Mpls. because it appears to have a much greater access to riders than route options 1 and 2.

Sincerely,

Greg Ingraham  
4830 Bryant Avenue S.  
Minneapolis, MN 55409

**From:** [sigridmh@aol.com](mailto:sigridmh@aol.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Route for LRT from Eden Prairie  
**Date:** 11/07/2008 10:17 AM

10107

1/2.3/j

**We support Option E for many reasons.** The primary reason is that it takes the train through the parts of Minneapolis where the riders are. If we want this train to serve the citizens of Minneapolis, the Greenway - Park Ave option is the clear winner. The Kennilworth options appear easier because they travel through property where there are not houses. But why put the LRT where there are not riders. Do not use the Federal guidelines on measuring ridership as an excuse. If this LRT is worth doing, it is worth doing right.

2/3.1/f

Additionally, if we want the LRT to support **economic development**, putting it through a major stretch of parkland seems counterproductive.

Please give fair and objective consideration to this option. Current reports on the planned storage facility near the Lowry Bluff gives the impression that the decision is already made. Please make this a fair and open decisionmaking process.

Sigrid Hutcheson  
David Chapman  
3357 Saint Louis Avenue  
Minneapolis, MN 55416  
612-922-7100  
[sigridmh@aol.com](mailto:sigridmh@aol.com)

---

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**From:** [Blaire Hartley](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** corridor  
**Date:** 11/07/2008 10:17 AM

---

10108

1/6.3/c My name is Blaire Hartley. I want the Greenway to remain passable by bikes and not have the Light Rail Line cross it  
2/6.3/d and unduly change its direction, space, etc. Bikes and peds need to take precedence and coexist with the new line.  
3/3.7/e Do not divert bikers from this easy access, safe bike path in order to add the rail. Thanks. Minneapolis here.

**From:** [Joe Sweet](#)  
**Reply To:** [joseph\\_sweet@yahoo.com](mailto:joseph_sweet@yahoo.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** comment on transit  
**Date:** 11/07/2008 09:55 AM

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**10109**

To whom it may concern:

These are my comments to the transit question. I am a resident of Minneapolis and work in Midtown and Downtown Minneapolis.

1/6.3/c 1. Most important to me is retention of the bikeways as they exist today.

I am a bike commuter 12 months per year, using chiefly the Midtown Greenway but also the Kenilworth. For pleasure riding I use the SW right-of-ways through St. Louis Park, Hopkins, Minnetonka.

MY CHIEF CONCERN IS THAT RAILWAYS DO NOT TAKE AWAY BIKEWAYS.

2/2.3/g 2. As for the selection of a route, I think 3C is the preferred of those to select from. Although requiring a tunnel, I think you would pick up many more passengers from the Uptown/Whittier/Lyndale/Kingfield neighborhoods with a north-south leg that is included in 3C.

Joe Sweet



# City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834  
Web address: [www.hopkinsmn.com](http://www.hopkinsmn.com)

Ms. Katie Walker, AICP  
Transit Project Manager  
Housing, Community Works & Transit  
Hennepin County

November 7, 2008

RE: City of Hopkins Southwest Transitway DEIS Scoping Comments

Dear Ms. Walker:

- 1/1/a The City of Hopkins supports the Southwest Transitway project, including the three proposed stations and the anticipated alignment along the existing HCRRRA right-of-way. The City looks forward to the new commuting and regional travel options that the SW Transitway will provide for its residents. Also, we're excited about the potential for
- 2/5.2/a commercial and residential re-development within the station areas. Additionally, we anticipate opportunities to attract individuals and families from the proposed downtown station into our historic Central Business District for dining, shopping or entertainment. Of course, besides the many opportunities, this transit project will also bring challenges. Accordingly, the City would like the project DEIS to specifically address the following impacts which we believe qualify for mitigation actions and funding.
- 3/2.3/h • The proposed Blake Road station and its 300-stall parking facility will create additional peak hour traffic through the existing Excelsior Boulevard (CSAH 3)/Milwaukee Street intersection. This intersection is just east of the Highway 169 ramp and serves local traffic including the projected 3,300 Cargill employees at their new headquarters campus (completion scheduled in March 2010). This complex, skewed angle signalized intersection was designed for a redevelopment such as the Cargill campus. However, the proximity to the Highway 169 ramps, projected Cargill employee traffic and Excelsior Boulevard thru-traffic will surely make it an extremely congested traffic area. Currently, the only direct access route to the Blake Road Station from the west and Highway 169 is through this intersection. The City feels that the additional peak hour traffic created by the new Blake Road transit station will be enough to divert transit users away from this congested area. Instead, they will find other routes using local residential streets. Or, equally undesirable, they will go to the west from Highway 169 and attempt to use the Downtown Station area causing parking problems - by design, parking will be extremely limited at this local, pedestrian-oriented and multi-modal station. The DEIS should address an alternative access to the Blake Station such as a new signalized intersection on Excelsior Boulevard at Tyler Avenue. The City and County's Hopkins Station Area Planning Final Report, October 2007 identifies the need for this new access from Excelsior Boulevard to the Blake
- 4/3.1/b
- 5/3.1/e
- 6/6.2/a
- 7/6.2/a

- Road Station. We request that the scope of the DEIS include investigating this traffic concern for potential mitigation.

- One of the unique, positive aspects of Hopkins is the confluence of several regional trails and the ease of access to them. There is no other inner-ring suburb that can make a similar claim. In addition to the many existing regional trails within Hopkins, Three Rivers Park District intends to construct, within Hopkins, the first phase of a new regional trail named the "Nine Mile Creek Regional Trail". This trail will run from the existing SW Corridor regional trail at 11th Avenue to the southeast into Edina and ultimately to the Minnesota River Valley area. As a relatively small city, we intend to build on this strength we have in the regional trail system by improving access and popularity of Hopkins as a great place to get onto the trail or to get off the trail and enjoy the city's attractions. As such, the trails represent a target for a significant economic thrust for the city in the coming years. The proposed Southwest Transitway will, no doubt, impact the current trail system that is located on the HCRRA right of way. We understand that the intent is to retain the existing trails in conjunction with the new transitway. However, any transitway impact to the trails that negatively affects either the continuity of the various regional trails or the efficacy of the current trail access sites will reduce the recreational draw of the trail. Thus, diminishing the City's ability to tap into it as a source of economic vitality. The City requests that the DEIS identify the uniqueness of the trail system to Hopkins as a significant socio-economic factor in the City's future. Further, we request that any loss of access such as the Depot site as a trailhead facility be mitigated with enhancements to improve trail access at the Downtown Station or via a new trailhead facility at a different, nearby location.

8/6.3/c

8/6.3/c

- The Blake Road Station will add significant new pedestrian travel demand within the station area. Particularly, there will be demand from the 265-unit Westside Village Apartments and from upcoming redevelopment of the 15 acre Hopkins Cold Storage site, both of which are located just across Blake Road to the east of the proposed transit station. This pedestrian demand will create a major safety problem unless it is investigated through the DEIS process and mitigated by creating a safe crossing/s of Blake Road.

9/3.1/i

10/3.7/e

- Although some distance (about 2,000') from the proposed Blake Road Station, the Highway 7/Blake Road intersection currently operates at level of service "E" and "F" for several peak hour traffic movements. The new Cargill headquarters project located at the NE quadrant of Highway 169/Excelsior Boulevard will impose even greater traffic on the intersection. Blake road is the only north/south major roadway anywhere near the Blake Road station. Needless to say, the traffic demand created by the future Blake Road transit station will further exacerbate the current capacity problem at this intersection. Unless this is investigated and traffic mitigations recommended, those

11/6.2/a

10110

travelling to the Blake Road station will be forced to consider alternate routes creating problems with traffic on local residential streets in the area.

12/4.7/a

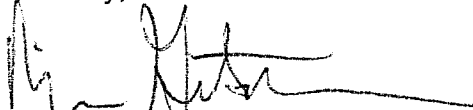
13/4.6/a

- There is concern regarding vibration and noise impacts to a business within the commercial office building located very near the proposed tracks at 10417 Excelsior Boulevard. One of the tenants in this building is an audiologist who routinely conducts sensitive hearing tests.
- Hopkins has a vibrant, historic downtown that relies on automobile traffic off of Excelsior Boulevard. Without a strong pedestrian connection from the 8<sup>th</sup> Avenue (Downtown) LRT station to Mainstreet (3 block distance) it is believed the LRT will have a negative economic impact on the downtown as automobile traffic should decrease with the option of LRT.

14/3.1/h

If you have questions you may direct them to Steve Stadler, Public Works Director at 952-548-6350 or email at [sstadler@hopkinsmn.com](mailto:sstadler@hopkinsmn.com).

Sincerely,



Rick Getschow  
City Manager

**Judd, Catherine**

---

**From:** Katie.Walker@co.hennepin.mn.us  
**Sent:** Monday, September 29, 2008 12:13 PM  
**To:** Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter; Kathie Doty  
**Cc:** ahall@southwest15.com  
**Subject:** Scoping Email - Emma comment #1

1/1/a

Great job. Project is much needed. My household tried to use public transportation as its main means of transport when we moved here last year. We quickly learned that we needed a car. We really support the transitway project and will be active users. Keep up the hard work!

carijoclark@gmail.com

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**Judd, Catherine**

**From:** Katie.Walker@co.hennepin.mn.us  
**Sent:** Monday, September 29, 2008 12:18 PM  
**To:** Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter; Kathie Doty  
**Cc:** ahall@southwest15.com  
**Subject:** Scoping Email - Emma #4

1/2.3/f

**I endorse the Kenilworth corridor alignment (A).** The advantages to this alignment are:  
 1. The ability to connect into the intermodal transit station area planned in the North Loop. With the Kenilworth Corridor (A) alignment, a Southwest LRT can enter the intermodal station area and then continue on track as the Hiawatha LRT and/or Central Corridor LRT. This provides superior options and ease of use for the riders.

2. This enhances the "transit hub" philosophy. With the city planners going forward on a revision of the Downtown East/North Loop Master Plan, there is significant opportunity to create a NL transit oriented development community that provides innumerable options for all users.

3. This alignment will significantly enhance the livability factor in the area for residential, sporting, entertainment, business, restaurant and retail venues.

&#61656; This alignment will bring significant opportunity for economic development into the neighborhood areas of Bryn Maar, Harrison, Near North and North Minneapolis.

2/3.1/f

Some negative factors to oppose the Mid-town/Nicollet Corridor alignment (C)

1. The Mid-town/Nicollet Corridor alignment (C) would be better served by a local circulator transit option such as streetcar. The Southwest LRT is considered a regional transit line. There would not be local block by block frequent stops on a LRT as is needed in Mid-town and Nicollet areas. This would not be a "best use" purpose.

3/6.1/a

2. Nicollet additionally would be closed to any options for busses and streetcar. It would be exclusive to LRT.

3. Nicollet Avenue would likely need to be realigned to conform to the needs of LRT. It would change from a somewhat snaking avenue to a straighter alignment.

4. This (C) alignment Mid-town/Nicollet Corridor would simply terminate Downtown on Nicollet and 4th Street. There would be no option for the users to connect up to an intermodal station or remain on the train and move further on through the Hiawatha LRT or Central Corridor LRT.

5. This (C) alignment could cause adverse conditions to many businesses along Nicollet Avenue.

4/2.3/g

karen.rosar@comcast.net Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

**Judd, Catherine**

**From:** Katie.Walker@co.hennepin.mn.us  
**Sent:** Monday, September 29, 2008 12:17 PM  
**To:** Gonzalez, Oscar; Elabbady, Mona N.; Phemister, Walter; Kathie Doty  
**Cc:** ahall@southwest15.com  
**Subject:** Scoping Email - Emma #3

1.1.a  
 2/2.3/e  
 3/2.3/f

I recently spent two years completely renovating a 100+ year old Queene Anne Victorian house that backs up to Kenilworth Corridor. I am in favor of light rail transit but have several concerns about the trains coming through Kenilworth.

3/4.6/a

**Noise** - even with Hidden Beach in the area, Kenwood is a very quiet neighborhood. It is a neighborhood that you have to "find". You just don't "stumble across it". Many of the residents like this feature and consider it one of the key reasons why they moved to the area. Running a train through Kenilworth Corridor will permanently change the serenity of the neighborhood and alter the currently pristine biking and running paths that exist. I believe the "shallow tunnel" which has been discussed must be seriously considered. In my opinion, it's the right compromise between respecting the environment and neighborhood yet realizing that mass transit must be built.

4/6.2/a

**Congestion** - I find it unconscionable that a stop is being considered at 21st. This would be a total injustice to a majority of the people living in the neighborhood. Having people drive into the neighborhood, park their cars and get on the train at this location makes absolutely no sense when you have a business node at Lake Street and wide open space as you approach 394. Stops in both those locations and nothign in between would work just fine. The distance between those two stops is not very far. I realize there would be a handful of Kenwood residents that would use it, but you cannot make such a major change based on a minority position. Look at how few people get on teh busses in Kenwood. Regardless of what the minority says, ridership from the neighborhood woudl be minimal so unless the goal is to have a bunch of people drive into Kenwood to get on the train, there should not be a stop at 21st.

5/2.3/h

**Green Space** - related to the "Congestion Point", I believe it is outlandish to take down a large patch of woods to build a parking lot near the proposed 21st street stop. This would just encourage more folks to come into the neighborhood. Again, the "busy nodes" should be located in places where people understand there is going to be congestion or in places that are so "wide open" that building a parking lot would not materially alter the landscape. Parking lots don't belong in Kenwood.

6/3.2/a

In summary, I think without careful planning, the aesthetics of one of most unique, historical neighborhoods in the city will be irreperably harmed. Please listen to the citizens and act in a balanced way. If done haphazardly, Kenwood could easily become a changed neighborhood, and not for the better. The train has the very real potential to change the demographics of the neighborhood and I doubt that would be good for the city as a whole.

rnoel@varde.com

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**Judd, Catherine**

---

**From:** Katie.Walker@co.hennepin.mn.us  
**Sent:** Monday, September 29, 2008 12:05 PM  
**To:** Dave Bender  
**Subject:** RE: Southwest Transitway E-News!

**Attachments:** pic31329.gif; pic02368.jpg; pic28692.gif; pic21425.gif



pic31329.gif



pic02368.jpg



pic28692.gif



pic21425.gif

Thank you for your comment. You will receive a response soon.

Katie Walker, AICP  
 Transit Project Manager  
 Hennepin County  
 Housing, Community Works & Transit  
 417 North 5th Street, Suite 320  
 Minneapolis, MN 55401  
 612.385-5655

---

"Dave Bender" <dave@benders-of-edina.com>

09/29/2008 11:59 AM

To

<swcorridor@co.hennepin.mn.us>

"Katie Walker"

cc

Subject

Transitway E-News!

RE: Southwest

Katie,

Thanks for the email.

1/2.3/j

Can you tell me or point me to anything that would tell me why the Dan Patch line, which parallels Hwy 100 through Edina, was not included in the alternative routes that were considered?

This seems like an obvious option (in my opinion) but if there's some reason it wasn't included it would help me understand why it's being excluded from consideration. I am aware of a law passed that forbid some government entities from discussing using this line for commuter rail traffic or something like that, but that doesn't seem to include light rail. And I'm still unclear of the motivation for that law.

Any information would be appreciated. Thanks

10114

Dave Bender  
Edina

From: Katie Walker [mailto:swcorridor@co.hennepin.mn.us]  
Sent: Monday, September 29, 2008 10:09 AM  
To: dave@benders-of-edina.com  
Subject: Southwest Transitway E-News!

If you're having trouble viewing this email, you may see it online.

(Embedded image moved to file: pic31329.gif) Forward this message to a friend

(Embedded image moved to file: pic02368.jpg)

Welcome to the first edition of the Southwest Transitway e-newsletter! We are glad you are interested in learning more about the project. If we have reached you in error, we apologize. Please remove yourself from our list by using the "opt out" link at the bottom of this message.

#### Southwest Transitway Takes a Major Step Forward Launching the Draft Environmental Impact Statement (DEIS); Finalizing Scoping Meeting Dates

The time is now to join the conversation about the proposed Southwest Transitway, serving Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis. The Hennepin County Regional Railroad Authority (HCRRA), in partnership with the Federal Transit Administration (FTA), is hosting public scoping meetings (open house and public hearing) to launch the Southwest Transitway Draft Environmental Impact Statement (DEIS). Three public scoping meetings are scheduled to receive public comment on the scope of the DEIS. The meetings consist of an open house to learn more about the project and a formal HCRRA public hearing. The scoping hearings are important opportunities for members of the public to make comments about the Southwest Transitway project. The open houses will be held prior to each hearing to share information about the history of the Southwest Transitway project, how the light rail alternatives currently under consideration were developed, and what the steps will be to go forward in building a Southwest Transitway. A Scoping Information Booklet has been prepared and is available electronically on the Southwest Transitway website [www.southwesttransitway.org](http://www.southwesttransitway.org) or by calling 612.348-9260.

Scoping meeting information is as follows:

Tuesday, Oct. 7  
Hennepin County Government Center  
300 South 6th St., Minneapolis, 55415 612 348 3169  
Open House 2 p.m. Public Hearing 3 p.m.

10/14

Tuesday, Oct. 14  
St. Louis Park City Hall  
5005 Minnetonka Boulevard, St. Louis Park, 55416  
Open House 5 p.m. Public Hearing 6 p.m.

Thursday, Oct. 23  
Eden Prairie City Hall  
8080 Mitchell Road, Eden Prairie, 55344  
Open House 5 p.m.; Public Hearing 6 p.m.

For more information, please visit the Southwest Transitway website at  
[www.southwesttransitway.org](http://www.southwesttransitway.org)

417 North 5th St Ste. 320 | Minneapolis, MN 55401

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emma

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**Judd, Catherine**

---

**From:** Katie.Walker@co.hennepin.mn.us  
**Sent:** Saturday, October 25, 2008 2:44 PM  
**To:** Phemister, Walter; Gonzalez, Oscar; Elabbady, Mona N.  
**Cc:** Kathie Doty  
**Subject:** Fw: DEIS Scoping -- FlatPak Statement

**Attachments:** jtteflatpak.doc



jtteflatpak.doc

FYI. What are your thoughts on this? If it is the house I think it is, it was built within the last 5 to 7 years on a former HCRRA parcel north of 21st overlooking the Kenilworth bikepath.

Katie Walker  
 Transit Project Manager  
 612.348-2190  
 612.385-5655

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

**From:** Jeanette Colby [jmcolby@earthlink.net]  
**Sent:** 10/25/2008 10:47 AM EST  
**To:** Catherine Walker  
**Cc:** Kathy Spraitz <kathyspraitz@qwest.net>; Charlie Lazor <charlie@lazoroffice.com>; Zelda Lazor - LRT <zlazor@msn.com>; Art Higinbotham <ahiginbotham@msn.com>  
**Subject:** DEIS Scoping -- FlatPak Statement

Dear Katie,

Attached please find a document that I would like to submit as part of the DEIS scoping process. It was researched and written by Kathy Spraitz, a docent at the Walker Arts Center. It relates to the architectural importance of the Lazor family's FlatPak house on Thomas Avenue near the proposed 21st Street SW LRT stop. As you know, LRT on the Kenilworth corridor would have a big impact on this family's home.

Thank you for your consideration.

Jeanette ColbyDisclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

10115

**Discussion Piece for LRT Impact Statement  
Lazor FlatPak House, Minneapolis, Minnesota  
October 2008**

1 / 3 . 4 / b  
Anyone familiar with the Kenwood neighborhood can articulate one of its most compelling attributes: its broad array of beautifully maintained, lovingly restored and architecturally relevant historical homes situated adjacent to both parklands and a bustling downtown.

What may be a well-kept secret about this Minneapolis enclave: **Kenwood is also the site of what *Newsweek* magazine called, “the first revolution in American housing in decades”**. The private property at 2024 Thomas Avenue South is both home to the family, and living laboratory, of Charlie Lazor, an award-winning player in modern design.

(Charlie is a founding partner of both Blu Dot furniture company and the FlatPak prefab housing system. He is a Cass Gilbert Professor in Practice at the University of Minnesota School of Architecture and has served as a fellow at the MIT Media Lab for the Simplicity Program and at the Design Institute. He graduated with a Masters Degree in Architecture from Yale University.)

Lazor did not in fact invent the concept of prefab housing. The rise of 20<sup>th</sup> century assembly line manufacturing gave rise to the ideas that houses could be mass-produced just like other consumer products. Thinkers, academics and inventors ranging from Thomas Edison, Le Corbusier, Buckminster Fuller and Frank Lloyd Wright have all experimented with the concept.

**Why, then, is Lazor’s FlatPak system considered a compelling contribution to the history of prefab housing?** First, Lazor’s experience as founder and designer for Blu Dot furniture dovetailed with a technological trend: software and high tech tools that helped refuel thinking and an overall resurgence in interest/mid century modern architecture. He also correctly anticipated consumer interest and developed an architectural concept that would democratize access to well-designed space. And, his sensibility about efficient production processes provided a new way to think about building houses: one that is decidedly more ‘green’, from manufacturing to flat packaging delivery to on-site production to future renovations at the housing site.

So, the timing was right. **But why is FlatPak, versus other, current explorations of prefab housing, considered an important innovation in contemporary architecture thinking?** According to Andrew Blauvelt, Architectural and Design Curator at the Walker Art Center, FlatPak’s innovation is its use of a panel system. FlatPak’s base unit is an eight-foot wide, one story tall panel, providing a great flexibility using pre-fabricated components. To build a FlatPak house, the panels – which can serve as walls, floors, or a roof – are articulated on a simple grid. The combination of advanced technological manufacturing combined with an intentionally simple design execution

represents a fundamental point of difference and, more simply put, an architectural innovation.

Lazor's thinking and design drew fast attention within architectural and museum communities, as well as from the mainstream press (see attached articles.) A FlatPak prototype was a centerpiece of the museum show, "Some Assembly Required", which emanated from the Walker Art Center and traveled to the Smithsonian Cooper-Hewitt Design Museum and the Los Angeles County Museum of Art. A film about FlatPak is currently part of the "Home Delivery: Fabricating the Modern Dwelling" show at New York's Museum of Modern Art. His work has also been exhibited at Centre Georges Pompidou. And, in September, the Flat Pak prototype was re-built as a permanent installation in the Minneapolis Sculpture Garden, where it will serve as a Visitor Center as well as an academic study of this touch point in contemporary architectural thinking.

**Why is FlatPak important to the neighborhood, and to anyone considering the impact of LRT running thru the Kenilworth corridor?** The easy answers may be: **the site at 21<sup>st</sup> and Thomas represents a family's home. And, because of its architectural importance, the family has generously opened its home to both community members, in the form of countless non-profit fundraising events, and to national and worldwide media, museum curators and architecture scholars.**

**Those visitors are experiencing not only the FlatPak system, but also the neighborhood green space. It is an integral part of this architectural story. No review of the FlatPak home bypasses the obvious: Lazor situated the home and designed it quite literally to work with the green space around it. Every panel of the house anticipates not only human living patterns, but how light, greenery and environment interacts with the home. The reciprocal is true as well: the home's color and wood choices pay particular respect to its natural surrounding.**

**The beauty of the Kenilworth corridor and the innovation of the FlatPak house are inextricably linked.**

**Those engaged in planning the LRT, which may indeed pass through the Kenilworth channel area, would do well to consider its impact – and the impact of the planned LRT stop at 21<sup>st</sup> Street -- on this home and its site.** With a nod to those who had the foresight to preserve the area around Frank Lloyd Wright's homes, and Darien, Connecticut's acknowledgment of the future potential of the Philip Johnson Glass House, LRT planners will protect a genuine asset of the Kenwood community if it is able to do so.

*Note: This document is meant to add flavor to the LRT impact discussion about relevant properties – both historical and contemporary – in the Kenwood neighborhood. It is not meant to represent the Lazor family; rather, to provide a perspective from the arts and architectural community in hopes contemporary architecture will be considered alongside the beautiful historical heritage of the neighborhood.*

October 19, 2008

To Whom It May Concern:

I am addressing the following questions and comments to you as a concerned resident within the Golden Triangle.

- 1/11.1/d 1) Looking at the Southwest Transitway map, it appears that Routes 3A and 3C appear to go directly through my residence at 6685 Flying Cloud Drive and 6745 Flying Cloud Drive. Can you tell me the exact pathway planned for these routes in the Shady Oak Road/Flying Cloud Drive area?
- 2/2.3/g 2) If these routes are indeed planned through our property, what are your intentions? Do you plan on purchasing the property at fair market value, are you planning on condemning the land or are you going to revert to using "eminent domain" tactics that were used in Glen Lake a couple of years ago?
- 3/2.3/f 4/3.3/a 5/1.5/d 3) I would like to see your numbers concerning the anticipated number of riders in the "Choice Rider", "Transit-dependent" and "Reverse commuting" categories. I can not imagine this LRT system getting the amount of ridership you are estimating. I live less than a block away from the Shady Oak park and ride and on any given day there are very few individuals that get off to walk to their jobs. In addition, if this LRT is completed, will the SouthWest/Metro Transit bus service be discontinued?
- 6/8.1/b 4) My last concern/question is concerning the capital outlay for the different routes. I can only assume that Routes 3A or 3C would be many times more expensive to build than Route 1A. In addition to the current congestion in the Opus/City West/Golden Triangle & EP Center area, with Routes 3A and 3C you would be adding multiple park and ride stations that would only increase the traffic and congestion already present in these areas. In my opinion, I believe Route 1A with a possible shuttle service to the high employment areas a better alternative.
- 7/2.3/e

Thank you for you attention to these concerns.

Sincerely,

Mark Dvorak  
6685 Flying Cloud Drive  
Eden Prairie, MN 55344

**From:** Kris Broberg  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Public Comment.  
**Date:** 10/20/2008 12:39 AM

---

**10117**

1/2.3/g  
As a property owner in Southwest Minneapolis in both Whittier and Linden Hills. **Please do not run a LRT line to our part of the city. I am opposed.** Please include take this into account before planning a line or taking any action.

sincerely,

Kris Broberg  
4100 Sheridan Avenue South  
612-701-9985



**From:** [randy\\_o](mailto:randy_o)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Southwest Light Rail  
**Date:** 10/19/2008 12:30 PM

---

Dear Sir or Madam,

I am a CIDNA resident living in the Cedar Lake Shores Townhomes which will be directly affected by the proposed Southwest Light Rail. I am in favor of Option E proposed by the CIDNA Association as it would provide more use for the Light Rail and less disturbance to our neighborhood. If that option is not chosen, mitigation needs to be implemented in our neighborhood because of the proximity of the rail to our homes and the problem it will cause in traffic flow on Dean Parkway. Please consider these options.

Tina Kubat  
3363 St Louis Ave  
Minneapolis, MN 55416

1/2.3/j  
2/4.6/a  
3/4.7/a  
4/6.2/a

10119

**From:** [Mike Dillon](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** MAJOR WASTE OF MONEY!!!  
**Date:** 10/19/2008 09:54 AM

---

1/1/a

Who needs it? Who is going to use it? **I am strongly opposed to light rail of any kind.** - I ride the Southwest Transit bus to downtown to work. The bus options are efficient, timely, flexible and very accessible. - DO NOT WASTE OUR TAX DOLLARS ON A LIGHT RAIL THAT NO ONE WILL USE!!!!!! STOP WASTING TIME, ENERGY AND MONEY!!!!!!

10120

**From:** Gary  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LR Location  
**Date:** 10/19/2008 09:50 AM

---

To Whom it May Concern,

1/2.3/e  
The LRT through EP has shown foresight and a considerable lack of follow-thru on the part of Hennepin planners. The LRT acquisition has been poorly coordinated with the growth in the Southwest metro area. The EP transit hub should have been located along the LRT making the location of LR mute. Nevertheless, as the EP transit hub does exist and has transportation infrastructure in place and growing, it appears the only sane option is connecting the LR with the EP transit hub. Anything short of that would require future expenditures to connect various far flung commuter modes of transportation including the LR.

1/2.3/f  
Much of the question as I see it for the downtown route is the same as the Southwest. There is already in-place or being built infrastructure (Twins stadium terminal) that connects LR routes and different modes of commuter transportation. Why would any route we built that does not connect with this infrastructure? Yes it is unfortunate that some individual property owners will have their mecca disturbed by the most practical routes. So it goes, we don't have azure farm fields in the metro area either.

Gary Everett  
6459 Pinnacle Dr.  
Eden Prairie, MN 55346  
952-934-1317

**From:** [Paul Barber](mailto:Paul.Barber)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Route Options  
**Date:** 10/18/2008 10:08 AM

10121

---

I would like to comment on the route options for the Southwest LRT Corridor.

1/2.3/e

I think it would be best in both Minneapolis and the suburbs to follow the existing rail right-of-way instead of placing it on streets. I believe this is option 1A. Because the existing right-of-way has less street crossings, it will cause less traffic problems with other vehicles and provide a faster LRT service. It is very important that the LRT service be fast or people will not use it. The routes that have it in, or along, streets will have more intersections to deal with and thus slowing the service down.

2/6.2/a

I was a member of the Hiawatha LRT Community Advisory Committee (CAC) representing Downtown Minneapolis.

Thank you.

=====  
Paul W. Barber  
1235 Yale Place Apt 1308  
Minneapolis, Minnesota 55403-1947  
612-375-9181  
[paul@paulbarber.net](mailto:paul@paulbarber.net)

**From:** Catherine M. Walker  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Fw: DEIS Scoping Process  
**Date:** 10/17/2008 04:28 PM

DUPLICATE OF DOCUMENT 10008  
REFER TO DOCUMENT 10008 FOR  
CODING AND RESPONSES.

---

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

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**From:** "arthur higinbotham" [ahiginbotham@msn.com]  
**Sent:** 10/17/2008 02:17 PM EST  
**To:** Catherine Walker  
**Cc:** "Matthew Dahlquist" <mdahlquist@me.com>; "ebell" <ebell@CBBURNET.com>; "dostrom" <dostrom@gac.edu>; "Parker Trostel" <PTrostel@comcast.net>; "jeanette Colby" <jmcolby@earthlink.net>; "Mari Taffe" <mtaffe@comcast.net>; "timboden" <timboden@OurUptown.com>  
**Subject:** DEIS Scoping Process

I would like to submit the following comments on economic development along the Minneapolis routes for SW LRT:

1A/3A: At the W. Lake St. station, since the construction of Whole Foods, there is little opportunity for commercial development around this station. Almost all of this West Calhoun and CIDNA neighborhood is zoned residential; while replacement of remaining single family homes with high rise apartments and condos is possible, these are restricted by the overlay district rules, which limit high rise developments on the chain of lakes. Recently, the Lander

group was limited to 9 stories in a condo development on W. Lake St. on the only remaining property facing Lake Calhoun without high rise units by action of CIDNA and the City Council; Lander has since abandoned the project due to the housing crisis.

There are several single family homes on streets in West Calhoun bounded by the Minnikahda Club and existing high rises; their demolition and replacement by new high rises would be prohibited by action of the neighborhood the City Council, acting under the overlay district rules. Under the city's long range plan, the existing Calhoun Village Mall is slated for conversion to a combined commercial/residential area, again height-restricted because of proximity to Lake Calhoun and limited by the desires of the property owner, Pfaff Calhoun. There are a number of residences north of Lake Street on Chowen, Drew, Ewing and France Avenue in the CIDNA neighborhood, but none of these are accessible to the W. Lake St. station, and property values are high enough to discourage transformation to multi-family units, even if re-zoned.

Zoning ordinances prohibit transformation of single family residences to multi-family residences along the Kenilworth corridor in CIDNA and Kenwood; there will be no increase in population density in these neighborhoods. Similarly, these ordinances prohibit commercial or industrial establishments.

The prospect of a second LRT car barn somewhere north of 21st Street and south of I394 could be built on HCRRA property that is now woodland adjacent to the Kenilworth trails; however, apart from detracting from the park atmosphere around Cedar Lake, it would only be accessible by a newly-paved road from either 21st St. to the south or from the Harrison neighborhood to the northeast. To provide maintenance on 24 LRT trains at this location, roadway access and parking would have to be provided for the maintenance crew at this facility. From the south, this traffic would have to negotiate the serpentine street network in Kenwood in a tranquil residential area.

From the northeast, this traffic would have to follow a road built only for this purpose and would not be possible from Lowry Hill (because of the height of the bluff) or from Bryn Mawr (because of I394 and another bluff).

The proposed Ryan Development project for the Harrison neighborhood is on the drawing board for beyond 2020; it is currently adjacent to industrial buildings to the north and not slated for development until some later date. The development is not dependent on having an LRT line or a stop at Van White Boulevard, as stated by one of the Ryan representatives at a PAC meeting. While developing Linden Yards and the impound lot are visually desirable for the city, the natural connection for this

10/22

neighborhood is to the north side and should be considered for service by the Bottineau LRT line. It is also within walking or cycling distance of downtown and already served by busses on Glenwood Av. and Cedar Lake Road. It would be a poor excuse to choose an LRT route based on this prospective development alone.

3C and E:

East of Lake Calhoun as far as 2nd Av S.. (3C) and as far as Chicago Av. (Option E), there have been significant new multi-storied residences built between 28th St. and Lake St. in the past decade. There are many industrial sites remaining to be converted to residential once the housing crisis passes. There are scores of small buildings on Lake St. itself, (and Lagoon) already zoned for commercial use, on which new businesses can be created to attract commuters moving between and the suburbs and for the new and existing residents of the Uptown neighborhoods. This starts with the redevelopment project at the Landmark Theaters all the way to the Allina complex. It can also expand onto north/south cross streets in the corridor between 28th St. and Lake St. For Option 3C additional upgrading of businesses and residences on Nicollet Avenue from the Greenway to Grant St. can occur; the phenomenal success of the Eat Street businesses in attracting customers from all over the county and of the new condos at Franklin and Nicollet already attest to this opportunity, particularly if the LRT is run as a couplet on Blaisdell and 1st Av. S. to allow existing businesses to survive and assure that Nicollet can retain on-street parking.

For Option E, in addition to serving existing major employers at Wells Fargo Home Mortgage, Allina, and Children's, it will serve the new Colin Powell school Art Erickson has dedicated so much effort to starting and the redevelopment of the former Sears store. It will serve senior citizen facilities on Park Av. with LRT vehicles that are much easier to access than busses.

More input can be obtained from Uptown business associations.

**From:** Nathan Dusheck  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** questions regarding southwest transitway  
**Date:** 10/17/2008 12:38 PM

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Here are my questions regarding the Southwest Transitway:

1/1/a 1. What data is there that shows a light rail transit system is needed in this area?

2/2.3/e 2. Why is routing the Southwest Transitway through the "Golden Triangle" of Eden Prairie the best route for Eden Prairie? (as quoted in newspapers/etc). Is the goal of the transitway to expedite travel for commuters? Promote economic development in the "Golden Triangle".

3. I was under the impression the rail beds were purchased years ago for the eventuality of a lightrail transitway. Why is the route through eden prairie being debated again now?

3/3.7/e 4. Is there data from other transitway projects that show the impact a rail station will have on the criminal activity in the surrounding neighborhoods?

Thank you.

Nathan Dusheck  
[dusheck@hotmail.com](mailto:dusheck@hotmail.com)

---

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**From:** Paul Fogelberg  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Map Please  
**Date:** 10/17/2008 11:28 AM

1/11.1/d

Can you e-mail me a map (or maps) of the proposed Light Rail corridor that would run from Hopkins to Minnetonka (North Branch?) along Minnetonka Blvd to Shady Oak Road?

Paul

\*\*\*\*\*

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**Paul A. Fogelberg, President**  
The Professional Education Group  
12401 Minnetonka Boulevard  
Minnetonka, MN 55305-3994

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**800.229.CLE1** (2531)

**952.933.9990**

**612.382.7266** (Cell)

**[www.proedgroup.com](http://www.proedgroup.com)**

**From:** [Lisa Genis](mailto:lisa.genis)  
**Reply To:** [lisa.genis@alumni.utexas.net](mailto:lisa.genis@alumni.utexas.net)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Comment on the SW transitway  
**Date:** 10/16/2008 08:34 PM

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1/2.3/f I was at the Oct 14th scoping meeting and rather than speak there prefer to comment via email. I agree with the many people that voiced a positive opinion about LRT to the Southwest Metro. LRT route 3A would be my first choice of the available options with route 3C being second. I would not be in favor of route 1A. It's routing out in the Eden Prairie/Minnetonka area isn't very useful. I am hoping this LRT route may not only provide good public transportation to downtown for work and play for suburban residents, but to also offer more employment and maybe educational opportunities to some very under served populations in the North Minneapolis neighborhoods the 3A route would run through. I am hoping that LRT will be the choice, not an enhanced bus system. The current express/limited stop buses available generally are focused on downtown day commuters, running little, if at all, at non-rush hour and opposite direction times. With LRT, the line runs both ways at even intervals all day.

2/3.8/a

3/6.1/b

Thank you for the opportunity to comment on this very important issue.

Lisa Genis

**From:** [bedlavitch@aol.com](mailto:bedlavitch@aol.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:**  
**Date:** 10/16/2008 07:56 PM

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To Whom It May Concern,

My husband and I live at 3141 Dean Court. My husband uses a walker or/and a wheelchair. We use the entrance to Calhoun Village Shopping Center off the greenway. Will it still exist if the light rail goes along the greenway and will the crossing be handicapped accessible.

Thank-you,  
Betsy Edlavitch  
[betsyedlavitch@yahoo.com](mailto:betsyedlavitch@yahoo.com)

1/6.3/d

**From:** tinadolce@aol.com  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Comment for Oct 23 public hearing  
**Date:** 10/16/2008 07:17 PM

1/2.3/e

I would like to comment that the option **Route 1A** would **not** be acceptable to many Eden Prairie residents whose homes now lie extremely close to this proposed route. The decline in home values has been painful enough recently without contemplating a further reduction as a result of putting in a busy, noisy light rail line directly behind these homes. Any prospective homeowners will certainly stay away from our neighborhoods as a result. The trail today is currently enjoyed by many residents and it would not be safe (regardless of studies) to be biking or running along side trains that are going to be running 20 hours a day! The neighborhood I am most concerned about is the Bent Creek Estates, with half the houses bordering the Bent Creek Golf Course, the other half bordering the current HCRR trail.

2/3.7/e

The alternative Routes 3A or 3B would definitely have the least disruption in property values, as it would run along more commercial, non-residential areas and still would be very convenient to Eden Prairie commuters. I sincerely hope either one of these alternatives will be the final decision. It seems to make the most sense and will surely result in much less opposition. Please let me know if there is anything I or my fellow neighbors can do to make either one of these alternatives viable options, instead of Route 1A.

3/2.3/f

Thank you,  
Tina Murphy  
6921 Howard Lane-

---

BUY *Indiana Jones and the Kingdom of the Crystal Skull* on DVD today!

**From:** Tom Tweeten  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Revised Comments on Light Rail  
**Date:** 10/16/2008 12:19 PM

Thank you for taking comments on the SW Corridor Route.

1/2.3/j  
I am pleased to read about the efforts of the Met Council and Hennepin Co. Transit to establish a light rail system to the southwest section of the Twin Cities. However, I submit that the highest priority should be to develop and implement a light rail system OVER the Minnesota river. For example, extending the LRT from Mall of America to the Eagan-Apple Valley-Burnsville areas would take incredible pressure off the road system. As a resident of Prior Lake, I routinely use the LRT for meetings (and leisure activities) in downtown Minneapolis. Bus service is nearly non-existent outside of "rush hours". I avoid going to St. Paul for meetings or pleasure because of traffic and parking issues. In addition, it becomes increasingly difficult for our ever aging population to effectively negotiate our increasingly complex road and parking system.

2/6.1/b  
3/3.8/a  
It is time that Hennepin Co. Transit and the Met Council LRT planners view the river as a transit barrier. Expanding 35W and Cedar Avenue to increase POV (privately owned vehicles, often with a single passenger) across "the River" seems counterproductive in a century where we are trying to reduce our carbon foot print and solve a parking problem in the Twin Cities Metropolitan area.

4/4.5/b  
PLEASE give strong consideration to developing plans, reprioritizing funding, and implementing action to offer alternative transportation systems to areas forced to funnel onto road systems that rely on bridges and petroleum based resources to travel into the downtown metro areas for business or pleasure.

Thomas N. Tweeten, PhD  
4190 190th Street E  
Prior Lake, MN

**From:** [Julia Singer](#)  
**To:** [swcorridor@co.hennepin.MN.us](mailto:swcorridor@co.hennepin.MN.us)  
**Subject:** light rail  
**Date:** 10/15/2008 04:37 PM

10135

1/2.3/f

I am writing in support of using the Kenilworth Trail for light rail between Eden Prairie and Minneapolis.

2/2.3/h

I am also writing in support of a station at 21<sup>st</sup> and Thomas, in the Kenwood neighborhood. I believe this line and stop is a vital link for the city, bringing neighborhoods to the west and the north together, giving access to downtown and the airport and St Paul, once the central corridor is running.

We need to move away from a car and road society, embrace mass transit and all it offers us, young and old.

Every great city has good mass transits. Minneapolis should strive to become one of them,

Julia Klatt Singer

10137

**From:** [Maren Hinderlie](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** We favor the Nicollet Avenue route to Uptown  
**Date:** 10/15/2008 01:46 PM

1/2.3/g

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More people likely to use this right away. the one that goes through  
Kenwood east of Cedar is second choice.

2/2.3/e

3/2.3/f

--

Maren Hinderlie  
4344 Colfax Ave S  
Minneapolis, MN  
612 825-9479  
612 325-9219

**From:** [nfoster@towlefin.com](mailto:nfoster@towlefin.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** FW: Appeal to Park Board Commissioners for help re: LRT Scoping Period Ends 11/7  
**Date:** 10/15/2008 11:33 AM

To: Katie Walker

I live "in" Cedar Lake Park at 2001 Upton Ave So, and use the park and bike trails daily. Please see my comments below regarding certain issues that need to be addressed if the LRT must be built in this corridor.

Thanks for your consideration.

Ned Foster

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

From: Foster, Ned T.  
 Sent: Tuesday, October 14, 2008 4:53 PM  
 To: Tom Nordyke; Tracy Nordstrom  
 Cc: David Klopp; Jim McPherson; Meredith Montgomery; Keith Prussing; John Richter; Dann Topoluk; Neil Trembley; Brian Willette; Jeanette Colby; Gail Dorfman; ruthjones; Goodman, Lisa R.; Terry Campbell  
 Subject: RE: Appeal to Park Board Commissioners for help re: LRT Scoping Period Ends 11/7

Tracy and Tom:

In addition to the points made by Jeanette Colby below, I would like to add the following:

If the LRT route is to follow the current train tracks in the Kennilworth Corridor, I ask you to consider the impact on the hundreds of people who cross those tracks daily in order to move from one section of Cedar Lake Park to another. Many park users currently walk along the bluff, SE of the tracks, along the Kennilworth bike and walking paths between 21st Street and Bryn Mawr meadows. They then cross the train tracks somewhere along that stretch to access the large, more wild park area north of Cedar Lake. I must assume that the LRT route (unlike the existing train tracks) will have fencing on either side which will prevent pedestrians (and large animals such as deer) from crossing, except at designated crossings. This will, in effect, cut our park in half for that whole section, unless some special provisions are made for pedestrians to cross the LRT tracks. The bike trail itself crosses the LRT at the NE edge of the area in question. Perhaps they intend to make at-grade crossings with barrier arms that come down in several spots along this 3/4 mile section of the park/trails? Maybe they need to have the train go down into a covered trench that would have small bridges or walkways across it.

You must recognize that putting the LRT through this special "nurture nature" park will drastically change its character. Please help us insure that if it must go there that everything possible is done to allow Minneapolis residents to still have access to and enjoy this wonderful urban treasure you have helped us citizens create.

I am a "resident of the park", as I live at 2001 Upton Ave. So. (Hidden

1/3.1/d

2/6.3/d



101382

3/1/a

Beach block), and I WELCOME light rail transit. Unlike many of my neighbors, I look forward to getting on the train at 21st and Upton to go downtown or the airport, but we need to fight to protect the character of Cedar Lake Park in every way possible throughout this planning process.

Ned Foster  
2001 Upton Ave. So.

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

From: <nordyketom@aol.com>  
To: <ruthjones@prodigy.net>; <david@sofasandchairs.com>; <dann.topoluk@state.mn.us>; <mcphersonjim@bhi.com>; <mmont@scc.net>; <ntrembley@datarecognitioncorp.com>; <keith@drkeithprussing.net>  
Cc: <tracy@tracynordstrom.com>; <Gail.Dorfman@co.hennepin.mn.us>  
Sent: Friday, October 10, 2008 1:38 PM  
Subject: Re: Appeal to Park Board Commissioners for help re: LRT Scoping Period Ends 11/7

Ruth -

Tracy and I met with staff yesterday and will be looking at what role the MPRB can play.

Nordyke

-----Original Message-----

From: ruthjones <ruthjones@prodigy.net>  
To: david Klopp <david@sofasandchairs.com>; dann.topoluk@state.mn.us; mcphersonjim@bhi.com; meredith montgomery <mmont@scc.net>; Neil Trembley <ntrembley@datarecognitioncorp.com>; keith prussing <keith@drkeithprussing.net>  
Cc: Tracy Nordstrom <tracy@tracynordstrom.com>; Tom Nordyke <nordyketom@aol.com>; Gail Dorfman <Gail.Dorfman@co.hennepin.mn.us>  
Sent: Fri, 10 Oct 2008 8:51 am  
Subject: Re: Appeal to Park Board Commissioners for help re: LRT Scoping Period Ends 11/7

Dear Jeanette and CLPA people:

Thanks to Jeanette for her beautifully done e-mail, setting forth the main quality-of-life concerns re: LRT running through the Southwest Corridor, a sensitive environmental area!

I hope that the Park Board will buy into the seriousness of the need of CIDNA, CLPA, and other local organizations and individuals for their help and support in connection with providing LRT planners with testimony about our collective concerns in advance of the November 7th, 2008 "scoping deadline".

Regarding concentrated efforts to give this more "press" as we come to this crucial deadline, I know it couldn't not help.

Ruth  
612-926-1377

----- Forwarded Message -----

From: Jeanette Colby <jmcolby@earthlink.net>

10138

3

To: Tracy Nordstrom <tnordstrom@minneapolisparks.org>

Cc: Art Higinbotham <ahiginbotham@msn.com>; George Puzak <greenparks@comcast.net>; John Gurban <jgurban@minneapolisparks.org>; tnordyke@minneapolisparks.org; Lisa Goodman <Lisa.Goodman@ci.minneapolis.mn.us>; Pat Scott <pscott01@hotmail.com>; Brian Willette - CLPA <bjwillette@hotmail.com>; Keith Prussing <keith@drkeithprussing.net>

Sent: Wednesday, October 8, 2008 6:19:06 PM

Subject: SW LRT Scoping Period Ends 11/7

Dear Tracy,

I'm wondering if, in your role as Park Board Commissioner, you've had a chance to investigate Hennepin County's proposal to put LRT on the Kenilworth trail?

You probably know that the county is currently conducting a \$2.5 million Draft Environmental Impact Statement. The "scoping period," in which the issues to be studied are determined, is now open and runs through November 7th. This would be the time for the Minneapolis Park Board to submit concerns about potential impacts to parks and people's park experiences.

Apparently, if specific potential environmental impact issues don't get submitted at this time, it is much (MUCH) harder to raise them later.

