

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:

19/3.1/b

20/3.3/b

21/2.3/j

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



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
To: 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
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
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
To: swcorridor@co.hennepin.mn.us
cc: 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
To: 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
To: Katie.Walker
Cc: Gail.Dorfman ; Matthew.Dahlquist ; ebell ; dostrom ; peter.mclaughlin ;
Linda.Koblick ; mike.freeman@co.hennepin.mn.us ; lisagoodman ; rt ; jfoti ;
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
To: 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
To: Katie.Walker
Cc: [Matthew Dahlquist](mailto:Matthew.Dahlquist) ; dostrom ; 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
To: swcorridor@co.hennepin.mn.us
Subject: Fw: DEIS Scoping Process
Date: 10/20/2008 08:27 PM

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

From: arthur_higinbotham
To: Katie.Walker
Cc: [Matthew Dahlquist](mailto:Matthew.Dahlquist) ; ebell ; dostrom ; [Parker Trostel](mailto:Parker.Trostel) ; [jeanette Colby](mailto:jeanette.Colby) ; [Mari Taffe](mailto:Mari.Taffe) ; 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
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

cc Katie Walker <Katie.Walker@co.hennepin.mn.us>

10/16/2008 09:43 AM

Please respond to Jeanette Colby < 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.

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
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 5th 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.)

5/8.2/b

4) There has been discussion about closing the 28th street and 29th 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 28th 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 28th street crossing, and

6/3.2/a

less so the 29th 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
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
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
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>

To <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

From: Catherine M. Walker
To: 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](#)

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 -----

"Kent Warden"
<kw@bomampls.org>

To <Katie.Walker@co.hennepin.mn.us>
cc "Steve Herron" <sherron@zellerrealty.com>, "Durda, James" <durda@inlandgroup.com>, "Steve Faber" <SFaber@kmbldg.com>

10/07/2008 10:36 AM

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



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

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

October 2008

From: Catherine M. Walker
To: swcorridor@co.hennepin.mn.us
Subject: Fw: SW 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 04:22 PM -----

"Jeremy Ahrens" <ahrens@gmail.com>

To 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
Subject: Fw: comments on light rail routs
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 -----

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
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
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>
 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
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>
 cc <gail.dorfman@co.hennepin.mn.us>, <ralph.remington@ci.minneapolis.mn.us>, <robert.lilligren@ci.minneapolis.mn.us>, <rep.margaret.kelliher@house.mn.us>, <sen.scott.dibble@senate.mn.us>, <annette.meeks@metc.state.mn.us>, <mary.smith@metc.state.mn.us>, <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 24th St.
Mpls, MN 55405
612-377-3818

From: Catherine M. Walker
To: 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>
 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

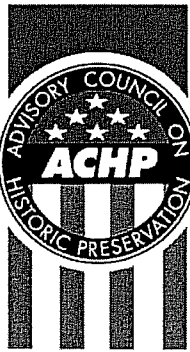
Blythe Semmer (202) 606-8552
bsemmer@achp.gov

Note: Please do not reply to this email.

A free copy of Adobe Acrobat Reader can be downloaded from:



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 5th 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 • achp@achp.gov • www.achp.gov

2 2 2

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.

Sincerely,



LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

From: Catherine M. Walker
To: 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 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.

4/3.1/i

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 -----

Capture
Comment
[

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

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
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>, <mary.smith@metc.state.mn.us>, <ralph.remington@ci.minneapolis.mn.us>, <robert.lilligren@ci.minneapolis.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>, <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 8th – 10th & Nicollet promotes the health of the center of downtown instead of pulling it to the outskirts - 5th 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 21st 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
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

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
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>

To <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. 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
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
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

From: Catherine M. Walker
To: 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

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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

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

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
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>, <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
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

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
To: 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. 10th 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 4th Av. S. (again, avoiding grade crossings with the entrances and exits from I35W), surfacing between 4th Av. S. and 3rd Av. S., running at grade between 3rd Av. S. and Hennepin (to avoid the issue of interfering with 3 skyways), rising to an elevated line between Hennepin and 1st Av. N. (to avoid crossing 1st Av. N. (which connects to I394) at grade), and continuing on an elevated section to where 9th/10th Sts. No. become 7th 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. 10th 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. 5th and S. 10th 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 3rd 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 31st St. in TAZ Districts 333, 334, and 337. However, these figures include all of District 376, at least 70% of which is north of 26th 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. 10th 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 31st 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 26th 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
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

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
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>
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
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>
 cc <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.