I understand that Tom Nordyke is planning to meet with Art Higinbotham, chairperson of the CIDNA neighborhood, on October 23rd. I think they may discuss the Park Board's participation in the scoping process.

You and Commissioner Nordyke would certainly identify additional issues, but it seems to me that there are four major areas of Park Board concern in this matter:

1) Cedar Lake Parkway:=2

0 A National Scenic Byway, a light rail train would cross at the Kenilworth Trail every 7.5 minutes in each direction. This would affect traffic flow, air quality, ambient noise (clanging crossing bells), and people's experience of Cedar South Beach.

2) The Kenilworth Channel: LRT would require a new bridge over the channel between Lake of the Isles and Cedar Lake, and fast trains would cross this bridge every few minutes. As you know, this would completely change the serene experience of going through the channel in canoes, kayaks, or on cross-country skis.

3) Cedar Lake Park: The LRT would run next to Cedar Lake Park, a park that was established and maintained through thousands of hours of volunteer work over the last 20 years. A stop is proposed at 21st

10138

4

Street, near Hidden Beach that the Park Board has worked so hard and effectively to improve.

4) Water Quality of Cedar Lake and Lake of the Isles: The LRT would expand the impervious surface area along the Kenilworth Trail. I wonder if this would degrade the water quality in nearby lakes.

Thank you, Tracy, for taking some of your valuable time to consider this issue. The Chain of Lakes is such a jewel in our city and region. Your positive and committed advocacy is truly appreciated.

Jeanette Colby

2218 Sheridan Ave S

Minneapolis, MN 55405

612-339-8418

**From:** Catherine M. Walker  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Fw: DEIS Scoping Commentary  
**Date:** 10/15/2008 10:43 AM

---

Katie Walker  
Transit Project Manager  
612.348-2190  
612.385-5655

---

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**From:** "arthur higinbotham" [ahiginbotham@msn.com]  
**Sent:** 10/15/2008 10:27 AM EST  
**To:** Catherine Walker  
**Cc:** "Matthew Dahlquist" <mdahlquist@me.com>; "dostrom" <dostrom@gac.edu>; "ebell" <ebell@CBBURNET.com>  
**Subject:** DEIS Scoping Commentary

1/8.1/a

If the costs for the LRT tracks from the Intermodal station to the parking lot entry to the incinerator, which are just about complete to accommodate accumulation of trains on the Hiawatha and Central Corridor lines, particularly after Twins games at the new stadium, are not included in the 1A and 3A capital costs, they should also not be included in the Option E costs. Excluding them disfavors 3C, as this extension of the 5th St. line at no cost to the SW project will help both the cost effectiveness indices for 1A, 3A, and E.

---

Arthur E. Higinbotham

10140

**From:** T Larson  
**Reply To:** mhrre@comcast.net  
**To:** swcorridor@co.hennepin.mn.us  
**cc:** jfoti@startribune.com; mhrre@comcast.net  
**Subject:** SW Rail Transit  
**Date:** 10/15/2008 06:27 AM

I have long been an advocate of mass transit in all forms. I recently returned to Minn. and am living in Chaska, after living out of state, in St. Paul, and in Mpls. I have these comments after reading the Oct. 14 article in the StarTribune.

Route:

I have seen NOTHING regarding positioning the line for future SW expansion, using the rail line through Chanhassen and / or using the former rail trail into Chaska AND beyond through Carver and across the river using the closed rail line.

I have seen NOTHING regarding acquiring the closed rail line beyond Chaska through Carver and across the river. It appears that a line serving SW station and Eden Prairie Center would have far more usefulness.

I would get FAR more use from a line that serves Lake Street and Nicollet Ave.

I'm surprised to see NO stop between Franklin and Lake.

When the planning is done for Nicollet or Park, I expect that traffic lanes will be exchanged for rail rather than eliminating parking as is being discussed for St. Paul. It is totally obvious that the return of rail to University Ave. should permit reducing from 2 traffic lanes each way to 1 traffic lane each way, especially since the freeway is right next to University for trips that are not local. It is incomprehensible to me that they want to keep 2 traffic lanes and eliminate parking, not at all business friendly. I hope this huge error will be corrected.

Technology:

There is much to be said for using the same technology on all routes. That has already been abandoned with the use of trains for the NW corridor. I am surprised to see no discussion of personal rapid transit. It would be nice to be ahead of the curve rather than continuing to play catch up.

--

Ted Larson  
Chaska Minn.

1/1.5/d

2/2.3/g

3/6.3/a

4/2.3/j

**From:** [Jake Bondhus](mailto:jbondhus2001@yahoo.com)  
**Reply To:** [jbondhus2001@yahoo.com](mailto:jbondhus2001@yahoo.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** SW Comments  
**Date:** 10/14/2008 10:55 PM

1/2.3/g

I would like to propose that the line follow Route 3C in downtown, which is my main concern. It appears that the downtown alignments are independent of the suburban alignments. The 3C alignment connects major origins and destinations, much more than the other routes. Given the scarcity of the development along 1A and 3A, the 3C alignment is far superior. In addition, we must consider the maximum riders possible in the near and future time frames. With the current economic crisis, the 1A and 3A routes may be severely jeopardizing the viability of their success. The developers promises could evaporate very quickly, and the A lines don't look like they are too close enough to the planned residential development.

2/5.2/a

We have to be conservative as well as reasonable. Linking Uptown and Nicolett Mall (which has enough stops 1/2 mile is perfect) is the only viable option. However, 3C does not connect to the Twins new Stadium. Ideally the new line will connect the 3C option to the Twins stadium directly - buses are not a desirable option.

3/6.1/a

4/2.3/e

5/2.3/f

However, the 1A and 3A alternates near downtown, may be viable options in and of themselves in the future beyond the proposal if 3C is chosen. Both alignments can be run on the same line once Southwest of the West Lake Stop, or rail transfers can be made. Given both proposed development and existing development, both lines may be in the best interests of everyone.

6/2.3/j

Finally, the proposed at-grade crossings must be minimized, especially that more and more LRT is proposed. Grade separated crossings must be designed. The safety, signal, emergency vehicle and general traffic impacts will eventually move the cost benefit analysis into grade separations, please consider grade separations!

**From:** [Janice Pierce](mailto:Janice.Pierce@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LRT Southwest  
**Date:** 10/14/2008 10:54 PM

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1/6.3/c I live on Rowland Road and walk or bike daily on the proposed route 1A. This path is pure nature with trees, wild flowers and natural ground cover. It passes along wetlands and lakes. There are so few areas like this for people to enjoy. **It would be criminal to tear up this pristine path to make room for light rail when a better alternative exists.**

2/2.3/f **The proposed routes 3A and 3C** will run through the Opus area that is already blemished with commercial development. Using this route would provide the employees who work in the business in this area rides to where they work.

3/2.3/e When we have the choice let's add the human footprint into an area that has already been compromised and keep the untouched nature areas pure and protected for today and for future generations. Please, we all need a place to enjoy nature and renew our spirits. **Scratch route 1A from your proposal list.**

Janice Pierce  
5546 Rowland Road  
Minnetonka MN 55343

[Janice.Pierce@gmail.com](mailto:Janice.Pierce@gmail.com)

**From:** [Paula Colestock](mailto:Paula.Colestock@co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Light Rail Options - Minneapolis Resident Perspective  
**Date:** 10/14/2008 10:54 PM

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Hi,

I saw the article in the paper and reviewed the options on [www.southwesttransitway.org](http://www.southwesttransitway.org). I am a Minneapolis resident.

I would like to see either option 1A or 3A chosen through the Minneapolis section of the light rail. I like these options because the lines have a direct northeast route which ends up at Hwy 394 near Penn Ave and then continues to downtown Minneapolis along Hwy 394. Fewer neighborhoods in Minneapolis will be affected by the noise and disruption of the construction and operation of light rail lines by selecting one of these options. There are also fewer stops which will decrease the time it takes for suburbanites to get to downtown Minneapolis.

1/2.3/g  
2/8.1/b  
There are not enough benefits to select the 3C light rail option to warrant that route. There will be too many neighborhoods negatively affected by construction and operation of the light rail lines. Not to mention the substantial cost increases caused by the tunnel. In addition, the 3C option is frankly too far from the majority of SW residents' homes to walk to a stop but too close to drive and park (as if a park and ride was even an option in our urban area). I would like to see continued use of green buses or street cars for residents of SW Minneapolis commuting to downtown Minneapolis.

Thank you for considering my opinion.

Sincerely,

Paula Colestock  
Minneapolis Resident



10144

**From:** Nancy Smith  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** light rail under our window  
**Date:** 10/14/2008 10:40 PM

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1/3.2/a

Our neighbors in the Calhoun Isle Condo's and the Loop Calhoun (esp the new owners on the Greenway route) can literally reach out to the bike trail. **We cannot have the light rail come under our windows... it is a livability issue!** Having the train come so close to our Condo would be impossible.

Thank you.

Nancy Smith

**From:** [wietg001@umn.edu](mailto:wietg001@umn.edu)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** preference for light rail line  
**Date:** 10/14/2008 09:57 PM

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1/2.3/g

I would like to say that among the options that are under consideration, the 3C route which includes stops at Lyndale and Uptown makes the most sense. The direct route via Hwy 62 does not go anywhere that people want to go. I say this as an Edina resident who works at the University of Minnesota. Option E is too indirect and would waste time. Thank you for recording my opinion.

--

Steve Wietgreffe  
Senior Scientist  
Department of Microbiology  
University of Minnesota  
1415 Mayo Bldg.  
420 Delaware St. SE  
Minneapolis, MN 55455  
612 624-4649  
612 626-0623 fax

**From:** Bryce T. Pier  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** corridor opinion  
**Date:** 10/14/2008 06:28 PM

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1/2.3/g  
2/2.3/h  
3/3.1/a  
4/6.1/b

As a resident of the Lyndale neighborhood and someone who works downtown (and commutes by bus), I'd really like to see the SW light rail utilize line the Midtown Greenway and come through the Uptown area. I don't think the route up Nicollet makes sense unless a stop is added somewhere in the middle of eat street. I'm also concerned by the idea of running light rail down Nicollet Mall. Let's not destroy the pedestrian atmosphere at the center of downtown. As it is there are too many buses on Nicollet Mall.

5/2.3/j

I would recommend either the "E" option of going up Penn or Park to downtown from the greenway, then use one of the the new transit-way streets being developed now (2nd or Marquette) to join up with the current line on 5th.

6/2.3/e  
7/2.3/f

I feel the Kenilworth alignment would mostly support the suburban commuters and not the urban population, many of whom have already chosen to use alternative transportation. I believe the ridership of the Kenilworth alignment would have much lower ridership during non-commuting hours than any of the other possibilities.

Sincerely,

--

Bryce T. Pier  
[btpier@menolly.net](mailto:btpier@menolly.net)

**From:** [Josh Carlson](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Uptown/Eat Street/Nicollet route please!  
**Date:** 10/14/2008 03:03 PM

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Hello,

1/1/a First, thank you for adding more light rail lines to the city. I fully  
2/2.3/g support all new light rail builds. I want to send a note indicating my  
preference for the Uptown/Eat Street/Nicollet Ave route.

I live at 25th St. and 1st Avenue in the heart of of the Whittier  
Neighborhood. I work in downtown Minneapolis on Nicollet Ave. and  
10th St. I frequent uptown for shopping and dining, as well as spend  
much of the summer around the lakes area. I use my bike for much of  
that transit during the summer but lack a good non car transportation  
method in the winter. I would definitely use this line as a means of  
travel between work, home, and leisure on a regular basis should it get  
approved.

3/2.3/j I don't know about the effects on local businesses or noise levels or the  
4/6.1/b feasibility of building a tunnel, I think these costs are small in  
comparisons to the benefits to the area. I would not be opposed to  
putting the tunnel under 1st Avenue if that is what needed to happen.  
Bus service between these areas is very slow and not convenient for me  
to use.

5/8.2/a One request I have regarding pricing is to implement pricing zones if at  
all possible with increasing prices as you are further out. It should not  
cost the same to ride for 1 mile as it does to ride for 14 miles. Thanks!

Josh Carlson  
2530 1st Ave S #105  
Minneapolis, MN 55404  
[joshua.carlson@gmail.com](mailto:joshua.carlson@gmail.com)

**From:** [jimandkevinn@aol.com](mailto:jimandkevinn@aol.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us); [rwilliam6146@msn.com](mailto:rwilliam6146@msn.com)  
**Subject:** In support of the Kenilworth corridor  
**Date:** 10/14/2008 02:46 PM

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Hi,

1/2.3/f We live in the 2400 block of W 22nd St in Kenwood, within earshot of the freight trains that currently run parallel to the bike trail. The horn blasts, the incredibly loud diesel engines, the trembling of the ground as a result of the weight of the train cars...all of that seems hardly worth preserving when the same tracks can be used for light rail from the southwest metro--and more importantly, as an alternate transportation mode for Kenwood residents, especially with a station at 21st Street.

We would appreciate a trip to downtown without paying for expensive parking fees; and we'd be inclined to patronize more downtown businesses as well.

Plus, a connection to the airport would be perfect: with the increasing unpleasantness of air travel, we've learned to pare down the luggage we carry. Hence, an LRT trip to the airport with our roller bags and carry-on Yorkie would be perfect.

2/4.6/a Mitigation approaches have been discussed. We don't recall if this one has been issued: perhaps the trains can simply slow down when passing through the neighborhood in order to reduce noise and vibration.

3/4.7/a Respectfully submitted,

Kevinn Tam  
James Waterhouse

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**From:** Lynn Christianson  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LRT  
**Date:** 10/14/2008 02:41 PM

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1/4.9/c

I would like to know if anyone has measured the field strength of magnetic and electrical fields at various distances from the high voltage power line needed to provide power?

2/4.6/a

Will there be measurement of the decibel level of the train whistle or bells? How will the noise level effect nearby homeowners and the wildlife in this corridor?

3/3.7/a

How will pets and other small animals be prevented from entering dangerous areas of the tracks? GIVEN THE CURRENT FINANCIAL CRUNCH is

4/1/a

the project really of enough importance to go ahead with other more important projects currently unfunded? Lynn Christianson lchristianson3@comcast.net

**From:** [Feldman, Scott R](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Input on SWT Options  
**Date:** 10/14/2008 01:29 PM

1/2.3/g

**From a personal opinion the 3C option on the Uptown/Downtown side seems to be by far the most advantageous for the community.**

- 3C covers a large portion of the Uptown area. A high density community that is highly inclined to use (and generally need) public transportation. Whereas 1A and 1C travel through Kenwood, disrupting more park area, and serving a much less densely populated area that generally has a large number of more affluent citizens that can afford and prefers to drive personal vehicles.
- 3C takes the train very close to the Minneapolis Convention Center which seems like an obvious place to provide a LRT option.
- 3C provides a North/South LRT option through the middle of downtown Minneapolis which is much needed and would connect many hotels to each other as well as the Hiawatha line for easy access to the airport. This line is much more beneficial to out of town traveler's and could be a great asset to sell major conventions to host meetings in Minneapolis.

The biggest downfall I can see with 3C is that it doesn't go as close to the Twin's stadium or Target Center. However it is very close and if the Vikings rebuild on their current site it would be a nice median between the two. I think the benefits FAR outweigh the negative.

As I do not go to Eden Prairie often, I do not have an opinion as to which route is used on the Southern end of the line. Although it appears that just because you use route 3C (or 1A / 3A) in Minneapolis, doesn't mean you have to use the same route # on the southern end.

Thanks for your consideration. I know myself and many MANY people are excited for the additional LRT lines that are being developed. Thank you for all of the work that you are doing on this project!!

**Scott R Feldman**

Senior Supervisor - Guest Services  
Minneapolis Convention Center  
(612) 335-6113  
[scott.feldman@ci.minneapolis.mn.us](mailto:scott.feldman@ci.minneapolis.mn.us)

1301 Second Avenue South  
Minneapolis, MN 55403-2781  
Fax: (612) 335-6183  
[www.minneapolisconventioncenter.com](http://www.minneapolisconventioncenter.com)

**From:** RON COLTMAN  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** SWLRT  
**Date:** 10/14/2008 01:02 PM

This is the first time I have been concerned enough about something to write to you.

1/2.3/e  
2/2.3/f

I am writing to express my strong opposition to using the Kenilworth route for the southwest LRT.

(Putting aside the obvious question of why are we spending (my) taxpayer money this way to subsidize transit for people in southwest suburbs when other alternatives clearly already exist.)

3/3.5/b

I have to ask - why here? Because it's easy, and there aren't enough people living here to argue against it? I'm pretty sure Theodore Wirth would not embrace the vision of LTR trains splitting up the "crown jewel" of Minneapolis - the parks system - and would argue strongly against it if he were here. Have we really lost that vision of his just to try and provide "more, faster, better" mass transit?

4/6.2/a

Living nearby, I also know the disruption that is caused with the few trains that come through daily now. I can't imagine how you would intend to deal with the all day long traffic backups that frequent LRT trains would cause at the crossing with Cedar Lake Parkway. On second thought, I probably can! You will probably turn the Burnham road bridge into a two way street and route all of the parkway traffic in both directions through the quiet and quaint Burnham neighborhood, ruining another gem!

Who cares? Not the people who live in the suburbs and are looking at this area as someplace to get through as fast as they can at minimal cost. No the developers who can't wait to get their hands on a new property to develop and often seem to have a surprisingly powerful and inappropriate influence in these matters. At least it will get suburbanites to work faster than the buses that we are already subsidizing (and they could be using, if they really wanted public transportation).

[This is almost as silly as spending good money to replace working streetlights with "pedestrian" level lighting, which in the end just makes it harder to drive because it's near eye level and blinds drivers while providing less useful light for pedestrians! Did the same people come up with this idea????]



I can understand how at first glance it might sound like a good thing we should all jump behind, but not in reality when you take the time to look at all the potential downsides, and to consider whether this is even necessary. I urge you to take the time to fully appreciate *all* perspectives, not just those of the promoters of this idea.

Ron Coltman,  
A concerned citizen

**From:** [Charlie Nelson](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Southwest Transitway Input  
**Date:** 10/14/2008 12:42 PM

10152

I think the LRT route through Minneapolis should be determined by a couple of criteria:

- 1) Will the route go through areas of the city that could be developed and will the LRT line spur development in those areas?
- 2) Will the residents in the area use the LRT or will they see it as a nuisance?
- 3) Will the LRT bring people from the suburbs to popular destinations that will likely promote LRT use outside of commuting times?

1/2.3/g

From my point of view (a downtown Minneapolis resident, just blocks off of the Hiawatha line, thus will be connected to the Southwest line) I would like to see the route in Minneapolis that would go through Uptown because:

2/2.3/j

1) **Development** - this criteria may call for option E - which I would be OK with - however, I do think that Eat Street and the Lyn-Lake neighborhoods would benefit from the LRT route going by, it would bring commuters through on a daily basis, and provide easy access, without need for parking to the restaurants and businesses in the area, and create a center of mass that could lead to even stronger business development. I wouldn't mind seeing the area by the impound lot developed either though, so Option E would be an acceptable route - and may even lead to an economic boost to the Phillips neighborhood - hopefully not through gentrification - but just through access to schools, businesses and other parts of the city.

3/3.1/f

4/3.1/h

2) **Residents use** - I think the through Kenilworth (Kenwood neighborhood) would be viewed as a nuisance by the residents, and the LRT will have more resistance - I also believe that fewer residents in that area will use the train and that part of the neighborhood will be 'flyover' country. The Kenwood neighborhood is affluent enough that, unless there are some 'green' minded residents, which I'm sure there are, they will likely continue to commute via their own vehicles in to downtown or in to Eden Prairie - they have the vehicles, the money for gas and insurance and will be less inclined to use public transportation. The uptown area, on the other hand, is full of professionals on a budget, who are typically more

5/2.3/e

6/3.2/a

green minded, and many currently use bus transportation (I don't have any stats, just a general observation) and would embrace a LRT, not only for commuting, but for the visitors and tourists it will bring to their community and businesses.

7/3.1/a

3) Popular destinations - Uptown, Calhoun Square, Lake St. and Lyndale Ave, Franklin Ave and Eat Street are all popular destinations for people throughout the Twin Cities. By running the train right by them this will provide an alternative safe (suburbanites will have a ready made plan to avoid drinking and driving) way to get to these popular destinations, from Eden Prairie and the Southwest, and from Southeast MPLS and St. Paul via the Hiawatha and Central LRT lines. The lakes area is popular, and would be served by Kenilworth, but it looks to be served by the Uptown/Midtown Greenway route as well.

Being a Minneapolis resident, I'm less concerned about the suburb portion of the route, but I think the same criteria would apply...I would think it would be essential to route it through the Golden Triangle and the Southwest Transit station to create 'centers of mass' where transit will be most beneficial for the community.

Charlie Nelson  
[mustabusa@yahoo.com](mailto:mustabusa@yahoo.com)

**From:** Amy Sheldon  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LRT comment  
**Date:** 10/14/2008 12:32 PM

---

10153

Hello,

1/2.3/e  
2/2.3/f  
3/2.3/h

I live in Bryn Mawr and I favor the LRT route that has a station at Penn Ave.

I didn't see a name for that route in today's paper.

A. Sheldon

**From:** [Justin Bigelow](mailto:Justin_Bigelow)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Southwest Transitway Scoping Comment  
**Date:** 10/14/2008 12:03 PM

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Ms. Katie Walker or Whom it may concern,

1/1/a

After reviewing the scoping documentation and given my familiarity with part of the region, I wanted to share my enthusiasm for the project as well as some concerns.

2/2.3/g

3/2.3/h

Given the density and relative success of the Uptown, Lyn-Lake, and Eat Street area of Nicollet Avenue, I think it is imperative that these areas be better served by transit. Route 3c as it is drafted does not offer the transit service to maintain or expand the success of the Eat Street area as Twin Cities destination. I strongly encourage you to further study station location placement along the entire Nicollet Avenue portion of Route 3c.

4/3.1/b

I would suggest additional stops on Nicollet and Grant/14th as well as Nicollet and 24/25th. Also, I question the visibility and functional use of a stop at Nicollet and 28th. I wonder how the stop would interact with the eventual restructuring of Nicollet if/when the city re-acquires the property from K-Mart.

5/6.1/a

Furthermore, if Minneapolis continues to pursue streetcars, the SWT corridor needs to plan for the eventual addition of streetcar lines in this area.

I would love to see Route 3c chosen to serve the corridor, given the density and transit-oriented nature of the existing communities. However, I believe that the current Route 3c is inadequate. It would be great to serve commuters in the SWT corridor, but not at the expense of the needs of the Eat Street and Nicollet Avenue communities.

Justin Bigelow  
3133 Harriet Avenue South  
Minneapolis, MN 55408  
[jdbigelow@gmail.com](mailto:jdbigelow@gmail.com)  
651.331.6406

Please help us determine the scope of what will be evaluated in the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. You can comment on: the purpose and need for the project; the alternatives to be studied; and any potential social, economic, environmental and transportation impacts. The scoping period will end at 5:00 PM CST on Friday, November 7, 2008, All comments must be received by that date. Please include a return mailing address with all comments. A summary of scoping comments received will be available on the Southwest Transitway Web site: [www.southwesttransitway.org](http://www.southwesttransitway.org)

My comments are about •• purpose and need for the project •• alternatives •• environmental benefits and impacts •• other

**From:** [Schlagel, Randy](mailto:Schlagel, Randy)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** 2 Lines  
**Date:** 10/14/2008 11:53 AM

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In reading the alternates in the paper today, it seems clear that **two lines** are logical.

1/2.3/e

**One from Eden Prairie staying West (pick-up Western area along the way) and going to the central hub (by Twins Ballpark).**

2/2.3/j

**One, shorter, route that snakes through the immediate suburbs South of and slightly west of the downtown area--maybe starting at 494/Golden Triangle area.**

I would hope that some day in the not too distant future the line will extend even further south--say to Shakopee, maybe the Indians pay to have it out to Mystic Lake? That extension would connect to the Western Route (speedier and less stops in Up-town, etc. areas).

Bottom line: Combine the two and you will pay for mess forever (i.e., short term focus-which MNDOT is famous for (e.g., 35W/Crosstown fiasco... obsolete the day it comes online).

Randall A Schlagel

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**From:** [Jeromedw@aol.com](mailto:Jeromedw@aol.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LRT Route  
**Date:** 10/14/2008 11:14 AM

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10156

1/2.3/f

We should accomodate the most number of people ----by running the LRT via the Cedar Lake-Kenilworth route (the most efficient straight shot from Eden Prairie) and also add the proposed streetcar line (blends with the Uptown fabric) through the Greenway coupled with bus shuttle on Nicollet or Park/Portland.

2/2.3/j

I would assume this would also be the most cost efficient for serving the greatest number of people.

Jerry Wendt  
2840 Bryant Av S  
Minneapolis

\*\*\*\*\*

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**From:** Sellmeyer, Robert  
**To:** swcorridor@co.hennepin.mn.us  
**Subject:** Light Rail Line  
**Date:** 10/14/2008 10:58 AM

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10157

1/2.3/g

I think any line being built should extend through areas of interest. This includes Eat Street and the Hennepin/Lake Uptown area. This makes the most sense for all purposes and the most residences. The red line option on the StarTribune map appears the best option.

Robert Sellmeyer  
Underwriting Specialist  
**COUNTRY® Financial**  
Phone: (651) 631-7772  
Fax: (309) 820-6057

**From:** [Parkins, Janette L.](#)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** SW TRANSIT  
**Date:** 10/14/2008 10:54 AM

**10158**

1/11.1/d

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I AM CURIOUS HOW CLOSE THE SW LINE WILL BE TO MY TOWNHOUSE. MY ADDRESS IS 5904 ABBOTT COURT, HOPKINS. I AM IN THE OAKS DEVELOPMENT, JUST NORTH OF 62, WEST OF 169. THANK YOU. JAN PARKINS

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10159

**From:** [Michael Frederick](mailto:Michael.Frederick@swcorridor.co.hennepin.mn.us)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** Comments on LRT Route Options  
**Date:** 10/14/2008 09:25 AM

1/2.3/g

I want to express support in favor of the Nicollet Mall alignment, through Uptown, and to Southwest Station (or further along the new 212) through the Opus area.

This provides a critical need for fast transportation along the heavily congested Uptown to Downtown corridor, serving both the SW suburbs well, and the city (uptown/lake/eat street) equally well. This alignment also puts people coming from the SW into the core of downtown without having to walk through a bunch of parking ramps on top of the 394 trench to get to downtown.

Thanks.

Michael Frederick, CPCU, ARc  
Sr. Systems Architect, Benfield Inc.  
W: +1 (952) 886 8416 M: +1 (952) 994 4412

10160

**From:** [Brian.Anderson@rtwi.com](mailto:Brian.Anderson@rtwi.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** alignment through minneapolis  
**Date:** 10/14/2008 09:18 AM

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1/2.3/e

2/2.3/f

I support the Kenilworth Trail run. Uptown is already served very well by buses and it's a very short trip to downtown (having once lived in Uptown). The right of way already being in the Cedar Isles area is less disruptive than going through developed areas.

Brian Anderson  
710 Vincent Avenue North  
Minneapolis, MN 55411

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**From:** Michael Mudra  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** LRT Rail - NO!  
**Date:** 10/14/2008 09:06 AM

1/1/a

I cannot believe that after the complete failure of the Hiwatha line that you would now even think about proposing a new line to be constructed! The Hiwatha line ended up costing almost 3 times as much as it was supposed to be. It didn't reduce traffic congestion, in fact, it created more congestion as cars have to wait in long lines at lights for trains to pass. The revenue generated by the line only covers 1/3 of the costs, meaning the last 2/3rds are subsidized by the tax payer.

And to top this all off, what type of ridership are you going to get with this line? You've already constructed a massive bus station in EP which is more than sufficient in providing bus routes to many points in the metro, so why build a line that offers no advantage to the existing bus infrastructure?

2/6.1/b

My suggestion would be to take the money you want to spend on this billion dollar toy train and use it on creating more opportunities to ride the bus. There is no way you are going to be able to afford the likely cost overruns of this project and also the tremendous tax burden that will be placed upon hard working families for years to come.

My vote is NO to any light rail!

Sincerely,

Michael Mudra  
224 19th Ave N  
Hopkins, MN 55343

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10162

**From:** [Steve Millikan](mailto:Steve.Millikan)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** favor route 3C  
**Date:** 10/14/2008 09:05 AM

1/2.3/g

I live near Nicollet Ave and favor proposed route 3C. This route makes the most sense, running through densely populated neighborhoods and commercial/retail hubs in Uptown, Lyn-Lake, Eat Street and Nicollet Mall. Tunneling as much of the route as possible under Nicollet would increase speed and efficiency through this portion.

2/2.3/j

Steve Millikan

1235 Yale Place #1008  
Minneapolis, MN 55403

**From:** [nathan.t.caskey@accenture.com](mailto:nathan.t.caskey@accenture.com)  
**To:** [swcorridor@co.hennepin.mn.us](mailto:swcorridor@co.hennepin.mn.us)  
**Subject:** UPTOWN Route tunnel under Nicollet  
**Date:** 10/14/2008 08:52 AM  
**Importance:** High

1/1/a

Hi and thanks for pushing the SW LRT line forward. We need not only the SW LRT but we need LRT running everywhere but this is a good second or third step in the process.

2/2.3/e

3/2.3/f

4/2.3/g

If looking at all the data the main question you need to answer is what is the purpose of the line? Is it merely to get suburban people into the city? If so than the route 1A or 3A makes the most sense. But I think we would be missing an enormous opportunity to not only use the train as means to get suburban people into the city. The train also needs to be designed for people who live in the city. If you look at it as more than just a suburban mover than the option to go through Uptown is the only logical choice (route 3C). This would bring trains through an extremely high density area and would finally and easily connect Uptown with downtown, which has been needed for years. Plus I guarantee ridership would be MUCH higher going through Uptown. Finally there is still plenty of undeveloped land along this line out in the 'burbs. Running trains through undeveloped land in the city in the hopes it spurs development doesn't make sense. In the city the sole purpose of public transportation is to move people from where they currently are to where they need to go. So please don't consider 1A or 3A because it goes by undeveloped city land. There is a reason that city land is undeveloped. Why not add an enormous asset to arguably the best neighborhoods in the city, Uptown, Lynlake, Eat Street, etc.

5/3.1/a

As someone who lives downtown I also find it unbelievable that there is currently no easy link between downtown and Uptown. For example if I want to grab dinner in Uptown at 9pm on a Saturday there are no easy ways to do this other than drive, bike or taxi. This is a shame considering Uptown is where most of the cities recent college graduates live and Downtown is where the young professionals a few years out of school live. In other words the city's core demographic. Why not cater to the people who will use the line the most and not just young professionals but also the entire Eat street area as well?

**Nate Caskey**  
**Accenture | Management Consulting**  
Minneapolis, MN  
Business: 612-277-4638  
Mobile: 612-802-8554  
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## **Appendix I- Agency Scoping Meeting**



SOUTHWEST  
transitway

green means go.

**Agency Scoping Meeting**

Metro Counties Building

2099 University Avenue

St. Paul, MN 55104

October 15, 2008

1:30-3:30

Agency	Name	Address	Phone Number	Email
MIEQB	JON LARSEN	300 Centennial 658 Cedar ST. ST. PAUL 55155	651-201-2477	jon.larsen@state.mn.us
CCPO	Kathryn O'Brien	540 Fairview Ave St. Paul 55104	651-602-1927	Kathryn.obrien@state.mn.us
MINNEAPOLIS	Steve Hay		612-873-3884	Steve.Hay@state.mn.us
Eden Prairie	Randy Newton	8080 Mitchell Rd Eden Prairie 55344	952-949-8339	rnewton@edenprairie.org
D Pflaum	mpls	on file	612-673-2129	on file
Metro Transit Engineering & Facilities	Charles Carlson	560 Gth Ave N mpls	612-349-7630	Charles.Carlson@metc.state.mn.us
Met Council	Connie Kozlak	390 N Robert St Paul	651-602-1720	Connie.Kozlak@metc.state.mn.us
Metro Transit	Steve Mahavala	on file	612-349-7775	Steve.Mahavala@metc.mn.us
EPA	Norm - via West phone			





## October 15, 2008 Agency Scoping Meeting

Agency	Name
Central Corridor Project Office (CCPO)	Kathryn O'Brien
City of Eden Prairie	Randy Newton
City of Minneapolis	Steven Hay
City of Minneapolis	Don Pflaum
Environmental Protection Agency (EPA)	Norman West (via phone)
Hennepin County	Katie Walker
Minnesota Environmental Quality Board (MEQB)	Jon Larsen
Metro Transit	Charles Carlson
Metro Transit	Steve Mahowald
Metropolitan Council	Connie Kozlak

Summary of discussion by agencies at Agency Scoping Meeting:

### C Alternative-

- EJ issues on Nicollet Avenue because of minority owned businesses and potential impacts associated with construction.
- Disruption of traffic and change in traffic could reduce business viability of EJ community.
- Possibility to removing on-street parking north of Franklin to Grant on Nicollet Avenue to maintain traffic capacity could cause adverse impacts to businesses and property values.
- It is a stated goal of the city of Minneapolis to open Nicollet Avenue through K-Mart site. The Capital Improvement Plan (CIP) has money for a bridge; however the major cost is the purchase of the right-of-way. The city has not funded right-of-way and therefore the project is on hold because of financial constraints.
- Because of the tunnel portals, Nicollet Avenue is restricted and through lanes may need rerouting. What does this do to bus operations on Nicollet Avenue?
- Relocation of bus stops and holding areas in downtown Minneapolis is an issue to be evaluated.
- How does LRT work between Grant and Franklin with LRT and regular bus route service? LRT will take 30 feet, plus 12 foot drive lanes.
- Conditions are difficult with snow removal.
- What's out there for utilities, water table and bed rock?
- Potential impacts to property access will be an issue





- LRT travel through the tunnel could result in noise and vibration impacts. Issue of noise and evacuated air at portals needs to be investigated.
- Public and private utilities are going to be a problem throughout the corridor—there is a potential for large diameter regional interceptor sewer lines to potentially be impacted. Need to determine potential impacts.
- Look at the structural integrity of the bridges over I-94.
- Mitigate the trail on the Midtown Corridor. LRT and trails will have to cross somewhere in order for LRT to transition to the north. Trail could go over or under LRT. 2500 to 5000 people a day on the greenway. Even at 20 feet wide it is congested. Construction impacts should be considered and means and methods to keep trail in service during construction should be addressed.
- It is feasible to have gated crossings but better to have a separation? Hiawatha LRT has something similar.
- Some bridges are identified as historic. Project relationship and potential effects on bridges to be addressed.
- Trench is historic—any changes have to be done in context with Section 106 Programmatic Agreement (PA). Portions of the side banks could be considered historic and protected in the PA.
- SHPO was involved with entire design of the Midtown trail.
- Some existing bridges over Midtown may be used only for pedestrians in the future.
- Pier placement of any new bridges for the LRT will have to be coordinated with the trails system.
- Trail has a 30-foot corridor to the south with a full retaining wall to allow it.
- Grade separated LRT stations on Nicollet Ave (28<sup>th</sup> Street, and Franklin Avenue) will require ADA vertical circulation (elevators/escalators) This could be a ROW, private property access and potential redevelopment issue.
- LRT crossing at Humboldt, Irving, James will need gate arms.
- LRT speeds over 35 mph requires flashing lights and gates at road crossings.
- Sight distance along corridor could be an issue.
- Need to replace bridge over the canal. It is very old.
- HCRRA has investigated the potential of the bike/pedestrian trail being protected under 4(f). The conclusion is that the HCRRA has taken the necessary actions to insure that the trails are not a 4(f) resource. Therefore the trails and HCRRA right-of-way are not 4(f) properties. There are potential 4(f) properties adjacent and potentially within the corridor. Determination of 4(f) status will be an issue.
- Federal money was used to develop the trails. If the trails are removed prior to the useful life time period there may have to be a prorated payback to the federal agency. HCRRA stated that the project will replace in kind any trail displaced by



the project. Therefore, the public will be made whole relative to the trail system and no payback will be required.

- Citizens are familiar with 4(f) regulation and some will try to expand and extend the criteria to the full width and length of the trail system. They want to see it opened up for better recreation.
- Brownie Lake Channel is considered parkland-crossing could be an issue. The right-of-way crosses a waterway that may be part of a Minneapolis park- crossing might trigger problem.
- Rail corridor is more than 100 years old and is older than the park system. Rail crossing of water ways existed before park designation. Rail corridor could be eligible for historic designation and SHPO may consider existing rail structures eligible for designation.
- Don't know if waterway is part of the parkland. Need to talk to Minneapolis Park Board (post meeting discussion with Park Board staff determine location of park property in corridor).
- Project may be impact to Grand Round which is eligible for HP designation and a National Scenic Byway. Need to address potential impacts and mitigations.
- Cedar Lake Parkway is also historic as part of Grand Rounds. Hiawatha LRT was grade separated over Grand Rounds. Could have been as mitigation for impacts the HP. Need to investigate.
- End of the line options—Nicolette Mall is and issue. Cross the mall or stop short? Where to locate stations for ease of transfer.
- Lots of busses on the Nicollet Mall. If LRT displaces buses on Nicollet Mall the entire service plan in Downtown Minneapolis will have to be evaluated.
- With relocation of buses to 2<sup>nd</sup> and Marquette Avenue, can buses operate with LRT on the Nicollet Mall?
- Could need to run buses with the LRT on the Nicollet Mall. If buses are displaced from the Nicollet Mall, reconfiguring bus service plan could be an issue. Finding adequate and appropriate curb stop locations on downtown streets due to the density of bus services could be an issue.
- Route 18 good productivity-don't want to end the LRT at the end of the Nicollet Mall.
- Route 17 is a through route from the south.
- Current plan is that Express buses will be taken off the Nicollet Mall, but several high frequency routes will continue to operate there.
- Current plan is for bike lanes to be reestablished on the Nicollet Mall with the shifting of buses to Marquette Avenue /2<sup>nd</sup>. What is the compatibility of LRT and bike lanes on the Nicollet Mall?
- If LRT is placed on the Nicollet Mall, the existing curb lines will likely have to be straightened out. This could alter the design and feel of the Nicollet Mall. The



impact of LRT on the Nicollet Mall should be addressed as part of the entire Mall, not just the travel way- this includes pedestrians, parades, farmers market and access of trucks (26 days per year), Holidazzle Parade.

- Nicolette Avenue is also designated as a potential streetcar corridor.
- Some of the skyways may not be high enough for catenary; most are probably ok. While clearance may not be an issue there could be other technical issues with DC current associated with the OCS.
- LRT on the Nicollet Mall could limit or constrain emergency access; fire trucks could block LRT and require alternate operations plans.
- Location of power stations for LRT Downtown Minneapolis could be a problem due to the density of development. The power demand/supply in downtown could be an issue if LRT power demand requires the expansion of feed supply system.
- Would number of pedestrians from the trains going to/from a baseball game be an issue? Capacity to absorb the people on streets and on trains? City of Minneapolis stated this is a concern, but not an issue for SWT. Ballpark EIS did a study of this- might want to study it.
- There could be an LRT capacity issue for special events at the Ballpark. Metro Transit should evaluate at a system level. Alternative 3C does not interline with Hiawatha or Central. At the Ballpark, SWT riders could take east bound capacity away from Hiawatha – Central lines to travel a few blocks to Nicollet Mall to get SWT line. This is an issue particular to game days. Minneapolis staff stated you don't design and build a system for special events travel patterns.
- Not interlining with Hiawatha – Central is not a fatal flaw, but it does distinguish this option from the other options.
- There are operational costs and inefficiencies associated with not interlining that are not fully explored in the AA. They need to be discussed more fully.

#### A Alternative-

- Nice to interline Kenilworth with the west end, but how to get out of the railroad trench and on to Royalston to Glenwood Avenue? Must clear the railroad by 23 feet. Glenwood Bridge.
- Could have Southwest and Bottineau coming in at the same place at 5<sup>th</sup> and 7<sup>th</sup> intersection. The AA design concept was that the SWT should be it own system. The DEIS design can not preclude the next line. The SWT design concept needs to accommodate the future at the Ballpark termini.
- How to get across 7<sup>th</sup> Street to the Royalston station? the Ballpark EIS may address this-an operational issue.
- Pinch points along the bridges. Right-of-way ownership-the trail-adjacent parkland.
- Cedar Lake Trail crossed at Penn Avenue Station?



- Bryn Mawr access to the trail needs to be maintained.
- Vertical circulation at Penn Avenue Station—what about footprint needed to turn buses around, connecting service.
- What to do with freight rail in the Kenilworth corridor?
- Cedar Lake Parkway—a national scenic byway. If LRT is elevated it will be a view-shed problem for the neighborhood. If LRT goes under, the elevation of the water table could be an issue.
- Train Park on 28<sup>th</sup> ... 4(f) has already been brought up by the folks. It is a real park...claims the city bought it from HCRRA. It is not adjacent to the RR.
- Pinch point of 62 feet is a design issue. Need concepts for pedestrian protection. Keep them at the same grade and separate with a vinyl covered chain link fence or split rail. 32-feet is enough Right-of-way for a trail.
- Belt Line Station has three modes: freight, LRT, and trail. CPR owns 60 feet of right-of-way. LRT needs to be on the south side. Is CPR willing to swap location within right-of-way? That is if freight stays in Kenilworth.
- Trunk Highway 7 interchange will touch down before it gets to the LRT. Grade separation money has been given, but a funding gap remains.
- Woodale/Louisiana-sewer interceptors out in the farther suburbs that go north—deep tunnel flow to downtown St. Paul.

## 1 Alternative-

- Past Shady Oak, grade and cross slope of old rail bed could be an issue.
- TH 62 to Highway 5—difficult crossing. Under TH 62 is also a city street— an industrial area, Midwest asphalt plant.
- The 1 alignment is in a narrow area, all crossings at grade, sitting up on a berm approximately 22 feet high with major drop offs on either side. Tricky to have LRT will have to cut a lot of trees. May need to lower the berm to gain sufficient width for double tracks and trail. Some properties have placed improvements in HCRRA right-of-way that could be displaced. This is a potential issue.
- Valley View Road bridge is probably a RR bridge.
- Would be good to keep alternative, even with the challenges because land is owned by HCRRA.

## 3 Alternative-

- Where is there going to be embedded track and where will it be ballasted track? All ballast except at crossings and downtown.
- Good reasons to do three alignments.
- City West Station is a large site owned by United Health Group. Have approved development plan with LRT exceptions built in. On the very east end there is a





- large hill that is wooded- we can not touch for their development. Need to find a good way get LRT through that area. Go around or minimize impacts to the hill.
- Over TH 212 at Golden Triangle, TH 212 interchange has a lot of traffic. Don't impact the interchange area. City doing high level analysis to improve interchange for future capacity. Close spacing and parallel frontage roads. Stacking and queuing is difficult at peak hours.
  - Golden Triangle Station: At the SUPERVALU Site, the developer is putting up 120,000 ft<sup>2</sup> building. Existing building likely to be redeveloped. Secured right-of-way to extend street. Concessions for LRT. Park and ride elements=City West site. Need a park-and-ride, approximately 500 vehicles.
  - New housing in Golden Triangle? Increase residential with station planning... upwards to 500 now going in. 2003 Land Use study shows substantial mix around Golden Triangle Station. Good opportunity.
  - South end of SUPERVALU site is wooded, wetland, creek crossing, dog park.
  - South of creek crossing, two sites are for sale- development proposals.
  - Valley View Road and TH 212 interchange... Internal ring road area... interchange has big traffic impacts... over capacity... bad queuing.
  - Interaction with Flying Cloud Drive- busy four lane road; how you get on the alignment could be tricky- very busy if going at grade impacts could be substantial.
  - Town Center Station-just finished major land use and transportation study. Anticipated redevelopment and housing, character will be changing. Especially the Wal-Mart piece and the industrial building north of the station site.
  - Prairie Center Drive and TH 212- grade will work in favor of LRT.
  - Southwest Station has horrible soils and is sinking.
  - Water Treatment plant at Mitchell and TH 212- storage tanks in the right-of-way. Grade crossing of Mitchell Road could be hard. Mitchell Road is a half diamond. The other half is Wallace road. Locating a station and park-and-ride needs consideration of the interchange and access to and from Mitchell Road.

#### Other-

- Any consideration given to making a loop in the south, serving two areas? No didn't look at trying to do a loop. Opportunities for economic development and the city's plans with LRT 1 are not high. Ridership isn't very high. Low density, suburban housing, not a good opportunity for development around proposed station locations. LRT 1 gets ridership from park and ride stations.
- Any big projects to be aware of or other natural resource issues we need to be aware of?
- No EPA special concerns? No





# SOUTHWEST transitway

green means go.

Notes Prepared By:

Mona Elabbady - HDR  
Gary Erickson - HDR  
Oscar Gonzalez - HDR  
Terri Morrell - HDR  
Terry Phemister - HDR



## **Appendix H- Agency Invitation Letters**



## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TYY  
www.hennepin.mn.us

September 25, 2008

Advisory Council on Historic Preservation  
Blythe Semmer  
Old Post Office Building  
1100 Pennsylvania Avenue NW, Suite 803  
Washington, DC 20004

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Blythe Semmer:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.<sup>1</sup> Your agency has been identified preliminarily as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

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- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. **If, however, you elect not to become a participating agency, you must decline this invitation in writing**, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted by post or electronically **by October 13, 2008** to:

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

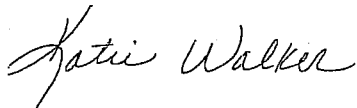
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

Board of Water and Soil Resources  
Jim Haertel  
520 Lafayette Road  
St. Paul, MN 55155

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Haertel:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
Katie.walker@co.hennepin.mn.us

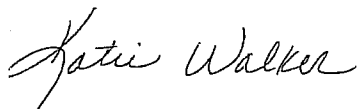
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
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612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

City of Eden Prairie  
Scott Neal, City Manager  
8080 Mitchell Road  
Eden Prairie, MN 55344

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Neal:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRRA) is initiating the preparation on a proposal by HCRRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
Katie.walker@co.hennepin.mn.us

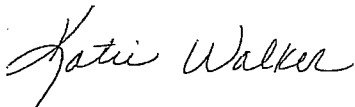
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan





## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

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www.hennepin.mn.us

September 25, 2008

City of Edina  
Gordon Hughes, City Manager  
4801 West 50<sup>th</sup> Street  
Edina, MN 55424

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Hughes:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
Katie.walker@co.hennepin.mn.us

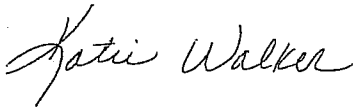
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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612-348-9710, Fax  
612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

City of Minnetonka  
John Gunyou  
14600 Minnetonka Boulevard  
Minnetonka, MN 55345

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Gunyou:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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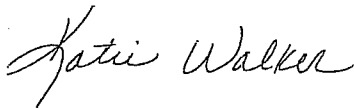
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Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

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## Hennepin County Department of Housing, Community Works & Transit

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September 25, 2008

City of Hopkins  
Richard Getschow  
1010 1<sup>st</sup> Street South  
Hopkins, MN 55343

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Getschow:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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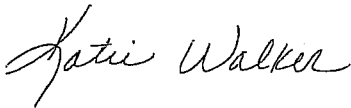
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Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

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## Hennepin County Department of Housing, Community Works & Transit

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www.hennepin.mn.us

September 25, 2008

City of Minneapolis  
Steve Kotke  
Public Works Director  
350 South 5<sup>th</sup> Street, Room 203  
Minneapolis, MN 55415

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Kotke:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.<sup>1</sup> Your agency has been identified preliminarily as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;

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- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. **If, however, you elect not to become a participating agency, you must decline this invitation in writing**, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted by post or electronically **by October 13, 2008** to:

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

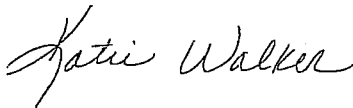
Please include the title of the official responding. Your agency will be treated as participating agency unless your written response declining such designation as outlined above is transmitted to this office no later than October 13, 2008.

If you accept this invitation to participate, you or your delegate are invited to represent your agency at the interagency scoping meeting scheduled for October 15, 2008 from 1:30 to 3:30 PM at: Metro Counties, 2099 University Avenue W., St. Paul, MN 55104.

If you wish to comment in writing, in order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation is due on November 7, 2008.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact me at: [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us).

Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan





## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

City of Minneapolis  
Mike Christenson, CPED Director  
Crown Roller Mill  
105 Fifth Avenue South #200  
Minneapolis, MN 55401

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Christenson:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

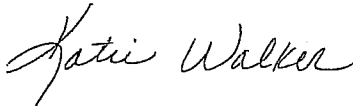
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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www.hennepin.mn.us

September 25, 2008

City of St. Louis Park  
Tom Harmening  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Harmening:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
Katie.walker@co.hennepin.mn.us

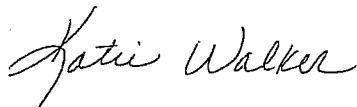
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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www.hennepin.mn.us

September 25, 2008

Federal Highway Administration  
Robin Schroeder  
380 Jackson Street  
Galtier Plaza, Suite 500  
St. Paul, MN 55101

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Robin Schroeder:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
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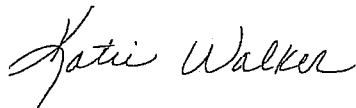
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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www.hennepin.mn.us

September 25, 2008

Hennepin Conservation District  
Joel Settles  
417 North Fifth Street  
Suite 200  
Minneapolis, MN 55401

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Settles:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
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[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

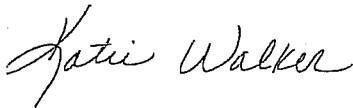
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan





## Hennepin County Department of Housing, Community Works & Transit

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September 25, 2008

Hennepin County  
Richard P. Johnson  
A-2300 Government Center  
Minneapolis, MN 55487

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Johnson:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRRA) is initiating the preparation on a proposal by HCRRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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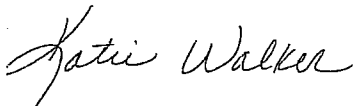
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Katie Walker, AICP  
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Hennepin County  
Housing, Community Works & Transit

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## Hennepin County Department of Housing, Community Works & Transit

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September 25, 2008

Indian Affairs Council  
Executive Director  
161 St. Anthony Avenue, Suite 924  
St. Paul, MN 55103

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

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- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. **If, however, you elect not to become a participating agency, you must decline this invitation in writing**, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted by post or electronically **by October 13, 2008** to:

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
Katie.walker@co.hennepin.mn.us

Please include the title of the official responding. Your agency will be treated as participating agency unless your written response declining such designation as outlined above is transmitted to this office no later than October 13, 2008.

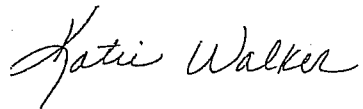
Initiation of Section 106 Consultation will be forth coming under separate documentation.

If you accept this invitation to participate, you or your delegate are invited to represent your agency at the interagency scoping meeting scheduled for October 15, 2008 from 1:30 to 3:30 PM at: Metro Counties, 2099 University Avenue W., St. Paul, MN 55104.

If you wish to comment in writing, in order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation is due on November 7, 2008.

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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TYY  
www.hennepin.mn.us

September 25, 2008

Metro Transit  
Brian Lamb  
Fred T Heywood Office Building and Garage  
560 Sixth Avenue North  
Minneapolis, MN 55411

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Lamb:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
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Minneapolis, MN 55401  
[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

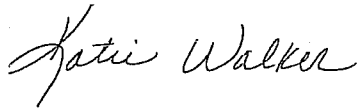
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TYY  
www.hennepin.mn.us

September 25, 2008

Metropolitan Council  
Review Coordinator, Local Planning Assistance  
390 Robert Street North  
St. Paul, MN 55101

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

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Hennepin County  
Housing, Community Works & Transit,  
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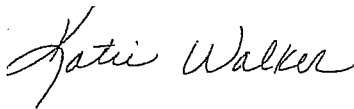
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan





## Hennepin County Department of Housing, Community Works & Transit

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www.hennepin.mn.us

September 25, 2008

Minneapolis Public Library  
Helen Burke  
Government Documents, 2<sup>nd</sup> Floor  
300 Nicollet Mall  
Minneapolis, MN 55401

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Ms. Burke:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
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[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

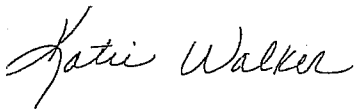
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Sincerely,



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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
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www.hennepin.mn.us

September 25, 2008

Minnehaha Creek Watershed District  
Eric Evenson  
18202 Minnetonka Boulevard  
Deephaven, MN 55391

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Evenson:

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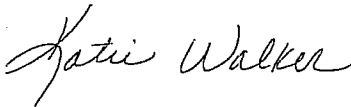
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Hennepin County  
Housing, Community Works & Transit

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Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

Minnesota Department of Agriculture  
Becky Balk  
90 West Plato Boulevard  
St. Paul, MN 55107

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Ms. Balk:

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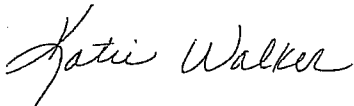
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September 25, 2008

Minnesota Department of Commerce  
Susan Medhaug  
85 Seventh Place East, Suite 500  
St. Paul, MN 55101

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Ms. Medhaug:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
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- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. **If, however, you elect not to become a participating agency, you must decline this invitation in writing**, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted by post or electronically **by October 13, 2008** to:

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
Katie.walker@co.hennepin.mn.us

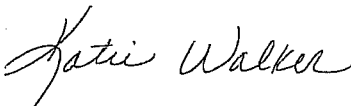
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Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact me at: Katie.Walker@co.hennepin.mn.us.

Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan





## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

Minnesota Department of Health  
Environmental Health Division  
625 North Robert Street  
St. Paul, MN 55101

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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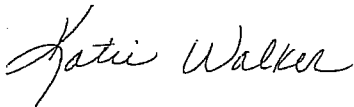
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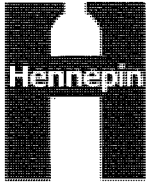
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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612-348-9710, Fax  
612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

Minnesota Department of Natural Resources  
Steve Colvin  
500 Lafayette Road  
St. Paul, MN 55155

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Colvin:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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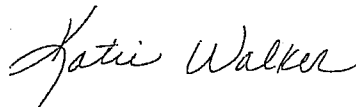
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Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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September 25, 2008

Minnesota Department of Transportation  
Jennie Ross  
395 John Ireland Boulevard  
Mailstop 620  
St. Paul, MN 55155

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Ms. Ross:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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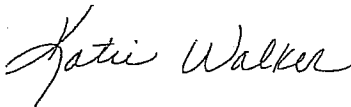
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Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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Minneapolis, Minnesota 55401-1362

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612-348-9710, Fax  
612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

Minnesota Environmental Quality Board  
John Larson  
658 Cedar Street  
Room 300  
St. Paul, MN 55155

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Larson:

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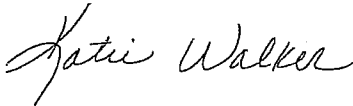
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Housing, Community Works & Transit

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September 25, 2008

Minnesota Historical Society  
Nina Archabal  
345 Kellogg Boulevard West, Level A  
St. Paul, MN 55102

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

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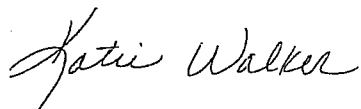
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September 25, 2008

Minnesota Pollution Control Agency  
Rick Newquist  
520 Lafayette Road  
St. Paul, MN 55155

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Newquist:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

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- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

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- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
Katie.walker@co.hennepin.mn.us

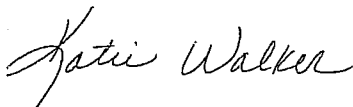
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TYY  
www.hennepin.mn.us

September 25, 2008

Minnesota State Archeologist  
Fort Snelling History Center  
200 Tower Avenue  
St. Paul, MN 55111

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

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Hennepin County  
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[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

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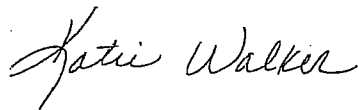
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



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www.hennepin.mn.us

September 25, 2008

Mississippi Watershed Management Organization  
Doug Snyder  
2520 Larpentuer Avenue West  
Lauderdale, MN 55133

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Snyder:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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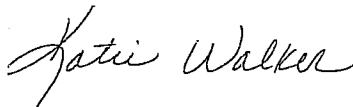
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Katie Walker, AICP  
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Hennepin County  
Housing, Community Works & Transit

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Agency Coordination Plan





## Hennepin County Department of Housing, Community Works & Transit

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September 25, 2008

Nine Mile Creek Watershed District  
Bob Obermeyer  
7710 Computer Avenue, Suite 135  
Edina, MN 55401

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Mr. Obermeyer:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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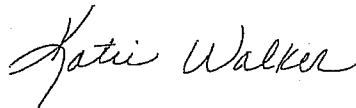
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Hennepin County  
Housing, Community Works & Transit

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September 25, 2008

Riley Purgatory Bluff Creek Watershed District  
Mark Enochs  
Eden Prairie City Offices  
8080 Mitchell Road  
Eden Prairie, MN 55344

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mark Enochs:

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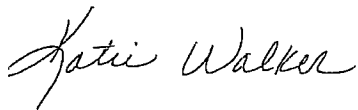
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September 25, 2008

State Historic Preservation Office  
Dennis Gimmestad  
345 Kellogg Boulevard West  
St. Paul, MN 55102

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

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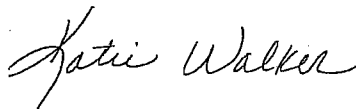
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September 25, 2008

Three Rivers Park District  
Cris Gears  
3000 Xenium Lane North  
Plymouth, MN 55441

Re: Invitation to Participate in the Environmental Review Process for the  
Southwest Transitway Project

Dear Cris Gear:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.<sup>1</sup> Your agency has been identified preliminarily as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;

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- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. **If, however, you elect not to become a participating agency, you must decline this invitation in writing**, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted by post or electronically **by October 13, 2008** to:

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

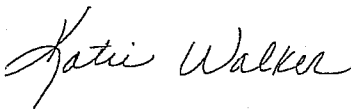
Please include the title of the official responding. Your agency will be treated as participating agency unless your written response declining such designation as outlined above is transmitted to this office no later than October 13, 2008.

If you accept this invitation to participate, you or your delegate are invited to represent your agency at the interagency scoping meeting scheduled for October 15, 2008 from 1:30 to 3:30 PM at: Metro Counties, 2099 University Avenue W., St. Paul, MN 55104.

If you wish to comment in writing, in order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation is due on November 7, 2008.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact me at: [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us).

Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan





## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TTY  
www.hennepin.mn.us

September 25, 2008

U.S. Army Corps of Engineers  
St. Paul District Regulatory Branch  
Tamara Cameron  
190 E 5<sup>th</sup> Street  
St. Paul, MN 55101

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Tamara Cameron:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

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Hennepin County  
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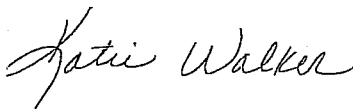
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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www.hennepin.mn.us

September 25, 2008

U.S. Department of Housing and Urban Development  
Field Office Director – Minnesota  
Dexter Sidney  
920 Second Avenue South  
Minneapolis, MN 55402

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Dexter Sidney:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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Housing, Community Works & Transit,  
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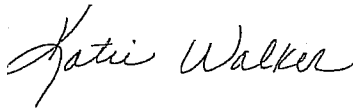
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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September 25, 2008

U.S. Department of the Interior  
Office of Environmental Policy and Compliance  
Michael Chezik  
200 Chestnut Street, Room 244  
Philadelphia, PA 19106

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Chezik:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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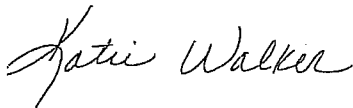
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Sincerely,



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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

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September 25, 2008

U.S. Department of Transportation  
Federal Highway Administration  
Cheryl Martin  
380 Jackson Street  
500 Galtier Plaza  
St. Paul, MN 55101

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Ms. Martin:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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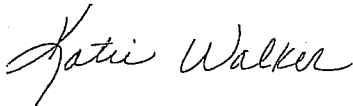
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

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September 25, 2008

U.S. Department of Agriculture  
Environmental Review/ Justice Coordinator  
William Lorenzen  
St. Paul State Office  
375 Jackson Street, Suite 600  
St. Paul, MN 55101

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Lorenzen:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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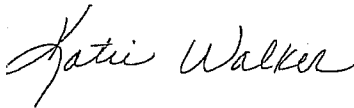
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Sincerely,



Katie Walker, AICP  
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September 25, 2008

U.S. Environmental Protection Agency  
Environmental Planning & Evaluation Unit – Region V  
Kenneth Westlake  
77 West Jackson Boulevard, Mail Stop B-19J  
Chicago, IL 60604

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Westlake:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;

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- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. **If, however, you elect not to become a participating agency, you must decline this invitation in writing**, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted by post or electronically **by October 13, 2008** to:

Ms. Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit,  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401  
[Katie.walker@co.hennepin.mn.us](mailto:Katie.walker@co.hennepin.mn.us)

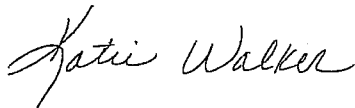
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

417 North Fifth Street, Suite 320  
Minneapolis, Minnesota 55401-1362

612-348-9260, Phone  
612-348-9710, Fax  
612-596-6985, TDD/TYY  
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September 25, 2008

U.S. Federal Emergency Management Agency  
Region V  
Edward Buikema  
536 South Clark Street, 6<sup>th</sup> Floor  
Chicago, IL 60605

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Buikema:

The Federal Transit Administration (FTA), in cooperation with the Hennepin County Railroad Authority (HCRRA) is initiating the preparation on a proposal by HCRRA to consider transportation improvements in the Southwest Corridor linking Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and downtown Minneapolis. Alternatives proposed to be considered in the Draft Environmental Impact Statement (DEIS) include three light rail transit (LRT) routes (Build Alternatives), a future No-Build alternative, and a Transportation Systems Management (TSM) Alternative. The purpose of the project, as currently defined, is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: improve mobility; provide a cost-effective, efficient travel option; protect the environment; and support economic development. The enclosed Scoping Information Booklet and preliminary coordination plan provides more details.

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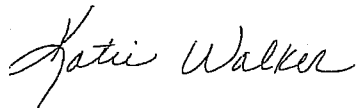
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Sincerely,



Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

Attachments: Scoping Information Booklet  
Agency Coordination Plan



## Hennepin County Department of Housing, Community Works & Transit

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September 25, 2008

U.S. Federal Railroad Administration  
Regional Administrator  
200 West Adam Street, Suite 2410  
Chicago, IL 60606

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

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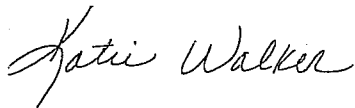
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Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

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612-596-6985, TDD/TYY  
www.hennepin.mn.us

September 25, 2008

U.S. Fish and Wildlife Service  
Twin Cities Field Office E.S.  
Tony Sullins  
4010 East 80<sup>th</sup> Street  
Bloomington, MN 55425

Re: Invitation to Participate in the Environmental Review Process for the Southwest Transitway Project

Dear Mr. Sullins:

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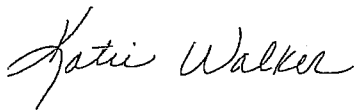
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Hennepin County  
Housing, Community Works & Transit

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www.hennepin.mn.us

September 25, 2008

U.S. Homeland Security  
Homeland Security and Emergency Management  
444 Cedar Street, Suite 223  
St. Paul, MN 55101

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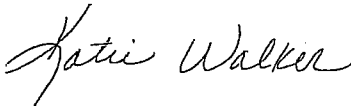
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Katie Walker, AICP  
Transit Project Manager  
Hennepin County  
Housing, Community Works & Transit

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## **Appendix G- Agency Coordination Plan**



**SOUTHWEST**  
transitway

green means go.

---

Coordination Plan  
for the  
Preparation of the Southwest Transitway  
Draft Environmental Impact Statement  
  
September 2008



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# 1.0 OVERVIEW

## 1.1 PROJECT BACKGROUND

The Southwest Transitway is a proposed transit project intended to improve mobility in the southwest part of the Twin Cities metro area including the cities of Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis. The Federal Transit Administration (FTA) and Hennepin County Regional Railroad Authority (HCRRA) have initiated a Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project for proposed high capacity transit improvements. The DEIS will focus on the No-Build, Transportation System Management (TSM) and three alternative light rail transit (LRT) routes that evolved from the Southwest Transitway Alternatives Analysis (AA). The study area and the three potential LRT routes are depicted in Figure 1.

The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

### LRT Alternatives to be Considered

**Light Rail Transit 1A:** This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5th Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property. Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21st Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Rowland Road, TH 62, and TH 5.

**Light Rail Transit 3A:** This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5th Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle area, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at Royalston Avenue, Van White Boulevard, Penn Avenue, 21st Street, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Road.

**Light Rail Transit 3C:** This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28th Street), the Midtown Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/ Golden Triangle, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at 4th Street, 8th Street, 12th Street, Franklin Avenue, 28th Street, Lyndale Avenue, Hennepin Avenue, West Lake Street, Beltline Boulevard, Wooddale Avenue, Louisiana Avenue, Blake Road, downtown Hopkins, Shady Oak Road, Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Road.

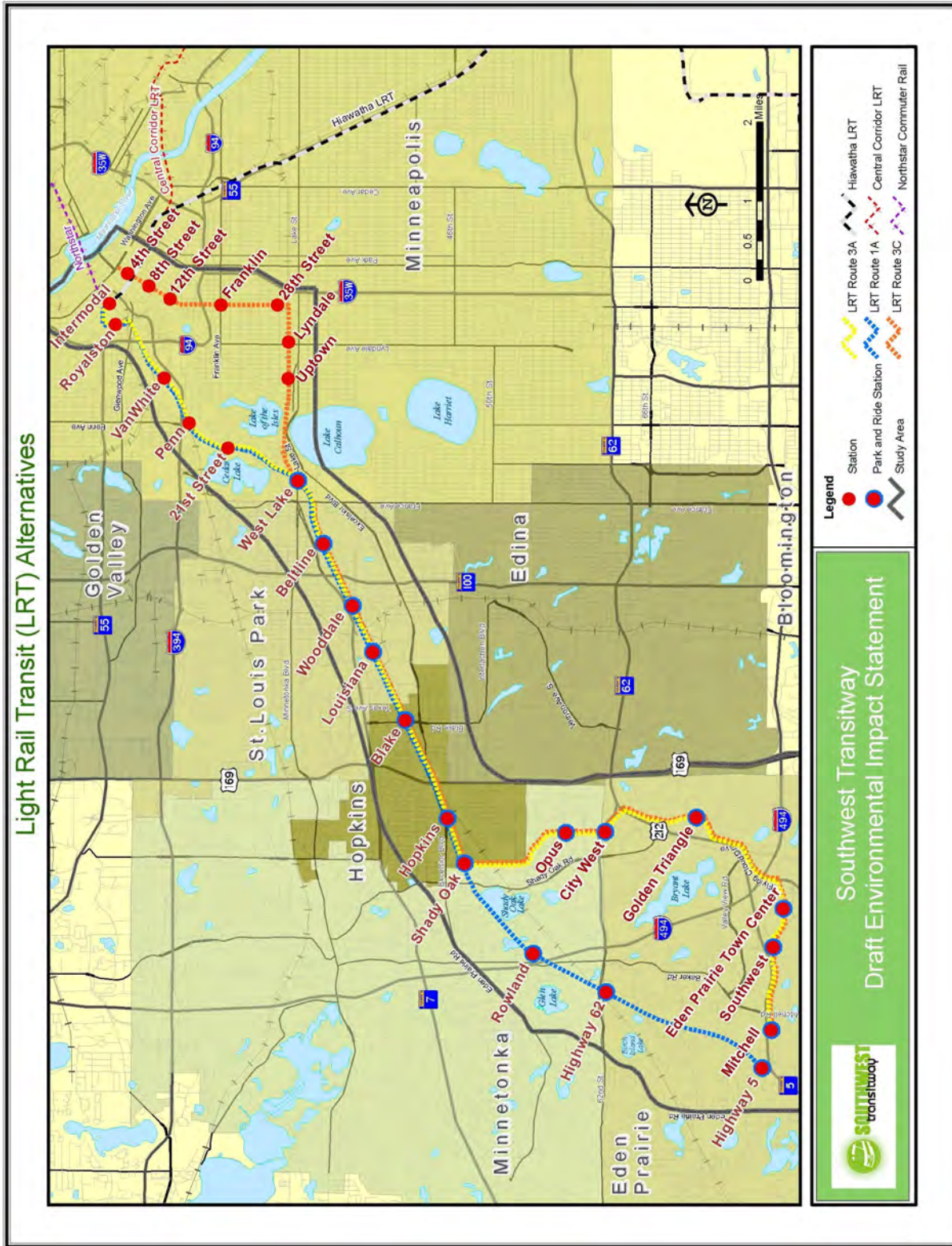
**Transportation Systems Management (TSM) Alternative:** The Enhanced Bus alternative, also known as the TSM Alternative, is designed to provide low cost, operationally-oriented



improvements to address the project's purpose and need as much as possible without a major transit investment. It includes modifications to the existing express service, and would augment Metro Transit and Southwest Metro Transit service to Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. Local service would be restructured to provide access to the new limited stop service. These routes would begin by serving selected stops, then travel non-stop on the regional highways using bus shoulder lanes and/or the I-394 High Occupancy Vehicle (HOV) lane into downtown Minneapolis. This would allow the limited stop services to offer more attractive travel times, and would increase options for commuters in the corridor. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes improvements identified in the No-Build Alternative. The Enhanced Bus Option is shown in Figure 2.

**No-Build Alternative:** The No-Build Alternative includes all roadway and transit facility and service improvements (other than the proposed project) planned, programmed, and included in the Financially Constrained Regional Transportation Policy Plan to be implemented by the Year 2030. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by the Metropolitan Council. The No-Build Alternative serves as the NEPA baseline against which the potentially significant environmental benefits and impacts of other proposed alternatives, including the proposed project, will be measured.

Figure 1 LRT Alternatives





Three primary factors make the Southwest Transitway project important for people who live and work in the southwest metro area: 1) growing roadway congestion; 2) lack of competitive, reliable transit options for choice riders and transit dependent persons; and 3) lack of reverse commute transit service.

To aid in determining which alternatives would meet the area needs, five goals tiered by importance were developed during the AA.

1. Improves mobility.
2. Provides a cost-effective, efficient travel option.
3. Protects the environment.
4. Preserves the quality of life.
5. Supports economic development.

## **1.2 PURPOSE OF COORDINATION PLAN**

The Southwest Transitway Project Coordination Plan provides the structure for coordination between FTA, HCRRA, participating agencies, and the public during the process of preparing a DEIS to satisfy the requirements of NEPA and its implementing regulations, SAFETEA-LU and the Minnesota Environmental Policy Act (MEPA), Chapter 4410 Environmental Quality Board (EQB) Environmental Review Program.

SAFETEA-LU was signed into law on August 10, 2005, refining the programmatic framework for Federal surface transportation projects. SAFETEA-LU includes several provisions intended to enhance the consideration of environmental issues and impacts within the transportation planning process including Section 6002 for Efficient Environmental Reviews for Project Decision-making.

Among the tools mandated by Section 6002, is the lead agency's development of a Coordination Plan, addressing how coordination and communication with agencies and the public will occur throughout the NEPA process. This is further summarized below.

### **1.2.1 Coordination with Participating Agencies**

A participating agency is a federal, state, tribal, or local government agency that has an interest in the project and has agreed to participate in the scoping and NEPA processes. Participating agencies play a critical role in defining the project and identifying issues of concern in areas such as purpose and need, range of alternatives, and methodologies.

SAFETEA-LU establishes a 30-day maximum comment period that will be enforced throughout the duration of the project to facilitate a timely review. If an agency feels it has been wrongly classified or tasked with inappropriate responsibilities, that agency should contact FTA or HCRRA to coordinate on the appropriate level of involvement.

This plan presents roles and responsibilities of the lead and participating agencies and the opportunities for participation at several steps in the DEIS process, including the following:

- Publication of the Notice of Intent and scoping activities
- Development of purpose and need
- Identification of the range of alternatives
- Collaboration on methodologies
- Identification of the Preferred Alternative and the level of design detail
- Completion of the DEIS

### **1.2.2 Opportunities for Public Involvement**

The project will include ongoing public involvement, as summarized below and further detailed in the project's separate Public Involvement Plan (PIP).

HCRRA will conduct a PIP during the development of the DEIS. A project database of stakeholders, property owners, elected officials, community groups and organizations, Policy Advisory Committee (PAC), Technical Advisory Committee (TAC), and Community Advisory Committee (CAC) members along with a schedule of initial stakeholder meetings is being developed, and is under review by HCRRA. The project database and the PIP will be refined to incorporate public input. Notice of scheduled project meetings will be published in local papers and community news letters in the project area, and posted to the project Web site: [www.southwesttransitway.org](http://www.southwesttransitway.org).

Project newsletters will be developed prior to the public and agency meetings and distributed throughout the community. A Web site for the project has been established and will be updated on a regular basis to provide the most current information about the project. Alternatively, interested residents may provide contact information to receive project updates or ask questions.

Opportunities for community interaction and input will occur at important milestones throughout the study process as listed below:

- Scoping
- Evaluation and screening methodology
- Conceptual engineering design of alternatives
- Conclusion of the Evaluation of Alternatives
- Preparation of the DEIS
- Recommend Locally Preferred Alternative (LPA)
- Completion of the DEIS
- Adoption of the LPA

Section 3 provides additional information about these milestones.

## **2.0 AGENCIES AND ROLES**

### **2.1 LEAD AGENCIES**

The lead agencies must perform the functions that they have traditionally performed in preparing an Environmental Impact Statement (EIS) in accordance with 23 CFR part 771 and 40 CFR parts 1500-1508. In addition, the lead agencies must identify and involve participating agencies; develop coordination plans; provide opportunities for public and participating agency involvement in defining the purpose and need and determining the range of alternatives; and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of the alternatives. Lead agencies also must provide increased oversight in managing the process and resolving issues. This project has two lead agencies: FTA and HCRRA.

#### **2.1.1 Federal Transit Administration**

FTA is the lead federal lead agency. FTA's responsibilities include the following:

- Ensure that the EIS required under NEPA is completed in accordance with SAFETEA-LU and applicable federal law.
- Provide oversight in managing the process and resolving issues.
- Facilitate the timely and adequate delivery of the environmental review process.
- Be responsible for the content of the EIS, furnish guidance, independently evaluate and approve documents, and ensure that project sponsors comply with mitigation commitments.
- In consultation with the joint lead agency and after consideration of input from the public and participating agencies, make the decision regarding the purpose and need used in the NEPA evaluation and range of alternatives to be evaluated in the NEPA document.
- Accept the identification of the LPA.
- Decide, in consultation with the joint lead agency, whether to develop the LPA to a higher level of detail.

#### **2.1.2 HCRRA**

HCRRA is the project sponsor and joint lead agency for the NEPA process. HCRRA's responsibilities include:

- Refine the definitions and analysis of the alternatives that were deemed feasible by the AA.
- Prepare an environmental document that assesses the impacts of the alternatives.
- Identify means and methods to avoid, minimize, or mitigate adverse impacts.
- Recommend a Locally Preferred Alternative (LPA).
- Identify and involve participating agencies.
- Develop coordination plans.
- Provide information that will serve as a basis for public and participating agency input on key decisions that will be made by FTA and HCRRA.
- Provide opportunities for public and participating agency involvement in defining the purpose and need.

- Collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives.

## **2.2 PARTICIPATING AGENCIES**

Participating agencies are those with an interest in the project. The standard for participating agency status is more encompassing than the standard for cooperating agency status defined by NEPA regulations (40 CFR 1508.5).

### **2.2.1 Responsibilities of Participating Agencies**

The responsibilities of the participating agencies will be as follows:

- Provide input on the Southwest Transitway Project.
- Participate in the NEPA process starting at the earliest possible time.
- Identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts or any issues that could substantially delay or prevent an agency from granting a permit or other approval needed for the project.
- Work cooperatively with HCRRA to resolve any issues that could result in denial of any approvals for the project.
- Participate in the issues resolution process identified in this document.
- Provide input on the purpose and need, methodologies, and level of detail to be used in the analysis of alternatives.
- Provide input on how the performance of alternatives will be evaluated or how the impacts of alternatives on various resources will be assessed.
- Provide meaningful and timely input on unresolved issues.
- Provide written comment within 15 days of the receipt of information and request for comment at each of the NEPA milestones listed in Section 3.

### **2.2.2 Agencies Invited to Participate as Participating Agencies**

The following agencies will be invited:

#### **Federal Agencies**

Advisory Council on Historic Preservation, Blythe Semmer  
 U.S. Army Corps of Engineers, Tamara Cameron  
 U.S. Department of Agriculture, William Lorenzen  
 U.S. Department of Housing and Urban Development  
 U.S. Department of Interior, Office of Environmental Policy & Compliance  
 U.S. Department of Transportation (USDOT)/Federal Highway Administration, Cheryl Martin  
 U.S. Environmental Protection Agency, Kenneth Westlake  
 U.S. Federal Aviation Administration, Tom Jensen  
 U.S. Federal Emergency Management Agency, Edward Buikema  
 U.S. Federal Railroad Administration, Regional Administrator  
 U.S. Fish and Wildlife Service, Twin Cities Field office, Tony Sullins, Field Supervisor  
 U.S. Homeland Security

#### **State Agencies**

Minnesota Pollution Control Agency, Rick Newquist, Supervisor  
 Minnesota Department of Health, Environmental Health Division

Minnesota Department of Transportation, Jenny Ross  
Minnesota Environmental Quality Board, John Larson  
Minnesota Department of Natural Resources, Steve Colvin  
Indian Affairs Council, Annamarie Hill, Executive Director  
Board of Water and Soil Resources, Jim Haertel  
Office of the State Archaeologist  
Minnesota Department of Agriculture, Becky Balk  
Minnesota Department of Commerce, Susan Medhaug  
State Historic Preservation Office  
Minnesota Historical Society, Nina Archabal, Director

### **Regional Authorities**

Metropolitan Council, Peter Bell, Chair  
Metro Transit  
Three Rivers Park District  
Minnehaha Creek Watershed District, Eric Evenson, District Administrator  
Nine Mile Creek Watershed District, Bob Obermeyer, District Engineer  
Riley Purgatory Bluff Creek Watershed District, Bob Obermeyer, District Engineer  
Mississippi Watershed Management Organization, Doug Snyder, Executive Director

### **County Agencies**

Hennepin County Richard P. Johnson, County Administrator  
Hennepin County Research, Planning and Development, Kristine Martin, Director  
Hennepin Conservation District

### **Local Government Agencies / Municipalities**

City of Minneapolis, City Managers Office  
City of St. Louis Park, Tom Harmening, City Manager  
City of Hopkins, Richard Getschow, City Manager  
City of Edina, Gordon Hughes, City Manager  
City of Minnetonka, John Gunyou, City Manager  
City of Eden Prairie, Scott Neal, City Manager

### **Native American Tribes**

TBD

### **School Districts / Universities**

TBD



### **3.0 COORDINATION STRUCTURE**

Coordination will be an ongoing process with increased emphasis at the following decision points in the project:

- Publication of the Notice of Intent and scoping activities.
- Development of the purpose and need.
- Evaluation of alternatives.
- Collaboration on methodologies.
- Identification of the LPA and the level of design detail.
- Preparation of the DEIS.
- Completion of the DEIS.

Coordination will be completed in several ways, depending on the needs at each individual step. The coordination will include meetings with participating agencies and the public, and correspondence with individual agencies related to areas of their expertise.

#### **3.1 EARLY COORDINATION**

Early coordination includes an opportunity for participating agencies and the public to provide input and guidance on the scope of the DEIS, purpose and need for the project, and range of alternatives. Concurrent with the Notice of Intent to prepare a DEIS, each potential participating agency will be provided with an invitation to become a participating agency, a scoping information package, and this draft Coordination Plan. The scoping information package includes project background, the proposed purpose and need, the proposed range of alternatives to be evaluated, and opportunities for public involvement.

An inter-agency scoping meeting will be held to discuss the issues listed above and to obtain agency input. Input may be provided verbally at the meeting or in writing by the due date stated in the Notice of Intent and scoping information package. An agency's intention to accept or decline the invitation to become a participating agency is not due until after the date of the inter-agency scoping meeting, which will be stated in the invitation letter.

After considering input from the participating agencies and the public, the lead agencies will decide the project's purpose and need. According to previous guidance issued by the Council on Environmental Quality, which was affirmed by Congress in its conference report on SAFETEA-LU, other Federal agencies should afford substantial deference to the FTA's articulation of the purpose and need for a transportation action.

Agencies that desire collaboration during the development of methods<sup>1</sup> that will be used to evaluate the effects of the alternatives on specific elements of the environment should identify their interest during the scoping process.

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<sup>1</sup> The congressional Conference Report 109-203 (page 1048) accompanying SAFETEA-LU states: "Collaboration means a cooperative and interactive process. It is not necessary for the lead agency to reach consensus with the participating agencies on these issues; the lead agency must work cooperatively with the participating agencies and consider their views, but the lead agency remains responsible for decision-making."

### **3.2 COORDINATION DURING EVALUATION OF ALTERNATIVES**

Coordination with the participating agencies will be ongoing. Communications with individual agencies will occur as needed to finalize methods and to collect data pertaining to the project.

A multidisciplinary approach for screening and evaluating alternatives will be implemented with the goal to select an LPA. The evaluation process will utilize qualitative and quantify factors such as ridership potential; right of way impacts, capital costs; land use; economic development, and environmental impacts; traffic issues; conceptual engineering; and public preferences. The DEIS will be prepared to assess, compare and contrast the impacts and benefits of the build alternatives compared to the No-Build Alternative, identify potential design alternatives to avoid or reduce adverse impacts, recommend means and methods to mitigate unavoidable adverse impacts and recommend an LPA.

Participating agencies will be invited to attend public meetings and to provide input during the DEIS process.

### **3.3 COORDINATION PRIOR TO ISSUANCE AND FOLLOWING ISSUANCE OF THE DEIS**

Communications with individual agencies will continue as needed. Two opportunities for participating agencies and public involvement will be offered:

- **DEIS Preparation.** The purpose of these meetings is to focus input on issues that should be studied for the alternatives that may be evaluated in the DEIS. Input may be provided verbally at the meeting or in writing by the due date to be announced later. Agencies that desire coordination during the development of methods that will be used to evaluate the effects of the alternatives to be studied in the DEIS should identify their interest during the scoping process.
- **DEIS Circulation.** A Notice of Availability of the DEIS will be published in the *Federal Register*, and the participating agencies will receive a copy of the notice. During the public circulation period of the document, a public hearing will be held. The participating agencies and the public will be offered the opportunity to review and comment on the content of the DEIS.

## 4.0 ISSUE RESOLUTION PROCESS

The lead agency and participating agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Based on information received from the lead agency, participating agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The following issue resolution process will be followed:

- Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues.
- If issues are not being resolved in a timely manner:
  1. An official issue resolution meeting will be scheduled.
  2. If resolution cannot be achieved within 30 days following such a meeting and a determination has been made by the FTA that all information necessary to resolve the issues has been obtained, then
  3. FTA will notify the heads of all participating agencies, HCRRA, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and the Council of Environmental Quality that a resolution could not be reached, and
  4. FTA will publish such notice in the *Federal Register*.

## **Appendix F- Scoping Meetings Sign-In Sheets**

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
CAROLYN PETERSON	6960 Kingsford Ct Edina MN 55436		yes
Bryan Rowland	2920 Dean Pkwy Apt 217 Mpls. MN 55416		
Peggy Katch	111 Marquette Ave S	Peggy.katch@ gmail.com	✓
NANCY SJOQUIST KEITH SJOQUIST	3141 Hennepin Ave Mpls. MN 55408	K.SJOQUIST@COM	
Brian Finsted	3101 Clinton Ave Mpls 55408	brian.finsted@yahoo.com	✓
JAY Smith	5717 Susan Ave. Edina, MN 55437		
Marian Biehn	Whittier Alliance	marian@whittieralliance.org 10 E 25th St	✓

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
Billy Binder	1943 Washburn Mpls 55411 No	billyb1943@aol.com	Yes ✓
Joseph Ward	1000 University ave SE. Apt 14-1 Mpls 55414	Ward0548@umn.edu	Yes ✓

**Southwest Transitway Scoping Meeting**  
**PLEASE SIGN HERE TO TESTIFY AT THE PUBLIC HEARING TODAY**

Please print clearly! Thanks

Name	Organization Representing
✓ Jeanette Colby	Kenwood Isles Resident
✓ Rick Collins	Ryan Companies
✓ Steve Faber	Basset Creek ROC
✓ Art Higgenbotham	Cedar Isles Dean Resident <sup>Neighborhood Association</sup>
✓ Vida Ditter	Basset Creek ROC/Brynmawr Res.
✓ Mathew Dawlquist	Cedar Isles Dean Resident
✓ Kent Warden	BOMA
✓ John Dewitt	Midtown Greenway Coalition

**Southwest Transitway Scoping Meeting**  
**PLEASE SIGN HERE TO TESTIFY AT THE PUBLIC HEARING TODAY**

\* Please print clearly! Thanks \*

Name	Organization Representing
Nancy Sjogquist	Resident-Uptown Uptown Association
Julie Sabo	Resident - Mpls.
<del>Mark</del> <sup>Mariam</sup> Biehn	Whittier Alliance
Karen L. Rosar	North Loop Neighborhood Association
Bob Ellingson	Self
Bill Deaham	Self
Peggy Katch	Michael Katch and self



# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?	
BARRY SCHWARTZEE	MPLS, MN	BARRY@SCHWARTZEE.com	Y	✓
LISA GENIS	4001 HIGHWOOD RD SLP MN 55416	lisagenis@alumni.utexas.net	Yes	✓
DUNCAN MOFFITT	2750 FLA SLP MN 55426			
Eric Larsson	2440 W 24TH ST Minneapolis MN 55407	elarsson@att.net	yes	✓
Bill James	3224 Florida Ave. Minneapolis, MN 55426	wtjames@comcast.net		✓
Butch Johnson	5750 Shady Oak	butch@cabaca.com	yes	✓
CARL EEMAN	8224 W 30th St. #307 SLP 55426	eeccarl@comcast.net	YES	✓
Dale Hartman	2805 Lakewood Ave SLP 55416	dale2805@earthlink.net	yes	✓
David Greene	2724 Emerson Ave. S. Minneapolis MN 55408	greened@obligato.org	Yes	✓

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
Elliot Royce	3663 PARK GTR BL #1306	ETROYCE@COMCAST.NET	Yes ✓
Sharon Lehman + Steve Ptaszek	2610 Vernon Ave S	sharonlehman@ yahoo.com	yes ✓
POTWAM	3172 Hillside		No
Skip Singer	1946 Sheridan Ave S Mpls	singers@ beagle.soft.com	Yes ✓
Darryl Weivoda	2750 Yosemite Ave S St Louis Park	JDWeivoda@AOL.com	Yes ✓
Aslyn Bell	3300 St. Paul Ave Mpls Mn 55416		No
Mary Hoopman	3333 St. Louis Ave Mpls 55416	hoopman-wallner@ usfamily.net	yes ✓
George Reed	3114 W 28th St. Mpls 55416	same	no
Jean White	SW PAC member		

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

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Name	Address	Email Address	Would you like to be added to our email list?
Conner Slick	2312 Lyndale S #302 MPLS, MN 55405	hbkoslack@cyber.com	Yes ✓
Jorel Daniels	2798 Xerxes Ave S Mpls, Mn 55416	jorelyn@hotmail.com	Yes ✓
Mrs Doris Nelson	2900 Virginia Ave. So. St. Louis Park, Mn. 55426		
Sandy Ahlstrom	6085 Riviera Lane Shorewood 55331	sandyahlstrom@earthlink.net	yes ✓
Amy Kennen	Metro Council		
Mark Daniels	2798 Xerxes		NO
DENNIS JOHNSON	1310 WESTWOOD HILLS Rd		NO
Steve Wailer	8032 Belair Ln E.P.	mplssteve@aol.com	yes ✓
ROLF PETERSON	3536 ZURAN AVES. SLP 55426	ROLF1@COMCAST.NET	YES, ✓

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
Aimee Johnson	2001 Kenwood Parkway		L
Nus Azam	16315 Wagner Way #103E EP MN 55344	Nusazam@gmail.com	y ✓
Kara Kiederer	2440 W. 24th St Mpls, MN 55405	kkiederer@jovnas.com	yes
Ron Werner	2148 Glenhurst Rd. SLP 55416		
Larry Weisberg	PO Box 26742 Mpls, MN 55426	Morton Realty@yahoo.com	yes ✓
Morton Weisberg	902 Westmoreland Lane SLP MN 55426		✓
DAVID JONES	3937 DREW AVE S MINNEAPOLIS 55410	djonesmpls@aol.com	yes ✓
Royd Kathy Williams	2409 West Street Minneapolis, MN		
RICHARD WALDORSKI	2517 LYNN S SLP 55416	RICHARDZWEWSN.COM	yes ✓

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
✓ STEVE COLTRON	3026 West Lake St 55414 <del>55416</del>	S.warp@mac.com <del>S.warp</del>	yes
PAT RORKE	2950 Dean Pkwy #2004 Mpls 55416		
✓ Peter Wilczek	2649 Idaho Ave SW	lw.wilczek@comcast.net	YES
✓ Mike Spack	3259 Yosemite Ave	mpspack@ yahoo.com	yes
✓ Anders Imboden	1465 W 77th St #303 Mpls 55412	a.imboden@gmail.com	yes
✓ JEAN Edin	3045 LOUISIANA Ave S	jean.edin@ <del>minnesota</del> minnesotaame.org	yes
✓ Scott Kinkaid	3407 St. Louis Ave	Scott@tvrfa.com <del>Scott@tvrfa.com</del>	yes
Susie DeVos	5607 Green Circle Mpls, MN 55343		
✓ Robert Attrist	3349 St. Louis Ave, Minneapolis MN 55416	RAttrist@comcast.net RAttrist@comcast.net	yes

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
✓ Robert Retz	3316 Alabama Ave S SLP	rdreitza@att.net	yes
✓ Mary Magers	2301 Girard Ave S Mpls 55405	mg.mpls@hotmail.com	yes
✓ Anne Armond	2244 Pennsylvania SLP 55426 <small>avcso</small>	aarmond@aol.com	yes
✓ Lois Zander	3109 Zanthan Ave S	lois218@yahoo	on already I think
✓ Carl Rydell	3430 ST LOUIS AV	clrigia@att.com	-
✓ Barb Dahlquist	3162 Dean Ct	BDAHLQUIST@CBBurnet.com	yes
✓ Jon WEBER	5750 LINCOLN DR EDINA, MN 55436	jonw@mplsrealtor.com	YES
✓ Richard Adair	200 Upton Av S Mpls 55405 55416	adair001@umn.edu	yes
✓ Gary Hanson	3930 Alabama Av S	ghanson@Bicast.NET	yes

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
Marissa LASKY	1233 Edlin Place	lasky00@mlakes.net	yes ✓
Richarda Marie Steege	10531 Cedar Lake Rd #301 MTHA., MN 55305	MBR4Steege@msn.com	yes - ✓
Phillip Hogzand	2716 VERNON AVE ST LOUIS MO 63116	PHOGZAND@GARRL.NET	YES ✓
Douglas J PETERSON	3315 SAINT PAUL AVE MINNEAPOLIS	DL.PETERSON@aol.com	
HENRY SOLMAN	4717 W 29th St		NO
Jim Sefer	7124 Cobblestone Ave. Brk Pl 55431		
Meghan Plummer	3451 Zarthan Ave. St. Louis 63116	mplumis@yahoo.com	Y ✓
Jessica R Blau	1178 S Landmark Hopkins		yes ✓
Michael B. Lewis	6050 Chasewood Park #203 Minnetonka, MN 55343	mitte_at_home11@hotmail.com	yes ✓

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
CHARLES E. SULLIVAN	3829 XERXES AVES. MPLS 55410	tsullivan@msn.com	YES ✓
Nick Teicher	1401 6th St SE. Mpls 55414		no
Trent Seaman	3225 Xenwood Ave SLP 55416		
Brian Willette	1175 Cedar View Dr		
Josh Collins	345 6th Ave N #206 Mpls, MN 55401	josh.collins@tkda.com	YES ✓
Samuel Stokols	3941 Brunswick Ave S St. Louis Park MN 55416	stokols@yahoo.com	yes ✓
Deb Jetzer	4525 Park Commons SLP 55416	Dr. djetzer@comcast.net	yes ✓
Jami + Joe LaPray	3256 Blackstone Ave SLP 55416	jlapray@aol.com	yes ✓
Abbey Mahin	MN House of Rep.	abbey.mahin@house.mn	no



# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
✓ Dick + Sarah Hartmann	3048 Jersey	Richard@UMM.EDU	✓
Sherm Stanchfield	7927 Victoria Curve	Sherm@ShermStanchfield.com	<u>No</u>
✓ Lynda Allen	5647 GREENWOOD	Lynda.Allen@Pearson.com	✓
GERALD LAUSEN	3207 BLACKSTONE		NO
RAYMOND AULIER	3219 BLACKSTONE		no
Linda Peterson	3315 - Saint Paul Ave	DLPETER18@AOL.com	Yes ✓
<del>Bob Brown</del>	3423 ST-LOUIS AVE		
Sue Sanger	city hall, SLP	Suesanger@comcast.net	already on it ✓
ROBERT SHARLIN	2932 Quentin Ave So St. Louis Park	bsharlin@ci.bloomington.il.us	✓

Name	Address	E-mail	Add to List Y/N
Terri Spencer	3351 BRUNSWICK AVE S.		
RICHARD BARNETT	<del>7001</del> 7601 EDGEBROOK DR	leahandrichbarnett @comcast.net	Y ✓
Bill Lachner	1212 W 31 <sup>st</sup> mpls 55408	calhounlago@notmail.com.	Y ✓
Nate Holm	2929 Hampshire Ave S	natin55108@yahoo.com	N
Cheryl & Paul Larue	39 Greenway Gables, mpls.	mhrealtors @ aol.com	Y ✓
JENNIFER & SANDOR	2812 ALABAMA AVE S	skiss4@gmail.com	Y ✓
Simon Blenski	2624 Bryant Ave. S	sblenski@gmail.com	Y ✓
MATT BAKER	3900 W. 25TH ST	MIBAKER@CBSURNET.COM	Y ✓
CLAIRE RUEBECK	2741 DREW AVE S.	ruebeck@att.net	Y ✓
Steven Rememund	3101 Girard Ave S	# srememund@yahoo.com	Y ✓
Judy Burton	6026 W 35 <sup>th</sup> St.		Y
George Puzak	1780 Girard Ave S mpls, MN 55403-2941	greenparks@comcast.net	Y ✓
Elizabeth Hagan	3453 Colfax Ave S Mpls 55408	elizabethhagan@notmail.com	Y ✓
Alison Harris (Rep. Keith Ellison's office)	2100 Plymouth Ave mpls 55411	alison.harris@mail.house.gov	Y ✓
Sean Love	2811 Xenia Ave S.	seanlove@acnycorp.com	Y ✓