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
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

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
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

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
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>

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

10038

From: Catherine M. Walker
To: 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>
cc <kdoty@umn.edu>, <karen.rosar@comcast.net>

09/22/2008 02:58 PM

Subject North Loop SW LRT alignment letter

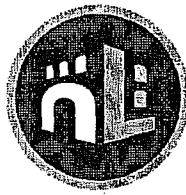
Katie, please see attached. Thank you.

David Frank
612.359.5844
dfrank@sr-re.com



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
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
www.ackerberg.com

From: Catherine M. Walker
To: 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>

To swcorridor@co.hennepin.mn.us

09/11/2008 08:44 PM

cc

Subject support of Southwest LRT

To Whom It May Concern:

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:

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.

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.

1/1/a

2/4.5/c

3/5.1/b

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](mailto:Catherine.M.Walker@co.hennepin.mn.us)
To: 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>

To 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
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>

To arthur higinbotham <ahiginbotham@msn.com>

09/08/2008 03:57 PM

cc "Katie.Walker" <Katie.Walker@co.hennepin.mn.us>, jeanette Colby <jmcolby@earthlink.net>, srg_hcmc <srg_hcmc@yahoo.com>, ebell <ebell@CBBURNET.com>, dostrom <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 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
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

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
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@co.hennepin.mn.us)
To: 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
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

1/1/a

From: [Grant Johnson](#)
To: 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
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

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
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

New **MapQuest Local** shows what's happening at your destination. Dining, Movies, Events, News & more. Try it out!

----- 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
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
To: 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
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
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
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](#)

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.

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.

6/3.6/a

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.

7/5.2/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.

From: Rachael Lininger
To: swcorridor@co.hennepin.mn.us
Subject: Route Alternatives
Date: 11/04/2008 01:08 PM

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

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

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
Subject: LRT route feedback
Date: 11/04/2008 10:14 AM

10058

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

Store, manage and share up to 5GB with Windows Live SkyDrive. [Start uploading now](#)

From: [Bill Arnold](#)
To: swcorridor@co.hennepin.mn.us
Subject: comments on southwest transit way
Date: 11/03/2008 03:51 PM

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
To: swcorridor@co.hennepin.mn.us
Subject: route opinion
Date: 11/03/2008 02:28 PM

10060

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@co.hennepin.mn.us)
To: 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
To: 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
To: 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
Reply To: agent_bill@yahoo.com
To: swcorridor@co.hennepin.mn.us
Subject: Don't Really Like Any Of The Routes
Date: 11/07/2008 04:09 AM

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
Subject: Uptown Association position
Date: 11/06/2008 11:26 PM
Attachments: [UA LRT position - final.doc](#)

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

OurUptown.com

Your Uptown Minneapolis Resource Guide

10067

Ms. Katie Walker
Project Manager – Southwest Corridor
Hennepin County
417 North 5th 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 4th Street in Downtown Minneapolis. This same ride on LRT would take 9 minutes, which is a significant travel time savings. LRT would provide Uptown the fastest connection to much of Downtown Minneapolis.

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

10067

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
To: swcorridor@co.hennepin.mn.us
cc: 'Gail.Dorfman'; 'peter.mclaughlin'; 'ralph.remington'; 'rt'; lisa.goodman@ci.minneapolis.mn.us; 'Malrick, Kim R.'; 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](#)

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

10668



Southwest Light Rail and Potential Future Light Rail Lines

Created by Thatcher Imboden
September 13, 2008

10068

Ms. Katie Walker
Project Manager – Southwest Corridor
Hennepin County
417 North 5th 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

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 4th & 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 4th & 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?