Name	Address	E-mail	Add to List Y/N
✓ Jefferson Vargas	3697 Green Circle Dr. #302 Minnetonka, MN 55345	jeffersonandmusic@gmail.com	Y
Alex Bauman	4052 Nicollet Mpls, MN 55409		
✓ Shelley Fitzmaurice	2642 Burnham Rd	Auffy Fitzmaurice@earthlink.net	Y
✓ John Periolat	2916 Quentin SLP	periolat47@gmail.com	Y
✓ BOB BEZEL	5066 LAKE SHORE DR	BOBBEZEL@mmu.edu	Y
Larry Moran	2205 Oliver Ave So Mpls 55405	<del>larry.moran@mmu.edu</del>	
MATT McDONALD	3109 NATURE AVE	MATTHEWMCDONALD@gmail.com	No
Susan Bornstein	3901 Hillcrest Rd. Deephaven, 55391	<del>sbornstein@mmu.edu</del>	
✓ Katie Lashua	2480 S. Hwy 100 #126	Lashwakm@gmail.com	Y
Mike Johnson	2930 Quentin Hts ST Louis Park		N
✓ Greg Suchanek	2740 Blackstone Ave SLP	suchgrt@comcast.net	Y
✓ Daren Nyquist	3475 COLTAX AVE S MPLS	daren.nyquist@gmail.com	Y
Phil Eckhart	2317 Culens Lane	phil.eckhart@co.kennecott.mn.us	
CLINT ROBERTS	4856 COLUMBUS AVE MINNEAPOLIS, MN		

<u>Name</u>	<u>Address</u>	<u>E-mail</u>	<u>Add to mail list?</u> Y/N
✓ Steve Przybylinski	1208 W. 28th St.	Przy0058@umn.edu	Y
✓ Mike Musty	3036 Earfield Ave S.	swtransit@mikemusty.net	Y
✓ REUBEN MENDOZA	1964 SHEKENDAN AVE	REUBEN.MENDOZA@UMTEL.COM	Y
✓ Tom Clarke	1425 W. 28 <sup>th</sup> St. # T2	6715 55408 tomstclarke@verizon.com	
✓ Jon & Georgine Gilmore	3138 39 <sup>th</sup> Ave S Mpls	jongilmore@msn.com	Y
John Oton			
✓ Rev. Kevin Bergeson	First Lutheran SLP	Kevin.Bergeson@gmail.com	Y
Sandy Kline	3364 Zanthan SLP		

Kelley Zilles

zilles5@comcast.net

1

# Southwest Transitway Scoping Meeting PLEASE SIGN HERE TO TESTIFY AT THE PUBLIC HEARING TODAY

Please print clearly! Thanks

Name	Organization Representing
Cameron Cameron Slack	Transit for Livable Communities
Sandy Ahlstrom <i>Ramps + park + rides</i>	self
Aimee Johnson <i>Historic Neigh - close prox. to his. houses Intra ; Noise</i>	self <i>Gates + bells Kenwood</i> Sunset Blvd/ Birnam Bridge
Ron Werner <i>Likes Kenilworth Penn, VanWhite RapidRail service</i>	Self <i>Dry N. ; Additional lights + Invoked streetcar sys.</i>
CARL EMMAN <i>Wants grid ; solar retrofit for stations ; 2015 ; 100-yr decision</i>	Self <i>Legal protections against sell off Amputation of N. mpls.</i>
David Greene <i>Must serve N. Mpls - f (tech reasons, racial justice) Missing station light</i>	Self <i>Mpls + SW Suburbs ; grew up in Hopkins</i>
LORAN PAPROCK <i>Lake + Dakota grade crossings ; Noise, safety concern, whistles + bells ; Kenwood will be better w/ LRT</i>	City of SLP - excited ; freight traffic
Kathy Williams <i>Mitigation - freight ; 30 - not a fan - dead ends</i>	Self <i>Kenwood Res. ; 2 blocker stops 21st St. stop key Rail traffic near high school</i>
Bill JAMES <i>in City / Tough balance act</i>	SLP CAC Rep.
Larry Weisberg <i>Uptown route superior for commercial + resid density Already a hub.</i>	Kenwood and historic Neigh - present need another train Morton Realty LLC
BARRY SCHADE <i>Support LRT project + Kenilworth alignment Access to Cedar Lake Trail Know trans. project can disrupt neigh. Penn Ave S. a key</i>	Bryn Mawr Neighborhood Assn

3 C 1 know  
uptown better

high school  
grade crossing

2

# Rails to Trails Presentation

## Southwest Transitway Scoping Meeting

### PLEASE SIGN HERE TO TESTIFY AT THE PUBLIC HEARING TODAY

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2

Rid. arch. there now  
development occurring

Name	Organization Representing
+30 Anders Imboden	Uptown resident Q: If not now when? Streetcar not an answer N/A
Richard Adair	Speaking for the future generations - think of them Quick, reliable = save the time :-Kevin.
Barb DAHLQUIST	Kenil. bike route + path. 23 ft. / 30 ft needed N/A
Adena Marwa Fasby	Supports Uptown despite living in BT Historic K; N/A
<del>Lynda Allen</del>	<del>N/A</del> Pass
Gregory Comdar	Wants trench or something for CL Hwy + preserve Red townhouses
Doug PETERSON	Want this to take 10-15 min to cross Jct S of Cedar - A/LTU/Bikes
Sanger	City of St Louis Park Bottleneck @ W hake PAC All- St. L. Park Jr. High V. bs. Pods g in Elmwood neigh.
Scott Kinkaid	Parkland; look @ Park Ave Rt. N/A - higher density; thru mpls/serving mpls
Michael R. Louis	Extend to Blvd. 5 Uptown as destination + self (Thomson looking in EP)
MATTHEW DAHLQUIST	CIGNA Bd - Uman. Res. to serve greatest # of people Kenilworth route not dense

Analysis of  
at additional  
noise walls,  
mitigation  
from  
governor

part way

# Southwest Transitway Scoping Meeting

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(3)

Please print clearly! Thanks

Name	Organization Representing
<del>Lois Zander</del>	<del>Soverson Neighborhoods</del>
Welcomes switch to lighter lines; 3 bl. from Skip Singer stops. - Supports (K)	1846 Sheridan - historic home Kenwood Neighborhood.
<del>George Reid</del>	<del>self</del>
Carolyn Credent Bell	40-yr Cedar Lake resident / parkland, road. self speed not always the most imp; areas n/ roads
Alex Bauman (1970 NC PLAN)	self foundation rep on C-L; built it soon
Mary Hoopman C-L Plung crossing	self 2100NM trench under C-L Parkway Cedar Lake Shores Townhouse; mitigation talk room
Shelley Fitzmaurice PJT Option E in webpage. self (E)	(30) has lots of problems
5 Goals: Inspire Mobility All	
Protect Environment (E) Pres & Greenpace	
Quality of Life (E) - scenic bikeway C-L Plung Pres.	
Econ Devel (E) Optain + Midtown Exchange; jobs - reverse grade	

# Southwest Transitway Scoping Meeting

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Name	Organization Representing
<del>Steve [unclear]</del>	<del>CONSULTING ENGINEERING &amp; ARCHITECTURE</del>
Jami LaPray - Joe LaPray	Favors LRT; concerned about freight rail; house + High School Sorenson Neighborhood an alternative hazard
Steven Rememund	Live in uptown - moved here from Dallas Dallas named "Uptown" - like area
Gres Suchanek	direct econ. impact; 50-60 ft turn House; std for clearance no sense he should make upgrades to his house; current train a great neigh- mini-
George Puzak	+ (30) thru Uptown f/c sense to high pop density, diversity, econ development Service to downtown + Nic Mall; how to chain Lake + G-L Park NAT Scene Byway. - Parkways; TUNNELS - use them on A
REUBEN MENDOZA	Favors LRT on (E) f/ Mass transit is for the masses
	Pasts: Lake + Nic stop → bad comments



# Southwest Transitway Scoping Meeting

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(17)

Name	Organization Representing
JENNIFER Kiss	<p><i>hamed by other freight</i></p> <p>Birchwood weigh <i>not dangerous for commuters</i></p> <p>(30) option; bike commuters; disruption of C-L transit</p>
<del>Trent Scamara</del>	<del>Left.</del>
Brian Zechuk	<p>Lives at <i>cr</i> line by bridge that was replaced</p> <p>concerned about additional rail freight traffic - noise, vibration</p>
(30 or 6)	
Mary Magers	<p>(30 or 6) preferable</p> <p>Mpls: Business output in uptown - a destination for out-of-town visitors</p>
Magers + Quinn	

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

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Name	Address	Email Address	Would you like to be added to our email list?
Jacqueline Miller	8675 Black Maple Dr	myjacqueline2@gmail.com	yes ✓
Donna Getsinger	5039 Dominick Sp	dgetsinger@uisi.com	✓
Karl Getsinger	"	kgetsinger@vist.com	No
Diane Jean Hill Johnson	2829 Yosemite SLP	"	"
WARREN JACOBSON		whjwhj@gmail.com	Yes ✓
CARL FLOREN	7710 HERITAGE	cafcode@minn.net	Yes ✓
YONGCHEOL JEONG	10250 Valley View Rd Suite 123, Eden Prairie	lcncivil96@hanmail.net	Yes ✓
Tim Durda	9047 Cold Stream LA EP mn 55347	DURDA@INLANDGROUP.COM	YES ✓
Stacy Blackstad	7114 Bunker Ct EP mn 55346	stacyblackstad@comcast.net	yes ✓
Bob Worthington	5940 Bren Circle, 55343	<del>bob.worthington@att.net</del> bob.worthington@comcast.net	yes ✓

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN






Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
Jeanne Landkamer Metropolitan Council	<del>000000</del> 390 Robert St. N. St Paul	jeanne.landkamer@ mete.state.mn.us	yes ✓
Kenneth Wacker	6705 Huch Ave Dr. Eden Prairie	Kwaker2@YAHOO.COM	NO
Hayley Fischer	4184 Hallgren Ln Excelsior, MN 55331	sydneygal132006@ aim.com	no
Nancy Litwin	8251 Flying Cloud Drive Eden Prairie 55436	nancy.litwin@ggp.com	yes ✓
DENNY SPALLA	5900 BREN ROAD EAST MTKA		No
John Seaberg	5001 Diana Dr MTKA	plmrja@a.com	yes ✓
Butch Johnson	5750 Shakelock Rd	butch@aabaca.com	yes ✓
Songwoo Park	10250 Valleyview Rd Suite 123 Eden Prairie, MN 55344	spark@ers-eng. com	No
Kevin Kloft	—	—	—
Dong Jun Kim	—	—	—

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN


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Name	Address	Email Address	Would you like to be added to our email list?
Steve Wenter	8032 Belair Ln	mpl5stereo@aol.com	yes. 
GARC			
Ken Schmitz	13816 St Andrew Dr	KJTSchmitz@illst.com	Yes 
Peg Snoke	5045 Green Cir	mksnoke@hotmail.com	Yes 
Tom Kendall	9717 Palmer Rd.	TKendallKendallCommercial.com	Yes 
Le Zucker	7610 Sunnyside Ave		
Sally Hofmeister	4320 Trillium Ln Minnetrista 55364	Sally.Hofmeister@yahoo.com	yes 
Marra Klein	5627 Green Circle Dr. Moka 55343		
Cheryl Seiberg	5001 Diane Dr. Moka		
Markus Walker	6705 HARMAN DR Eden Prairie, MN		NO

## Southwest Transitway Scoping Meeting

### PLEASE SIGN IN

Please print clearly! Thanks

Name	Address	Email Address	Would you like to be added to our email list?
Mary Anderson	7610 Smetana Rd.		NO
Jim Anderson	7610 Smetana Rd		NO
Jy Pitzrick	9322 Decker Tr,	JEKRY@PITZRICK.COM	YES 
Brian Patoe	8449 Cottland Rd		no
Diane Palmersheim	5418 Sandbel Dr Mummetonka, MN 55343		no
Phyllis McPhillips	7255 Sunshine		no
Emily ROYER	1321 Lake Dr. West		NO
Kelli BURROWS	2589 Longacres Dr. Chan		no
Larry Moran	2205 Olive Ave So Mpls, MN		No
Shirley Pabuda	5429 Rowland Rd		yes

# Southwest Transitway Scoping Meeting

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Name	Address	Email Address	Would you like to be added to our email list?
Mark Dvorak	6685 Flying Cloud Dr	mark.dvorak@emerson.com	✓
Edward Dvorak	6745 Flying Cloud Dr	_____	
Bob Stratwell	7333 Dptown S. RICHFIELD	bapabob@msn.com	yes
Grant Johnson	14250 Stratford Rd EP	Gdtgjpj@msn.com	yes
Carl Pendleton	#3305 13550 Technology Dr.	_____	_____
Gary Suckow	8636 Winhenside	_____	_____
Rolf Kernen	14763 Boulder Pt RD EDEN PRAIRIE	ROLFKEMEN@AOL.COM	yes
KATHY L JACKSON	9275 TALUS CIR	KLynnj@live.com	YES
Michele McGraw	Eden Prairie Library 505 Prairie Center Dr.	mmcgraw@helib.org	yes
THATCHER Imboden	5845 Irving Ave S MINNETONKA 55419	timboden@ouruptown.com	yes

# Southwest Transitway Scoping Meeting

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Name	Address	Email Address	Would you like to be added to our email list?
Renee Dubrovich	8933 Willoway Rd.	mike-renee@earthlink.net	Yes ✓
Chris Owell		colwell@aenpapers.com	SURE ✓
Donna Peterson	3160 Dean Ct	dpeterson46@comcast.net	Yes ✓
George Peak	1780 Girard Ave S. Upls. MN 55403	GreenParks@comcast.net	on file ✓
Paul Kennedy	Eden Prairie	pkennedy@arizant.com	yes ✓
Dennis Bruns	Eden Prairie	dennisbruns78@comcast.net	yes ✓
Nancy Arieta	10785 Valley View Rd #207 EP 55344	fnarieta@aol.com	yes ✓
Charles Carlson	Metro Transit (on file)	(on file) Charles.Carlson@metro.stak.mn.us	yes ✓
JEFF STRATE	15021 SUMMERHILL DRIVE, EP 55346	JSTRATE@EARTHLINK.NET	YES ✓
Don Petersen	11824 14th Ave N Plymouth, MN 55442	densp@msn.com	Yes ✓

# Southwest Transitway Scoping Meeting

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Name	Address	Email Address	Would you like to be added to our email list?
Clark & Katie Lewis	17059 Terrey Pine Dr, EP	kberlewis@comcast.net	yes ✓
Philip Schwartz	4041 Vincent Ave S Minneapolis 55416	philip.n.schwartz@gmail.com	sure ✓
MARIE Wilson Day	1232 Wagon Wheel Hopkins	mariead@msn.com	yes ✓
Carol Fitzmaurice	5097 Green Circle Dr #218 Minnetonka, Mn.	cfitz@deskmedia.com	yes ✓
Nancy Green	3158 Dean Ct	nancygreen@comcast.net	yes ✓
RICK DORSEY	14215 GREEN VIEW CT	HOMECLUB@QWEST.NET	yes ✓
Doug Strandness	727 Summit Ave St. Paul 55105	doug@dunbarstrandness.com	yes ✓
Don Thorp	2330 Boulder Rd Chanhassen	DTHORPE@HTPO.COM	yes ✓
GARY DIAMOND	7215 Sunshiner Dr. Eden Prairie	garyjdiamond@gmail	yes ✓
Kevin Anderson	17424 Goodhue Ave Lakerville, MN	kanderson@pbsj.com	yes ✓



# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

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Name	Address	Email Address	Would you like to be added to our email list?
Gene Koppen	8937 Hillway Rd	ekoppen@aol.com	Yes ✓
Ray Lucero	8037 Belair Ln	ray@raylucero.com	Yes ✓
Peggy Kvam	13012 Jane Ln, Mtka	pkvam@vizi.com	yes ✓
Lloyd & Kirstin PAKAS	5938 - Green Cir Mtn, MS 543	lrlpkas@comcast.net	No ✓
Jason Busman	16619 Temple Dr. Minnetonka		No ✓
Ken & Vicky Hjelmsted	8373 Mitchell		No ✓
Steve Staple	13985 Forest Hill	staple114@comcast.com	No ✓
Bill James	3224 FLORIDA AVE	wljames3@comcast.net ST. LOUIS PARK MN	Yes ✓
Karl Kuehn	7600 Imelaire Ln		No ✓
Lynda Allen	5697 GREEN CIR DR	Lynda.Allen@Pearson.com	Yes ✓

# Southwest Transitway Scoping Meeting

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Name	Address	Email Address	Would you like to be added to our email list?
Laurie Johnson	7510 Market Pl. Dr.	ljohnson@htpa.com	yes ✓
Matt Hansen	17888 Liv Lane E.P. 55346	mhanzen@srflionsultragra.com	yes ✓
Mary Lenner	14360 Westridge Dr. E.P. 55347	heimie2004@hotmail	
Jim Heimerl	14360 Westridge Dr. EP 55347	heimie2004@hotmail.com	
Marguerite Kubiak	7610 Smedley Ln EP 55344 #204		Y
Nancy Tyra Lukas	14695 Queens Tr. EP		No
Jonathan Namig	Three Rivers Berk District	jvlaming@threeriversparkdistrict.org	NO
Peter Rosser	7228 Howards Ln		no
ART HIGENBOTHAM	3430 ST LOUIS AD MPUS		
Hal Nelson	10785 Valley Creek Dr #216	pastorhal@aol.com	yes ✓

# Southwest Transitway Scoping Meeting

## PLEASE SIGN IN

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Name	Address	Email Address	Would you like to be added to our email list?
Ed Miller	8675 BLACK MAPLE DRIVE	EDM44576R@GMAIL.COM	NO
Michael Louis	6050 Chasewood Parkway Minnetonka, MN 55343 #203	mitrea.thome19@earthlink.net	Yes 
Steve Adams	1111 Sumner Lane Minnetonka 55305	sadams44@comcast.net	Y 
Lisa Hills	6960 Howard LN Eden Prairie 55346	LLHills@comcast.net	yes. 
Rick Fina	6960 Howard LN Eden Prairie MN 55346	RFina@comcast.net	YES 
Robert Ellingson	13901 Kinsey Road Minnetonka 55345	robert.ellingson@state.mn.us	Yes 



# Southwest Transitway Scoping Meeting

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	Name	Organization Representing
1 ✓	Donna Peterson	Calhoun Isles Assoc.
2 ✓	Dennis Bruns	self - live on trail
3 ✓	Nancy Arieta	Self - Live near Line
4 ✓	Marra Klein	self SWLIT Adv. Com Member
5 ✓	THATCHER JIMBODON	Self + Uptown Association
6 ✓	GARY DIAMOND	EP resident
7 ✓	JEFF SCRATE	TRAIL ADVOCAT / CRT FAN
8 ✓	Lynda Allen	Greencude Drive
9 ✓	Peg Snake	
✓	MARLENE WALKER	Self

Southwest Transitway Scoping Meeting  
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2

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Name	Organization Representing
✓ George Puzak	George Puzak
✓ Mike Lonis	self
✓ Rick Dorsey	SELF

## **Appendix E- Presentation at Public Hearing**



**SOUTHWEST**  
transitway

green means go.

## Southwest Transitway DEIS Scoping Meeting

October 7, 2008

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HARRIS COUNTY REGIONAL RAILROAD AUTHORITY - SPONSOR



## Environmental Impact Statement

The purpose of the **EIS** is to conduct a full and **open evaluation** of environmental issues and alternatives, and to **inform decision-makers and the public** of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of environment.

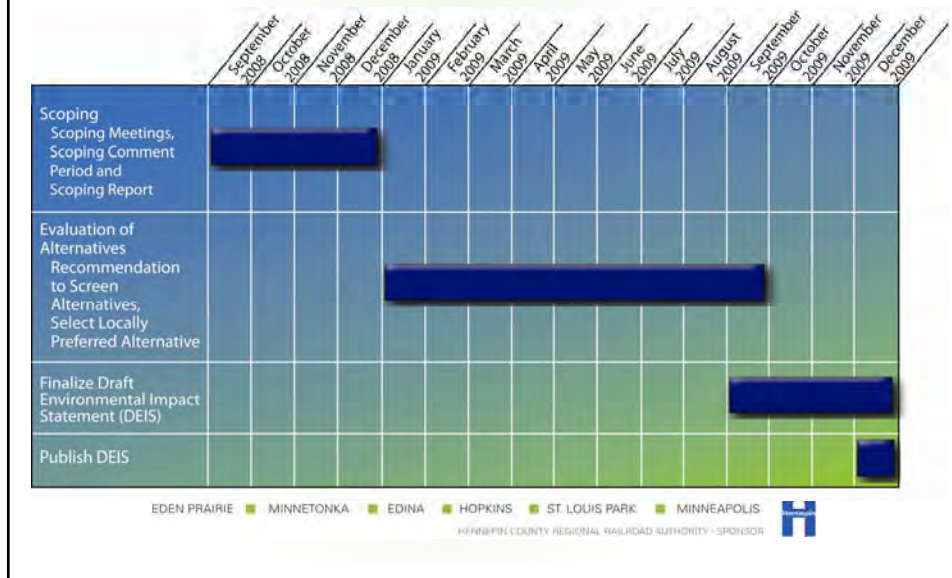


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## DEIS Process



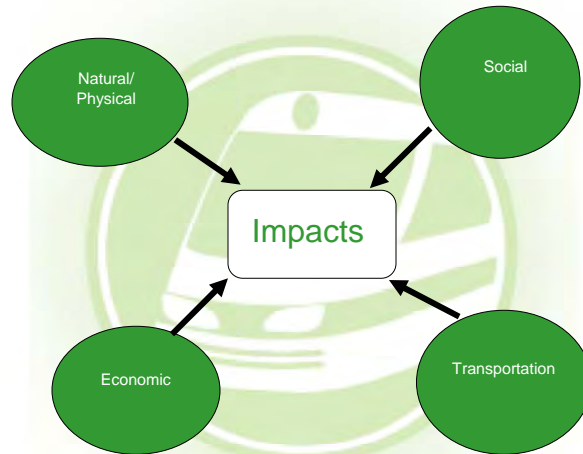
## What is the purpose of Scoping?

Scoping ensures that the agencies and the public:

- Understand the **purpose & need** for the project
- Understand the **alternatives** being considered
- Understand the **impacts** that will be analyzed
- Understand the **process** that will be followed



## Environmental Impacts



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## What Happens at the End of Scoping?

### Publish Scoping Summary Report

- Reports ideas and comments received during Scoping
- Identifies issues to be addressed in DEIS
- Confirms the scope (alternatives and impacts) of the DEIS

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## What Happens After Scoping?

### Evaluate Alternatives

- Screening of Alternatives
- Identify Natural/Physical, Social, Economic, & Transportation Impacts
- Document avoidance, minimization, and potential mitigation of impacts
- Select Locally Preferred Alternative (LPA)

### Prepare Draft EIS

- Produce Draft EIS
- Circulate for public and agency review
- Hold Public Hearing and Finalize DEIS

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For more information, please visit

[www.southwesttransitway.org](http://www.southwesttransitway.org)

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## **Appendix D- Scoping Meeting Boards**



**SOUTHWEST**  
transitway

green means go.

# Welcome!

## Southwest Transitway Scoping Meeting

The Southwest Transitway is a proposed transit project intended to improve mobility in the southwest part of the Twin Cities metro area including the cities of Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis. It is the intent of the Hennepin County Regional Railroad Authority (HCRRA) to partner with the Federal Transit Administration (FTA) as lead agencies to develop the Southwest Transitway as a major transit capital investment.

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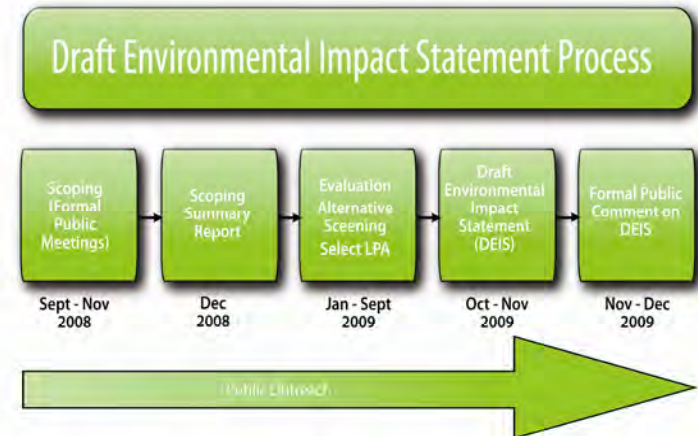


# Project Development Process



## Where are we going?

The National Environmental Policy Act (NEPA) requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.



A Draft Environmental Impact Statement (DEIS) documents the potential social, economic and environmental benefits and impacts of a proposed project, and identifies a range of possible measures to mitigate any adverse impacts in compliance with NEPA.





## What is Scoping?

### **Scoping provides the opportunity for the public and agencies to comment on:**

- (1) the purpose and need for the project
- (2) the alternatives under consideration
- (3) the potentially significant issues to be studied

The National Environmental Policy Act (NEPA) has made agencies take a hard look at the potential environmental consequences of their actions, and it has brought the public into the agency decision-making process like no other statute. NEPA gives a voice to the new national consensus to protect and improve the environment. NEPA charges all federal agencies with achieving “productive harmony” among our environmental, economic, and social objectives, and genuine opportunities for participation and collaboration in decision-making.





# What is the Purpose and Need for the Southwest Transitway?

- **Improve Mobility.**
  - Travel to/from high employment and residential growth areas is outstripping the capacity of the existing and planned transportation system.
- **Provide a competitive, reliable transit option to attract choice riders and serve transit dependent persons.**
  - Transit operating on congested and circuitous roadway networks cannot provide travel times that are competitive.
  - Transit dependence by choice and necessity are increasing within the study area and need improved transit service.
- **Offer better reverse commute transit service.**
  - Reverse commute work trips from near-downtown neighborhoods to job centers in suburban locations are increasing, and these commuters are currently not served well by transit.



Downtown traffic

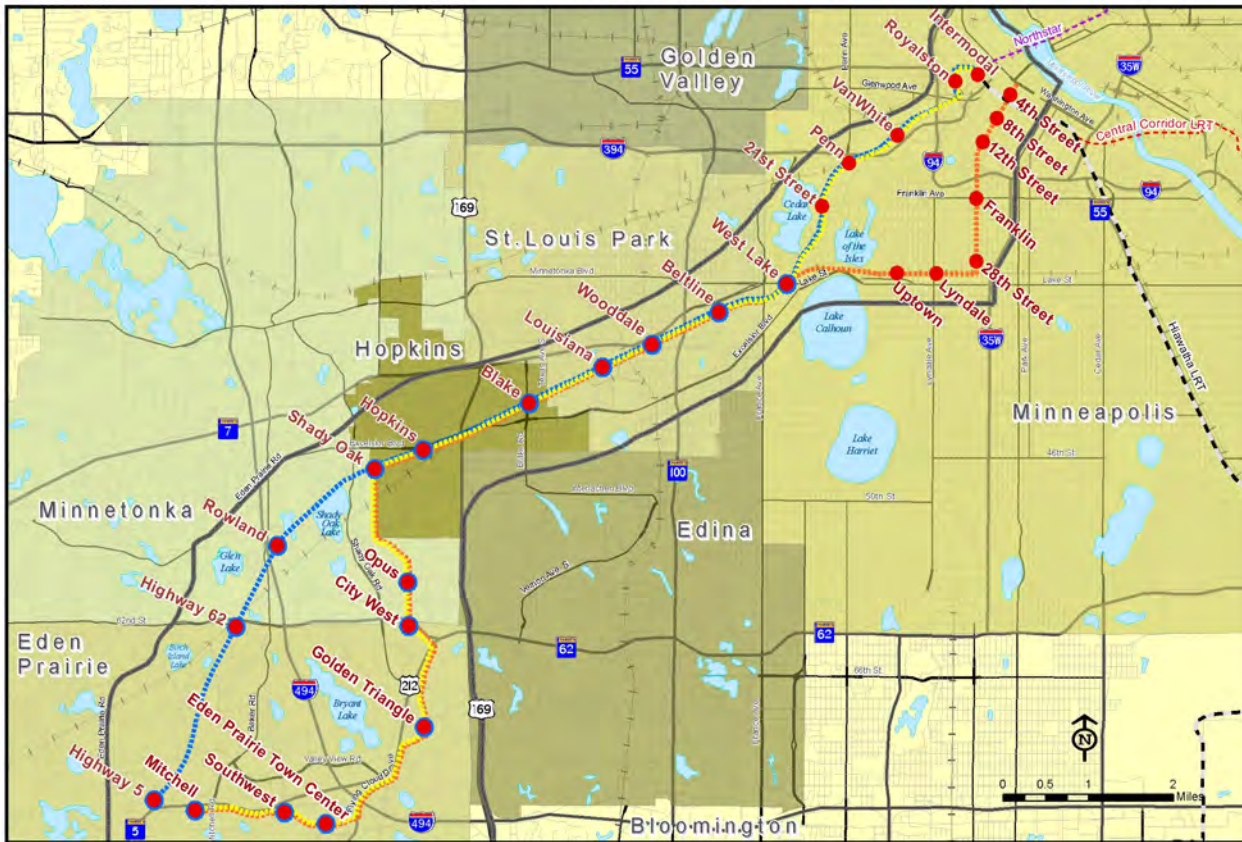


Hiawatha LRT




# What alternatives (options) are being considered?

Light Rail Transit (LRT) Alternatives



Characteristics	Alternative		
	LRT 3A	LRT 3C	LRT 1A
Miles	15.7	16.6	13.8
Stations	17	20	14
2030 Ridership	27,000	28,100	23,500
2030 New Riders	7,500	6,800	4,500
2015 Capital Cost	\$1.2B	\$1.4B	\$865M
Capital Cost/Mile	\$76.4M	\$84.3M	\$62.7M
2015 Operating Cost	\$16M	\$17M	\$12M
Cost Effectiveness Index (CEI)	\$26	\$30	\$30



Southwest Transitway  
Draft Environmental Impact Statement

**Legend**

- Station
- Park and Ride Station
- Study Area
- LRT Route 3A
- LRT Route 1A
- LRT Route 3C
- Hiawatha LRT
- Central Corridor LRT
- Northstar Commuter Rail

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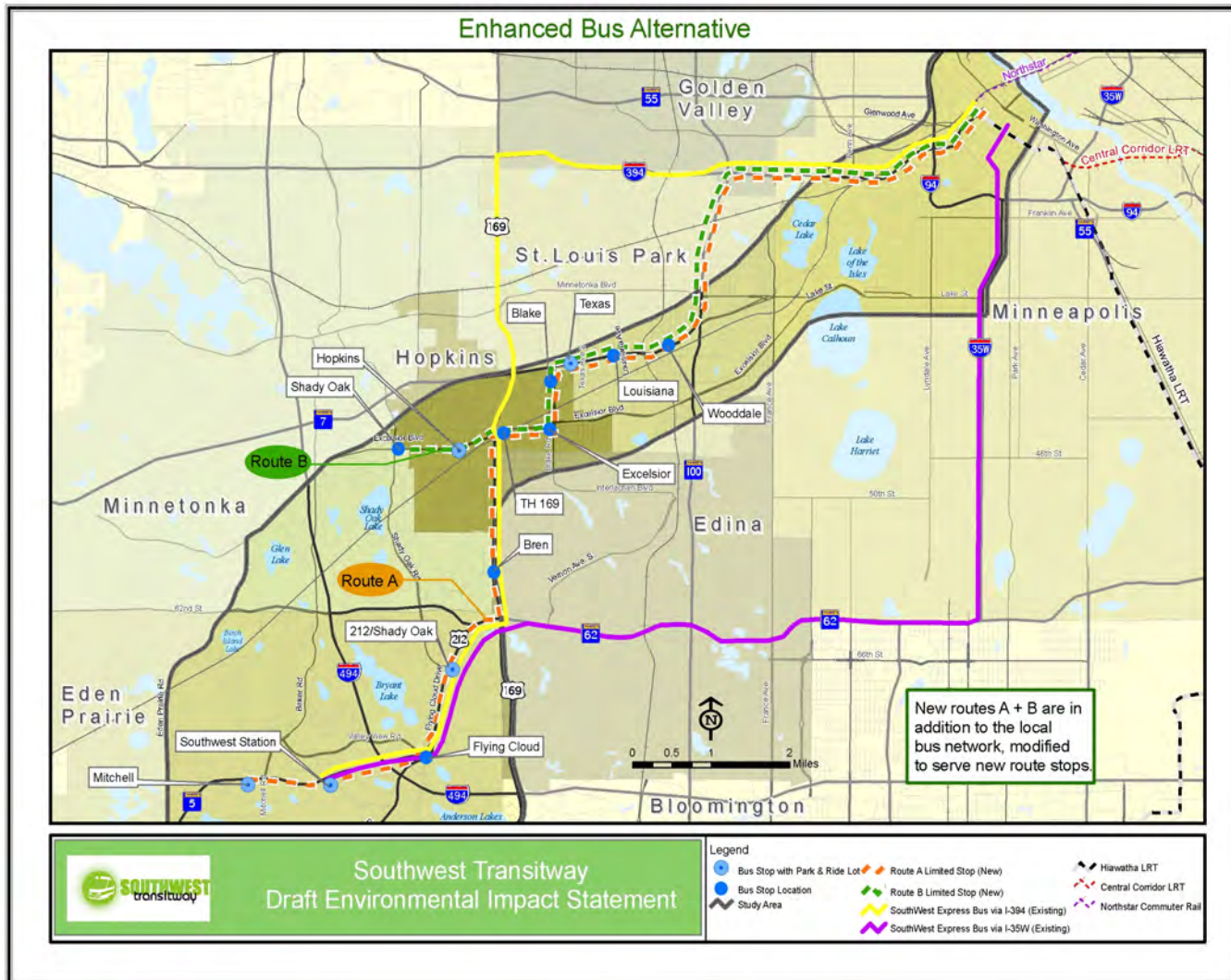
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# What alternatives (options) are being considered?

## Enhanced Bus

- Also known as the Transportation System Management (TSM) Alternative, is designed to provide lower cost, operationally-oriented improvements to address the project's purpose and need as much as possible, without a major investment.
- Metro Transit and SouthWest Transit service would be augmented with two limited stop bus routes providing bi-directional service to Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. These routes would begin by serving selected stops, then travel non-stop on the regional highways using bus shoulder lanes and/or the I-394 HOV lane into downtown Minneapolis. This would allow the limited stop services to offer more attractive travel times, and would increase options for commuters in the corridor.
- Minor modifications would be made existing express bus service and local service would be restructured to provide access to the two new limited stop routes.
- This alternative serves as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured. It includes improvements in the No-Build Alternative.





## What alternatives (options) are being considered?

### No-Build Alternative

- Includes all roadway and transit facility service improvements (other than the proposed project) planned, programmed and included in the 2030 financially constrained 2030 Transportation Policy Plan (TPP).
- Includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies.
- Serves as the NEPA baseline to measure the potentially significant environmental benefits and impacts of other alternatives.





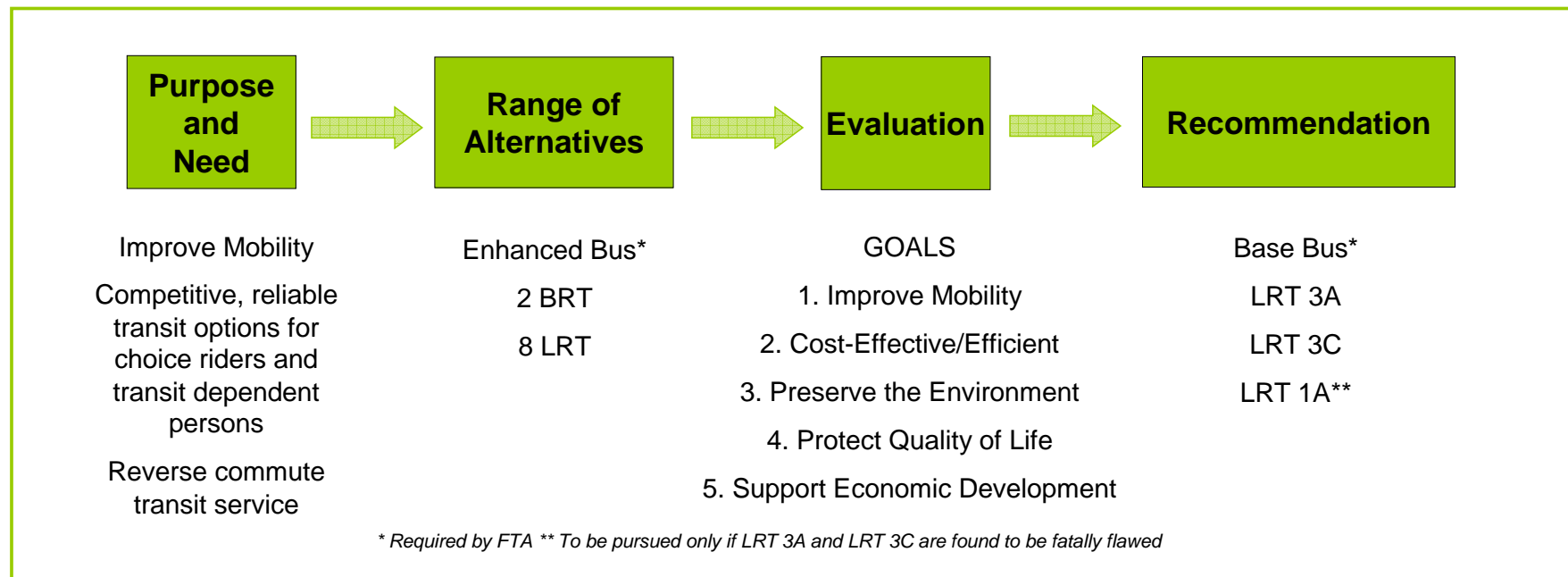
## What environmental topic areas will be considered?

### Topic areas to be addressed include:

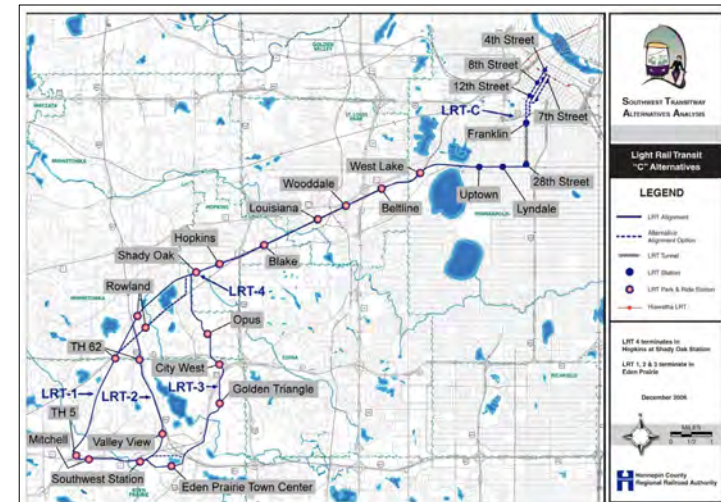
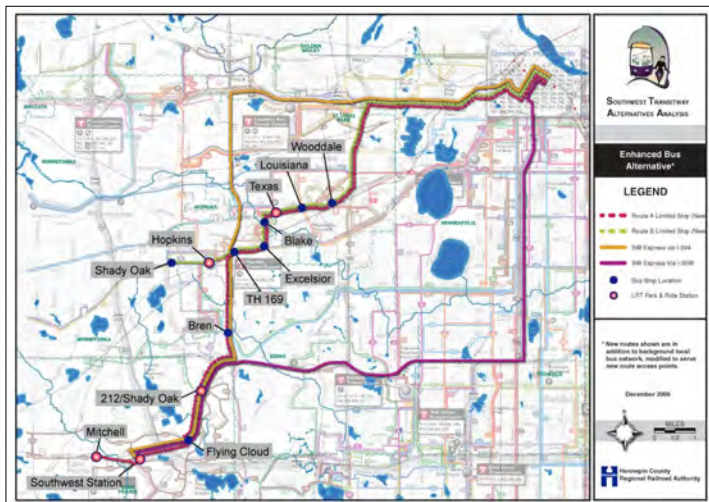
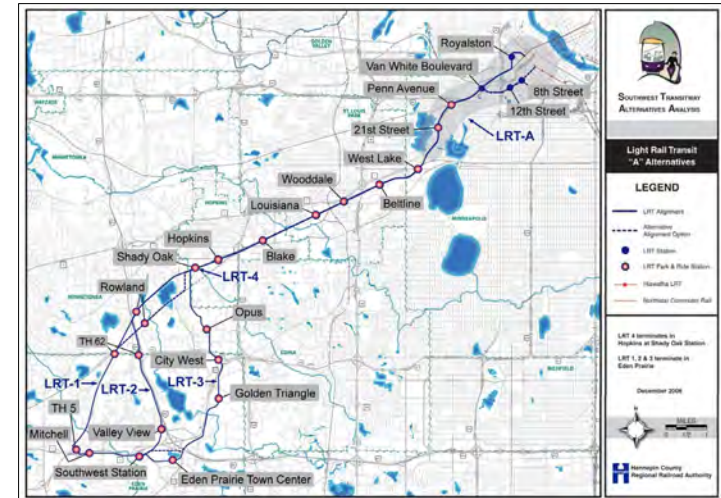
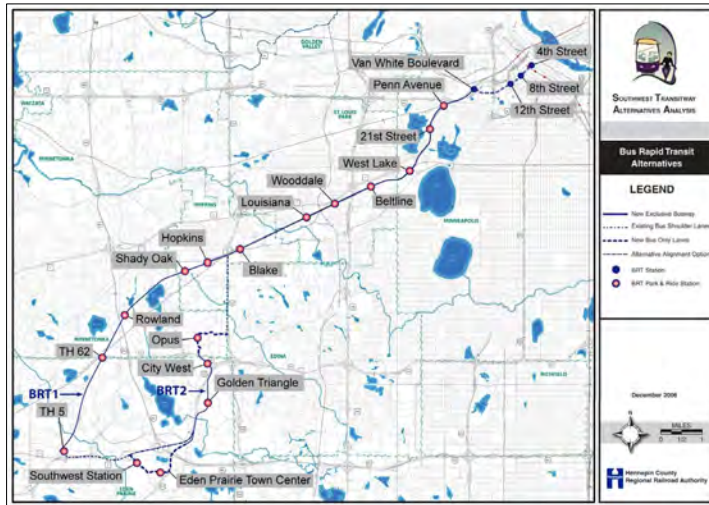
- Ecosystems and natural resource including geology and soils, air quality, water resources including hydrology and water quality, noise, and vibration;
- Land use, zoning, and economic development;
- Demographics and socioeconomic factors;
- Displacements and relocations;
- Neighborhood compatibility, community facilities and services, and environmental justice;
- Visual quality and aesthetic characteristics;
- Cultural resources, including those related to historical and archaeological resources and parklands/recreation and 4(f) resources areas;
- Energy use;
- Construction effects;
- Transportation benefits and impacts (including transit, roads and highways, railroads, and pedestrian and bicycle facilities); and
- Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

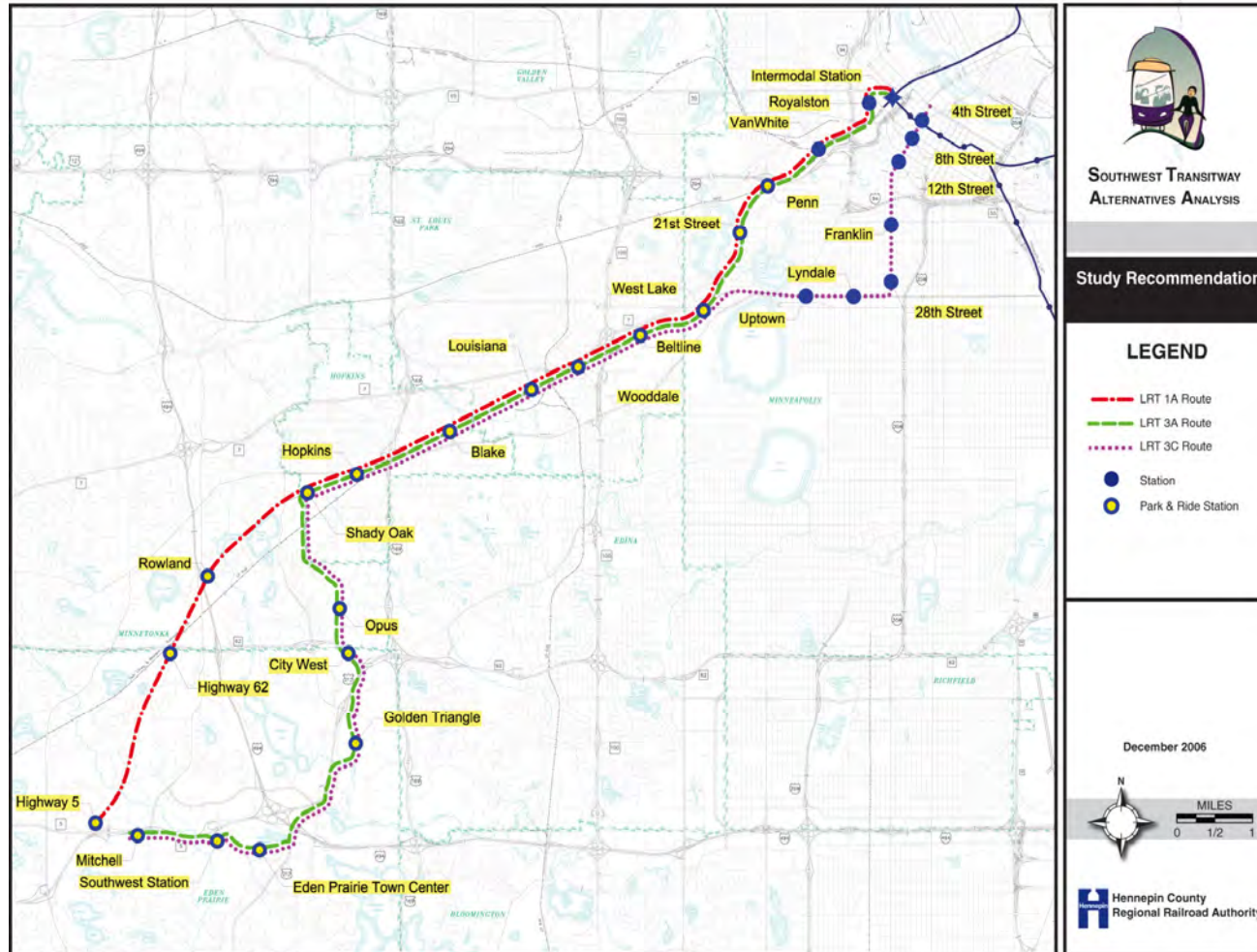


The purpose of the Southwest Transitway Alternatives Analysis was to evaluate the benefits, costs and impacts of a broad range of transit alternatives in order to select a preferred course of action or alternative(s).



## Range of Alternatives



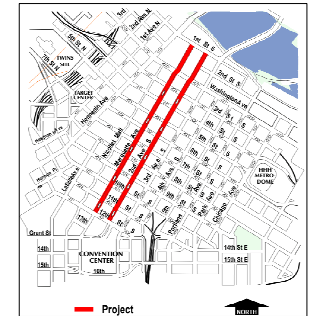


“...that the Southwest Policy Advisory Committee concurs with the preliminary recommendations of the Southwest Technical Advisory Committee to bring LRT Alternatives 1A, 3A, and 3C into a Draft Environmental Impact Statement (DEIS) process with the understanding that Alternative LRT 1A be retained for further study as an option only to be considered in the event that LRT 3A and LRT 3C are proved to be infeasible.”



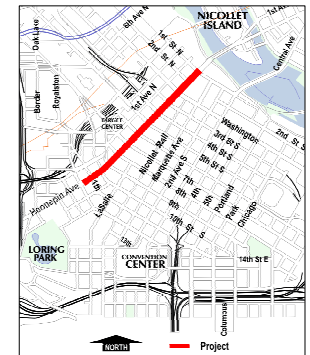
## LRT 3C 2nd/Marquette loop downtown alternative

- Identified for dual bus lane implementation. Funded through the Urban Partnership Agreement (UPA) and programmed for 2009 construction.
- Recommended for exclusion from the Southwest Transitway DEIS.



## LRT 3A/1A Hennepin Avenue downtown sub-alternative




- Identified for conversion to a two-way street. Programmed in the Minneapolis Capital Improvement Program (CIP).
- Recommended for exclusion from the Southwest Transitway DEIS.



## Park/Portland (LRT 3D)




- Analysis conducted as addendum to Southwest Transitway Alternatives Analysis (November 2007)
- Recommended for exclusion from the Southwest Transitway DEIS
- Not recommended for inclusion in the DEIS because it is not consistent with the Southwest Purpose and Need Statement, not consistent with regional and local planning, and has significant operational issues.





Modes	Compatibility with Travel Demand	Proven Technology	Compatibility with Existing Infrastructure	Identified in the Regional Transportation Plan	Recommendation
   <b>Conventional Bus</b>	○	○	○	○	Retain
<b>BRT</b>	○	○	○	○	Retain
<b>Light Rail Transit (LRT)</b>	○	○	○	○	Retain
<b>Streetcar (Modern)</b>	◐	○	◐	●	Not Retain
<b>Heavy Rail Transit</b>	●	○	●	●	Not Retain
<b>Commuter Rail</b>	●	○	○	○	Not Retain
<b>Monorail/AGT (Automated Guideway Transit)</b>	●	○	●	●	Not Retain
<b>Personal Rapid Transit (PRT)</b>	●	◐	●	●	Not Retain

**LEGEND**




<b>Compatibility with Travel Demand:</b>	Ability of service type to accommodate expected travel demand	 Fully Meets Criteria  Partially Meets Criteria  Does Not Meet Criteria
<b>Proven Technology:</b>	Fully implemented and able to be evaluated	
<b>Compatibility with Existing Infrastructure:</b>	Does not require massive retrofit of existing infrastructure	
<b>Identified in the Regional Transportation Plan:</b>	Identified in the Metropolitan Council's Transportation Policy Plan (TPP)	

*Southwest Corridor Rail Transit Study*

## Study Purpose

- ❖ Define & evaluate alignment and technology options
- ❖ Define capital and operating costs of the system
- ❖ Estimate ridership
- ❖ Identify potential economic, social and environmental impacts
- ❖ Identify funding opportunities
- ❖ Identify potential implementation issues
- ❖ Recommend the most promising technology & alignment for further study

The Southwest PAC recommended that study continue on four light rail transit (LRT) alignment alternatives because they are the most likely to achieve the Southwest Transitway goals of improving mobility, providing a reliable travel choice, serving population and employment concentrations, providing for a seamless/integrated transit system, reasonable costs, enhancing the environment, enhancing the study area and region's quality of life, and promoting economic development and redevelopment.

The LRT alternatives recommended for further study include:

- LRT 1A: LRT from Highway 312/5 to downtown Minneapolis via HCRRA property & Kenilworth.
- LRT 2A: LRT from the Southwest Metro Station to downtown Minneapolis via I-494, the HCRRA property, & the Kenilworth Corridor.
- LRT 4A: LRT from downtown Hopkins to downtown Minneapolis via the HCRRA property and the Kenilworth Corridor.
- LRT 3A(modified): LRT from the Southwest Metro Station to downtown Minneapolis modified via the Eden Prairie Center Mall, the Golden Triangle, Opus, downtown Hopkins, the HCRRA property, and the Kenilworth Corridor.





## What we've done... 1980 to 1989

### 1980- Central Business District (CBD) Light Rail Transit (LRT) Alignment Evaluation: Hiawatha

- Evaluated 6 downtown routes for Hiawatha: 6<sup>th</sup> Street; 5<sup>th</sup>/6<sup>th</sup> Street loop, 3<sup>rd</sup>/6<sup>th</sup> Street loop, 3<sup>rd</sup>/4<sup>th</sup> Street loop, 3<sup>rd</sup>/9<sup>th</sup> Street loop, and fringe service loop.

### 1985- LRT Alternatives in Minneapolis CBD, Minneapolis Downtown Council

- Recommended LRT be in a tunnel in downtown on 7<sup>th</sup> Street.

### 1985- LRT Implementation Planning Program

- Planned Southwest LRT downtown Minneapolis to TH 101

### 1988- Comprehensive LRT System Plan for Hennepin County

- Evaluated Six Southwest LRT alignments: Kenilworth, Hennepin Avenue, LaSalle and 1<sup>st</sup> Avenue, Nicollet Avenue, I-35W, and Park/Portland Avenue

### 1988- Stage 1 LRT System Scoping Decision Document

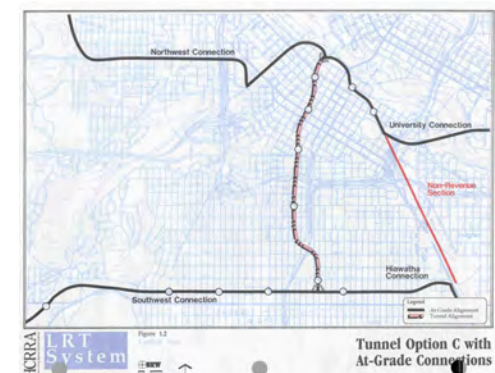
- Studied LRT options: A - tunnel from the Metrodome to 29<sup>th</sup>/Nicollet Avenue, B - tunnel in downtown Southwest LRT in Kenilworth, C - at-grade

### 1989- Change to the Stage 1 LRT System Scoping Decision Document

- Revised three options for Southwest entry to downtown Minneapolis: Nicollet Avenue (at-grade or tunnel), Kenilworth, and at-grade at 11<sup>th</sup> Street

### 1989- Draft Environmental Impact Statement Hennepin County LRT System

- Studied Southwest LRT from 5<sup>th</sup> Avenue in Hopkins to downtown Minneapolis
  - Options: Midtown to tunnel at Portland under I-35W then under 3<sup>rd</sup> Avenue to Marquette Avenue, Midtown to Nicollet Avenue at-grade, and Kenilworth to downtown
  - Preferred option was Midtown to shared tunnel at Portland under I-35W then under 3<sup>rd</sup> Avenue to Marquette Avenue





# What we've done... 1990 to 1999

1990- Preliminary Design Plans for Stage 1 LRT System

1990- LRT Regional Coordination Plan, RTB

- Studied Southwest LRT to TH 169 in Hopkins 1993
- Included Downtown Transportation Management Plan
- Concluded LRT at-grade initially with tunnel in long-term

1995- Minneapolis Downtown LRT Advisory Committee

- Evaluated 3 downtown routes: Marquette Avenue, 3<sup>rd</sup> Avenue, and Marquette/2nd loop
- Recommended tunnel from Whitney Hotel on 2nd Street to the Convention Center

1998- Downtown LRT Route Recommendations

- Studied 6 routes: Nicollet Mall, Marquette Avenue, 5<sup>th</sup> Street, 7<sup>th</sup> Street, 5<sup>th</sup>/6<sup>th</sup> loop, and 6<sup>th</sup> Street
- Recommended route: 5<sup>th</sup> Street two-way to 3<sup>rd</sup> Avenue North

2000- 29th Street and Southwest Busway Feasibility

- Concluded busway is feasible in both 29th Street and Southwest corridors
- Concluded busway implementation does not preclude conversion to LRT in the future

2000- Twin Cities Exclusive Busway Study, Minnesota Department of Transportation (Mn/DOT)

- Recommended Southwest, Northwest, and Riverview corridors for busway implementation

2000- Transit 2020 Master Plan, Metropolitan Council

- Identified Southwest as a busway candidate



## **Appendix C- Public Outreach**

## **PUBLIC MEETING PUBLICITY**

A range of public outreach activities were undertaken in the summer and fall of 2008 to maximize public involvement in the Scoping Process.

### 1) Project Advisory Committees

#### a. Policy Advisory Committee (PAC)

The PAC was formed in 2002 to provide policy level oversight and guidance for the Southwest Transitway Project. The PAC is led by Hennepin County Commissioner Gail Dorfman, and membership includes elected and appointed representatives from cities along the corridor, the Metropolitan Council and Metro Transit, and chambers of commerce.

At PAC meetings held in July, August, and September 2008, Southwest project staff presented information about the DEIS and upcoming Scoping meetings. PAC members offered suggestions for ways to increase public awareness and several members were actively involved in distributing information to their constituencies.

#### b. Technical Advisory Committee (TAC)

In addition to guiding the technical aspects of Southwest Transitway planning work, TAC members provided suggestions and support for the public outreach effort. TAC members are part of the outreach effort, advising on how best to connect with community members and assisting in setting up displays, posting information to city and agency websites, and distributing materials.

#### c. Community Advisory Committee (CAC)

The CAC is composed of community members appointed by neighborhood organizations or cities, and meets approximately every other month. In addition to their charge of representing their communities in identifying environmental issues to be addressed during the DEIS, CAC members also help to connect with community members. During the summer and fall of 2008, CAC members identified ways to reach out to their neighborhood groups and in some cases also served as liaisons to their neighborhoods.

### 2) Outreach to Neighborhood and Community Groups

#### a. Presentation at Community Meetings

Since the beginning of the Southwest Light Rail Transit Feasibility Study in 2002, the public outreach strategy focused on reaching out to existing neighborhood, community, and business groups to engage these groups in learning about and providing input to the Southwest Transitway Project. This practice continued as the DEIS work began in late spring of 2008. Project staff attended and presented information at community meetings held from May to October. These meetings are listed in Table 1.



Table 1: Community Group Meetings	
Meeting Date	Community Group
5/1/2008	Stevens Square Neighborhood Development Group
5/5/2008	Kenwood Isles Neighborhood Assn Annual Meeting
5/6/2008	CIDNA Annual Meeting
5/14/2008	Midtown Community Works Implementation Committee
5/14/2008	Bryn Mawr Annual Meeting
5/19/2008	Minneapolis Civil Rights Commission
6/3/2008	Meeting with chamber staff to plan for SW Alliance
6/4/2008	Bike tour with Bryn Mawr residents
6/10/2008	Downtown Minneapolis Neighborhood Assoc Board Meeting
7/23/2008	North Loop Planning and Zoning Committee
8/6/2008	Meeting with Minneapolis City staff and Kenwood resident
8/11/2008	Whittier Alliance
8/20/2008	Kenwood Residents
8/25/2008	Minnetonka City Council Presentation
9/8/2008	Kenwood Isles Neighborhood Association Meeting
9/10/2008	Uptown Association
9/25/2008	Minneapolis TMO Executive Committee Meeting
10/17/2008	Minneapolis Park Board planning staff

b. Distribution of Materials at Major Neighborhood and City Events

In response to suggestions from PAC and TAC members, project staff attended and staffed tables at a variety of summer and fall community events; see Table 2. At these events, the Southwest presentation map was displayed, and materials including the Southwest Newsline, bookmarks with Scoping Meeting dates, and Scoping Booklets were offered to interested community members. Community members were also given the opportunity to sign up for electronic alerts that are periodically sent from the project office.

Table 2: Community Events Attended	
Event Date	Event
7/15/08	Kenwood Isles Neighborhood Ice Cream Social
7/17/08	North Loop - Loop de Loop Summer Affair
7/24/08	Bryn Mawr Ice Cream Taste Off
8/10/08	Eden Prairie International Festival
8/13 and 8/15/08	Eden Prairie Movies in the Park
8/20/08	Harrison Block Party at Redeemer Church
8/20 and 8/27/08	St. Louis Park Farmers' Market
9/13/08	Edina Fall Into the Arts
9/20/08 and 10/4/08	Hopkins Farmers Market
10/7/08	Minnetonka City Wide Open House
10/11/08	Eden Prairie City Wide Open House
10/11/08	Hopkins Fire Station Open House

c. Displays and Materials Distribution

In response to suggestions from TAC members, presentation boards showing the map of LRT alternatives under consideration were offered to cities, libraries, and shopping centers to use as displays. In addition, materials including the Southwest Newsline, bookmarks with Scoping Meeting dates, and Scoping Booklets were provided to a range of businesses and organization for public distribution.

3) Outreach to Business Groups

In addition to working with businesses represented on the SW PAC and with chamber representatives on the Southwest Alliance, project staff presented information about the project at the meetings listed in Table 3:

Table 3: Business Meetings Attended	
Meeting Date	Business Group
5/6/2008	Edina Rotary Club
6/5/2008	Eden Prairie Rotary Club
6/12/2008	Minneapolis Regional Chamber Exec Committee
8/19/2008	Eden Prairie Chamber Government Committee
8/28/2008	Downtown Council Meeting
9/23/2008	Presentation for staff at Perkins+Will - brown bag
10/14/2008	Minneapolis Regional Chamber Committee

The Minneapolis Regional Chamber distributes an e-newsletter to its members, and included an announcement of the upcoming Scoping Meetings in their Connections publication on August 21, 2008. More than 2,300 confirmed email deliveries to business and employees in Minneapolis were made by the Chamber via the Connections newsletter.

#### 4) Media Outreach

News releases and articles were sent to:

##### Print Media

Associated Press  
Chanhassen Villager  
Chaska Herald  
Downtown Journal  
Eden Prairie News  
Minnesota Business Magazine  
Minnesota Finance & Commerce  
Minneapolis/St. Paul Business Journal  
Lakeshore Weekly News  
Prior Lake American  
Savage Pacer  
Shakopee News

Southwest Journal  
Southwest Suburban Publishing  
Star Tribune  
St. Paul Pioneer Press  
Sun Newspapers-Edina  
Sun Newspapers-Eden Prairie  
Sun Newspapers-Minnetonka  
Sun Newspapers-St. Louis Park  
Sun Newspapers-Hopkins  
Twin Cities Business  
University of Minnesota Daily  
Upsize Minnesota

##### Community/Newsletter/Online Media

African News Journal  
Asian American Press  
Blake Road Corridor  
Bryn Mawr Bugle  
Eden Prairie Life on the Prairie  
Hill and Lake Press  
Hmong Times  
Hmong Today  
Hopkins Highlights  
Insight News  
Lowry Hill East Wedge  
Linden Hills Line  
Lyndale Neighborhood News  
Met Council Website

Minnetonka Memo  
Minnesota Women's Press  
MinnPost.com  
Mshale  
One Nation News  
Spokesman-Recorder  
St. Louis Park Perspective  
Steven's Square Community Organization  
The Bridge  
The Circle  
Twin Cities Daily Planet  
Uptown Newspaper  
Whittier Alliance

##### Broadcast Media

Minnesota Public Radio Network  
Minnesota News Network  
KARE-TV  
KLTK-AM  
KMSP-TV  
KSTP-TV  
WCCO-TV  
WCCO-AM  
WUMN TV 13  
Somali TV  
TPT2  
Univision

Table 4 lists the articles published through October 17, 2008:

Table 4: Articles Published		
Media	Title/Program	Date
Eden Prairie News	Time To Sound Off On Light Rail Options?	10/16/08
EdenPrairieNews.com	Time To Sound Off On Light Rail Options?	10/16/08
Star Tribune	It's Not About The Road (Or The Rails); It's About How You Pay For It	10/16/08
StarTribune.com	It's Not About The Road (Or The Rails); It's About How You Pay For It	10/16/08
KSTP TV	5 Eyewitness News Midday	10/15/08
KSTP TV	5 Eyewitness News Morning	10/15/08
KSTP TV	5 Eyewitness News at 5 a.m.	10/15/08
Star Tribune	How To Get Involved?	10/14/08
StarTribune.com	How To Get Involved?	10/14/08
Star Tribune	What Route Is Best for Southwest LRT?	10/14/08
StarTribune.com	What Route Is Best for Southwest LRT?	10/14/08
KSTP TV	5 Eyewitness News at 10 p.m.	10/14/08
KSTP TV	5 Eyewitness News at 6 p.m.	10/14/08
KSTP TV	5 Eyewitness News at 5 p.m.	10/14/08
KSTP TV	5 Eyewitness News Live at 4:30 p.m.	10/14/08
KSTP TV	Twin Cities Live	10/14/08
KSTP TV	5 Eyewitness News at 5:30 a.m.	10/14/08
KSTP TV	5 Eyewitness News at 5 a.m.	10/14/08
Star Tribune	Which Route Should A Third Light-Rail Line Take?	10/7/08
StarTribune.com	Which Route Should A Third Light-Rail Line Take?	10/7/08
Southwest Journal	Southwest Transitway Planners Seeking Feedback	10/7/08
KMSP website	Public Hearings Kickoff on Southwest Light Rail Project	10/7/08
SouthwestJournal.com	Southwest Transitway Planners Seeking Feedback	10/7/08
EdenPrairieNews.com	Light Rail Takes a Big Step Forward	9/22/08
Life on the Prairie	Southwest Transitway Public 'Scoping' Meetings	August/Sept
Hopkins Highlights	Southwest Transitway Public 'Scoping' Meetings	August/Sept
St. Louis Park Perspective	Southwest Transitway Public 'Scoping' Meetings	August/Sept
Minnetonka Memo	Southwest Transitway Public 'Scoping' Meetings	August/Sept

Table 5 lists the paid ads that were run to increase media coverage:

Table 5: Paid Ads Published		
Publication	Circulation	Date of Ad
Star Tribune	Twin Cities Metro	10/7/08
St. Louis Park Sun Sailor	St. Louis Park	10/9/08
Minnetonka Sun Sailor	Minnetonka	10/9/08
Hopkins Sun Sailor	Hopkins	10/9/08
Edina Sun Current	Edina	10/9/08
Eden Prairie Sun Current	Eden Prairie	10/9/08
One Nation News	Minneapolis	10/8/08
Lakeshore Weekly News	Minnetonka	10/7/08
Spokesman-Recorder	Minneapolis	10/9/08
Insight News	Minneapolis	10/13/08
La Prensa	Local Community	
Hmong Times		
African News Journal		
Asian Pages		

5) Website

Home page stories about Scoping Meetings were run on the Southwest Transitway website – [southwesttransitway.org](http://southwesttransitway.org). Public hearings were shown live on streamed video and archived video of hearings was also available for viewing after the hearings.

a time for comment

## Southwest Light Rail Transit Project Scoping Meetings

Oct. 14 at 6 p.m.  
St. Louis Park City Hall  
Oct. 23 at 6 p.m.  
Eden Prairie City Hall

An open house will be held an hour before each  
public hearing.

Comments can also be submitted in writing by

**5 p.m. on Nov. 7, 2008:**

Email: [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

Mail: Ms. Katie Walker, ACIP

Transit Project Manager

Hennepin County Housing, Community Works & Transit

417 North 5<sup>th</sup> Street, Suite 320

Minneapolis, MN 55401

Fax: 612.348.9710

Phone: 612.348.9260

[www.southwesttransit.org](http://www.southwesttransit.org)



Volume XI, Edition 20

“The Newspaper of the Hmong Community”

October 8, 2008



**Appendix B- Scoping Information Booklets-  
English, Hmong, Somali, Spanish**



# SOUTHWEST transitway

green means go.

[southwesttransitway.org](http://southwesttransitway.org)

## **Scoping Information Booklet**

in support of the Draft Environmental Impact Statement (DEIS)  
for the Southwest Transitway Project

Federal Transit Administration (FTA)  
Hennepin County Regional Railroad Authority (HCRRA)  
September 2008



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## Introduction

The Southwest Transitway is a proposed transit project intended to improve mobility in the southwest part of the Twin Cities metro area including the cities of Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, and Minneapolis. It is the intent of the Hennepin County Regional Railroad Authority (HCRRA) to partner with the Federal Transit Administration (FTA) as lead agencies to develop the Southwest Transitway as a major transit capital investment.

As the public agency responsible for completing the Draft Environmental Impact Statement (DEIS), the HCRRA is required to comply with the requirements of the Minnesota Environmental Quality Board (EQB) pursuant to the Minnesota Environmental Policy Act (MEPA) (Minn. Stat. §116D.04 and 116D.045). The project will also pursue federal funding from the FTA. As a result, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). The FTA, as the federal lead agency under NEPA, and HCRRA, as the state lead agency under EQB, have determined that the Southwest Transitway project may have significant environmental impacts. To satisfy both NEPA and EQB requirements, the HCRRA and the FTA are preparing a Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project.

This Scoping Information Booklet contains a description of the scoping process, an overview and status update of the Southwest Transitway project DEIS, and information on how the public can get involved in scoping.

“

**The National Environmental Policy Act (NEPA)** [42 U.S.C. 4321 et seq.] was signed into law on January 1, 1970. The Act establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment, and it provides a process for implementing these goals within the federal agencies. NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

**The Minnesota Environmental Quality Board (EQB)** plays a vital role in Minnesota's environment and development. The board develops policy, creates long-range plans, and reviews proposed projects that would significantly influence Minnesota's environment. The EQB writes the rules for conducting environmental reviews. The EQB's environmental review duties are directed by Minnesota Environmental Policy Act Laws 1973, Chapter 412 (MEPA) Minnesota Statutes 116D.04.

## What is a draft environmental impact statement, and what is scoping?

A DEIS documents the potential social, economic, and environmental benefits and impacts of a proposed project or action and proposed measures to mitigate any adverse impacts in compliance with NEPA. The DEIS is released to the public and interested agencies for review and comment. The DEIS and the Final Environmental Impact Statement (FEIS) compose the Environmental Impact Statement (EIS) under NEPA.

Scoping is the first step in the NEPA/EIS process. Scoping is designed to inform the public, interest groups, affected tribes, and government agencies of the DEIS (including opportunities for public involvement) and to present the purpose and need for the project, the proposed alternatives to address the

needs identified, and potential benefits and impacts for public and agency review early in the NEPA/EIS process.

The purpose of scoping is to confirm the purpose and need for the project, identify appropriate alternatives for addressing the needs, and identify the potentially significant environmental issues associated with the proposed alternatives that should be analyzed in depth in the DEIS. The scoping process is also intended to eliminate detailed study of issues that are not significant and/or have been addressed by prior studies.

This scoping process includes three (3) formal public meetings at which anyone may have their verbal comments recorded and/or provide written comments. Scoping comments should focus on the purpose and need for the project, the proposed alternatives, and the potentially significant environmental benefits and impacts that should be analyzed in the DEIS.

An overview of the purpose and need for the project can be found on page 2 of this document, descriptions including a map of the proposed alternatives can be found on page 4 of this document, and the list of environmental areas that will be analyzed for potential environmental benefits and impacts can be found on page 8 of this document.



## Tell me more about the project; why is a Southwest Transitway needed?

The Southwest Transitway is a proposed 14-mile light rail transit (LRT) line in the Minneapolis/St. Paul region, connecting downtown Minneapolis to the high growth areas to the southwest. The LRT line will add system capacity in an area of high demand, respond to travel demand created by existing and planned residential and employment growth, provide a competitive travel option that will attract choice riders, and serve transit dependent populations. This line will also be an expansion of the region's transitway system (Hiawatha LRT line, Northstar Commuter Rail (under construction), and Central Corridor LRT line (proposed).

### Overview of the purpose and need for the project

Three primary factors make the Southwest Transitway project important for people who live and work in the southwest metro area: 1) growing roadway congestion; 2) lack of competitive, reliable transit options for choice riders and transit dependent persons; and 3) lack of reverse commute transit service.

**Mobility:** The study area is experiencing significant roadway congestion resulting from high residential and employment growth and limited infrastructure improvements. In terms of travel, currently 27 percent of all regional trips begin or end in the corridor, and 65 percent of all trips originating within the study area stay within the study area—people who live in the study area, also work in the study area. The study area is also home to many major employers. Downtown Minneapolis is the region's largest employment center with over 140,000 jobs (78 jobs/acre), and the Golden Triangle is the region's sixth largest employment center with over 50,000 jobs (10 jobs/acre). In addition to the high employment growth, this area has also experienced high residential growth with over 31,200 new residences since 1980—new homes in Eden Prairie accounted for more than half of this number.

“

**Mobility deficiency rating.** The Minnesota Department of Transportation (Mn/DOT) Metro District, which is responsible for transportation investments within Metro District's eight-county metropolitan area, categorizes all highways as having a high, medium, or low deficiency rating. Because most of the highway system experiences congestion, the severity (miles and duration) of congestion for a highway is a critical factor for prioritizing and selecting mobility enhancement projects.

**Bus shoulder-lanes** look and operate like any other roadway shoulder, but Mn/DOT permits certain buses to use the shoulders to bypass congestion, and to provide faster and more reliable transit commutes in congested corridors.

**Ramp meters** are traffic signals on freeway entrance ramps that allow traffic onto the freeway in a measured or regulated amount.

**Ramp meter bypass lanes** offer incentives to carpools and bus riders and present the possibility for time savings, and ultimately reductions in vehicle miles traveled.

As a result of this strong residential and employment growth, travel on area roadways has increased between 80 and 150 percent in the past 25 years. A number of study-area roadways—TH 100, TH 169, TH 62, I-494, I-394, and TH 7—have been identified by the Minnesota Department of Transportation (Mn/DOT) as having a high mobility deficiency rating. According to Mn/DOT's long-range transportation plan, the Transportation System Plan (TSP), there are no plans for major expansions or improvements to roadways in the study area.

Suburban express bus ridership in the area served by SouthWest Transit and Metro Transit has more than doubled in the past 10 years and surpassed 1 million annual riders for the first time in 2007. Transit advantages, including bus shoulder-lanes, park-and-ride lots, and ramp meter bypass lanes have been implemented throughout the area, but bus speeds remain limited, even on shoulder-lanes, to a maximum of 35 miles per hour (mph) under congested conditions.

Due to lack of planned highway capacity additions and transit facility capacity limitations in downtown Minneapolis, future demand increases for autos and buses will not be adequately met.

**Lack of competitive, reliable transit options for choice riders and transit dependent persons:** Due to congested roadways—the same roadways used by the bus system—it is difficult to provide the significant travel time advantages that would attract choice riders (who have a choice between transit and driving) to the transit system and to adequately serve transit-dependent people in and around downtown Minneapolis.

The study area roadway network is oriented north-south/east-west whereas development patterns have radiated outward from downtown Minneapolis on a diagonal. This causes additional travel time to be added to vehicle and transit trips due to the geography of the roadway system. In an attempt to reduce travel time for transit, the Twin Cities has become a national leader in the use of bus shoulder lanes. Currently, the Twin Cities has over 250 miles of operating bus shoulder lanes. These facilities provide buses with a travel time advantage over the private automobile during peak travel periods, but state law limits their use to situations where the roadway is operating at 35 mph or lower and the bus cannot travel more than 15 mph above the speed of the roadway. As stated previously all major roadways in the study area are identified by Mn/DOT as experiencing

mobility deficiencies during peak travel periods. This negatively affects the ability of the bus transit system to provide the travel time advantage that would attract choice riders from suburban locations to the transit system.

The number of transit-dependent people is growing in the study area, primarily in and around downtown Minneapolis. The areas of growth include the North Loop, Harrison, and Bryn Mawr neighborhoods. The geography of the roadway network in these areas, especially Harrison and Bryn Mawr, makes it difficult to provide competitive transit travel times. The roadway network through these neighborhoods is circuitous and has many one-way streets. In many cases, people who live only a few miles from downtown Minneapolis have transit travel times ranging from 9 minutes to 13 minutes because of the roadway network used by the bus system.

#### **Lack of reverse commute transit**

**service:** In addition to the strong job growth in downtown Minneapolis, the other cities have experienced, and are projected to continue to experience, substantial job growth into the future. This trend is evidenced by the 65 percent of the trips generated in the study area remaining within the study area. Many of these trips are reverse commute trips from the near-downtown neighborhoods to job centers in suburban locations. Currently these job centers are largely inaccessible by transit.

#### **Has the Southwest Transitway been studied before?**

In the early 1980s, the Southwest Transitway was considered a potential LRT line to serve communities from Minneapolis to Hopkins. Mobility issues in this corridor, as described in the previous section, have been well documented since the early 1980s. Previous studies include:

- Comprehensive LRT System Plan for Hennepin County (1988)
- Draft Environmental Impact Statement Hennepin County Light Rail Transit System (1988)

- 29th Street and Southwest Busway Feasibility Study (2000)
- 29th Street and Southwest Corridors Vintage Rail Trolley Study (2000)
- Transit 2020 Master Plan (2000)
- Twin Cities Exclusive Busway Study (2000)
- Transit 2025 Master Plan for Transit (2001)
- Southwest Rail Transit Study (2003)
- Southwest Transitway Alternatives Analysis (2007)

More recently, the Metropolitan Council's 2030 Transportation Policy Plan, the region's long-range transportation plan, identified the Southwest Transitway for implementation prior to 2030. Furthermore, each of the study area communities has referenced the Southwest Transitway within their local comprehensive plans.

#### **Southwest Transitway Alternatives Analysis, 2007**

In 2007, the HCRRA completed a federally required study called an Alternatives Analysis, which was a continuation of the *Southwest Rail Transit Study, 2003*. The *Southwest Transitway Alternatives Analysis (AA)* compared the benefits, costs and impacts of a range of transitway alternatives (modes and routes) to identify those which would meet the needs of the communities as expressed in the Purpose and Need Statement.



To aid in determining which alternatives met the area needs, five goals tiered by importance were developed.

1. Improves mobility.
2. Provides a cost-effective, efficient travel option.
3. Protects the environment.
4. Preserves the quality of life.
5. Supports economic development.

The transitway alternatives were evaluated to determine if they met the five goals. After evaluating one bus alternative, two bus rapid transit alternatives, and eight light rail transit alternatives, it was concluded that LRT was the preferred mode of transit and three of the eight LRT routes could meet the five established goals. In addition, the bus alternative, called the Enhanced Bus, was retained, even though it did not perform as well as the LRT alternatives, to continue to evaluate the possibility of addressing the increasing mobility needs of the area through improved bus service rather than LRT. The AA concluded that mobility improvements could best be addressed through the development of one of three possible LRT alternatives that would connect the residential, commercial, employment, and entertainment activity centers within the study area.

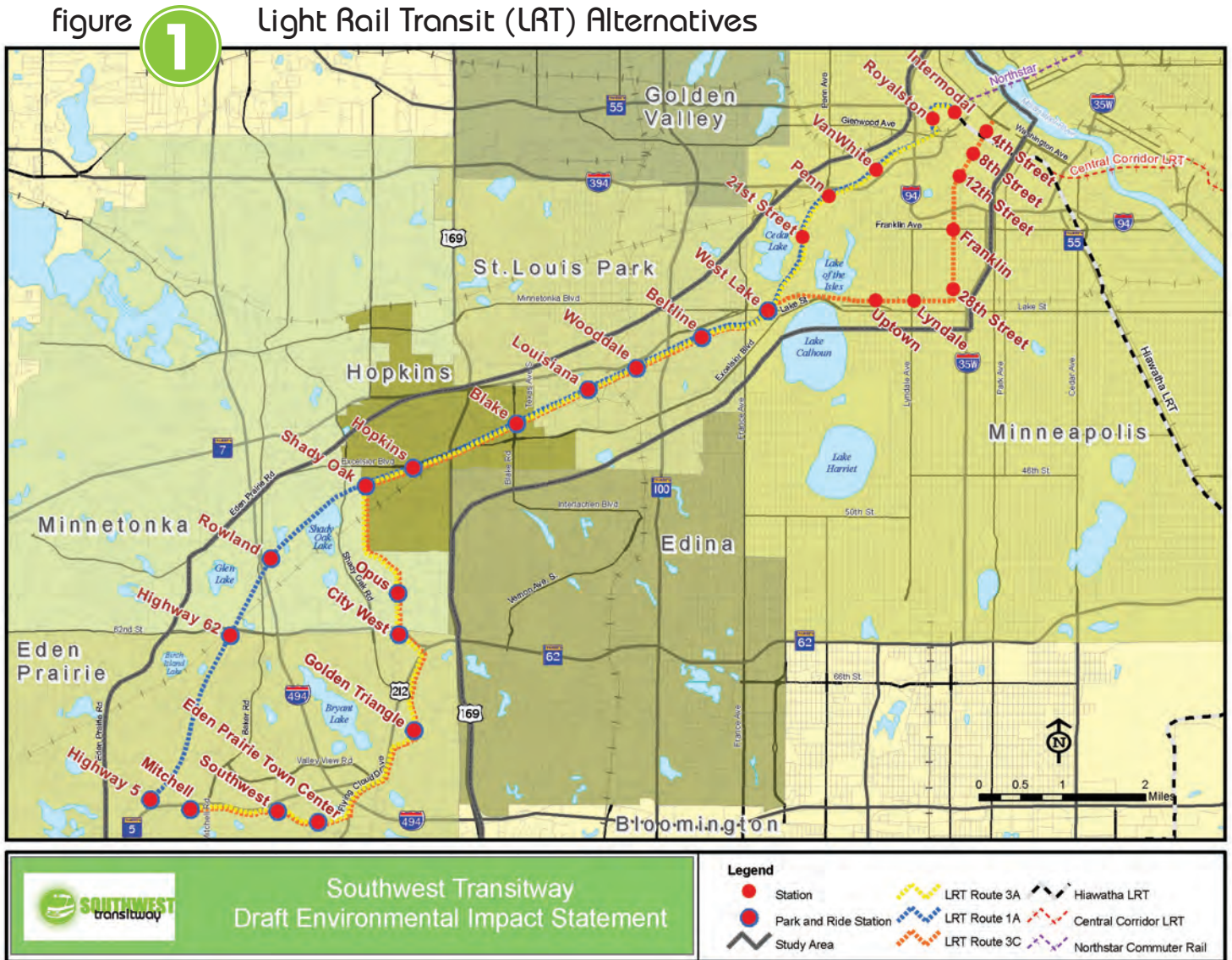


A **choice rider** is someone who does not need to use transit for daily trips, but who chooses to use it because of convenience, time savings, cost savings (no parking fees), or some combination of these factors.

A **transit-dependent person** is someone who must rely on public transit for daily trips. The Federal Transit Administration defines transit-dependent persons as those 1) without private transportation, 2) elderly (over age 65), 3) youths (under age 18), and 4) persons below poverty or median income levels defined by the U.S. Census Bureau.

**Reverse commuting** means that you live in the center city and work in the suburbs. This is the opposite of the regular commute where a person lives in the suburbs and travels to work in the city.

figure 1 Light Rail Transit (LRT) Alternatives



The AA is the starting point for the DEIS and forms the basis for this scoping process.

**What alternatives are being considered?**

Based upon the AA, three LRT alternatives and one Enhanced Bus alternative are proposed for inclusion in the DEIS.

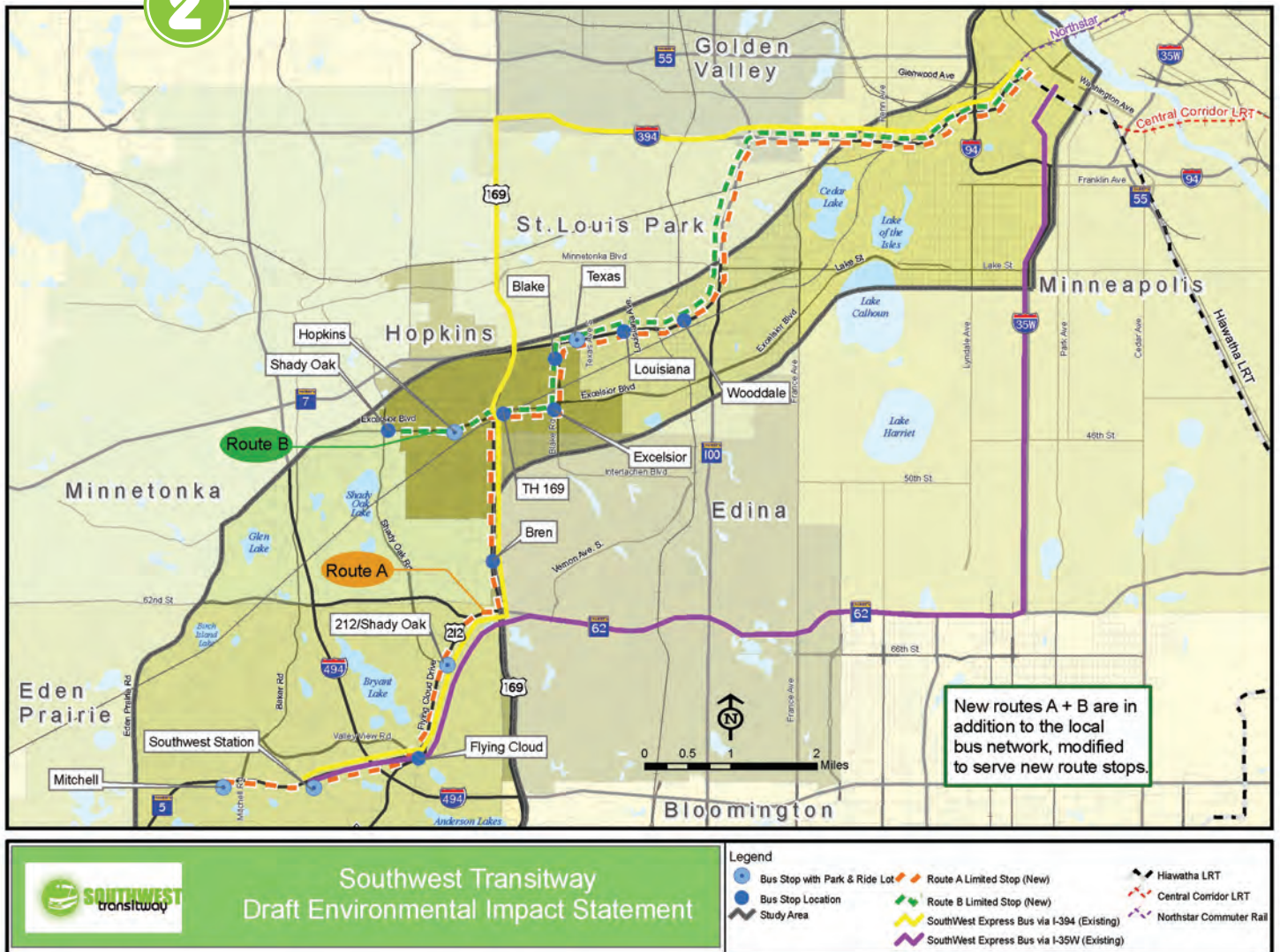
The alternatives include proposed station locations, park and ride facilities at stations, and routings between stations. An LRT maintenance and storage facility is assumed, but a location is yet to be determined.

**Light Rail Transit 1A:** This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5th Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Rowland Rd., TH 62, and TH 5. Alternative 1A is shown in Figure 1.

**Light Rail Transit 3A:** This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5th Street, past the downtown Minneapolis Intermodal Station to Royalston Avenue, to the Kenilworth Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle area, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center,

figure 2 Enhanced Bus Alternative

2



SouthWest Station, and Mitchell Rd. Alternative 3A is shown in Figure 1.

**Light Rail Transit 3C:** This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28th Street), the Midtown Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at 4th St., 8th St., 12th St., Franklin Ave., 28th St., Lyndale Ave., Hennepin Ave., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd.,

Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd. Alternative 3C is shown in Figure 1.

**Enhanced Bus:** The Enhanced Bus alternative, also known as the Transportation System Management (TSM) Alternative, is designed to provide lower cost, operationally-oriented improvements to address the project's purpose and need as much as possible without a major transit investment. It includes minor modifications to the existing express service, and would augment Metro Transit and SouthWest Transit service between Minneapolis and Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. This alternative will serve as the New Starts Baseline against which

the cost-effectiveness of the proposed project will be measured, and includes improvements identified in the No-Build Alternative. The Enhanced Bus Option is shown in Figure 2.

**No-Build Alternative:** The No-Build Alternative includes all roadway and transit facility and service improvements (other than the proposed project) planned, programmed, and included in the Financially Constrained Regional Transportation Policy Plan to be implemented by the Year 2030. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by the Metropolitan Council. The No-Build Alternative serves as the NEPA baseline against which the potentially significant

environmental benefits and impacts of other proposed alternatives, including the proposed project, will be measured.

## How can I be part of the process?

Anyone who has an interest in the Southwest Transitway and the potentially significant environmental benefits and impacts is encouraged to take part in the scoping process. Comments should be provided during the scoping period, which ends on November 7, 2008 at 5:00 PM. To participate in the process, first read this booklet to learn more about what is being proposed. Second, attend a scoping meeting to learn more and share your thoughts, ideas, and comments. Third, provide input regarding the proposed alternatives to be studied, any potentially significant social, economic, or environmental impacts for evaluation in the DEIS, and comments on the purpose and need for the proposed project.

Comments can be presented verbally to the HCRRA at any of the three (3) formal scoping meetings or submitted in writing via U.S. mail, fax, or email no later than 5:00 PM. on November 7, 2008. For your convenience a public comment sheet is attached to this report. Comments may also be submitted directly via the Southwest Transitway Web site, [www.southwesttransitway.org](http://www.southwesttransitway.org).

A comprehensive Public Involvement Program and a Coordination Plan for public and interagency involvement that address how the Southwest Transitway project will involve the public and agencies throughout the DEIS process will be available at the scoping meetings and is also available on the Southwest

### Make comments on:

- Alternatives to be studied,
- Any significant social, economic or environmental issues for evaluation, and
- Purpose and Need statement.

### TO DO:

- Read this booklet
- Attend a scoping meeting (optional)
- Tell us what you think should be studied.

Transitway Web site or by contacting Ms. Katie Walker, Transit Project Manager.

## When, where, and how can members of the public comment?

The formal comment period for the Southwest Transitway DEIS will end on November 7, 2008 at 5:00 PM. During that timeframe, the public and agencies are encouraged to submit comments in writing via U.S. mail, fax, e-mail, or Web site (see contact information below) or verbally at three scheduled formal scoping meetings.

Formal scoping meetings are scheduled for the following dates and locations:

Tuesday, October 7, 2008  
2:00 PM open house  
3:00 PM public hearing  
Hennepin County Government Center  
300 South 6th Street  
Minneapolis, MN 55415

Tuesday, October 14, 2008  
5:00 PM open house  
6:00 PM public hearing  
St. Louis Park City Hall  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416

Thursday, October 23, 2008  
5:00 PM open house  
6:00 PM public hearing  
Eden Prairie City Hall  
8080 Mitchell Road  
Eden Prairie, MN 55344

Please note: During the open house portion of the formal scoping meeting, project staff will be available to answer questions. Formal testimony before the HCRRA will begin with the public hearing portion of the scoping meeting. To ensure that all those who wish to address the

HCRRA are given the opportunity each person will be given three (3) minutes to address the HCRRA.

Auxiliary aides, services and communication materials in accessible formats and languages other than English can be arranged **if notice is given at least 14 calendar days before the meeting** by contacting Ms. Katie Walker at the address, telephone number, or e-mail address below.

Comments may also be submitted in writing by:

**Mail:** Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401

**Fax:** 612-348-9710

**E-mail:** [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

**Web site:** [www.southwesttransitway.org](http://www.southwesttransitway.org)

**Telephone:** 612-348-9260

**Comments must be received by 5:00 PM on November 7, 2008.**

For more information on the scoping process, contact Ms. Katie Walker at the address, telephone number, or e-mail address above.

Written materials, project updates, and materials used at the public scoping meetings will be available on the Southwest Transitway project Web site: [www.southwesttransitway.org](http://www.southwesttransitway.org).

Government agencies will be invited to a separate scoping meeting.

## How can I be involved after the Scoping Period?

Although the formal scoping period ends November 7, 2008, opportunities for public involvement in the DEIS will continue. Involvement opportunities will include ongoing meetings with members of the public, tribes, business and community groups, and government agencies.

Opportunities for community interaction and input will occur during important periods throughout the study process (see DEIS Schedule on page 8).

## How will my comments affect the process?

Public and agency comments will ensure that the purpose and need for the project is adequately defined, that appropriate alternatives are being evaluated, and that the potentially significant environmental benefits and impacts are being considered before a decision to proceed with the project is made. Comments can be made during the scoping period on the purpose and need for the project, the proposed alternatives, and the environmental topic areas that will be analyzed for potentially significant environmental benefits and impacts. The scoping period will end on November 7, 2008.

After the scoping period has concluded, the DEIS lead agencies (the HCRRA and the FTA), in consultation with the participating agencies, will review all comments received, respond to those comments, and use those comments to finalize the purpose and need, refine the proposed alternatives and identify all environmental topic areas to be analyzed in the DEIS. The comments received, responses, and their impact on the DEIS will be documented in a Scoping Report which will be made available to the public and participating agencies.

## What government agencies are involved?

At a minimum, the following government agencies will be asked by the lead

agencies to participate in the preparation of the DEIS:

**Federal Agencies:** Advisory Council on Historic Preservation, U.S. Army Corps of Engineers, U.S. Department of Agriculture, U.S. Department of Housing and Urban Development, U.S. Department of Interior, U.S. Department of Transportation (USDOT)/ Federal Highway Administration, U.S. Environmental Protection Agency, U.S. Federal Aviation Administration, U.S. Federal Emergency Management Agency, U.S. Federal Railroad Administration, U.S. Fish and Wildlife Service, and U.S. Homeland Security.

**State Agencies:** Minnesota Pollution Control Agency, Minnesota Department of Health, Minnesota Department of Transportation, Minnesota Environmental Quality Board, Minnesota Department of Natural Resources, Indian Affairs Council, Board of Water and Soil Resources, Office

of the State Archaeologist, Minnesota Department of Agriculture, Minnesota Department of Commerce, State Historic Preservation Office, and the Minnesota Historical Society.

**Regional Authorities:** Metropolitan Council, Metro Transit, Three Rivers Park District, Minnehaha Creek Watershed District, Nine Mile Creek Watershed District, Riley Purgatory Bluff Creek Watershed District, and the Mississippi Watershed Management Organization.

**Hennepin County:** County Administrator.

### Hennepin Conservation District

**Local Government:** City of Minneapolis, City of St. Louis Park, City of Hopkins, City of Edina, City of Minnetonka, and City of Eden Prairie.