4/1.5/d



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 8th 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, 28th 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 10th Street and Marquette Avenue would have a shorter walk when alighting the 3C alignment at 8th 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 28th 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 28th 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 28th Street on the 3C alignment?

What assumptions were used when forecasting significantly fewer transit users arriving by walking to the Uptown, Lyndale, and 28th Street stations than the Beltline or West Lake station? I question these results, as they appear counter-intuitive given that the Uptown, Lyndale, and 28th 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 21st Street along the bike paths on the A alignments be removed as a part of the West 21st 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 28th 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 12th 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 4th Street and 8th 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 15th Street between First Avenue and Nicollet Avenue.

Another option includes utilizing Nicollet Avenue or Blaisdell/LaSalle Avenue into Downtown Minneapolis to 10th or 11th Street and then proceed west on the Option E alignment that was proposed by CIDNA that would connect to the 5th 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 5th 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

ATTACHMENT A

RUSH HOUR

	ROUTE 18 (1)	ROUTE 4 (2)	ROUTE 6 (3)	ROUTE 12 (4)	LRT 3C (5)
4 th – Nicollet / Hennepin	0 min	0 min	0 min	0 min	0 min
8 th – 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 4th & Nicollet at 4:29pm
- (2) Based upon bus schedule, M-F, Southbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8th Street, as to approximate the time at 4th & Hennepin. Departure time approximated to 4:36pm. There was a 7 minute spread between Washington & 8th Street.
- (3) Based upon bus schedule M-F, Southbound departing at 1st Ave N and 1st St N plus half of the time splitting Hennepin & 8th Street, as to approximate the time at 4th & Hennepin. Departure time approximated to 4:37pm. There was a 9 minute spread between 1st and 8th.
- (4) Based upon bus schedule, M-F, Westbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8th Street, as to approximate the time at 4th & Hennepin. Departure time approximated to 4:32pm. There was a 6 minute spread between Washington & 8th 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 th – Nicollet / Hennepin	0 min	0 min	0 min	0 min	0 min
8 th – 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 4th & Nicollet at 11:25am
- (2) Based upon bus schedule, M-F, Southbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8th Street, as to approximate the time at 4th & Hennepin. Departure time approximated to 11:22am. There was a 5 minute spread between Washington & 8th Street.
- (3) Based upon bus schedule, M-F, Southbound departing at 1st Ave N and 1st St N plus half of the time splitting Hennepin & 8th Street, as to approximate the time at 4th & Hennepin. Departure time approximated to 11:33 am. There was a 7 minute spread between 1st and 8th.
- (4) Based upon bus schedule, M-F, Westbound departing Hennepin & Washington at plus half of the time splitting Hennepin & 8th Street, as to approximate the time at 4th & Hennepin. Departure time approximated to 2:24pm. There was a 5 minute spread between Washington & 8th 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

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; 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](#)

10070

Katie Walker
Transit Project Manager
612.348-2190
612.385-5655

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From: "Mari Taffe" [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

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

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

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
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]
Sent: 11/06/2008 06:35 PM CST
To: Catherine Walker; Gail Dorfman; ralph.remington@ci.minneapolis.mn.us; mary.smith@metc.state.mn.us; lisa.goodman@ci.minneapolis.mn.us; rt@minneapolis.org; rep.margaret.kelliher@house.mn.us; sen.scott.dibble@senate.mn.us; 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
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
To: 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
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/VM 952.525.2152; Fax 952.941.7316

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 5th 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.**

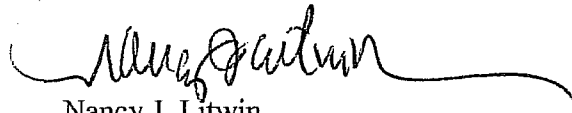
1 / 2 . 3 / f

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

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
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

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
To: swcorridor@co.hennepin.mn.us
Subject: SW Corridor - Chamber comments
Date: 11/06/2008 02:55 PM
Attachments: [Light Rail Letter.doc](#)

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
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
Subject: SW corridor
Date: 11/06/2008 12:20 PM

10079

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
To: 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

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 30th, 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 21st 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 21st Street (with or without a station) hear the clanging of street-crossing bells every few minutes, from early in the morning until late at night? Squeaky wheels, horns, and general operating noise from the train are also a concern. It is possible that LRT noise, especially from crossing gates, would not exceed certain decibel levels but would nonetheless be real and unacceptable noise pollution. In general, except when the freight trains go by, the ambient noise level along the Kenilworth Trail is currently very low. It is a very quiet, peaceful space.
- How would an LRT line along Kenilworth affect the volume of traffic in area neighborhoods, particularly along Burnham Road, through Kenwood, and along

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

- 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 21st and Thomas Ave. The natural environment along the Kenilworth Trail, along with the home’s landscaping, are an integral part of the home’s design. Mr. Lazor’s work is now part of the Walker Art Center’s permanent collection, and his work has been featured at major contemporary art museums around the country. 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 21st Street and 24th 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 21st 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 21st Street. This is a very busy beach in the summer. It is very important to know that people are not always in an attentive state of mind when they come and go here. This crossing will present real safety issues to pedestrians.
- How will LRT impact people's experience of Cedar South Beach, just west of Burnham Road at Cedar Lake Parkway?
- How can we ensure that bikers, runners, in-line skaters, children, pets, and others using the trails will be safe from fast, frequent trains? In some places, the Kenilworth corridor is very narrow and it is very important for the community that the trails be maintained.
- What will be the impact of LRT on property values? Despite research from other cities, LRT could make many homes near and along the Kenilworth Trail less desirable because the peaceful, natural character of the area will be altered. Homes closest to the proposed stop at 21st Street may see the biggest impact. How great an impact can we expect, both at the individual level and the city level (reduction of property tax income)? I have heard anecdotal evidence that potential home buyers are already worried about buying specific properties along the trail because of the possibility that LRT will soon occupy the Kenilworth Trail area.
- 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 21st Street

- The figure of 900 boardings and alightings per day at 21st Street established by the Alternatives Analysis seems surprising, given the low density of the neighborhood. There is currently a bus that travels to and from downtown that passes by this corner; the ridership was so low that service was reduced to rush-hour-only, and even now many of the busses are almost empty. But, if 450 to 900 people were to come to the 21st Street station, it is likely to completely change the character of the neighborhood. What would this change look like, how would it be planned, and what funding could we expect to implement such plans?
- **Traffic:** If there is a stop at 21st Street, what will be the traffic impact on 21st and 22nd Streets between Kenwood Parkway and the stop? Sheridan Ave. between the Burham bridge and 22nd Street will also see a big impact – it is already heavily used by commuters and others who live in Kenwood and Lowry Hill, as it is the only way to get from the west side of Lake of the Isles to these neighborhoods without going all the way around the lake. It is also a bus route. Neighborhood streets need to be protected from increases in traffic.

- How will air quality around 21st Street and Thomas Ave. be affected by increased traffic in the neighborhood coming to an LRT stop (through traffic, and parking and idling cars)?
- How will the safety of children, elderly people, bikers, and other neighbors be affected by the increase in car traffic through neighborhood streets?
- Parking: How would the city/neighborhood manage commuter parking issues? To get to the figure of 900 boardings and alightings per day at 21st Street, 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 21st Street? If the current bus route continues, it would make more sense to stay on the bus to continue to downtown. If the current bus route is altered to make 21st Street LRT station the bus route terminus, this would require bus users to transfer onto the LRT, limiting the number of downtown stops available to riders and causing a special hardship for elderly and disabled transit users. (According to a Seward neighborhood resident, some Franklin Avenue bus routes were changed to terminate at the Hiawatha LRT Line. A large number of disabled riders must now transfer.) Similarly, the Kenilworth/Cedar Lake Trail is currently heavily used by bike commuters. Would they stop at 21st Street to get on a train?
- How much light pollution would be caused by lighting at a 21st Street station stop? How would this affect near-by homes? Would light pollution impact the quality of life in these homes? Would it affect wildlife habitat?
- 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
cc: audrey.bartz@nwa.com; Leslie.J.Somers@Ceridian.com
Subject: Southwest LRT Line
Date: 11/06/2008 10:02 AM