**Others:** Native American Tribes, and school districts.





## What environmental topic areas will be considered?

The purpose of the DEIS process is to explore in a public setting the effects of the proposed alternatives on the physical, human, and natural environment. We will evaluate all of the potentially significant environmental, social, economic, and transportation benefits and impacts of the proposed alternatives, which include the following topic areas:

- Ecosystems and natural resource benefits and impacts including geology and soils, air quality, water resources including hydrology and water quality, noise, and vibration;
- Land use, zoning, and economic development;
- Demographics and socioeconomic factors;

- Displacements and relocations;
- Neighborhood compatibility, community facilities and services, and environmental justice;
- Visual quality and aesthetic characteristics;
- Cultural resource benefits and impacts, including those related to historical and archaeological resources, traditional cultural resources, and parklands/recreation and Section 4(f) resource areas;
- Hazardous materials;
- Energy use;
- Construction effects; and
- Transportation benefits and impacts (including transit, roads and highways, railroads, and pedestrian and bicycle facilities).

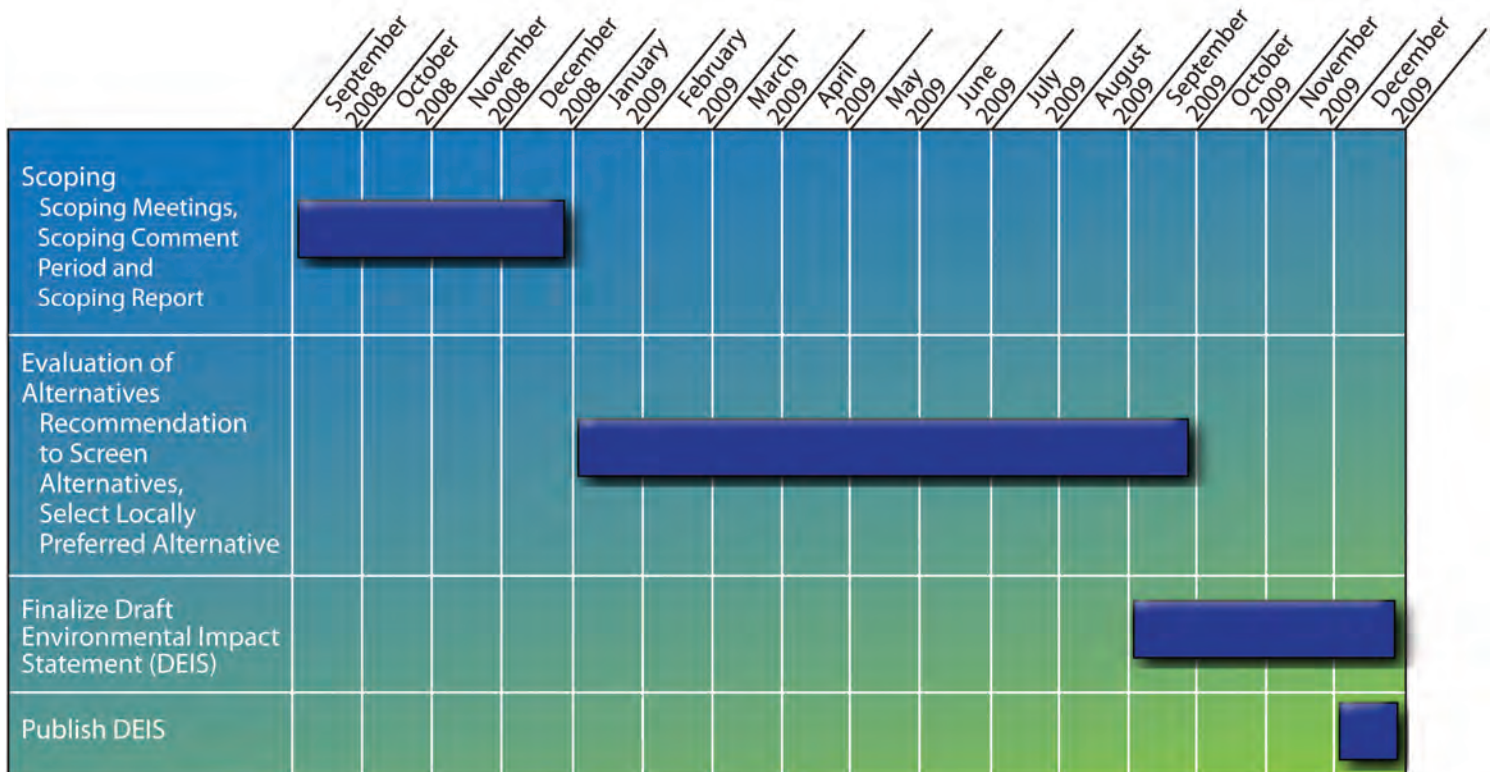
The schedule for the DEIS is shown below.



Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.



In addition to documenting the potential benefits and impacts to the physical, human and natural environment, the DEIS will also refine capital and operating cost estimates, ridership forecasts, and the station locations as well as identifying a location for the required LRT maintenance and storage facility.







**SOUTHWEST**  
transitway

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Place  
Stamp  
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Ms. Katie Walker, AICP, Transit Project Manager  
Hennepin County, Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401

fold here

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# SOUTHWEST transitway

(Kev Ntiav Caij Tsheb Loj Rau Sab Qab Teb Hnub Poob)

ntsuab txhais tias mus.

[southwesttransitway.org](http://southwesttransitway.org)

## **Phau Ntawv Ncauj Lus Rau Pej Xeem**

los txhawb Daim Ntawv Hais Txog Tus Qauv Muaj Ceem Pab Ib Puas Ncis (DEIS)  
rau Tegnum Ntawm Kev Ntiav Caij Tsheb Loj Rau Sab Qab Teb Hnub Poob

Tseem Fwv Cov Thawj Tswj Tuav Dejnum Rau Kev Ntiav Caij Tsheb Loj (FTA)  
Kev Tso Cai Rau Caij Tsheb Ntiav Ciav Hlau Loj Ntawm Thaj Tsam Cheeb Nroog Hennepin (HCRRA)  
Cuaj Hlis 2008

## Txheej Txheem

Kev qhib . . . . .	1
Daim ntawv hais txog tus qauv muaj ceem pab ib puas ncis yog dabtsi, thiab kev tsom yog dabtsi? . . . . .	1
Qhia kuv ntxiv txog tegnum; yog vim li cas yuav tsum tau muaj Kev Ntiav Caij Tsheb Loj Rau Sab Qab Teb Hnub Poob? . . . . .	2
Qhov Kev Ntiav Caij Tsheb Loj Rau Sab Qab Teb Hnub Poob puas tau muab coj los kawm ua ntej? . . . . .	3
Puas muaj lwm cov kev yuav coj los thwm xam? . . . . .	4
Kuv yuav ua li cas thiaj koom tau nrog kev samsim? . . . . .	6
Thaum twg, qhov twg, thiab cov tswvcuab ntawm pej xeem thiaj mus tawm suab hais lus tau? . . . . .	6
Kuv yuav ua cas thiaj txuam tau tom qab lub sijhawm tsom? . . . . .	7
Kuv kev tawm suab hais lus puas yuav hloov tau kev samsim? . . . . .	7
Tseem fww cov koom haum twg yog cov uas txuam nrog? . . . . .	7
Cov nqe lus twg hais txog ib puas ncis thaj tsam yuav raug coj los thwm xam? . . . . .	8
Daim Ntawv Sau Npe Tawm Suab Hais Lus Rau Kev Tsom . . . . .	9



## Kev Qhib

Qhov Kev Caij Tshab Ntiav Rau Sab Qab Teb Hnub Poob yog ib lub tswvym rau tegnum caij tshab uas yuav tsum los pab kom kev caij tshab zoo dua rau sab qab teb hnub poob ntwam ib puas ncis nroog ntxaib xam tagrho cov nroog Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, thiab Minneapolis. Nws yog ib qho uas Kev Tso Cai Rau Caij Tshab Ntiav Ciav Hlau Loj Ntwam Thaj Tsam Cheeb Nroog Hennepin (HCRRA) yuav tsum los mus koom uake nroog Tsoom Fwv Kev Xyuas Haujlwm Rau Kev Caij Tshab Ntiav (FTA) ua cov thawj koomhaum los tsum tsa Kev Caij Tshab Ntiav Rau Sab Qab Teb Hnub Poob uas yog ib qho tseem ceeb rau kev caij tshab qhov nqis peev los ua teej tus.

Raws li yog koomhaum rau pej xeeb thiab yuav tsum xyuas cov num kom tiav Daim Ntawv Hais Txog Tus Qauv Muaj Ceem Pab Ib Puas Ncis (DEIS), qhov HCRRA yuav tsum tau ua raws li cov kev cai ntwam Phaab Kaavxwm Saib Minnesota Ib Puas Ncis Kev Zoo (EQB) uas xyuas mus rau Daim Ntawv Tswjhwam Ib Puas Ncis Minnesota (MEPA) (Minn. Stat. §116D.04 and 116D.045). Qhov tegnum no yuav muaj nrhiav tsoom fwv kev pab nyiaj los ntwam FTA. Raws li qhov ua tas, qhov FTA yuav tsum los ntsuam xyuas ib puas ncis kom ua raws li kev cai nroog Daim Ntawv Tswjhwam Ib Puas Ncis Tebchaw (NEPA). Qhov FTA, raws li yog thawj koomhaum tsoom fwv nyob hauv qab NEPA, thiab HCRRA, yog tus thawj koomhaum xeev nyob hauv qab EQB, tau txiaiv txim tias qhov tegnum rau Kev Ntiav Caij Tshab Loj Rau Sab Qab Teb Hnub Poob tej zaum yuav muaj ceem hloov ib puas ncis. Yuav ua kom txaus siab rau NEPA thiab EQB cov kev cai, qhov HCRRA thiab qhov FTA tseem npaj Daim Ntawv Hais Txog Tus Qauv Muaj Ceem Pab Ib Puas Ncis (DEIS) rau qhov tegnum ntwam Kev Ntiav Caij Tshab Loj Rau Sab Qab Teb Hnub Poob.

Phau Ntawv Ncauj Lus Rau Pej Xeeb no muaj kev piav qhia txog qhov tsoom kev samsim, ib qho ntsuam xyuas thiab taus qab txog qhov tegnum ntwam Kev Ntiav Caij Tshab Loj Rau Sab Qab Teb Hnub Poob



“

**Daim Ntawv Tswjhwam Ib Puas Ncis Tebchaw (NEPA)** [42 U.S.C. 4321 et seq.] tau suam npe hauv kev cai lij choj rau lub Ib Hlis Tim 1, Xyoo 1970. Qhov kev cai lij choj no tsum tsa daim kev cai ib puas ncis tebchaw thiab homphiaj los tiv thaiv, xyuas kom zoo, thiab kom ib puas ncis muaj qho zoo ntxiv, thiab nws pub kev samsim los tseb cov homphiaj rau hauv cov koomhaum tsoom fwv. NEPA tias kom cov koomhaum tsoom fwv yuav tsum txuam kev muaj nqe nyob ib puas ncis rau hauv lawm kev samsim txiaiv txim los xam txog kev muaj ceem ib puas ncis ntwam lawv cov tswvym ua thiab lwm yam kev txhawb rau cov tswvym ua ntwam.

**Lub Rooj Tswjhwam Saib Yam Zoo Ib Puas Ncis Xeev Minnesota (EQB)** yog ib tegnum tseem ceeb hauv ib puas ncis Minnesota thiab kev tsum tsa. Lub rooj tswjhwam tsum tsa kev cai, tsum tej homphiaj uas ntev thiab ntsuas tau, thiab ntsuam xyuas tej tswvym tshiab tegnum uas yuav hloov tau ib puas ncis kom zoo hauv Minnesota. Lub EQB sau cov kev cai tswjhwam rau kev ntsuam xyuas ib puas ncis. Lub EQB kev ntsuam xyuas ib puas ncis tegnum yog tswjhwam los ntwam Daim Ntawv Kev Cai Lij Choj Tswjhwam Ib Puas Ncis Minnesota Xyoo 1973, Tshooj 412 (MEPA) Minnesota Kev Cai Lij Choj 116D.04.

DEIS, thiab ncauj lus txog pej xeeb kev yuav txuam tau rau hauv kev tsoom.

### **Ntsiab Lus Ntwam Daim Qauv Muaj Ceem Pab Ib Puas Ncis yog dabtsi, thiab kev tsoom yog dabtsi?**

Daim DEIS teev txog tej yam uas muaj tau kev sib fim, kev ua neej nrhiav nyiaj txiaiv lag luam, thiab kev pab zoo rau ib puas ncis thiab kev muaj ceem ntwam tegnum uas tawm lub tswvym lossis yam ua thiab kev nruag tswvym los pab kom tej yam muaj ceem uas nyuaj tsawg thiab ua raws li kev cai nroog NEPA. Qhov DEIS yog tso tawm rau pej xeeb thiab tej lub koomhaum uas xav paub ntxiv rau kev ntsuam xyuas thiab kev tawm suab hais lus. Daim DEIS thiab daim Ntsiab Lus Tiv Ntwam Kev Muaj Ceem Ib Puas Ncis (FEIS) uake yog daim Ntsiab Lus Muaj Ceem Ib Puas Ncis (EIS) nyob hauv qab NEPA.

Kev tsoom yog thawj kauj tsum hauv kev samsim ntwam NEPA/EIS. Kev tsoom yog tsum los muab ncauj lus rau pej xeeb, tej pab pawg uas xav paub, tej haiv neeg uas tsaug, thiab koomhaum tseem fwv ntwam DEIS (xam tagrho tej yam zoo caij ua rau pej xeeb

kev sis txuam) thiab los qhia qhov ntsiab lus thiab kev xav tau rau tegnum, qhov tawm lwm lub tswvym los mus hais txog thiab taw yam yuav tsum muaj, thiab tej yam tej zaum yuav pab thiab muaj ceem rau pej xeeb thiab koomhaum kev ntsuam xyuas ntxov hauv qhov NEPA/EIS kev samsim.

Lub ntsiab lus ntwam kev tsoom yog los paub meej txog lub ntsiab lus thiab kev xav tau rau tegnum, taw lwm cov kev zoo rau kev hais txog tej yam xav tau, thiab taw tej yam uas yuav hloov tau zoo ib puas ncis txuam nroog lwm cov kev ntwam qhov ntsiab lus uas yuav tau muab ntsuam xyuas kom tub hauv DEIS. Qhov kev samsim ntwam kev tsoom yog ua los txiaiv kev qhia ntau ntwam kev kawm uas yog muaj xwm tsi hloov ntau thiab/lossis twb tau muab coj los tham tag ua ntej thaum kawm.

Qhov samsim rau kev tsoom no muaj (3) qhov kev tseem sablaj uas leejtwg tuaj tawm suab hais lus kaw suab cia thiab/lossis tawm suab sau ntwam los tau. Kev tawm suab rau kev tsoom xav kom pom tseeb rau lub ntsiab us thiab kev xav tau rau tegnum, lwm cov kev rau lub ntsiab lus, thiab tej yam tej zaum yuav pab hloov kom zoo ib puas ncis thiab muaj ceem uas yuav tau muab coj los ntsuam xyuas hauv qhov DEIS.

Ib daim qhia txog lub ntsiab lus thiab yam uas yuav tsum muaj rau tegnum no muaj nrhiav tau nyob rau nplooj 2 ntwam daim ntwam no, muaj qhia xam tagrho ib daim ntwam qhia kev rau lwm cov kev ntwam lub ntsiab lus uas muaj nrhiav tau nyob rau nplooj 4 hauv daim ntwam no, thiab daim teev thaj tsam ib puas ncis uas yuav raug ntsuam xyuas rau tej yam yuav tau kev pab ib puas ncis thiab muaj ceem yog muaj nrhiav tau nyob rau nplooj 8 ntwam daim ntwam no.

## Qhia kuv ntxiv txog tegnum; yog vim li cas yuav tsum muaj Kev Ntiav Caij Tsheb Loj Rau Sab Qab Teb Hnub Poob?

Qhov Kev Caij Tsheb Ntiav Loj Rau Sab Qab Teb Hnub Poob yog lub tswvyim rau ib qhov 14-las caij tsheb ntiav ciav hlau loj sib (LRT) txoj kab hauv cheebtsam Minneapolis/St. Paul, txuas rau plawv nroog Minneapolis mus rau qhov chaw loj hlob deb rau sab qab teb hnub poob. Txoj kab LRT yuav ntxiv tus qauv coob hauv ib thaj tsam kev xav yuav xav tau tamsim, rov teb rau kev khiav mus los kev xav yuav xav tau tamsim tsim tsa los ntawm tej uas twb muaj lawm thiab homphiaj ntawm cov nyob ze thiab kev loj hlob rau kev ua haujlwm, pub kom muaj ib qhov kev khiav mus los zoo piv uas yuav ua rau cov xaiv kev caij tsheb ntiav loj yuav nyiam, thiab pub pab rau cov pej xeem uas cia siab rau kev caij tsheb ntiav loj. Txoj kab no yuav yog ib qhov kev nthuav tawm rau cheebtsam tus qauv caij tsheb ntiav loj (Hiawatha LRT Txoj kab, Northstar Commuter Kev Caij Tsheb Ntiav Ciav Hlau Loj (tseem kho), thiab Central Corridor LRT txojkev (twb tawm tswvyij lawm).

### Ntsuam xyuas qhov ntsiab lus thiab kev xav tau rau tegnum

Muaj peb yam nqe lus uas ua tegnum Caij Tsheb Ntiav Loj Rau Sab Qab Teb Hnub Poob tseem ceeb rau cov neeg uas nyob thiab ua haujlwm hauv thaj tsam sab qab teb hnub poob yog: 1) muaj tsheb ntau dhau loj hlob zuj zug hauv cov kev; 2) tsi muaj kev tw, kev cia siab rau kev xaiv caij tsheb ntiav loj rau cov neeg xaiv caij thiab rau cov neeg uas cia siab rau kev caij tsheb ntiav loj; thiab 3) tsi muaj kev pab thim rau kev tog ntev ntawm kev ntiav caij tsheb loj.

**Kev Caij Tsheb:** Thaj tsam ntawm kev kawm tau ua tej yam kev soj ntsuam txog kev hloov ntau rau cov kev uas muaj tsheb coob yog los ntawm neeg nyob coob zuj zug thiab cov haujlwm ntau zuj zug thiab muaj yam tsawg los kho cov kev. Hauv tej lus ntawm kev khiav mus los, tamsim no 27 feem pua ntawm txhua thaj tsam kev taug pib lossis xaus ntawm txojkev hauv tsev, thiab 65 feem pua ntawm txhua qhov kev taug uas pib hauv thaj tsam kev kawm nyob rau hauv thaj tsam kawm-neeg uas nyob hauv thaj tsam kev kawm, thiab ua haujlwm hauv thaj tsam uas kawm. Qhov thaj tsam uas kawm kuj yog chaw nyob rau ntau tus tswv khw uas loj thiab tseem ceeb. Plawv nroog Minneapolis yog thaj tsam loj tshaj plawg uas muaj tshaj li 140,000 txoj haujlwm (78 teg haujlwm/ib ntos av), thiab lub Peb Ceg Kaum Kub yog thaj tsam qhov thib tsau uas muaj chaw haujlwm loj tshaj plawg tshaj li 50,000 txoj haujlwm (10 txoj haujlwm/ib ntos av). Ntxiv rau qhov kev loj hlob ntawm cov haujlwm now, thaj tsam no kuj tau muaj kev loj hlob rau sab vaj tse nyob tshaj li 31,200

“

**Kev Ntsuas Ntawm Kev Xiam Caij Tsheb.** Lub Minnesota Tuam Fab ntawm Kev Khiav Mus Los (Mn/DOT) Cheebtsam Nroog, ua tus lav tej peev rau kev khiav mus los nyob rau hauv Cheebtsam Nroog qhov thaj tsam ntawm yim-cheeb nroog, tso kom muaj chaw rau txhua txoj kev khiav loj uas muaj qhov siab, qhov nrab, lossis qhov ntsuas xiam uas qis. Rau qhov txoj qauv rau ntau cov kev loj muaj tsheb ntau heev, qhov heev (las thiab sijhawm) ntawm kev muaj tsheb ntau rau ib txoj kev loj yog ib yam nyav rau kev npaj ua tej yam thiab kev xaiv tegnum rau cov tsheb kom zoo.

**Ntus-Kev Rau Tsheb Ntiav** saib thiab khiav li txhua sab ntus kev, tiamsis Mn/DOT tso cai rau tej lub tsheb ntiav los mus siv sab ntus kev kom dhau txojkev uas muaj tsheb coob, thiab los pub kev khiav sai thiab kev cia siab rau kev caij tsheb ntiav kom txhob khiav ntev hauv txojkev muaj tsheb coob.

**Txojkab Khiav Uas Muaj Kev Ntsuas Them** yog cov teeb cim rau cov tsheb mus los ntawm txojkev nkas kev loj uas pub tsheb los mus rau kev loj los ntawm kev ntsuas lossis them ib tus nqi.

**Txojkab khiav uas muaj kev ntsuas them cov kev kom dhau mus** pub kev muaj siab rau cov neeg uas koom tsheb thiab cov caij tsheb ntiav thiab qhia txog qhov txuag sijhawm, thiab loj yog txuag cov las ntawm lub tsheb kev khiav mus los.

qhov chaw nyob tshiab txij thaum 1980—tsev tshiab hauv Eden Prairie tau suav tshaj ib ntsab ntau ntawm tus zauv no.

Rau qhov kev loj hlob ntawm cov vaj tse thiab haujlwm, kev khiav mus los hauv cov kev nyob thaj tsam tau nce ntawm 80 thiab 150 feem pua li ntawm 25 xyoos. Ntau thajtsam-kawm uas yog txojkev—TH 100, TH 169, TH 62, I 494, I 394, thiab TH 7—tau raug taw hauv Tuam Fab Minnesota ntawm Kev Caij Tsheb (Mn/DOT) tias yog ib qhov xiam ntawm kev caij tsheb uas ntsuas tau loj. Raws li Mn/DOT lub homphiaj ntev-ntsuas kev caij tsheb, lub Qauv Caij Tsheb Homphiaj (TSP), tsi muaj homphiaj rau kev nthuav loj lossis kev kho kom zoo ntxiv rau cov kev hauv thaj tsam ntawm kev kawm.

Cov tsheb ntiav khiav sai uas tau pab thaj tsam sab nraum plawv nroog los ntawm SouthWest Transit thiab Metro Transit tau muaj ntau tshaj ob npaug ntxiv li ntawm 10 xyoos dhau los thiab tshaj ntau heev li ntawm 1 lab tus neeg uas caij tsheb ntiav loj thawj zaug hauv xyoo 2007. Muaj feem zoo ntawm kev caij tsheb ntiav, xam tagnrho caij tsheb ntiav rau cov sab ntus kev, muaj chaw cuaj yug lub tsheb teej tus-thiab-caij tsheb ntiav, thiab tau mus dhau cov kev loj khiav sai uas muaj ntsuas them nqi thiab muaj tseb thooob thaj tsam, tiamsim tsheb ntiav kev khiav ceev tsi muaj ntau, txawm yog khiav sab ntus-kev, tsuas pub khiav ceev txog 35 las tuaj sijhawm ib teev (mph) thaum lub sijhawm muaj tsheb coob.

Vim rau qhov tsi npaj homphiaj rau kev ua dav ntxiv rau cov kev loj thiab tsi muaj chaw ntxiv rau kev

khiav num ntawm cov tsheb ntiav hauv plawv nroog Minneapolis, kev xav yuav xav tau uas nce zuj zug rau tsheb thiab tsheb ntiav yuav ncaiv tsi cuag.

### Tsi muaj kev tw, kev cia siab xaiv tsheb ntiav loj rau tus xaiv caij tsheb ntiav thiab cov neeg cia siab caij tsheb ntiav:

Vim rau qhov cov kev ntis tag, tib cov kev ntawd yog cov tsheb ntiav khiav, nws yeej nyuaj los hais qhov kev hloov ntawm kev khiav mus los qhov zoo uas yuav coj los rau cov neeg uas pheej tseem xaiv kev caij tsheb ntiav (nws muaj kev xaiv ntawm caij tsheb ntiav thiab nws tsav tsheb) rau tus qauv caij tsheb ntiav thiab kom pab tau cov neeg uas cia siab rau kev caij tsheb ntiav hauv thiab ib puas ncis plawv nroog Minneapolis.

Cov haujlwm ntawm cov kev hauv thaj tsam kawm yog txawv qaumteb-qaabteb/hnubtuaj-hnubpoob uas cov qauv tsim tsa tau nthuav tawm sab nraum tawm ntawm plawv nroog Minneapolis mus rau rov ntau ceg kaum. Qhov no ntxiv sijhawm khiav mus los rau tsheb thiab tsheb ntiav loj rau qhov tus qauv tsim ntawm toj rooj hauv peb cov kev. Los sim kom txuag tau kev khiav mus los rau tsheb ntiav loj, lub Nroog Ntxaib tau los ua ib tus thawj nyob tebchaw hauv kev siv tsheb ntiav loj caij cov sab ntus kev. Tamsim no, lub Nroog Ntxaib muaj tshaj 250 las cov ntus kev khiav tsheb ntiav loj. Cov chaw no pub tsheb ntiav loj nrog feem zoo rau sijhawm dua li cov tswv tsheb thaum lub sijhawm tsheb coob khiav mus los, tiamsim lub xeev txoj cai txwv lawv txojkev siv rau tej qhov xwm xws li txojkev uas khiav tau 35 mph lossis tsawg dua thiab lub tsheb ntiav loj khiav tsi tau ntau li 15 mph tshaj txojkev qhov ceev. Raws li

tau hais tag los txhua txoj kev loj hauv thaj tsam kev kawm raug taw los ntawm Mn/DOT uas tau muaj kev xiam ntawm kev caij tsheb thaum sijhawm tsheb coob heev. Qhov tsi zoo no muaj kis tau los rau kev tus qauv caij tsheb ntiav los pub feem zoo sijhawm khiav mus los uas yuav uas rau cov neeg uas tseem pheej xaiv kev caij ntawm cov chaw sab nraum plawv nroog rau tus qauv caij tsheb ntiav loj.

Tus zauv ntawm cov neeg ua cia siab rau kev caij tsheb ntiav loj yeej loj hlob zuj zug hauv qhov thaj tsam kev kawm, tshwjxeeb hauv thiab ib puas ncis plawv nroog Minneapolis. Cov thaj tsam uas loj hlob xam yog North Loop, Harrison, thiab Bryn Mawr zej zog. Daim toj roob hauv pes ntawm kev koom tes rau cov kev nyob cov thaj tsam no, tshwjxeeb Harrison thiab Bryn Mawr, ua rau nyuaj los pub kev tw hauv tsheb ntiav loj tej sijhawm mus los. Txojkev ua haujlwm los ntawm cov zej zog no muaj mus puas ncis rov los xaus qhov qub thiab muaj ntau txojkev mus tib seem xwb. Ntau zaug, tibneeg uas nyob ob peb las ntawm plawv nroog Minneapolis siv sijhawm tuaj caij tsheb ntiav loj ntsuas li ntawm 9 feeb rau 13 feeb rau qhov vim kev ua haujlwm uas tus qauv caij tsheb ntiav loj siv.

**Tsi muaj kev ntxeev los pab kev caij tsheb ntiav loj ntev:** Ntxiv rau qhov haujlwm uas loj hlob muaj ceem hauv plawv nroog Minneapolis, lwm cov nroog tau sim muaj dhau los, thiab yeej paub tias tseem yuav muaj mus, kev loj hlob ntawm cov haujlwm yav tom ntej. Qhov ntsuas no yog ua pov thawj los ntawm 65 feem pua cov kev khiav mus los uas tawm hauv thaj tsam kev kawm uas tseem nyob rau hauv thaj tsam kev kawm. Ntau qhov kev mus los no yog ntxeev kev caij tsheb ntev ntawm cov zej zog nyob ze-plawv nroog rau chaw haujlwm hauv cov nroog chaw nyob sab nraum. Tamsim no yeej yog ib qho loj uas ntawm cov chaw haujlwm no cov tsheb ntiav loj mus tsi tau.

### Qhov kev ntiav caij tsheb loj rau sab qab teb hnuv poob puas tau muab koj los kawm ua ntej?

Hauv cov xyoos ntxov ntawm 1980, lub Southwest Transitway tau thwm ua ib qho uas tej zaum khiav tau ua lub Tsheb Ntiav Ciav Hlau Sib (LRT) txojkev los pab zej zog ntawm Minneapolis mus rau Hopkins. Cov xwm caij tsheb hauv lub tsev no, li uas twb tau piav tsi ntev hauv tshooj ua ntej, twb tau muab teev zoo cia txij cov xyoos ntxov ntawm 1980. Kev kawm tas los xam:

- Tus Qauv Homphiaj Zoo ntawm LRT rau Tuam Nroog Hennepin (1988)

- Ntsiab Lus Ntawm Daim Qauv Muaj Ceem Pab Ib Puas Ncis Cheeb Nroog Kev Caij Tsheb Ntiav Ciav Hlau Loj Sib Tus Qauv (1988)
- Kev 29 thiab Qab Teb Hnuv Poob Tsheb Ntiav Kev Kawm (2000)
- Kev 29 thiab Qab Teb Hnuv Poob Corridors Vintage Tsheb Caij Hlau Kev Kawm (2000)
- Tsheb Ntiav 2020 Daim Homphiaj Tseem (2000)
- Nroog Ntxaib Kev Tshwjxeeb Caij Tsheb Ntiav Kev Kawm (2000)
- Tsheb Ntiav 2025 Daim Homphiaj Tseem rau Tsheb Ntiav (2001)
- Qab Teb Hnuv Poob Caij Tsheb Hlau Kev Kawm (2003)
- Lwm Cov Kev Ntsuas Xyuas Kev Caij Tsheb Ntiav Sab Qab Teb Hnuv Poob (2007)

Dhau los tsi ntev, lub Rooj Tswjhwam Daim Homphiaj 2030 Uas Tswjhwam Kev Khiav Mus Los, lub homphiaj ntev-ntsuas rau cheebtsam, taw tau Kev Caij Tsheb Ntiav Rau Sab Qab Teb Hnuv Poob ua ntej xyoo 2030. Ntxiv mus, txhua thaj tsam ntawm zej zog ua tau koj los kawm tau rov los xyuas dua rau daim Kev Caij Tsheb Ntiav Rau Sab Qab Teb Hnuv Poob hauv lawv thaj tsam rau tej homphiaj zoo.

### Kev Ntsuas Xyuas Lwm Cov Kev Ntiav Caij Tsheb Loj Rau Sab Qab Teb Hnuv Poob, 2007

Thaum 2007, lub HCRRA tau ua tiav tseem fww qhov uas yuav tsum tau kawm hu ua Lwm Cov Kev Soj Ntsuas, uas yog qhov tauj rau ntawm *Kev Kawm Sab Qab Teb Hnuv Poob Kev Caij Tsheb Ntiav Ciav Hlau Loj, 2003*. *Qhov Lwm Cov Kev Soj Ntsuas Caij Tsheb Ntiav Loj Rau Sab Qab Teb Hnuv Poob (AA)* piv cov zoo, cov nqi thiab lwm cov kev caij tsheb ntiav loj uas ntsuas muaj ceem (mus li cas thiab cov kev taug) los taw cov uas yuav ncaov cov kev xav yuav xav tau



**Kom pab tau kev txiav txim tias yam tws ntsib tau thaj tsam kev xav yuav xav tau, muaj tsib lub homphiaj khi los tsim ua kev tseem ceeb.**

1. Ua kev caij tsheb kom zoo ntxiv.
2. Kom muaj nqe-tej lim, tsi xiam kev xaiv taug kev.
3. Tiv thajv ib puas ncis.
4. Tshwj tseg kev zoo ntawm kev ua neej..
5. Txhawb kev tsim tsa ntawm nyiaj xiaj thiab kev lag luam

ntawm zej zog uas qhia hauv qhov Ntsiab Lus thiab Daim Ntawv Hais Txog Kev Xav Tau.

Lwm cov kev caij tsheb tau raug ntsuas xyuas los mus txiav txim seb puas ncaov cuag tsib lub homphiaj. Tom qab kev ntsuas xyuas lwm cov kev rau ib lub tsheb ntiav loj, lwm cov kev rau ob lub tsheb ntiav loj khiav sai, thiab lwm cov kev rau yim lub tsheb ntiav ciav hlau sib, nws tau xaus tias LRT yog qhov zoo tshaj rau kev caij tsheb thiab peb ntawm yim txojkv LRT ncaov cuag tau tsib lub homphiaj uas tsim tsa. Ntxiv mus, lwm cov kev caij tsheb, hu ua Tsheb Ntiav Kho Kom Zoo Dua, tau muab cheem cia, txawm yog nws tsi ua haujlwm zoo npaum lwm cov kev LRT, kom ua ntxiv mus thiaj ntsuas xyuas tau tej zaum ntawm kev hais txog nce kev xav yuav tsheb ntxiv rau thaj tsam los ntawm kev pab ua kom zoo ntxiv dua li ntawm LRT. Lub AA tau xaus tias kev kho kom zoo rau kev caij tsheb zoo mus hais ntawm kev tsim tsa lwm cov kev uas tej zaum ib ntawm peb qhov LRT uas yuav txuas tau cov tsev, lag luam, chaw haujlwm, thiab tej qhov chaw kev uasi hauv thaj tsam kev kawm.

Lub AA yog qhov chaw pib rau DEIS thiab tsim theej pib rau kev samsim ntawm kev tsom.



**Tus neeg caij los ntawm kev xaiv** yog tus neeg uas yuav tsi tag siv kev caij tsheb rau kev khiav txhua hnuv, tiamsis nws xaiv los siv rau qhov yooj yim, txuag sijhawm, txuag nqe (tsi muaj nqe nres tsheb), lossis ob peb yam li cov no uake.

**Tus neeg cia siab rau kev caij tsheb ntiav** yog tus neeg uas yuav tsum tau cia siab rau tsheb npaj rau pej xeem kev khiav txhua hnuv. Lub Tsoom Fww Kev Xyuas Haujlwm Rau Kev Caij Tsheb txhais tus neeg cia siab rau kev caij tsheb ntiav uas yog cov neeg 1) tsi muaj tsheb ua nws teej tus, 2) laug lawm (tshaj noog nyooog 65), 3) cov hluas (hauv qab noob nyooog 18), thiab 4) tibneeg qhab qis txomnyem lossis neeg tsi tau nyiaj zoo ua txhais los ntawm Koomhaum Ntsuas Xyuas Tebchaw Amelikas.

**Ntxeev kev khiav ntev** txhais tias koj nyob hauv plawv nroog thiab ua haujlwm sab nraum nroog loj. Qhov no yog yam ntxeev ntawm yam hniaj hnuv khiav ntev uas ib tus neeg nyob sab nraum nroog loj thiab khiav tuaj haujlwm hauv plawv nroog.







rau kev tsum los kawm ntxiv thiab qhia koj tej kev xav, tswvymim, thiab tawm suab. Qhov peb, hais txog tej lwm qhov kev uas koj los kawm, tej yam tej zaum hloov kev sib fim, nyiaj txiag lag luam, lossis kev muaj ceem ib puas ncis rau kev ntsuam xyuas hauv DEIS, thiab tawm suab txog lub ntsiab lus thiab kev xav tau rau tegnum ntawm lub tswvymim taw.

Kev tawm suab mus hais tau rau lub HCRRA tom qhov chaw twg los tau ntawm peb (3) qhov chaw sablaj tseem rau kev tsum lossis sau ntawv xa raws li tebchaw, xa ntawv siv xaim xovtooj, lossis sau ntawv siv kev xaim txuas lus tsi pub dhau 5:00 teev tsau ntuj rau Kaum Ib Hlis Tim 7, 2008. Rau koj kev yoojyim muaj ib daim ntawv tawm suab tom nrog daim tshabxo no. Kev tawm suab muab tau tuaj ncaj nraim yog mus xyuas qhov xaim Southwest Transitway Web site, [www.southwesttransitway.org](http://www.southwesttransitway.org).

Ib qhov zoo rau Kev Pab Pej Xeem Txuam Tau (Public Involvement Program) thiab lub Tswvymim Koom Tes Ua Uake (Coordination Plan) rau pej xeem thiab koomhaum kev txuam uas hais txog tegnum Southwest Transitway yuav txuam cov pej xeem thiab koomhaum thooob plawg qhov DEIS kev samsim yuav muaj tom cov kev sablaj rau kev tsum thiab yuav muaj nyob rau qhov chaw mus xyuas qhov xaim Southwest Transitway Web site lossis tiv tuaj Ms. Katie Walker, Tus Tswjhwmm Tegnum Caij Tshab.

### Thaum twg, qhov twg, thiab cov tswvcuab ntawm pej xeem thiab mus tawm suab hais lus tau?

Lub sijhawm rau kev tseem tawm suab hais lus rau qhov Kev Caij Tshab Ntiav Loj Rau Sab Qab Teb Hmub Poob DEIS yuav xaus rau lub Kaum Ib Hlis Tim 7, 2008 thaum 5:00 teev tsau ntuj. Nyob rau hauv lub sijhawm qhib ntawd, pej xeem thiab cov koomhaum raug txhawb tuaj tawm suab sau ntawv los ntawm kev xa ntawv nyob tebchaw, xa ntawv los ntawm xaim xovtooj, xa ntawv los ntawm kev xaim sau ntawv lossis ntawm lub Chaw Mus Xaim Xyuas/Web site (saib ncauj lus tiv tuaj hauv qab) lossis mus tawm



#### Tawm suab rau:

- Lwm Cov Kev koj los kawm,
- Dabtsi txog kev hloov loj ntawm kev sib fim, tej xwm ntawm kev nyiaj txiag lag luam lossis ib puas ncis rau kev ntsuam xyuas, thiab
- Lub Ntsiab thiab daim ntsiab lus ntawm kev Xav Tau.

#### YUAVTAU UA:

- Nyeem phau ntawv no
- Koom kev sablaj rau kev tsum (xav ua thiab tsi ua los tau)
- Qhia peb seb koj xav kom peb koj yam dabtsi los kawm.



suab hais lus tom peb qhov chaw tseem sablaj uas tau teem muaj.

Kev tseem sablaj rau kev tsum muaj teem tseg rau cov hnuv nram qab no thiab cov chaw no:

Tuesday, Lub Kaum Hlis Tim 7, 2008

2:00 teev tsau ntuj qhib tse

3:00 teev tsau ntuj pej xeem tuaj hais

Tuam Nroog Hennepin Tseem Fwv Qhov Chaw

300 South 6th Street

Minneapolis, MN 55415

Tuesday, Lub Kaum Hlis Tim 14, 2008

5:00 teev tsau ntuj qhib tse

6:00 teev tsu ntuj pej xeem tuaj hais

St. Louis Park Lub Tsev Rau Nroog

5005 Minnetonka Boulevard

St. Louis Park, MN 55416

Thursday, Lub Kaum Hlis Tim 23, 2008

5:00 teev tsau ntuj qhib tse

6:00 teev tsau ntuj pej xeem tuaj hais

Eden Prairie Lub Tsev Rau Nroog

8080 Mitchell Road

Eden Prairie, MN 55344

Thov ceetoom: Thaum lub sijhawm feem qhib tse ntawm kev tseem sablaj txog kev tsum, cov khiav tegnum yuav nyob ntawd teb cov nqe lus nus. Kev tseem povthawj yuav muaj ua ntej lub HCRRA yuav pib nrog feem pej xeem tau hais ntawm kev sablaj txog kev tsum. Kom paub meej tias txhua tus uas xav hais lub HCRRA tau muaj caij zoo, txhua tus neeg yuav tau li peb (3) feeb los hais lub HCRRA.

Cov neeg pab uas tes taw, kev pab thiab ntaub ntawv txuas lus hauv kev muab tau thiab lwm yam haiv neeg lus uas tsi yog lus Askiv muaj tau **yog muaj kev ceetoom yam tsawg li 14 hnuv tseem ua ntej kev sablaj** los ntawm kev tiv tuaj Ms. Katie Walker tom qhov chaw nyob, xov tooj, lossis chaw xaim sau ntawv hauv qab.

Kev tawm suab muab tau tuaj hauv kev sau ntawv los ntawm:

**Xa Ntawv Nyob Tebchaw:** Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401

**Xa Ntawv Los Ntawm Xaim Xovtooj:**  
612-348-9710

**Chaw Xaim Kev Sau Ntawv:**  
Katie.Walker@co.hennepin.mn.us

**Chaw Mus Xaim Xyuas/Web site:**  
[www.southwesttransitway.org](http://www.southwesttransitway.org)

**Xovtooj:** 612-348-9260

**Yuav tsum txais kev tawm suab tsi pub dhau 5:00 teev tsau ntuj rau lub Kaum Ib Hlis Tim 7, 2008.**

Rau ncauj lus ntxiv ntawm kev samsim rau kev tsum, tiv tuaj Ms. Katie Walker tom qhov chaw nyob, xovtooj, lossis chaw xaim kev sau ntawv nyob saum.

Ntaub ntawv sau, tshabxo tegnum, thiab cov khoom siv tom qhov chaw rau pej xeem sablaj txog kev tsum yuav muaj nyob rau qhov Chaw Mus Xaim Xyuas/ Web Site tegnum Kev Caij Tshab Ntiav Loj Rau Sab Qab Teb Hnuv Poob: [www.southwesttransitway.org](http://www.southwesttransitway.org).

Cov koomhaum Tseem Fwv yuav raug caw mus rau lwm lub rooj sablaj txog kev tsum.

### Kuv yuav ua cas thiab txuam tau tom qab lub sijhawm Tsum?

Txawm yog lub sijhawm tseem rau kev tsum xaus thaum lub Kaum Ib Hlis Tim 7, 2008, caij zoo rau pej xeem txuam rau hauv qhov DEIS yuav muaj ntxiv mus. Caij zoo txuam yuav xam kev sablaj ntxiv mus nrog cov tswvcuab ntawm pej xeem, lwm haiv neeg, lag luam thiab zej zog tej pab pawg, thiab cov koomhaum tseemfwv.

Caij zoo rau zej zog kev txuam thiab tawm suab yuav muaj thaum tej lub sijhawm tseemceeb thooob plawg qhov kev samsim kawm (saib DEIS Daim Teem Tseg ntawm nplooj 8).

### Kuv kev tawm suab hais lus puas yuav hloov tau kev samsim?

Pej xeem thiab koomhaum cov kev tawm suab yuav paub meej tias qhov ntsiab lus thiab kev xav tau rau tegnum txhais tau zoo, kom lwm cov kev koj los ntsuam xyuas, thiab kom qhov ib puas ncis uas tej zaum yuav hloov tau kom zoo thiab muaj ceem yuav koj los thwm xam ua ntej kev txiav txim ua tegnum. Tawm suab tau rau lub sijhawm thaum

muaj kev tsom ntawm lub tswvym thiab kev xav tau rau tegnum, lwm qhov kev taw, thiab tej nqe lus ib thaj tsam ntawm ib puas ncis uas yuav muab coj los ntsuam xyuas rau tej yam uas tej zaum yuav hloov tau ib puas ncis kom zoo thiab muaj ceem. Lub sijhawm muaj kev tsom no yuav xaus rau Kaum Ib Hlis Tim 7, 2008.

Tom qab lub sijhawm kev tsom tau xaus, lub thawj koomhaum DEIS (lub HCRRA thiab lub FTA), hauv kev ntuas nrog cov koomhaum uas koomtes, yuav xyuas txhua cov lus uas tau txais, teb rov qab rau cov lus ntawd, thiab siv cov lus ntawd los ua kom daim ntsiab lus thiab kev xav tau tiav, kho kom zoo lwm qhov kev taw tuaj thiab taw txhua nqe lus ib puas ncis thaj tsam kom tau ntsuam xyuas hauv lub DEIS. Cov lus uas tau txais, kev teb, thiab lawv kev muaj ceem rau lub DEIS yuav muab teev cia rau hauv daim Tshabxo Kev Tsom uas yuav muab pub rau pej xeem thiab cov koomhaum uas koomtes.

**Tsoom fuv cov koom haum twg yog cov uas txuam nrog?**

Rau qhov tsawg, cov koomhaum tseemfww nyob nram qab no yuav raug thov los ntawm cov thawj koomhaum kom koom rau hauv kev npaj ntawm DEIS:

**Cov Koomhaum Tsoom Fwv:** Rooj Tswjfwrm Tuavxam rau Keeb Kwm Kev Khaws Tseg, Cov Kws Tsim ntawm Tebchaw U.S. Tej Koomhaum Tub Rog, Tuam Fab Tebchaw ntawm Kev Ua Liaj Ua Teb, Tuam Fab Tebchaw U.S. ntawm Tsim Tsa Vajtse thiab Ib Puas Ncis, Tuam Fab Tebchaw U.S. ntawm Sab Hauv, Tuam Fab Tebchaw U.S. ntawm Kev Caij Tsheb (USDOT)/Pab Tsoom Fwv Tswjfwrm Kev Loj, Koomhaum Tiv Thaviv Ib Puas Ncis Tebchaws U.S., Pab Tsoom Fwv Tswjfwrm Kev Caij Dav Hlau, Koomhaum Tsoom Fwv Tswjfwrm Xyuas Kev Kub Ceev Hauv Tebchaws U.S., Pab Tsoom Fwv Tswjfwrm Tsheb Ciav Hlau, Tebchaws U.S. Kev Pab Xyuas Ntseg thiab Lwm Hom Tsiav Sab Nraum, thiab Tebchaw U.S. Kev Ruaj Nres.

**Koomhaum Hauv Xeev:** Koomhaum Tswjfwrm Kev Qias Hauv Minnesota, Tuam Fab Minnesota ntawm Kev Noj Qab Hauv Huv, Tuam Fab Minnesota ntawm Kev Caij Tsheb, Rooj Tswjfwrm Kev Zoo Ib Puas Ncis Minnesota, Tuam Fab Minnesota ntawm Tej Yam Txawm Zoo Khaws Cia Siv, Pab Kavxwm Rau Qaij Tej Xwm, Rooj Tswjfwrm ntawm Dej thiab Av Khaws Cia Siv, Tsev Ua Num rau tus Kws Kawm Txog Lub Neej Thaum Ub hauv Xeev, Tuam Fab Minnesota ntawm Kev Ua Liaj Ua Teb, Tuam Fab Minnesota ntawm Kev Lag Luam, Tsev Ua Num rau Xeev Tej Keeb Kwm Khaws Cia, thiab lub Koom Txoos Keeb Kwm Minnesota.

**Cov Tso Cai Nyob Cheebtsam:** Pab Kavxwm Xyuas Ib Puas Ncis, Caij Tsheb Ntiav Loj Ib Puas Ncis, Cheebtsam Chaw Uasi Peb Tus Dej Ntws, Cheebtsam Minnehaha Tsev Tuav Dej, Cheebtsam Cuaj Las Tsev Tuav Dej, Cheebtsam Riley Purgatory Bluff Tsev Tuav Dej, thiab lub Koomhaum Tswjfwrm Mississippi Tsev Tuav Dej.

**Tuam Nroog Hennepin:** Tuam Nroog Tus Thawj Tswj Tuav Dejnum.

**Cheebtsam Hennepin Kev Tshwj Cia**

**Tseem Fwv Hauv Zog:** Nroog Minneapolis, Nroog St. Louis Park, Nroog Hopkins, Nroog Edina, Nroog Minnetonka, thiab Nroog Eden Prairie.