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

10083

1/2.3/e

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:

2/2.3/f

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,

4.the bells that will be heard from that intersection (1/2 block away)

6/6.3/c

5.the effect light rails will have on the size of the widely used bike and walking trail

7/3.1/i

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

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](mailto:Karis.Thompson@redeemermpls.org)
To: swcorridor@co.hennepin.mn.us
Subject: Support for Kenilworth Alignment
Date: 10/06/2008 03:49 PM

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

From: Michael Grouws
To: swcorridor@co.hennepin.mn.us
Subject: Proposed routes
Date: 10/28/2008 08:21 PM

Dear Folks,

1/2.3/g
2/3.1/h
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.

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
Subject: SWLRT Comments
Date: 10/28/2008 08:17 PM

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
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](#)

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) to express your views, keep informed and attend meetings before this decision costs you and your neighbors too much.

From: thad@ascheandspencer.com
Reply To: thad@ascheandspencer.com
To: swcorridor@co.hennepin.mn.us
Subject: DEIS for proposed LRT
Date: 10/27/2008 09:35 PM

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
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

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From: Richard Madlon-Kay
To: 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

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

6/2.3/e

7/2.3/f

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!

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

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
To: 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
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
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
5/2.3/g of the Golden Triangle and Opus for the following reasons:

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
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>

To Katie.Walker@co.hennepin.mn.us

10/24/2008 01:43 PM

cc

Please respond to
Jeanette Colby <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
To: swcorridor@co.hennepin.mn.us
Subject: Public comment on the SW transitway alignment (3C)
Date: 11/06/2008 09:37 AM

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
cc: swcorridor@co.hennepin.mn.us; 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 5th 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
- Kevin Fossum**
Piedmont Office Realty Trust
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U.S. Bank
- Betsy Hodges** 1 / 2 . 3 / f
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- David Luick**
Target Corporation
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- Julie Reidhead** 2 / 8 . 1 / b
Thrivent Financial
- Pat Scott**
Minneapolis Resident
- Jerel Shapiro** 3 / 8 . 2 / a
Loop Parking, Inc.
- Peter Wagenius**
Mayor's Office
- Kent Warden**
Minneapolis BOMA

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 2nd Avenue. With alternative 3C, two-thirds of the buses currently using Nicollet Mall would have to be shifted to other streets including Marquette and 2nd Avenues to service downtown Minneapolis.**

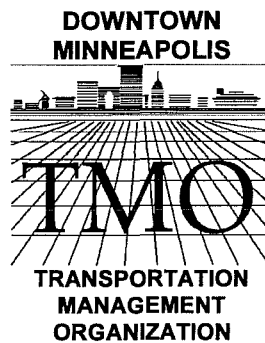
EXECUTIVE DIRECTOR:

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
- Christine Esckilsen**
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Mayor's Office
- Kent Warden**
Minneapolis BOMA

EXECUTIVE DIRECTOR:
Teresa Wernecke



220 South Sixth Street
Suite 230
Minneapolis, MN 55402
Phone: (612) 370-3987
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

10/04

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
Subject: SW LRT Route Options
Date: 11/07/2008 12:51 PM

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
To: 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

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From: [Blaire Hartley](#)
To: 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
To: swcorridor@co.hennepin.mn.us
Subject: comment on transit
Date: 11/07/2008 09:55 AM

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

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

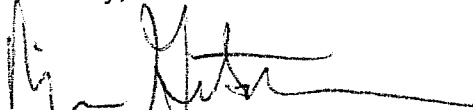
13/4.6/a

- 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 8th 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.

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.

 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>

cc

Subject

Transitway E-News!

"Katie Walker"

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 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

417 North 5th St Ste. 320 | Minneapolis, MN 55401

This email was sent to dave@benders-of-edina.com. To ensure that you continue receiving our emails, please add us to your address book or safe list.

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(Embedded image moved to file: [pic28692.gif](#))
emma

(Embedded image moved to file: [pic21425.gif](#))

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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 20th 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 21st 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 21st 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
To: 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
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
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
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

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
Subject: questions regarding southwest transitway
Date: 10/17/2008 12:38 PM

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

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From: Paul Fogelberg
To: 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

Passionate, compelling, credible legal experts to teach, motivate and inspire

Paul A. Fogelberg, President
The Professional Education Group
12401 Minnetonka Boulevard
Minnetonka, MN 55305-3994

paul@proedgroup.com

800.229.CLE1 (2531)

952.933.9990

612.382.7266 (Cell)

www.proedgroup.com

From: [Lisa Genis](mailto:lisa.genis)
Reply To: lisa.genis@alumni.utexas.net
To: swcorridor@co.hennepin.mn.us
Subject: Comment on the SW transitway
Date: 10/16/2008 08:34 PM

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
To: swcorridor@co.hennepin.mn.us
Subject:
Date: 10/16/2008 07:56 PM

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

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
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 21st 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](mailto:Maren.Hinderlie)
To: 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

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
To: 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
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
To: 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
Subject: LRT Southwest
Date: 10/14/2008 10:54 PM

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

From: [Paula Colestock](mailto:Paula.Colestock)
To: swcorridor@co.hennepin.mn.us
Subject: Light Rail Options - Minneapolis Resident Perspective
Date: 10/14/2008 10:54 PM

Hi,

I saw the article in the paper and reviewed the options on 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

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

10145

From: wietg001@umn.edu
To: swcorridor@co.hennepin.mn.us
Subject: preference for light rail line
Date: 10/14/2008 09:57 PM

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
Subject: corridor opinion
Date: 10/14/2008 06:28 PM

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

From: [Josh Carlson](mailto:Josh_Carlson)
To: swcorridor@co.hennepin.mn.us
Subject: Uptown/Eat Street/Nicollet route please!
Date: 10/14/2008 03:03 PM

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

10148

From: jimandkevinn@aol.com
To: swcorridor@co.hennepin.mn.us; rwilliam6146@msn.com
Subject: In support of the Kenilworth corridor
Date: 10/14/2008 02:46 PM

Hi,

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.

1/2.3/f

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.

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.

2/4.6/a

3/4.7/a

Respectfully submitted,

Kevinn Tam
James Waterhouse

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From: Lynn Christianson
To: swcorridor@co.hennepin.mn.us
Subject: LRT
Date: 10/14/2008 02:41 PM

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
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

1301 Second Avenue South
Minneapolis, MN 55403-2781
Fax: (612) 335-6183
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
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

From: Amy Sheldon
To: 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@co.hennepin.mn.us)
To: swcorridor@co.hennepin.mn.us
Subject: Southwest Transitway Scoping Comment
Date: 10/14/2008 12:03 PM

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
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

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

From: Schlagel, Randy
To: swcorridor@co.hennepin.mn.us
Subject: 2 Lines
Date: 10/14/2008 11:53 AM

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
To: swcorridor@co.hennepin.mn.us
Subject: LRT Route
Date: 10/14/2008 11:14 AM

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

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
Subject: SW TRANSIT
Date: 10/14/2008 10:54 AM

10158

1/11.1/d

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
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
To: swcorridor@co.hennepin.mn.us
Subject: alignment through minneapolis
Date: 10/14/2008 09:18 AM

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
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
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
To: 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
Email: nathan.t.caskey@accenture.com

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