**Lwm Cov:** Cov Haiv Neeg Uas Ib Txwm Nyob Tebchaw Amelikas (Qhab), thiab tej cheebtsam ntawm tsev kawm ntawv.

**Cov nqe lus twg hais txog ib puas ncis thaj tsam yuav raug coj los thum xam?**

Lub ntsiab lus ntawm kev samsim DEIS yog los tshawb kawm tej yam tshiab hauv pej xeem saib seb zoo li cas ntawm lwm cov tswvym rau qhov nyob ntawd kiag, tus neeg, thiab yam uas nws txawm nws tuaj ib puas ncis. Peb yuav ntsuam xyuas tagrho cov uas tej zaum yuav hloov tau zoo ib puas ncis, kev sib fim, kev nyiaj txiag lag luam, thiab kev zoo ntawm caij tsheb thiab kev muaj ceem ntawm lwm cov tswvym, uas xam cov npe ntawm zaj lus nyob thaj tsam nram qab no:

- Tus qauv ciaj sia thiab tej yam zoo uas nws txawm nws tuaj muaj tseg tau siv thiab kev muaj ceem xam toj rooj hauv pes thiab cov av, kev zoo ntawm cua, tej dej uas muaj tseg tau siv xam kev nqus dej thiab kev zoo ntawm dej, kev nrov, thiab kev co;
- Kev siv ntawm thooj av, txiav thaj tsam, thiab kev tsim tsam nyiaj txiag lag luam;
- Qauv duab thiab tej nqi kev sib fim nyiaj txiag lag luam;
- Tej qhov tsi muaj chaw tso thiab kev tshais chaw;





Tej yam ntsuas uas yuav tau maim, ua kom me, thiab ua kom tsaug txhua yam muaj ceem uas nyuaj yuav raug taw thiab ntsuam xyuas.

- Kev taug tau nrog neeg zej zog, zej zog tej chaw khiav haujlwm thiab kev pab, thiab ib puas ncis kev ncaj ncees;
- Nrig txog kev pom zoo thiab muaj tus yam ntxwv zoo;
- Tej kev lig kev cai zoo muaj tseg tau siv thiab kev muaj ceem, xam cov txheeb rau liv xwm thiab cov tshawb fawb txheej thaum u muaj tseg tau siv, tej kev lig kev cai ib txwm muaj tseg tau siv, thiab av uasi/chaw uasi thiab tshooj 4(f) thaj tsam muaj tseg tau siv;
- Cov khoom uas yuav tsum ceevfaj tsam tsim teebmeem;
- Hluav Taws Xob kev siv;
- Cov kev tshwsim txua; thiab
- Kev zoo ntawm kev caij tsheb thiab kev muaj ceem (xam tsheb ntiav loj, cov kev me thiab kev loj, kev ciav hlau taug, thiab tus neeg taug kev thiab cov chawj khiav haujlwm rau cov tsheb tuam taw.



Qhov teem tseg rau DEIS muaj qhia nyob hauv qab.



Ntxiv rau qhov teev tej yam uas zoo yuav ua tau thiab kev muaj ceem rau qhov nyob ntawd kiag, tus neeg thiab yam uas nws txawm nws tuaj ib puas ncis, qhov DEIS yuav muab tej teej tus thiab cov nqi kwv lam khiav haujlwm kho kom zoo ntxiv, twv txog cov caij yav tom ntej, thiab cov chaw tsev tog ntxiv kev taw ib qho chaw rau tsev khaws tseg thiab kho tsheb ciav hlau sib uas yuav tsum muaj.

	Quaj Hlis 2008	Kaum Hlis 2008	Kaum Ib Hlis 2008	Kaum Ob Hlis 2008	Ib Hlis 2009	Ob Hlis 2009	Peb Hlis 2009	Plaub Hlis 2009	Tsib Hlis 2009	Tsau Hlis 2009	Xyaa Hlis 2009	Yim Hlis 2009	Quaj Hlis 2009	Kaum Hlis 2009	Kaum Ib Hlis 2009	Kaum Ob Hlis 2009
<b>Kev Tsom</b> Kev Sablaj Rau Kev Tsom Sijhawm Tawm Suab Hais Lus thiab Kev Tshabxo Txog Kev Tsom																
<b>Kev Ntsuam Xyuas Lwm Cov Kev</b> Qhia kom Xyuas lwm cov kev, Xaiv Lwm Cov Kev Uas Zoo Rau Thaj Tsam																
<b>Ntsiab Lus Ntawm Daim Qauv Tiav Rau Kev Muaj Ceem Nyob Ib Puas Ncis (DEIS)</b>																
<b>Luam DEIS</b>																





**SOUTHWEST**  
transitway

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tais no

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Lo Daim Nqi Xa Rau No
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Ms. Katie Walker, AICP, Transit Project Manager  
Hennepin County, Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401

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tais no



# SOUTHWEST transitway

(Jidka socdaalka koonfur/galbeed)

macnaha cagaarka waa soco.

[southwesttransitway.org](http://southwesttransitway.org)

## **Buugga Yar ee Aqbaarta Qiimeynta Qorshaha**

ee lagu taageerayo DEIS (Warbixinta Hore ee Raad Ku Reebidda Beyadeed)  
ee loogu talagalay Mashruuca Southwest Transitway

Federal Transit Administration (FTA) [Maamulka Jidka Socdaalka Federaalka]  
Hennepin County Regional Railroad Authority (HCRRA) [Xukunka Tareenka Goboleed ee Degmada Hennepin]  
Sateembar 2008



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## Hordhac

Southwest Transitway waa mashruuca jidka socdaalka ee loogu talagalay si lagu habeeyo isusocodka qeybo ka tirsan degaannada koonfur/galbeed ee qayb ka ah deegaanka Twin Cities oo xita ay kamid yihiin magaalooyinka Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, iyo Minneapolis. Ujeeddada Hennepin County Regional Railroad Authority (HCRRA) inuu la kaashado Federal Transit Administration (FTA) si ay u noqdaan hayadaha hormuudka ah ee so diyaarinaya Southwest Transitway si ay u noqoto maalgalin jid socdaal ee weyn.

Ayadoo ah hay'adda masuul ka ah dhammaystiridda Draft Environmental Impact Statement (DEIS), HCRRA waxaa laga rabaa inay u hoggaansanaato shuruudaha ay dejiyeen Minnesota Environmental Quality Board (EQB) (Guddiga Tayada Beyadeed ee Minnesota) ee dhawraya sharciga Minnesota Environmental Policy Act (MEPA) (Minn. Stat. §116D.04 and 116D.045). Mashruucu waxa kale ee uu raadin doona maalgalin federaal ee laga helayo FTA. Sababta daraadeed, FTA waxaa laga rabaa inay la wareegto dib u eegidda beadeed ee lagu qancinayo National Environmental Policy Act (NEPA)(Sharciga Beyadeed ee Qaranka). FTA oo ah hay'adda hoggaaminta leh ee hoostimaada NEPA, iyo HCRRA oo ah hay'adda hoggaaminta hore leh ee hoostimaada EQB, waxay soo go'aamiyeen in mashruuca Southwest Transitway ay dhici karto in uu raad muuqda ku reebo bey'aadda. Si lagu qanciyo shuruudaha NEPA iyo EQB, labadoodaba, HCRRA iyo FTA ayaa soo diyaarinaya warbixinta DEIS ay ku yeelanayso mashruuca Southwest Transitway.

Buuggan Yar ee Warbixinta Qorshaha Lagu Qiimaynayo waxaa ku jira warbixin sharaxaysa nidaamka qiimeynta qorshaha, muqaalka iyo halka uu ku suganyahay qorshaha DEIS ee Southwest Transitway, iyo aqbaar la xiriirta sida ay dadweynaha uga qaybgali karaan qiimeynta qorshaha.



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**NEPA** [42 U.S.C. 4321 et seq.] waa sharci lagu saxiixay in uu hirgalo Janaayo 1dii, 1970. Act (Sharciga) waxa uu dhisaya qawaaniinta lagu maamulayo sharciyada bey'aadda iyo ujeeddada lagu difaacayo, lagu dhawrayo, iyo kor loogu qaadayo bey'aadda, iyo lagu bixinayo nidaam hay'adaha federaalka ay ku hirgelinayaan ujeedooyinkan kana dhexeeya haydaha federaalka. NEPA waxa ay haydaha federaalka ka rabtaa inay isku shandheeyaan qiimaha beyadeed si ay uga mid noqdaan qaabka iyaga oo khuseeya saamaynta ay bey'aadda ku yeelanayso tallaabooyinka la soo jeediyay iyo qorsheyaalka macquulka oo lagu baddalayo tallaabooyinkaas.

**EQB (Guddiga Tayada Beyadeed ee Minnesota)** waxa uu door muhiim ka qaata bey'aadda iyo horumarinta Minnesota. Guddiga waxa uu soo diyaariyay qaanuunka, dhisidda qorsheyaalka muddada dheer, iyo dib u eegidda qorsheyaalka la soo jeediyay ee saamayn doona bey'aadda Minnesota. EQB waxa ay dejisaa qawaaninta maamulaya dib u eegyada beyadeed. Dib u eegyada beyadeed waxaa horseedaya MEPA Minnesota Environmental Policy Act Laws 1973 (Sharciga Beyadeed ee Minnesota Qaanuunka Sharciyada 1973), Chapter 412 (MEPA) Minnesota Statutes 116D.04.

### Waa maxay hindisaha raad ku reebidda beyadeed, iyo waa maxay qiimeynta qorshaha?

Dukumiiintiyada DEIS ayaa sharaxaya waxtarka bulsho, dhaqale, iyo bey'adda ee ka imaan kara iyo raadka uu ku reebayo qorshaha la soo jeediyay ama waxqabka iyo tallaabooyinka la soo jeediyay ee wax looga qabanayo xaalad kasta oo ka soo horjeeda raadka ay reebayso si loogu hoggansanaado NEPA. Warbixinta DEIS ayaa shaaca laga qaadayaa si ay dib ugu eegaan dadweynaha iyo hayadaha daneeya fikaradna ka dhibtaan. DEIS iyo Final Environmental Impact Statement (FEIS) ayaa ka koobaan EIS ee hoosimaanaya NEPA.

Qiimeynta Qorshaha ayaa ah tallabada ugu horreysa ee hawlgalka NEPA/EIS. Hindisaha qiimeynta qorshaha aya loo sameeyay si loogu wargaliyo dadweynaha, kooxaha daneeyaa, qabaa'llada waxyeelloobay, iyo hayadaha dawlaadda ee DEIS (ay kamid yihiin fursadaha u furan ka qaybgalka dadweynaha) iyo la soo bandhigo ujeeddada iyo baahida loo qabo mashruuca, waxa lagu baddali karo ee la soo jeediyay si wax looga qaabto baahida jirta,

iyo waxtarka iyo raad reebidda ay ku yeelan karto dib u eegidda hore ee halwagalka NEPA/EIS ay ku samaynayaan dadweynaha iyo hayadaha.

Ujeeddada qiimeynta qorsha ayaa ah in lagu caddeeyo ujeeddada iyo baahida loo qabo mashruuca, waxa lagu baddali karo ee la soo jeediyay si wax looga qaabto baahida jirta, iyo in la aqoonsado xaaladaha ku saabsan bey'aadda kana dhalan kara ee la xiriira qorshooyin lagu baddali karo ee u baahan in si qoto dheer loogu baaro warbixinta DEIS. Hawlgalka qorshaha lagu qiimaynayo waxaa loogu talagalay in ay meesha ka saarto cilmi-baarisyo tifatiran ee xaaladaha aan sidaasi saamayn ugu yeelan doonin iyo/ama cilmi-baarisyo hore lagu soo xalliyay.

Hindisaha lagu qiimeynayo qorshaha waxa kamid ah saddex (3) kulanno dadweyne oo rasmi ah kaaso uu qofkasta ku dhiibanayo fikraddiisa oo ah hadal la duubayo ah iyo/ama qoraal. Faallooyinka qorshaha ee lagu qiimaynayo qorshaha waa inay culays saaraan ujeeddada iyo baahida loo qabo mashruuca, qorsheyaalka baddalka ah, iyo siiba raad reebidda muuqata ee bey'aadda anfacaysa iyo saamaynta loo baahanyahay in lagu baaro warbixinta DEIS.

Muuqaalka ujeeddoyinka iyo baahida loo qabo mashruuca waxa laga heli karaa bogga 2aad ee dukumiintigaan, warbixinno ay kamid yihiin qariidadda qorsheyaalka baddalka ahna waxa laga heli karaa bogga 4aad ee dukumiintigaan, iyo liistada qaybaha bey'aadda ee laga baarayo waxtarrada beyadeed iyo saamaynada waxaa laga heli karaa bogga 8aad ee dukumiintigaan.

## Faahfaahin dheeraad ah ee qorshaha ku saabsan ii sheega; maxay tahay sababta loogu baahan yahay Southwest Transitway?

Southwest Transitway waa jid uu tareenka marayo (LRT) oo 14 mayl ee degaanka Minneapolis/St. Paul, kuna xiraya magaalada hoose ee Minneapolis degaannada horumarka badan ee koonfur/galbeed. Jidka tareenka LRT waxa uu kordhinaya awoodda gaadiidka degaannada aadka looga baahan yahay, jawaabna u noqonaya baahida loo qabo gaadiidka ee ka dhalatay kobaca guriiyeynta iyo shaqooyinka, lagu bixinayo fursado badanaya tartanka loogu jiro bixinta gaadiidka ay dadka raacan, iyo u adeegga dadweynaha ku xiran gaadiidka. Jidkaan tareenka waxaa lagu daraya nidaamka jidka socdaalka degaanka(jidka tareenka Hiawatha LRT, Northstar Commuter Rail (dhismihiisa uu socdo), iyo jidka Central Corridor LRT (la soo jeediyay).

### Muqaalka ujeeddada iyo baahida mashruuca loo qabo

Saddexda xaaladood ee asaasiga u ah qorshaha Southwest Transitway ee muhiim u ah dadka deggan kana shaqeeya deegaanka koonfur/galbeed: 1) carriiriga ka yimid gaadiidka; 2) waxaa maqan gaadiid laysku hallayn karo ee qiimo jaban leh ee fursado siinaya dadka u baahan gaadiid ay raacaan; 3) waxaa maqan adeegyada baddala/soo noqoshada safarka gaaban ee gaadiidka.

**Isusocodka:** Deegaanka ay cilmi-baaristu ku socoto waxaa ka jira carriiri gaadiid taaso ay la xiriirto kobaca dadka deegaanka ku nool iyo kobaca shaqooyinka iyo yaraanta horumarinta kaabayaasha. Marka jidka la marayo, waqtigaan boqolkiiba 27 ee safarrada degaanka oo dhan waxa ay ka bilawdaan kuna dhammaadaan inta u dhaxeysa halka tareenka uu mari doono, iyo boqolkiiba 65 ee safarrada oo dhan waxa ay ka bilowdaan kuna dhammaadaan inta ay ka koobantahay degaan u dhow degaanka cilmi-baaristu ay ku socoto kuna kooban dadka deggan degaanka cilmi-baaristu ay ku socoto, iyo ka shaqeeya degaanka ay cilmi-baaristu ku socoto. Degaanka ay cilmi-baaristu ku socoto aya ah saldhigga shaqaaleeyayaal tiro badan. Magaalada hoose ee Minneapolis ayaa ah shaqaaleeyaha ugu weyn oo leh shaqooyin ka badan 140,000 (78 shaqo/dhulwareeg 4047 mitir), iyo degaanka Golden Triangle oo ah xarunta 6aad ee ugu weyn oo ay ka jiraan 50,000 shaqooyin (10 shaqo/dhulwareeg 4047 mitir). Marka lagu daro kobaca shaqooyinka ee sii kordhaya, deegaanka waxa soo foodsaray kobaca dadka degaanka soo degaya oo kor u dhafatay illaa 31,200 degganayaal cusub taniyo 1980dii oo

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**Liidashada cabbiridda isusocodka.** Mn/DOT Metro District (Degmada Magaaloyinka), oo masuul ka ah maalgalinta gaadiidka ka jira siddeedda Metro District magaaloyinka deegaanka, waxa dhammaan ay jidadka waaweyn ku sifeyaan in ay leeyihiin cabbiraadda liidasho sare, dhexe ama hoose. Bacdama jidadka waaweyn ay yeeshaan gaadiid badan waqtiyada qaarkood, caadaadiska gaadiidka (mayl iyo waqti ahaanba) door adag ka qaadanaya mudnaanta iyo doorashada isusocodka xoojinta mashaariicda.

**Basaska mara laymanka garabka jidka** waxa ay u muuqdaan in ay u shaqeeyaan sida kuwa jid kasta garabka ka mara, laakiin Mn/DOT waxa ay basaska qaarkood u oggolaatay in ay isticmaalaan garabyada jidadka ee marka gaadiidka uu cariiri yahay, si markaasi lagu helo safar dhaqsi leh oo la isku halleyn karo xita marka uu jidka cariiri yahay.

**Miitirada jidadka** waa calaamadaha gaadiidka oo jidadka waaweyn lagu galo kuwaas oo gaadiidka siinaya fursad lagu cabbiro ama lagu maamulo tirada.

**Miitirada jidadka ee laymanka jidka** aan laga joogsanaynin waxa ay fursad u siinayan dadka hal gaari isla raaca iyo basaska in ay waqti ka faa'iidaystaan, iyo ugu dambayntii ay yaraato maylasha uu gaariga socday.

guryaha cusub ee ku yaalla Eden Prairie oo tira ahaan nus ka badan tiradaas.

Sidaa awgeed jiritaanka kobaca degitaanka iyo shaqalaynta badan, gaadiidka mara jidadka ayaa kor u kacay inta u dhaxaysa boqolkiiba 80 illaa boqolkiiba 150 taniyo 25kii sanadood ee la soo dhaafay. Tirada jidadka waaweyn ee degaanka cilmi-baaristu ku yaalla sida—TH 100, TH 169, TH 62, I 494, I 394, iyo TH 7—ayaa Minnesota Department of Transportation (Mn/DOT) (Waxaad Gaadiidka Minnesota) waxay ku tilmaantay inay yihiin kuwo aan xamili karin tirada gaadiidka isusocda. Qorshaha muddada dheer ee laga soo xigsaday MN/Dot, Transportation System Plan (TSP) (Qorshaha Nidaamka Gaadiidka), ma jiraan wax qorshe ah ee lagu ballaarnayo ama lagu habaynayo jidadkaas mara degaanka ay cilmi-baaristu ku socoto.

Waxaa in laba jibbaar ka badan kor u kacay dadka raaca basaska eksbreeska ee SouthWest Transit (Gaadiidka Koonfur/Galbeed) iyo Metro Transit (Gaadiidka Degaanka) ee ka shaqeeya degaannada ka baxsan magaalada hoose kuwaas oo 10kii sanadood ee la soo dhaafay gaadiid safar sanadeedka illaa 1 milyan uu marki ugu horreysay kor u dhafay sanadkii 2007. Faa'idooyinka gaadiidka oo ay kamid yihiin basaska dhinac ka mara jidadka waaweyn, meelaha basaska ay dadka ka qaadan iyo ku dejiyaan, iyo meelaha loogu talagalay inay basaska dhinac maraan laymanka gaadiidka kale ayaa laga hirgaliyay degaanka oo dhan, laakiin waxaan weli la xadadin xawaaraha baska, xita kuwa dhinac maraya laymanka gaadiidka kale oo xawaaraha ugu badan

ee loo ogolyahay uu yahay ugu badnaan 35 mayl (mph) halkii saacad ayaado xaaladaha jidadka gaadiidku maro uu ciriiri yahay.

Bacdama ay meesha ka maqantahay qorshe lagu dhisayo jidad waaweyn ee qaada gaadiid dheeraad ah iyo dhulka jidadka ay marayaan magalada hoose ee Minneapolis oo kooban, mustaqbalka baahida kor u kacaysa ee loo qabo gawaarida iyo basaska jidadkan ma xamili kara gaadiikaasi.

### Jiritaan la'aanta fursadaha lagu helayo gaadiid ay isku halleeyaan dadka ku tiirsan gaadiidka:

Bacdama ay jidadka la marayo ciriiri yihiin – isla jidadka ay maraan baasaska la raaco – waxa adkaatay in la bixiyo gaadiid soo gaabinaya muddada socdaalka oo dad badan soo jiita (haysta doorashada gaadiidkooda ama basaska ay raacaan) nidaamka basaska iyo si macquul ah u adeega dadka gaadiidka caamka u raaca magaalada hoose ee Minneapolis iyo degaannada u dhow.

Jidadka ku yaalla degaannada ay cilmi-baaristu ku socoto ayaa ah kuwo u kala socda dhinaca waqooyi-koonfur/bari-galbeed halka qaababka horumarinta ay ka socoto ayaa dibadda uga soo baxaya magaalada hoose ee Minneapolis oo dhinac u jaanjeera. Tanina waxa ay sababaysaa in muddada safarka ay sii dheeraato ee gaariga lagu darayo iyo safarrada gaadiidka sababo la xiriira joqaraafiga iyo qaabka ay jidadka u dhisan yihiin. Si lagu yareeyo muddada safarka gaadiidka, Twin Cities waxa ay noqotay hoggaminta qaranka ee isticmaalka laymanka uu baska maro. Hadda, Twin Cities waxa ay leedahay

250 mayl wax ka badan oo basaska ay dhinac kaga marayaan jidka weyn. Tashiilaadkan waxa ay basaska siinayaan waqtiga safarka inay kaga fiicnaadaan gawaarida gaarka loo leeyahay waqtiga uu gaadiidka carriiri yahay, laakiin sharciga gobolka aya xadidaya xaaladaha isticmaalkooda ku socodka jidka in uu noqdo 35 mayl ama ka hoose iyo in uusan baska ku socon xawaare ka badan 15 mayl midka u qoran in jidka lagu socdo. Sidaan horay u sheegnay jidadka waaweyn oo dhan ee cilmi-baarista deegaanka aya MN/DOT tilmaantay in isusocodka uu liito waqtiga uu gaadiidka aad u badanyahay. Tan waxa ay si xun u saamaynaysaa awoodda ay basaska jidka mara laga helo waqti safarka oo ka fiican waqtiga uu jidadka aad loo isticmaalo si ay ku soo jiidato dad ka soo raaca degaannada ka baxsan magaalada hoose oo ay ku soo biiran raacitaanka basaska.

Tirada dadka ku xiran basaska waxa ay ku sii badanayaan deegaanka cilmi-baaristu ay ka jirto, ugu badnaan inta u dhaxaysa agaarka iyo magaalada hoose ee Minneapolis. Degaannada kobaca waxaa kamid ah xaafadaha Norht Loop, Harrison, iyo Bryn Mawr. Joqraafiga jidadka mara degaannadaan, siiba Harrison iyo Bryn Mawr, waxa ay adkeynayaan in la helo jid soo gaabiya muddada safarka. Jidadka xaafadahan mara waa ay isuso wareegaan waxayna ay leeyin jidad badan ee hal dhinac kaliya u socda. Xaalado badan, dadka ku nool Magaalada hoose ee Minneapolis ee u jira dhowr mail oo kaliya waxay uu safarka ku qaadan karaan muddo 9 daqiiqadood illaa 13 daqiiqadood waxaana sabab qaabka jidadka basaska.

### Maqaanshaha gaadiid adeegyada basaska

**dadka dib u celiya:** Iyadoo ay u dheertahay kobaca shaqooyinka ka jira Magaalada hoose ee Minneapolis, magaaloooyinka kale waxa soo foodsaray, iyo ay dhici doonto in ay soo foodsarto, shaqo badni dhici doonta mustaqbalka soo socda. Sida ay wax u socdaan waxa ay kobaca boqolkiiba 65 ee safarrada gaadiidka ee degaanka cilmi-baaristu ka jirto. Safarradaan tiradoodi badantahay ee gaadiidka dadka dib ugu celinaya xaafdaha u dhow magaalada hoose ee geeya xaruumaha shaqada ee ku yaalla deegaannada magaalada ka baxsan. Waqtiga lagu jiro xaruumahan shaqada basaska ma ay tegi karaan

### Hadda kahor cilmi-baaris ma lagu sameeyay Southwest Transitway?

Bilowgii 1980mada, Southwest Transitway waxa loo haystay in ay noqon karto jidka LRT u adeega jaalliyadaha Minneapolis iyo Hopkins. Arrimaha isusocodka jidkaan maraya, oo lagaga warbixiyay qaybti hore, waxa si fiican shaaca looga qaaday

bilowgii 1980yad. Cilmi-barisyadii hore waxaa kamid ah:

- Qorshe LRT System Plan ee u midaysan Degmada Hennepin (1988)
- Draft Environmental Impact Statement Hennepin County Light Rail Transit System (1988) (Warbixinta Hore ee Raad ku Reebidda Beyadeed Jidka Socdaalka Tareenka ee Degmada Hennepin)
- 29th Street iyo Southwest Busway Feasibility Study (2000) (Cilmi-baris Surgalka Jidka Baska ee Koonfur/Galbeed)
- 29th Street iyo Southwest Corridors Vintage Rail Trolley Study (2000)
- Transit 2020 Master Plan (2000)
- Twin Cities Exclusive Busway Study (2000)
- Transit 2025 Master Plan for Transit (2001)
- Southwest Rail Transit Study (2003)
- Southwest Transitway Alternatives Analysis (2007)

Muddooyinkii dhawaa, Metropolitan Council's 2030 (Guddiga Metropolin) qorshaha gaadiidka muddada dheer ee gobolka, waxa uu u aqoonsaday in Southwest Transitway la hargaliyo kahor inta aan la gaarin 2030. Waxana sii dheer in cilmi-baaris kasta ee jaalliyadaha deegaanka ay tixraac ka dhigtaan Southwest Transitway qorsheyaal xaafad ahaan u midaysan.

### Baarista Qorsheyaalka Baddalka u ah Southwest Transitway, 2007

2007dii, HCRRA waxa ay dhammaysay rabiitaanka federaalka ee cilmi-baaris la yiraahdo Alternatives Analysis, taaso ah mid sii wadaysa cilmi-baarista *Southwest Rail Transit Study, 2003. The Southwest Transitway Alternatives Analysis (AA)* waxa ay isbarbar dhigaysaa faa'idooyinka, qarashka iyo



Si lagu caawiyo in lagu ogaado kala doorashoyinka baddalka ah ee qancinaya baadhida, shanta ujeedo aya la isku xiray ahmiyad ahaan in la horumariyo.

1. Hagaajinta isusocodka.
2. Ku baxa qarash la xamili karo, hagaajisa fursadaha saffarka.
3. Difaacaysa bey'aadda.
4. Dhowraysa tayada nolosha.
5. Taageeraysa horumarinta dhaqaalaha.

saamaynta cadadka jidka tareenka qorshooyinka baddalka ah (dhinaca iyo qaabka) si lagu aqoonsado kuwa ku wada kulminaya baahida jaalliyadaha oo ku xusan Purpose and Need Statement (Bayaanka Ujeeddada iyo Baahida).

Qorsheyaalka baddalka u ah jidka tareenka waxaa lagu qiimayay si lagu ogaado in ay qancinayaan shanta ujeedo. Kaddib markii la qiimeeyay mid uu hal bas maro, labada bas ee gaadiidka deg-degga ku socda, iyo jidka tareen ee ka kooban sideed tareen ee qorsheyaalka baddalka ah, waxaa la isku raacay in LTR (jidka tareenka) in uu yahay qaabka gaadiid ahaan saddex kamid ah sideeda LRT (jidada tareenka) uu maro ay qancinayso shanta ujeeddoyin. Waxaa sii dheer, qorsheyaalka baddalka ah ee basaska, ee lagu magacaabo Enhanced Bus (Baska la Habeeeyay), waa la sii haysanayaa inkasto oo uusan u shaqayn doonin sida uu ugu shaqeeyo qorsheyaalka baddalka ah ee LTR (jidka tareenka), si loo si wado qiimaynta fursadaha wax ka qabanaya baahida isusocodka sii badanaya ee ka jira adeegga baska oo la hagaajiyo inta laga isticmaali laha LTR. AA waxa ay ku gunaanadday in hagaajinta isusocodka ay tahay sida ugu fiican ee wax looga qabto ay tahay ayadoo maalgalin



**Choice rider (rakaabka fursadda leh)** waa qof aan u baahnayn in uu isticmaalo basaska safarka uu malin kasta galo, laakiin doorta in uu isticmaalo sababo la xiriira dhib yarida, ka faa'idayashada waqtiga, dhaqaalaha (qarash barkiina oo u baaqda), ama arrimahaan oo laysku daro.

**Transit-dependent person (qofka aan baska ka maamin)** waa qof sharci ku ah in uu isticmaalo baska si ay maalin kasta shaqada u aadaan. Federal Transit Administration (Maamulka Gaadidka Federaalka) waxa ku qeexaysa qofka baska u baahan 1) in uusan haysan gaadiid u gaar ah, 2) waayeel (ka weyn 65 sanadood), 3) dhallinyar (ka yar 18 sanadood), iyo 4) qof ka hooseya faqriga ama meelhexaadka daqliga sida ay u qeexeen U.S. Census Bureau (Guddiga Tirakoobka Maraykanka).

**Reverse commuting (safarka dib u noqoshada)** waxaa laga wada qof magaalada hoose deggan oo shaqa u aada degannada magaalada ka baxsan. Tan waxa ka horjeedda gaadiidka caadiga ah ee uu qof deggan degaannada magaalada ka baxsan ee magaalada hoose shaqa u soo aada.



lagu sameeyo mid kamid ah saddexda LRT ee suurtagalka ee baddalka qorshooyinka ee iskuxiri doonaa xaafadaha degaannada, ganacsiga, shaqada, iyo dhaqdhaqaaqyada xaruumaha maawelooyinka ee deegaanada ay cilmi-baaristu ka socoto.

AA waa barta bilowga ee DEIS iyo waxa ay tahay salka qiimeynta qorshaha.

**Maxay yihiin qorsheyaalka baddalka ee la khusanaayo?**

Marka loo eego AA, qorsheyaalka baddalka ee saddex LTR iyo hal Enhanced Bus aya lagu soo jeediyay in lagu daro DEIS.

Qorshooyinka baddalka waxaa kamid ah boosaska steeshinada, baabur-dhigista iyo basaska laga raaco, iyo jidadka u dhaxeeya meelaha basaska laga raaco.

Dhowritaanka LTR iyo meelaha wax la dhigto, xaafad ahaan weli lama go'aaminin.

**Light Rail Transit 1A (Jidka Socdaalka Tareenka 1A):**

Qorshahan baddalka ah waxa ay ka shaqayn doonta magalada hoose ee Minneapolis illaa Eden Prairie (TH 5) ayadoo lagu sii darayo jidka tareenka Hiawatha LRT ee laga raaco 5th Street, sii dhaafaya magaalada hoose ee Minneapolis Intermodal Station to Royalston Avenue, si maraya Kenilworth Corridor illaa Minneapolis iyo dhismaha HCRRA ay ku leedahay illaa St. Louis Park, Hopkins, Minnetonka iyo Eden Prairie ee ku dhammaanaya TH 5 iyo dhismaha HCRRA. Steeshinada la so jeediyay ee ku yaalla Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., magaalada hoose ee Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, iyo Mitchell Rd. Qorshooyinka baddalka ee lagu muujiyay Fiure 1A (Jaantuska 1a).

**Light Rail Transit 3A (Jidka Socdaalka Tareenka 3A):**

Qorshahaan baddalka ah waxa u ka shaqayn doonaa laga bilaabo magaalada hoose ee Minneapolis illaa Eden Prairie (Mitchell Road/ TH 5) ayadoo ay sii marayso Hiawatha LRT jidka mara 5th Street, sii dhaafaya magaalada hoose ee Minneapolis Intermodal Station illaa Royalston Avenue, illaa Kenilworth Corridor ee sii maraya Minneapolis, dhismaha HCRRA ee ku yaalla St. Louis Park iyo Hopkins, illaa jidka cusub ee midigta xaqa leh ee sii maraya deegaanka Opus/Golden Triangle, deegaanka Eden Prairie Major Center ee ku dhammaanaya TH 5 iyo Mitchell Road. Stations ayaa loo soo jeediyay Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., magaalada hoose ee Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, iyo Mitchell Rd. Alternative 3A ayaa lagu muujinaya Qariidadda 1.



**Light Rail Transit 3C (Jidka Socdaalka Tareenka 3C):**

Qorshahan baddalka ah waxa uu ka shaqa bilaabayaa magaalada hoose ee Minneapolis illaa Eden Prairie (Mitchell Road/TH 5) sii maraya Nicollet Mall illaa Nicollet Avenue (jid hoomaraha Franklin Avenue illaa 28th Street), Midtown Corridor dhexmaraya Minneapolis, dhismaha HCRRA ee ku yaalla St. Louis Park iyo Hopkins, illaa jidka cusub ee midigta xaqa u leh ee sii maraya deegaanka Opus/ Golden Triangle, degaanka Eden Prairie Major Center kuna ekaanaya TH 5 iyo Mitchell Road. Steeshinada la soo jeediyay ee ku yaalla 4th St., 8th St., 12th St., Franklin Ave., 28th St., Lyndale Ave., Hennepin Ave., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, iyo Mitchell Rd. Alternative 3C ayaa lagu muujinaya Jaantuska 1.

**Enhanced Bus (Baska la Habeeeyay):**

Qorshaha baddalka ah ee Enhanced Bus, ee loo yaqaanno Transportation System Management (TSM) Alternative, waxaa loo sameeyay si lagu helo qarash jaban, la habeeeyay howlgalintiisa si loo qanciyo ujeeddada qorshaha iyado si dhaqsa leh loogu baahyanahay ayada aan lagu sameeynin maalgalin weyn ee baska. Waaxa kamid ah isbaddallo yar ee lagu sameeyay adeegga gaadiidka deg-degga ah ee jira, iyo waxa uu siyaado ku yahay Metro Transit iyo adeegyada u dhexeeya SouthWest Transit ee Minneapolis iyo Eden Prairie, Minnetonka, Hopkins, iyo St. Louis Park. Qorshahan isbaddalka ah waxa uu ka adeegi doona New Starts Baseline ee ka hormiimaysa middka ka qarash yar ee qorshaha la soo jeediyay lagu cabbiri doono, iyo waxa kamid ah habayn lagu aqoonsaday No-Build Alternative (Qorshaha Baddalka Lama-Dhisayo). Enhanced Bus Option (Fursadda Baska la Habeeeyay) waxaa lagu muujinaya Jaantuska 2.

**No-Build Alternative (Qorshaha Baddalka Lama-Dhisayo):**

No-Build Alternative waxaa kamid ah in jidadka basaska ay maraan oo dhan iyo habeynta adeegyada (marka laga reebo qorshaha la soo jeediyay) la qorsheyay, la barnaamij galiyay, iyo lagu darayo Financially Constrained Regional Transportation Policy Plan (Qorshaha Dhaqaalaha ee Qaanuun Ahaan Xaddidaya Gaadiidka Gobolka) ee lagu hirgaliin doono Sanadka 2030. Waxaa kamid ah adeegyada yar ee gaadiidka lagu fidinayo iyo/ama saxiitanno marqaati u noqonaya sii waddida qanuunada adeegyada jira sida ay u xaqiyeen Metropolitan Council (Guddiga Magaalaynta). No-Build Alternative waxa ay u adeegaysa salka NEPA taaso ay dhici karto iska horimaad badan ee nafacaadka beyadeed iyo saamaynta qorsheyaalka baddalka ah, ay kamid yihiin qorshooyinka la soo jeediyay, waa la cabbiri doona.

## Sideen qorshaha uga qaybgali karaa?

Qof kasta ee danaynaya Southwest Transitway iyo nacfiga beyadeed ee ka soo bixi doona iyo saamaynta waxa lagu dhiirrigalinaya in ka qaybqaataan qorshaha lagu qiimaynayo. Fikradaha waa in lagu soo gudbiyo inta lagu jiro muddada qorshaha lagu qiimaynayo, oo ku eg Nofeembar 7, 2008, 5:00 Galabnimo. Si looga qaybqaato qaabka, marka hore aqriso buuggan yar si aad wax badan uga baratid waxa la qorshaynayo. Marka labaad, ka qaybqaado shirarka qorshaha lagu qiimaynayo si aad wax dheeraad ah uga baratid iyo la wadaagtid fikradahaaga, ra'yigaga, iyo bixinta fikradahaaga. Marka saddexaad, fikradada ku dar qorshooyinka baddalka ah ee la baari doono, wax kasta ee muhiim ah ee saameynaya bulshada, dhaqaalaha ama saamaynta bey'adda ee lagu qiimaynayo DEIS, iyo fikradaha la xirira ujeeddada iyo baahida ee qorshaha la soo jeediyay.

Fikradaha waxa lagu dhiban karo saddex (3) siyabood ee kulamada qorshaha lagu qiimaynayo ama qoraal ahaan loogu diro, email, fakis ayadoo aan laga dabamarin 5:00 Galabnimo, Nofeembar 7, 2008. Si danahaaga loo tixgaliyo warqad fikradda dadweynaha ayaa lagu soo lifaaqayaa warbixintan. Fikradaha waxa kale ee si toos ah loo horkeeni karaa shabakadda internetka ee Southwest Transitway Web, [www.southwesttransitway.org](http://www.southwesttransitway.org).

Ka qaybgalka midaya ee Public Involvement Program iyo a Coordination Plan ee dadweynaha loogu talagalay iyo ka qaybgalka ka dhexeya hayadaha ee lagu falanqaynayo qorshaha Southwest Transitway aya waxa ka qaybqaadnaya dadweynaha iyo hayadaha ka shaqeeya DEIS in ay diyaar ku yihiin shabaakadda internetka Southwest Transitway ama ayado la soo xiriir Ms. Katie Walker, Maamulaha Qorshaha.



### Fikrado ka dhiibo:

- Cilmi-baarisayada la xiriira qorshooyinka baddalka ah,
- Wax kasta ee macna ku yeelan kara bulshada, dhaqaalaha ama xaaladaha beyadeed ee wax lagu qiimaynayo, iyo
- Bayaanka Ujeeddada iyo Baahida.

### LA SAMEEYO:

- La aqriyo buugga ayr
- Laga qaybqaato kulamada qorshaha lagu qiimaynayo (khiyaar)
- Sheeg waxa ay kula tahay in cilmi-baaris lagu sameeyo.



## Goormaa, xaagge, iyo sidee xubanaha dadweynaha ay fikradahooda u dhiiban karaan?

Muddada rasmiga ee fikradaha ee loo dirayo Southwest Transitway DEIS waxa ay ku egtahay Nofeembar 7, 2008, 5:00 Galabnimo. Inta lagu jiro muddadaas, dadweynaha iyo hayadaha waxaa lagu dhiirrigalinaya inay soo gudbiyaan fikradahooda ayaga oo qoraal boostada Maraykanka, fakis, email ama Shabakadda internetka (eeg hoose ee qofka la xiriirayo) ku soo diraan ama hadalkooda ka dhiibtaan saddexda kulan ee rasmiga ee qorshaha lagu qiimaynayo jadwalkooda.

Kulamada rasmiga ee qorshaha lagu qiimaynayo waxa jadwalkooda uu u dhici doona tariiqaha soo socda iyo meelaha ay ka dhacayaan:

Talaadada, Oktoobar 7, 2008  
2:00 Duhurnimo qof kasta waa imaan karaa  
3:00 Duhurnimo dhageysiga dadweynaha  
Hennepin County Government Center  
300 South 6th Street  
Minneapolis, MN 55415

Talaadada, Oktoobar 14, 2008  
5:00 Galabnimo qof kasta waa imaan karaa  
6:00 Galabnimo dhageysiga dadweynaha  
St. Louis Park City Hall  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416

Khameeska, Oktoobar 23, 2008  
5:00 Galabnimo qof kasta waa imaan karaa  
6:00 Haabeennio dhageysiga dadweynaha  
Eden Prairie City Hall  
8080 Mitchell Road  
Eden Prairie, MN 55344

Fadlan xusuuso: inta lagu jiro muddada ay fikradaha furanyihiin ee kulamada rasmiga ee qorshaha lagu qiimaynayo, shaqaalaha qorshaha waxa ay diyaar u ahaan doonaan in ka jawaabaan su'aalaha. Showrka rasmiga ah ee ka horreya HCRRA waxa la bilaabi doona ayaada oo ay la socoto qaybta dhageysiga dadweynaha ee kulamada

qorshaha lagu qiimaynayo. Si lagu hubiyo in dhammaan kuwa doonaya in ay fikrad ka dhiibtaan HCRRA waxa qof kasta la siin doonaa saddex daqiiqadood (3) oo ay fikradaha u sheegaan HCRRA.

Kaaliyayaasha kumeelgaarka ah, qalabka adeegyada iyo isgaarsiinta oo ah kuwo lagu isticmaalo luqado ka duwan Ingiriisiga waa la diyaarin karaa **haddii ogaysiiska lagu dhiibo ugu yaraan 14 maalmood kahor inta uusan kulanka dhicin** ayadoo la soo xiriirayo Ms. Katie Walker oo laga helayo cinwaanka, telefoonka lambarka, cinwaanka emailka ee hoose.

Fikradaha waxa kale ee qoraal ahaan loogu diri karaa:

**Warqadda boostada ugu dir:** Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401

**Fax:** 612-348-9710

**E-mail:** [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

**Shabakadda internetka:**  
[www.southwesttransitway.org](http://www.southwesttransitway.org)

**Telefoonka:** 612-348-9260

**Fikradaha waa in la helo 5:00 galabnimo, Nofeembar 7, 2008.**

Aqbaar dheeraada ee la xiriirta nidaamka qorshaha lagu qiimaynayo, la xiriir Ms. Katie Walker oo laga helo cinwaanka, telefoonka, ama cinwaanka emailka kor ku xusan.

Macluumaadka qoraalka ah, warbixinta cusub ee qorshaha, iyo qalabka lagu isticmaalo kulmada dadweynaha ee qorshaha lagu qiimaynayo waxaa la soo gelin doonaa shabakadda internetka ee qorshaha Southwest Transitway: [www.southwesttransitway.org](http://www.southwesttransitway.org).

Hayadaha dawladda waxa lagu martiqaadi doonaa kulamo gaara oo qorshaha lagu qiimaynayo.

## Sidee uga qaybgali karaa Muddada Qiimeynta Qorshaha?

Inkasto muddada rasmiga ee qiimeynta qorshaha uu ku egyahay Nofeembar 7da, 2008, haddana waxaa sii soconaya fursadaha ay dadweynaha uga qaybqaadanayaan DEIS. Fursadaha ka qaybgalidda waxaa kamid ah jiritaanka kulamada ay xubanaha la yeelanayaan dadweynaha, qabiillada, ganacsatada iyo kooxaha jaaliyadda, iyo hayadaha dawladda.

Fursadaha ay hayadaha jaaliyadda kaga hadlayaan iyo wax ku kordhinayaan inta lagu jiro muddada muhiinka ah ee cilmi-baarista ay socoto (Jadwalka DEIS ee ku yalla bogga 8aad).

## Sidee fikradaha u saameyn doonan hawlalka?

Fikradaha dadweynaha iyo kuwa hay'adda waxa lagu hubinaya in ujeedda iyo baahida loo qabo qorshaha uu yahay mid si fiican u qeexan, baddalid ku habboon ayay yihiin kuwo la qiimeynayo, iyo saamaynta ay ku yeelan doonto nacyada beyadeed iyo saamaynta ay leeyihiin kuwo la tixgalinayo kahor inta aan go'aan laga gaarin in qorshaha lagu dhaqaado. Fikradaha waxaa la dhiiban karaa inta lagu jiro muddada qorshaha la qiimeynayo ee ujeeddada iyo baahida loo qabo qorshaha, mowduucyada qorshooyinka baddalka, iyo qaybaha macluumaadka beyadeed ayaa falanqayn lagu samayn doona si lagu ogaado nacyada weyn iyo saamaynta. Muddada qorsha lagu qiimeynayo waxa ay ku ekaan doontaa Nofembar 7da, 2008.

Kaddib marka muddada qorshaha lagu qiimeynayo ay dhammaato, hayadaha hoorseedka u ah DEIS(HCRRA iyo FTA), iyaga oo la tashanayo hayadaha ka qaybgalaya, waxa ay dib u eegi doonaan fikradaha la soo jeediyey oo dhan, ka jawaaban fikradahaas, iyo ay fikradahaas ku dhammaystiraan ujeeddada baahida, la toosiy qorshooyinka baddalka ah iyo la aqoonsado qaybaha macluumaadka ee lagu qeexayo DEIS. Fikradaha soo gaaray, jawaabaha, iyo saamaynta ay ku yeelan doonaan Scoping Report (Warbixinta Qorshaha lagu Qiimeynayo) waxa loo soo bandhigi doonaa dadweynaha iyo hayadaha ka qaybgalaya.

## Waa kuwee hayadaha dawladda ee ku hawlan?

Ugu yaraan, hayadaha dawladda ee soo socda waxa la weydiin doonaa hay'aada hoorseedka u ah ka qaybqaadashada soo diyaarinta DEIS:

**Haydaha Federaalka:** Advisory Council on Historic Preservation, U.S. Army Corps of Engineers, U.S. Department of Agriculture, U.S. Department of Housing and Urban Development, U.S. Department of Interior, U.S. Department of Transportation (USDOT)/Federal Highway Administration, U.S. Environmental Protection Agency, U.S. Federal Aviation Administration, U.S. Federal Emergency Management Agency, U.S. Federal Railroad Administration, U.S. Fish and Wildlife Service, and U.S. Homeland Security.

**Hayadaha Gobolka:** Minnesota Pollution Control Agency, Minnesota Department of Health, Minnesota Department of Transportation, Minnesota Environmental Quality Board, Minnesota Department of Natural Resources, Indian Affairs Council, Board of Water and Soil Resources, Office of the State Archaeologist, Minnesota Department of Agriculture, Minnesota Department of Commerce, State Historic Preservation Office, and the Minnesota Historical Society.

**Maamullada Gobolka:** Metropolitan Council, Metro Transit, Three Rivers Park District, Minnehaha Creek Watershed District, Nine Mile Creek Watershed District, Riley Purgatory Bluff Creek Watershed District, and the Mississippi Watershed Management Organization.

**Degmada Hennepin:** Maamulaha Degmada.

## Hantidhowrka Degmada Hennepin

**Dowaladda Hoose:** Magaalada Minneapolis, Magaalada St. Louis Park, Magaalada Hopkins,

Magaalada Edina, Magaalada Minnetonka, iyo Magaalada Eden Prairie.

**Kuwo kale:** Native American Tribes (Qabiillada Maraykanka Hindida, iyo degmoyinka dugsiyada.

## Maxay yihiin mowduucyada beyadeed ee la tixgalin doono?

Ujeeddada nidaamka DEIS aya ah in goob dadka u furan lagu indha-indheeyo saamaynta qorshooyinka baddalka ay ku yeelanayaan muqaalka, aadanaha, iyo bilicda bey'aadda. Waxa aan qiimeyn doonaa faa'idooyinka iyo saamaynta oo dhan ee ku yeelanaya muuqaalka beyadeed, bulshada, dhaqaalaha iyo nacyada gaadiidka ee qorshooyinka baddalka ah oo ay kamid yihiin mowduucyada soo socda:

- Nacyada xiriirka noolaha iyo bey'aadda iyo ilaha dabiiciga ay kamid yihiin saamaynta waxa uu dhulka ka samaysan yahay iyo dhulka, tayada hawada, ilaha biyaha ay kamid yihiin biyaxireennada korontada, shanqarta iyo ruxashada;







- Isticmaalka dhulka, qorshaynta dhulka, horumarka dhaqaalaha;
- Xaaladaha saameeya isbaddalka degitaanka iyo arrimaha bulsho-dhaqaale;
- Barakaca iyo guurista;
- Xaafadaha isla socon kara, goobaha jaaliyadda iyo adeegyada, iyo garsoorka beyadeed;
- Tayada muqaalka iyo sifooyinka quruxda;
- Nacfiyada ilaha dhaqanka iyo saamayntooda, ay kamid yihiin kuwa la xiriira ilaha taariqiga iyo qalabka qadimka, ilaha caadooyinka dhaqanka, iyo barxadaha baabuur-dhigashada/raaxada iyo Section 4 (qaybta 4aad) ilaha degaanka;
- Qalabka halista ah;

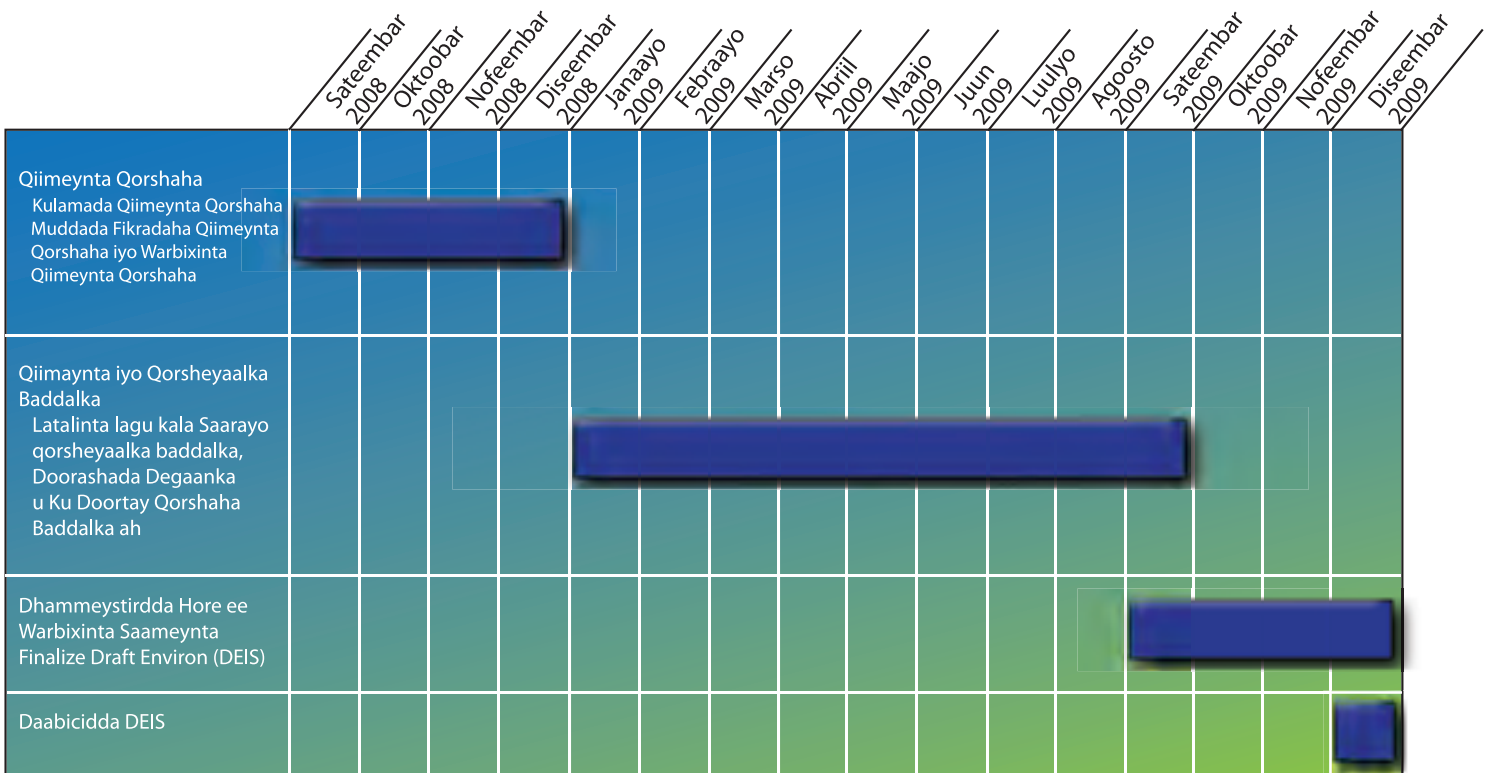
- Isticmaalka tamarta;
- saamaynta dhismooyinka; iyo
- Nacfiyada gaadiidka iyo saamayntooda (kamid yihiin gaadiidka, jidadka iyo jidadka waaweyn, jidadka tareennada, iyo dhulka ay maraan dadka lugeeya iyo kuwa bishkileetiga isticmaala).

Waxa hoos ku qoran jadwalka DEIS.

Lagu cabbiray in laga dhawro, la yareeyo, iyo laysku dheellitiro saamaynta waxyeellada la rabo in lagu aqoonsado iyo la qiimeeyo.



Dukumiintigaan waxa sii dheer nacfiyada ka imaan kara iyo saamaynta muuqaalka, aadaneed iyo bilicda beyadee, DEIS waax ka oo habeynaysaa rasmuqaalka iyo qiyaasta qarashka ku bixi doona, sadaalinta dadka raaci doona, iyo meelaha steshinada iyo xita in la aqoonsasado goobaha laga rabo in lagu farsameeyo iyo qalabka yaalla bakhaarka laga rabo tareenka LRT.







**SOUTHWEST**  
transitway

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inta isku laab

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Tigidhka  
Boostada  
Halkaan ku  
Dheji

Ms. Katie Walker, AICP, Transit Project Manager  
Hennepin County, Housing, Community Works & Transit  
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Minneapolis, MN 55401

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inta isku laab



# SOUTHWEST transitway

(Transporte público para el sudoeste)

verde significa seguir adelante.

[southwesttransitway.org](http://southwesttransitway.org)

## **Folleto de Información Pública**

en apoyo del Borrador de la Declaración de Impacto Ambiental (DEIS)  
para el Proyecto de Southwest Transitway

Federal Transit Administration (FTA) (Administración Federal de Transporte Público)  
County Regional Railroad Authority (HCRRA) (Autoridad del Ferrocarril Regional del Condado de Hennepin)  
Septiembre de 2008

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## Introducción

Southwest Transitway es un proyecto de transporte público propuesto cuyo objetivo es mejorar la movilidad en el sudoeste del área metropolitana de las Ciudades Gemelas, incluyendo las ciudades de Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park y Minneapolis. El objetivo de la Autoridad del Ferrocarril Regional del Condado de Hennepin (Hennepin County Regional Railroad Authority - HCRRA, por sus siglas en inglés) es formar una asociación con la Administración Federal de Transporte Público (Federal Transit Administration - FTA, por sus siglas en inglés) como agencias líderes para desarrollar el Southwest Transitway como una inversión capital principal de transporte público.

En su calidad de agencia pública responsable de completar el Borrador de la Declaración de Impacto Ambiental (Draft Environmental Impact Statement - DEIS, por sus siglas en inglés), es necesario que la HCRRA cumpla con los requisitos de la Junta de Calidad Ambiental de Minnesota (Minnesota Environmental Quality Board - EQB, por sus siglas en inglés) de acuerdo con la Ley sobre Política Ambiental de Minnesota (Minnesota Environmental Policy Act - MEPA, por sus siglas en inglés) (Secciones 116D.04 y 116D.045 de los Estatutos de Minnesota). El proyecto también buscará obtener financiamiento de la FTA. Como resultado, se requiere que la FTA realice una revisión ambiental de conformidad con la Ley sobre la Política Ambiental Nacional (National Environmental Policy Act - NEPA, por sus siglas en inglés). La FTA, como la agencia federal principal bajo la NEPA, y la HCRRA, como la agencia estatal principal bajo la EQB, han determinado que el proyecto de Southwest Transitway podría tener impactos significativos en el medio ambiente. Con el fin de satisfacer los requisitos tanto de la NEPA como de la EQB, la HCRRA y la FTA están preparando un Borrador de la Declaración de Impacto Ambiental (DEIS) para el proyecto de Southwest Transitway.

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**La Ley sobre la Política Ambiental Nacional (NEPA)** [Título 42, Código de Estados Unidos, Secciones 4321 y siguientes] fue firmada y promulgada el 1ro de enero de 1970. Esta ley establece la política ambiental nacional y las metas para la protección, el mantenimiento y el mejoramiento del medio ambiente y provee un proceso para implantar estas metas en las agencias federales. La NEPA requiere que las agencias federales integren los valores relacionados con el medio ambiente en sus procesos de toma de decisiones considerando los impactos ambientales de sus acciones propuestas y las alternativas razonables a dichas acciones.

**La Junta de Calidad Ambiental de Minnesota (EQB)** desempeña un papel vital en el medio ambiente y el desarrollo de Minnesota. La junta desarrolla políticas, crea planes de largo alcance y revisa los proyectos propuestos que podrían influir de manera significativa en el medio ambiente de Minnesota. La EQB redacta las reglas para llevar a cabo las revisiones ambientales. Los deberes de la revisión ambiental realizada por la EQB son dirigidos por la Ley sobre Política Ambiental de Minnesota, Leyes de 1973, Capítulo 412 (MEPA) Estatutos de Minnesota 116D.04.

Este Folleto de Información Pública contiene una descripción del proceso de evaluación pública, una reseña general, una actualización del estado del DEIS del proyecto de Southwest Transitway e información sobre la manera en que el público puede participar en la evaluación.

### ¿Qué es un borrador de la declaración de impacto ambiental y una evaluación pública?

El DEIS documenta los posibles beneficios e impactos sociales, económicos y ambientales de una acción o proyecto propuesto y de las medidas propuestas para mitigar cualquier impacto adverso en cumplimiento con la NEPA. El DEIS se distribuye al público y a las agencias interesadas para su revisión y comentarios. El DEIS y la Declaración de Impacto Ambiental Final (FEIS) forman la Declaración de Impacto Ambiental (EIS) bajo la NEPA.

La evaluación pública es el primer paso del proceso de la NEPA/EIS y está diseñada para informar al público, los grupos interesados, las tribus

afectadas y las agencias gubernamentales sobre el DEIS (incluyendo las oportunidades para que el público participe) y para presentar el propósito y la necesidad del proyecto, así como las alternativas propuestas para abordar las necesidades identificadas y los posibles beneficios e impactos, para que el público y las agencias los revisen temprano en el proceso de la NEPA/EIS.

El propósito de la evaluación pública es confirmar el propósito y la necesidad del proyecto, identificar las alternativas apropiadas para abordar las necesidades e identificar los problemas posiblemente significativos asociados con las alternativas propuestas que deben ser analizadas a fondo en el DEIS. El proceso de evaluación pública también está diseñado para eliminar un estudio detallado de asuntos que no son significativos y/o que ya han sido abordados en estudios previos.

Este proceso de evaluación pública comprende tres (3) audiencias públicas formales en las que cualquier persona puede hacer que se graben sus comentarios verbales y/o proporcionar comentarios por escrito. Los comentarios deben enfocarse en el propósito y la necesidad del proyecto, las alternativas propuestas y los beneficios e impactos ambientales posiblemente significativos que deben analizarse en el DEIS.

En la página 2 de este documento se provee una reseña general del propósito y la necesidad del proyecto; en la página 4 se proveen descripciones, incluyendo un mapa de las alternativas propuestas; y en la página 8 se proporciona una lista de las áreas ambientales que serán analizadas para determinar los posibles beneficios e impactos ambientales.



## Dígame más acerca del proyecto; ¿por qué se necesita el Southwest Transitway?

El Southwest Transitway es una línea propuesta para el tren liviano urbano (LRT) de 14 millas de longitud en la región de Minneapolis/St. Paul, que conecta el centro de la ciudad de Minneapolis con las áreas de mayor crecimiento en el sudoeste. La línea de LRT agregará capacidad al sistema en un área de alta demanda, responderá a la demanda de transporte creada por el crecimiento residencial y de empleos existente y planificado, proporcionará una opción de transporte competitiva que atraerá a viajeros electivos y prestará servicio a las poblaciones que dependen del transporte. Esta línea también será una expansión del sistema de transporte de la ciudad (la línea de LRT de Hiawatha, el tren de viajeros Northstar Commuter Rail (en construcción) y la línea LRT del Corredor Central (propuesta).

### Reseña general del propósito y la necesidad del proyecto

Tres factores principales hacen que el proyecto de Southwest Transitway sea importante para las personas que residen y trabajan en el sudoeste del área metropolitana: 1) la congestión creciente en las carreteras; 2) la falta de opciones de transporte competitivas y confiables para viajeros electivos y personas que dependen del transporte; y 3) la falta de un servicio de transporte para los viajes inversos.

**Movilidad:** El área de estudio está experimentando una congestión considerable en las carreteras como resultado del alto crecimiento residencial y laboral y de las mejoras limitadas en la infraestructura. En términos de viaje, actualmente un 27 por ciento de todos los viajes regionales comienzan o terminan en el corredor y un 65 por ciento de todos los viajes que se originan dentro del área de estudio se quedan dentro del área de estudio: las personas que residen en el área de estudio también trabajan en el área de estudio. El área de estudio también es el hogar de muchos empleadores principales. El centro de la ciudad de Minneapolis es el centro de mayores empleos de la región con más de 140,000 empleos (78 empleos por acre), y el Golden Triangle (el Triángulo Dorado) es el sexto centro de mayores empleos de la región con más de 50,000 empleos (10 empleos por acre). Además del gran crecimiento en los empleos, esta área también está experimentando un gran crecimiento residencial con más de 31,200 residencias nuevas desde 1980; los hogares nuevos en Eden Prairie representan más de la mitad de esta cifra.

“

**Clasificación de deficiencia de movilidad.** El Distrito Metropolitano del Departamento de Transporte de Minnesota (Mn/DOT), el cual es responsable de las inversiones de transporte en el área metropolitana de ocho condados del Distrito Metropolitano, clasifica todas las carreteras como de deficiencia alta, mediana o baja. Debido a que la mayoría del sistema de carreteras experimenta congestión, la severidad (millas y duración) de la congestión de una carretera es un factor crítico para dar prioridad y seleccionar los proyectos para mejorar la movilidad.

**Los carriles del hombro para autobuses** lucen y funcionan como cualquier otro hombro de la carretera, pero el Mn/DOT permite que ciertos autobuses usen estos carriles para desviar la congestión y proporcionar un movimiento más rápido y confiable del transporte público en corredores congestionados.

**Los metros de rampas** son señales de tránsito en las rampas de entrada a las autopistas que permiten que el tráfico entre a la autopista de una manera medida y regulada.

**Los carriles para pasar por alto los metros de las rampas** ofrecen incentivos a los automóviles con pasajeros que comparten el viaje y a los usuarios de autobuses y proporcionan la posibilidad de ahorrar tiempo y últimamente de reducir el número de millas viajadas por los vehículos.

Como resultado de este fuerte crecimiento residencial y de empleos, los viajes por las carreteras del área han aumentado entre 80 y 150 por ciento en los últimos 25 años. Varias carreteras del área de estudio —TH 100, TH 169, TH 62, I 494, I 394 y TH 7— han sido identificadas y clasificadas por el Departamento de Transporte de Minnesota (Mn/DOT, por sus siglas en inglés) como deficientes en alta movilidad. Según el plan de transporte de largo alcance del Mn/DOT, el Plan del Sistema de Transporte (TSP, por sus siglas en inglés), no cuenta con planes de expansión ni mejoras importantes en las carreteras del área de estudio.

Los usuarios de autobuses expresos suburbanos en el área de servicio de SouthWest Transit y Metro Transit han duplicado en los últimos 10 años y, por primera vez en 2007, superaron un millón de usuarios anuales. Las ventajas del transporte público, incluyendo los carriles de hombros para autobuses, los lotes de estacionamiento para el servicio park-and-ride y los carriles para pasar por alto los metros de las rampas, se han implantado en toda el área, pero la velocidad de los autobuses permanece limitada, aún en los carriles de hombros, hasta un máximo de 35 millas por hora (mph) en condiciones congestionadas.

Debido a la falta de adiciones planificadas en la capacidad de las carreteras y las limitaciones en la capacidad de las instalaciones de tránsito en el centro de la ciudad de Minneapolis, los aumentos en la demanda futura para automóviles y autobuses no serán satisfechos de forma adecuada.

**Falta de opciones de transporte competitivo y confiable para viajeros electivos y personas que dependen del transporte:** Debido a la congestión en las carreteras —las mismas que usa el sistema de autobuses— es difícil proporcionar ventajas significativas en el tiempo de viaje que puedan atraer a los viajeros electivos (los que tienen la opción de conducir o de usar el transporte público) al sistema de transporte y servir adecuadamente a las personas que dependen del transporte dentro y alrededor del centro de la ciudad de Minneapolis.

La red de carreteras del área de estudio está orientada de norte a sur o de este a oeste, mientras que los patrones de desarrollo se han radiado desde el centro de la ciudad de Minneapolis en dirección diagonal. Esto ocasiona que se agregue tiempo de viaje adicional a los viajes en vehículos o transporte público debido a la geografía del sistema de carreteras. En un intento por reducir el tiempo de viaje, las Ciudades Gemelas se han convertido en un líder nacional en el uso de los carriles de hombro de la carretera. Actualmente, las Ciudades Gemelas tienen más de 250 millas de carriles de hombro funcionales para autobuses. Esto les proporcionan a los autobuses una ventaja en el tiempo de viaje sobre los automóviles privados durante las horas pico, pero las leyes estatales limitan su uso a situaciones en las que la carretera funciona a 35 mph o menos y el autobús no puede viajar a más de 15 mph por encima de la velocidad establecida para la carretera. Como se indicó previamente, MN/DOT ha identificado que todas las carreteras principales en el área de estudio experimentan

deficiencias de movilidad durante las horas pico. Esto afecta negativamente la habilidad del sistema de autobuses de proporcionar una ventaja en el tiempo de viaje que atraiga a los viajeros electivos de lugares suburbanos al sistema de transporte público.

El número de personas que dependen del transporte público está creciendo en el área de estudio, principalmente en y alrededor del centro de la ciudad de Minneapolis. Las áreas de crecimiento incluyen el North Loop y los vecindarios de Harrison y Bryn Mawr. La geografía de la red de carreteras en estas áreas, especialmente en Harrison y Bryn Mawr, hacen difícil proporcionar horas de viaje competitivas en el transporte público. La red de carreteras a través de estos vecindarios es tortuosa y tiene muchas calles de una sola dirección. En muchos casos, las personas que viven sólo a unas pocas millas del centro de la ciudad de Minneapolis tienen que viajar en transporte público de 9 a 13 minutos debido a la red de carreteras que usa el sistema de autobuses.

#### Falta de servicio de transporte público inverso para personas que viajan de la casa al trabajo diariamente:

Además del fuerte crecimiento de empleos en el centro de la ciudad de Minneapolis, las demás ciudades han experimentado —y se proyecta que continúen experimentando— un crecimiento considerable en empleos en el futuro. Esta tendencia se evidencia por el 65 por ciento de los viajes generados en el área de estudio que permanecen en el área de estudio. Muchos de estos viajes son viajes inversos de viajeros desde los vecindarios cercanos al centro de la ciudad a los centros de empleos en los suburbios. Actualmente, estos centros de empleos en su mayoría no son accesibles en transporte público.

#### ¿Se ha estudiado el Southwest Transitway antes?

A principios de la década de 1980, Southwest Transitway era considerada como una posible línea de LRT para dar servicio a las comunidades desde Minneapolis hasta Hopkins. Los problemas de movilidad en este corredor, como se describe en la sección previa, han sido bien documentados desde principios de la década de 1980. Los estudios previos incluyen:

- Plan Completo del Sistema LRT para el Condado de Hennepin (Comprehensive LRT System Plan for Hennepin County) (1988)
- Borrador de la Declaración de Impacto Ambiental del Sistema de Tren Liviano Urbano del Condado de Hennepin (Draft Environmental

Impact Statement Hennepin County Light Rail Transit System) (1988)

- Estudio de Viabilidad de la Ruta de Autobuses de 29th Street y el Sudoeste (29th Street and Southwest Busway Feasibility Study) (2000)
- Estudio del Tranvía Eléctrico Antiguo de los Corredores de 29th Street y el Sudoeste (28th and Southwest Corridors Vintage Rail Trolley Study) (2000)
- Plan Maestro de Transporte Público (Transit 2020 Master Plan) (2000)
- Estudio de la Ruta Exclusiva de Autobuses de las Ciudades Gemelas (Twin Cities Exclusive Busway Study) (2000)
- Plan Maestro de Transporte Público para 2025 (Transit 2025 Master Plan for Transit) (2001)
- Estudio de Transporte sobre Rieles del Sudoeste (Southwest Rail Transit Study) (2003)
- Análisis de Alternativas de Transporte Público del Sudoeste (Southwest Transitway Alternatives Analysis) (2007)

Más recientemente, el Plan de Política de Transporte para el 2030 del Consejo Metropolitano, que es el plan de transporte de largo alcance de la región, identificó la implementación del Southwest Transitway para antes del 2030. Además, cada una de las comunidades del área de estudio ha referenciado el Southwest Transitway en sus planes completos locales.

#### Análisis de Alternativas a Southwest Transitway, 2007

En 2007, la HCRRA completó un estudio requerido por el gobierno federal titulado Análisis de Alternativas, el cual era una continuación del *Southwest Rail Transit Study, 2003*. El *Southwest Transitway Alternatives Analysis (AA)* comparaba los beneficios, los costos y los impactos de



Para ayudar a determinar cuáles alternativas satisfacen las necesidades del área, se desarrollaron cinco metas por niveles de importancia.

1. Mejorar la movilidad.
2. Proporcionar una opción de viaje eficiente y eficaz en función del costo.
3. Proteger el medio ambiente.
4. Conservar la calidad de vida.
5. Apoyar el desarrollo económico.

una gama de alternativas de transporte público (modos y rutas) para identificar las que podrían satisfacer las necesidades de las comunidades según se expresan en la Declaración de Propósito y Necesidad.

Se evaluaron las alternativas de transporte público para determinar si satisfacían las cinco metas. Después de evaluar una alternativa de autobuses, dos alternativas de transporte rápido de autobuses y ocho alternativas de tren liviano urbano, se concluyó que el tren liviano urbano era el modo preferido de transporte y tres de las ocho rutas del tren liviano urbano satisfarían las cinco metas establecidas. Además, se mantendría la alternativa de autobús, titulada Autobús Mejorado, aunque no se hubiera desempeñado tan bien como las alternativas de tren liviano urbano (LRT), para continuar evaluando la posibilidad de abordar las crecientes necesidades de movilidad del área por medio de un servicio de autobuses mejorado en vez del tren liviano urbano. El Análisis de Alternativas concluyó que las mejoras de movilidad podrían abordarse mejor por medio del desarrollo de una de las tres posibles alternativas de tren liviano urbano que conectarían los centros de

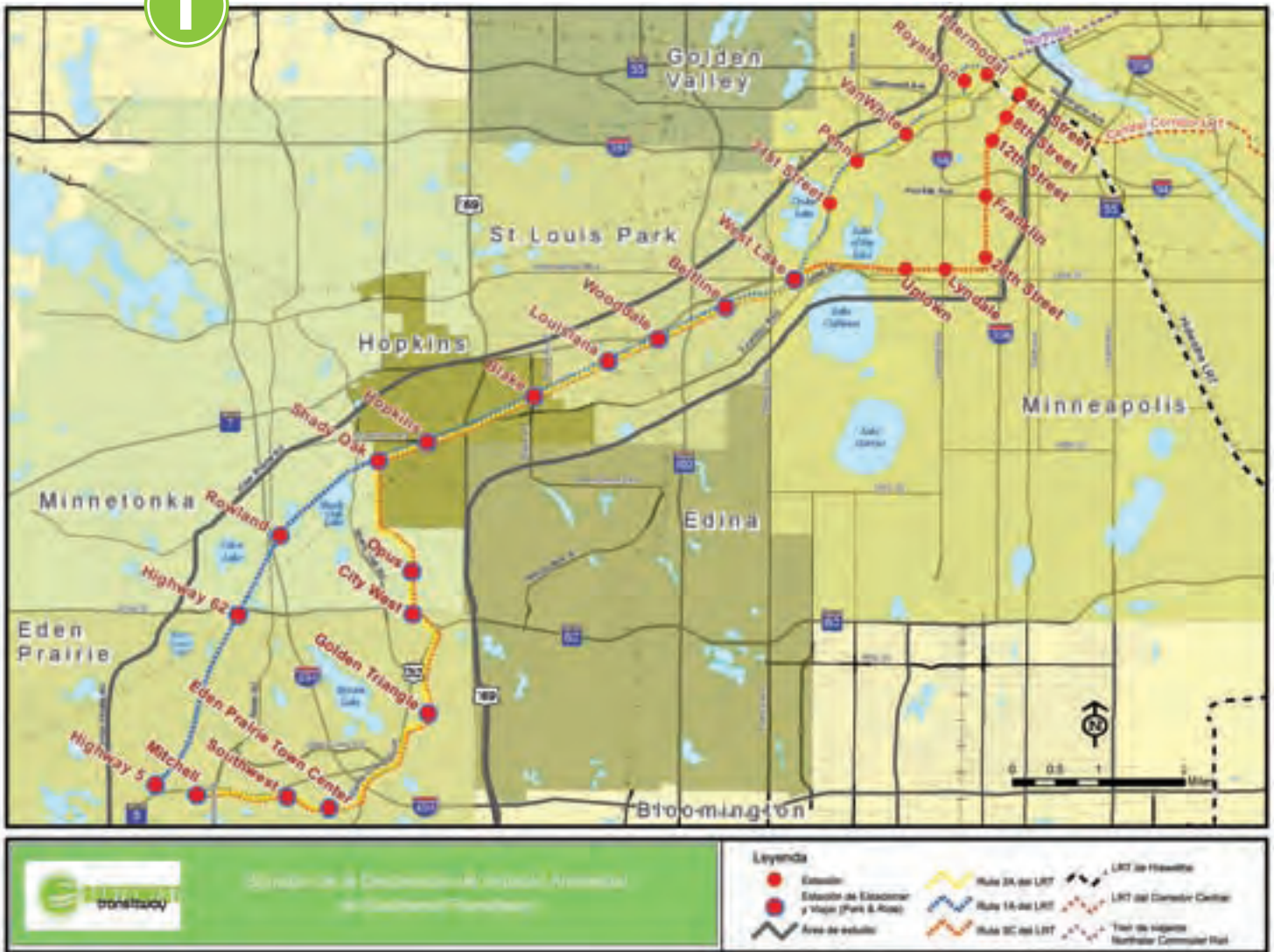
“

Un **viajero electivo** es alguien que no necesita usar el transporte público para sus viajes diarios, pero que elige usarlo por conveniencia, para ahorrar tiempo, para ahorrar costos (sin cargos de estacionamiento) o para alguna combinación de estos factores.

Una **persona que depende del transporte público** es alguien que necesita el transporte público para sus viajes diarios. La Administración Federal de Transporte Público define a las personas que dependen del transporte público como aquellas 1) que no poseen transporte privado, 2) las personas mayores (mayores de 65 años de edad), 3) los jóvenes (menores de 18 años de edad) y 4) las personas por debajo de los niveles de pobreza o de ingresos medios definidos por la Oficina del Censo de Estados Unidos.

Un **viajero inverso** significa una persona que vive en el centro de la ciudad y trabaja en un suburbio. Esto es lo opuesto al viajero regular que vive en un suburbio y viaja a su trabajo en la ciudad.





actividades residenciales, comerciales, de empleos y de entretenimiento dentro del área de estudio.

El Análisis de Alternativas es el punto de comienzo para el DEIS y es el fundamento de este proceso de evaluación pública.

**¿Qué alternativas se están considerando?**

Basado en el Análisis de Alternativas, se han propuesto tres alternativas de LRT y una alternativa de Autobús Mejorado para incluirse en el DEIS.

Las alternativas incluyen los lugares de estaciones propuestos, las instalaciones para estacionar y viajar (park & ride) en las estaciones y las rutas entre estaciones. Se supone que habrá una instalación de mantenimiento y almacenamiento de LRT, pero aún no se ha determinado un lugar.

**Tren Liviano Urbano 1A:** Esta alternativa funcionaría desde el centro de la ciudad de Minneapolis hasta Eden Prairie (TH 5) por medio de una extensión de los rieles del LRT de Hiawatha en 5th Street, pasando por la Estación Intermodal del centro de la ciudad de Minneapolis hasta Royalston Avenue, hasta el Corredor de Kenilworth a través de Minneapolis y la propiedad de la HCRRA a través de St. Louis Park, Hopkins, Minnetonka e Eden Prairie y terminando en TH 5 y la propiedad de la HCRRA. Se han propuesto estaciones en Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., el centro de la ciudad de Hopkins, Shady Oak Rd., Rowland Rd., TH 62 y TH 5. La alternativa 1A se muestra en la Figura 1.

**Tren Liviano Urbano 3A:** Esta alternativa funcionaría desde el centro de la ciudad de Minneapolis hasta Eden Prairie (Mitchell Road/TH

5) por medio de una extensión de los rieles del LRT de Hiawatha en 5th Street, pasando por la Estación Intermodal del centro de la ciudad de Minneapolis hasta Royalston Avenue, hasta el Corredor de Kenilworth a través de Minneapolis, la propiedad de la HCRRA en St. Louis Park y Hopkins, hasta el nuevo derecho de paso a través del área de Opus/Golden Triangle, el área del Centro Mayor de Eden Prairie y terminando en TH 5 y Mitchell Road. Se proponen estaciones en Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., el centro de la ciudad de Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, el Centro del Pueblo de Eden Prairie, SouthWest Station y Mitchell Rd. La alternativa 3A se muestra en la Figura 1.

**Tren Liviano Urbano 3C:** Esta alternativa funcionaría desde el centro de la ciudad de

figura 2 Alternativa de Autobuses Mejorados

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Minneapolis hasta Eden Prairie (Mitchell Road/TH 5) a través de Nicollet Mall hasta Nicollet Avenue (túnel de Franklin Avenue a 28th Street), el Corredor de Midtown a través de Minneapolis, la propiedad de la HCRRA en St. Louis Park y Hopkins, hasta el nuevo derecho de paso a través del Opus/Golden Triangle, el área del Centro Mayor de Eden Prairie y terminando en TH 5 y Mitchell Road. Se proponen estaciones en 4th St., 8th St., 12th St., Franklin Ave., 28th St., Lyndale Ave., Hennepin Ave., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., el centro de la ciudad de Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, el Centro del Pueblo de Eden Prairie, SouthWest Station y Mitchell Rd. La alternativa 3C se muestra en la Figura 1.

**Autobús Mejorado:** La alternativa de Autobús Mejorado, también conocida como la Alternativa de Administración del Sistema de Transporte Público

(TSM), se ha diseñado para proporcionar mejoras orientadas a la operación a un menor costo para abordar el propósito y la necesidad del proyecto tanto como sea posible sin una gran inversión para transporte público. Incluye modificaciones menores al servicio expreso existente y aumentaría el servicio de Metro Transit y SouthWest Transit entre Minneapolis e Eden Prairie, Minnetonka, Hopkins y St. Louis Park. Esta alternativa servirá como la línea de base de Nuevos Comienzos con la cual se medirá la eficacia en función del costo del proyecto propuesto e incluirá mejoras identificadas en la Alternativa Sin Construcción. La opción de Autobús Mejorado se muestra en la Figura 2.

**Alternativa Sin Construcción:** La Alternativa Sin Construcción incluye todas las mejoras a las carreteras e instalaciones y servicios de transporte público (que no sea el proyecto propuesto) planificadas, programadas e incluidas en el Plan de

Política de Transporte Regional Financieramente Restringido que se podrá en práctica para el año 2030. Este plan incluye expansiones y/o ajustes menores en el servicio de transporte público que reflejan una continuación de las políticas existentes de servicio como han sido identificadas por el Consejo Metropolitano. La Alternativa Sin Construcción sirve como la línea de base de la NEPA con la que se medirán los beneficios e impactos ambientales posiblemente significativos de las demás alternativas propuestas, incluyendo el proyecto propuesto.

**¿Cómo puedo participar en el proceso?**

Se anima a cualquier persona que tenga interés en el Southwest Transitway y en los beneficios e impactos ambientales posiblemente significativos a participar en el proceso de evaluación pública. Los comentarios deben proporcionarse durante

el período de evaluación, que termina el 7 de noviembre de 2008 a las 5:00 p.m. Para participar en el proceso, primero lea este folleto para aprender más sobre lo que se está proponiendo. Segundo, asista a una reunión pública para saber más y expresar sus pensamientos, ideas y comentarios. Tercero, proporcione sus opiniones con respecto a las alternativas propuestas a ser estudiadas, cualesquiera impactos sociales, económicos o ambientales posiblemente significativos para la evaluación en el DEIS y los comentarios sobre el propósito y la necesidad del proyecto propuesto.

Los comentarios pueden presentarse verbalmente a la HCRRA en cualquiera de las tres (3) reuniones públicas formales o enviarse por escrito por correo de EE.UU., fax o correo electrónico antes de las 5:00 p.m. del 7 de noviembre de 2008. En este informe se adjunta una hoja de comentarios del público para su comodidad. Los comentarios también pueden presentarse directamente a través del sitio Web de Southwest Transitway en [www.southwesttransitway.org](http://www.southwesttransitway.org).

Durante las reuniones públicas habrá disponible un Programa de Participación del Público y un Plan de Coordinación para la participación del público y entre agencias, los cuales abordan la manera en que el proyecto de Southwest Transitway incluirá la participación del público y las agencias en todo el proceso del DEIS. Esta información también estará disponible en el sitio Web de Southwest Transitway o comunicándose con la Srta. Katie Walker, Gerente de Proyecto de Transporte Público.

## ¿Cuándo, dónde y cómo puede el público hacer comentarios?

El período formal para presentar comentarios para el DEIS de Southwest Transitway terminará el 7 de noviembre de 2008 a las 5:00 p.m. Durante este marco de tiempo, se anima al público y a las agencias a presentar comentarios escritos por correo de EE.UU., fax, correo electrónico o en

### LO QUE DEBE HACER:

- Leer este folleto
- Asistir a una reunión pública (opcional)
- Díganos lo que usted cree que debe estudiarse.

el sitio Web (véase la información de contacto a continuación) o verbalmente en las tres reuniones públicas formales programadas.

Las reuniones públicas formales se han programado para las siguientes fechas y en los siguientes lugares:

Martes 7 de octubre de 2008  
2:00 p.m. - casa abierta  
3:00 p.m. - audiencia pública  
Hennepin County Government Center  
(Centro Gubernamental del Condado de Hennepin)  
300 South 6th Street  
Minneapolis, MN 55415

Martes 14 de octubre de 2008  
5:00 p.m. - casa abierta  
6:00 p.m. - audiencia pública  
St. Louis Park City Hall  
(Ayuntamiento de St. Louis)  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55416

Jueves 23 de octubre de 2008  
5:00 p.m. - casa abierta  
6:00 p.m. - audiencia pública  
Eden Prairie City Hall  
(Ayuntamiento de Eden Prairie)  
8080 Mitchell Road  
Eden Prairie, MN 55344

Sírvase observar: Durante la parte de casa abierta de la reunión pública formal, el personal del proyecto estará disponible para responder preguntas. El testimonio formal ante la HCRRA comenzará con la parte de la audiencia pública de la reunión. Para asegurar que todos los que deseen expresar sus opiniones a la HCRRA tengan la oportunidad de hacerlo, a cada persona se le darán tres (3) minutos para dirigirse a la HCRRA.

Se podrán hacer arreglos para obtener materiales de ayuda, servicios y comunicación en formatos accesibles e otros idiomas que no sea inglés **si se da aviso por lo menos 14 días calendarios antes**

**de la reunión** comunicándose con la Srta. Katie Walker a la dirección, número de teléfono o correo electrónico que se provee a continuación.

Los comentarios también pueden presentarse por escrito por:

**Correo:** Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401

**Fax:** 612-348-9710

**Correo electrónico:** [Katie.Walker@co.hennepin.mn.us](mailto:Katie.Walker@co.hennepin.mn.us)

**Sitio Web:** [www.southwesttransitway.org](http://www.southwesttransitway.org)

**Teléfono:** 612-348-9260

**Los comentarios deben recibirse antes de las 5:00 p.m. del 7 de noviembre de 2008.**

Para obtener más información sobre el proceso de evaluación pública, comuníquese con la Srta. Katie Walker a la dirección, número de teléfono o correo electrónico indicado anteriormente.

Los materiales escritos, las actualizaciones del proyecto y los materiales usados en las reuniones públicas estarán disponibles en el sitio Web del proyecto de Southwest Transitway en [www.southwesttransitway.org](http://www.southwesttransitway.org).

Las agencias gubernamentales serán invitadas a una reunión por separado.

## ¿Cómo puedo participar después del período de evaluación pública?

Aunque el período de evaluación pública formal termina el 7 de noviembre de 2008, las oportunidades para que el público participe en el DEIS continuarán. Las oportunidades para participar incluirán reuniones continuas con miembros del público, tribus, grupos de negocios y de la comunidad, y agencias gubernamentales.

Las oportunidades para la interacción y las opiniones de la comunidad ocurrirán durante períodos importantes durante todo el proceso del estudio (véase el Programa del DEIS en la página 8).

### Comente sobre:

- Las alternativas a ser estudiadas,
- Cualesquiera problemas sociales, económicos o ambientales significativos sometidos a evaluación, y
- La declaración de propósito y necesidad.

## ¿Cómo afectarán mis comentarios el proceso?

Los comentarios del público y las agencias se asegurarán de que el proyecto se defina adecuadamente, que las alternativas apropiadas se evalúen y que los beneficios e impactos ambientales posiblemente significativos se consideren antes de que se tome una decisión de proseguir con el proyecto. Los comentarios se pueden hacer durante el período de evaluación pública sobre el propósito y la necesidad del proyecto, las alternativas propuestas y los temas ambientales que se analizarán para determinar los beneficios e impactos ambientales posiblemente significativos. El período de evaluación pública terminará el 7 de noviembre de 2008.

Después de haber concluido el período de evaluación pública, las agencias líderes del DEIS (la HCRRA y la FTA), en consulta con las agencias participantes, revisarán todos los comentarios recibidos, responderán a estos comentarios y utilizarán los comentarios para finalizar el propósito y la necesidad, refinar las alternativas propuestas e identificar todas las áreas de temas ambientales a ser analizadas en el DEIS. Los comentarios recibidos, las respuestas y su impacto en el DEIS se documentarán en un Informe Público que se pondrá a disposición del público y de las agencias participantes.

## ¿Qué agencias gubernamentales participan?

Como mínimo, las agencias líderes pedirán a las siguientes agencias gubernamentales que participen en la preparación del DEIS:

**Agencias federales:** Advisory Council on Historic Preservation (Consejo Consultivo sobre Preservación Histórica), U.S. Army Corps of Engineers (Cuerpo de Ingenieros del Ejército de EE.UU.), U.S. Department of Agriculture (Departamento de Agricultura de EE.UU.), U.S. Department of Housing and Urban Development (Departamento de Viviendas y Desarrollo Urbano de EE.UU.), U.S. Department of Interior (Departamento del Interior de EE.UU.), U.S. Department of Transportation (USDOT)/Federal Highway Administration (Departamento de Transporte de EE.UU./Administración Federal de Carreteras), U.S. Environmental Protection Agency (Agencia de Protección Ambiental de EE.UU.), U.S. Federal Aviation Administration (Administración Federal de Aviación de EE.UU.), U.S. Federal Emergency Management Agency (Agencia Federal de Administración de Emergencias de EE.UU.), U.S.

Federal Railroad Administration (Administración Federal de Ferrocarriles de EE.UU.), U.S. Fish and Wildlife Service (Servicio de Piscicultura y Vida Salvaje de EE.UU.) y U.S. Homeland Security (Seguridad Nacional de EE.UU.).

**Agencias estatales:** Minnesota Pollution Control Agency (Agencia de Control de Contaminación de Minnesota), Minnesota Department of Health (Departamento de Salud de Minnesota), Minnesota Department of Transportation (Departamento de Transporte de Minnesota), Minnesota Environmental Quality Board (Junta de Calidad del Medio Ambiente de Minnesota), Minnesota Department of Natural Resources (Departamento de Recursos Naturales de Minnesota), Indian Affairs Council (Consejo de Asuntos de Tribus Indígenas), Board of Water and Soil Resources (Junta de Recursos de Agua y Suelos), Office of the State Archaeologist (Oficina del Arqueólogo Estatal), Minnesota Department of Agriculture (Departamento de Agricultura de Minnesota), Minnesota Department of Commerce (Departamento del Comercio de Minnesota), State Historic Preservation Office (Oficina Estatal de

Conservación Histórica) y Minnesota Historical Society (Sociedad Histórica de Minnesota).

**Autoridades regionales:** Metropolitan Council (Consejo Metropolitano), Metro Transit (Transporte Público Metropolitano), Three Rivers Park District (Distrito de Parques de Three Rivers), Minnehaha Creek Watershed District (Distrito de Agua de Minnehaha Creek), Nine Mile Creek Watershed District (Distrito de Agua de Nine Mile Creek), Riley Purgatory Bluff Creek Watershed District (Distrito de Agua de Riley Purgatory Bluff Creek) y Mississippi Watershed Management Organization (Organización de Administración de Aguas de Mississippi).

**Condado de Hennepin:** Administrador del Condado.

### Distrito de Conservación de Hennepin

**Gobierno local:** Ciudad de Minneapolis, ciudad de St. Louis Park, ciudad de Hopkins, ciudad de Edina, ciudad de Minnetonka y ciudad de Eden Prairie.

**Otros:** Tribus indígenas americanas y distritos escolares.



## ¿Qué temas ambientales se considerarán?

El propósito del proceso del DEIS es explorar en un ambiente público los efectos de las alternativas propuestas en el ambiente físico, humano y natural. Evaluaremos todos los beneficios e impactos ambientales, sociales, económicos y de transporte posiblemente significativos de las alternativas propuestas, los cuales incluyen los siguientes temas:

- Beneficios e impactos en los ecosistemas y recursos naturales incluyendo geología y suelos, calidad del aire, recursos de agua, incluyendo hidrología y calidad del agua, ruido y vibración;
- Uso de terrenos, zonificación y desarrollo económico;
- Datos demográficos y factores socioeconómicos;
- Desplazamientos y reubicaciones;

- Compatibilidad con los vecindarios, instalaciones y servicios de la comunidad, y justicia ambiental;
- Calidad visual y características estéticas;
- Beneficios e impactos en los recursos culturales, incluyendo los relacionados con recursos históricos y arqueológicos, recursos culturales tradicionales, y áreas de recursos y terrenos de parques y recreación y la Sección 4(f);
- Materiales peligrosos;
- Uso de la energía;
- Efectos de la construcción; y
- Beneficios e impactos del transporte (incluyendo transporte público, calles y carreteras, ferrocarriles e instalaciones para peatones y bicicletas).

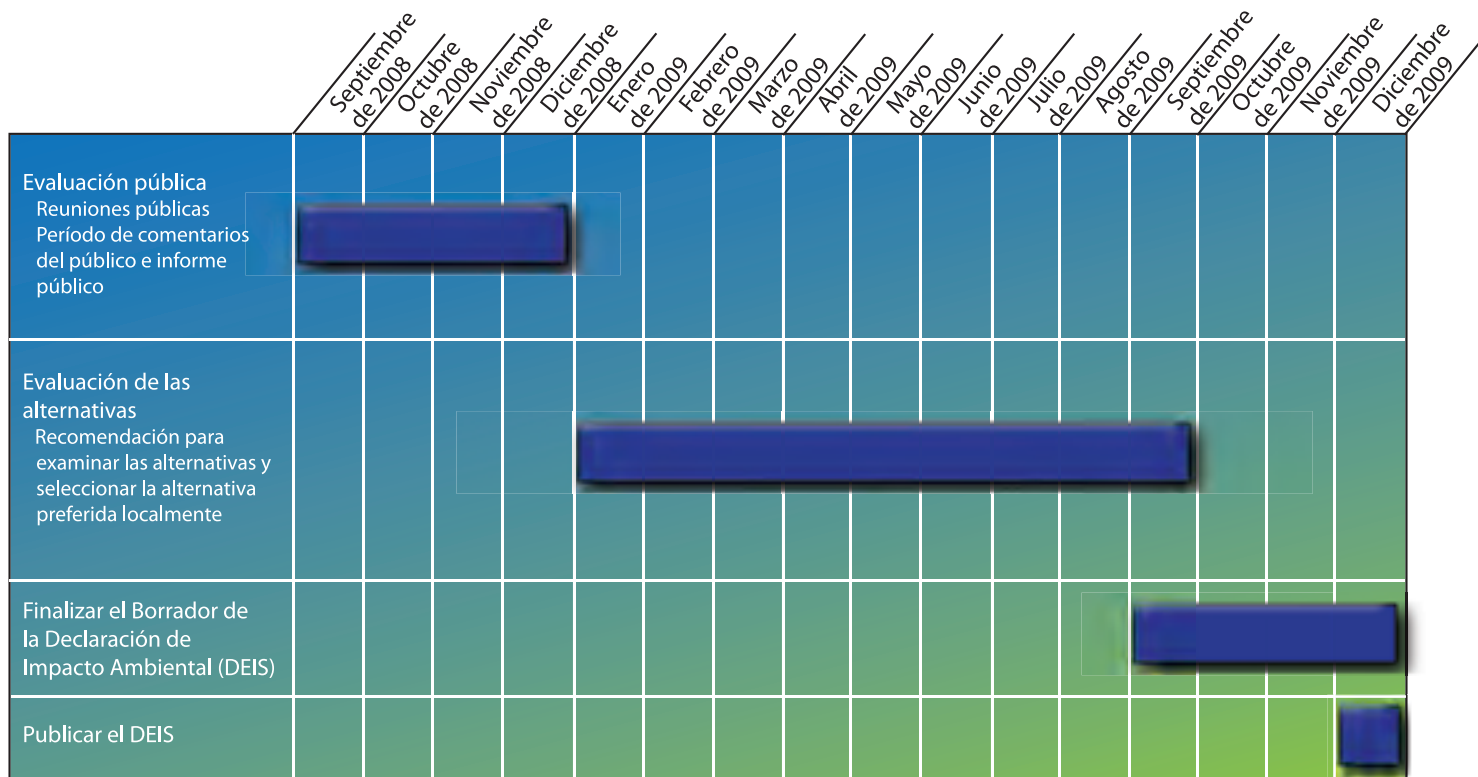
El programa de la DEIS se muestra a continuación.



Se identificarán y evaluarán las medidas para evitar, reducir al mínimo y mitigar todos los impactos adversos.



Además de documentar los posibles beneficios e impactos en el ambiente físico, humano y natural, el DEIS también refinará las estimaciones de costos de capital y operación, el pronóstico del número de usuarios del servicio de transporte público y las ubicaciones de las estaciones, e identificará un lugar para la instalación de mantenimiento y almacenamiento del tren liviano urbano (LRT).







**SOUTHWEST**  
transitway

dóblese aquí

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Coloque  
una  
estampilla  
aquí

Ms. Katie Walker, AICP, Transit Project Manager  
Hennepin County, Housing, Community Works & Transit  
417 North 5th Street, Suite 320  
Minneapolis, MN 55401

dóblese aquí